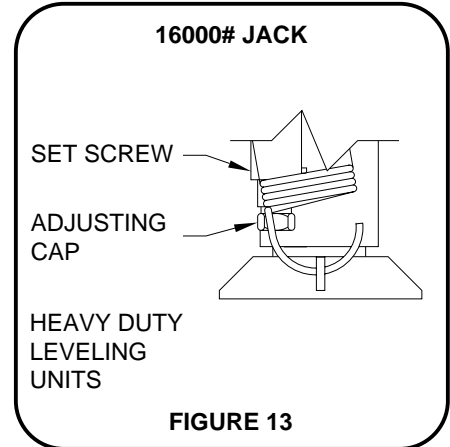
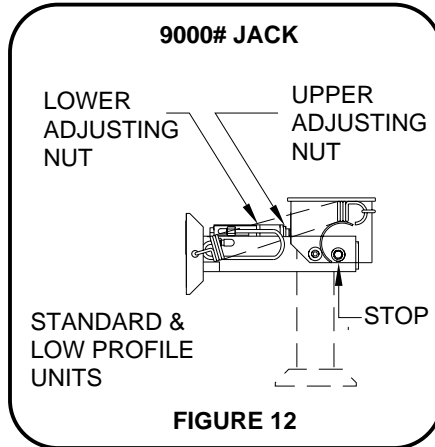
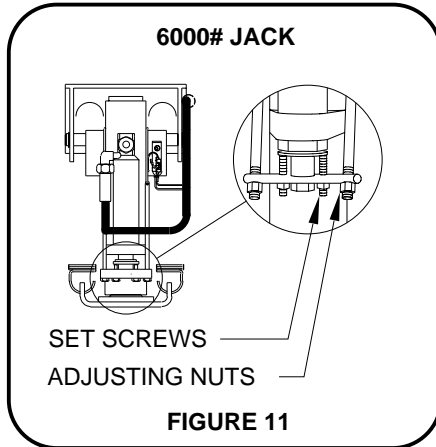


PART IV

START-UP & ADJUSTMENTS



A. HYDRAULIC START-UP

1. PRIMING PUMP

KICK DOWN JACKS : To prime the pump turn the ignition key to accessory. Push either the "I" or "ON" button 2 times. Allow the pump to run 3 seconds, then push the "OFF" button. Do this until the pump is primed. This can be determined by a lower pitch in sound from the pump. Again push either the "I" or "ON" button 2 times. Then check that all the jacks are vertical. Use the front "EXTEND" button to extend the front jacks until they lift the coach approximately 1". Retract the front jacks, check and fill the tank. Use the rear "EXTEND" button to extend the rear jacks until they lift the coach approximately 1". Retract the rear jacks, check and fill the tank. Care should be taken not to run the pump out of fluid as it may damage the pump.

STRAIGHT ACTING JACKS : To prime the pump turn the ignition key to the accessory. Push either the "I" or "ON" button one time. Push the front "EXTEND" button. This should be done in 3 second intervals until the pump is primed. This can be determined by a lower pitch in sound from the pump. Extend the two front jacks until they lift the coach approximately 1". Retract the jacks, check and fill the tank. Repeat this procedure for the rear jacks. Care should be taken not to run the pump out of fluid as it may damage the pump.

Check the system for hydraulic leaks.

Check that the correct jacks are operating as each button is pushed.

Refill hydraulic tank to within 1" of the top after all jacks have been operated and are fully retracted.

NOTE: Do NOT operate system without having the ground wire grounded properly to the chassis.

Consult the respective operator's manuals for specific operating instruction for the system being installed.

B. JACK ADJUSTMENTS - KICK DOWN JACKS ONLY

Each jack should be checked to be sure that it is vertical when it swings down. To do this retract all jacks, then extend each jack until it is close to but not touching the ground. Each jack must be adjusted so it can extend in the horizontal position without interfering with any suspension components, tanks, etc.

1. 6000# JACKS: Always make the vertical adjustment first. If the vertical adjustment is changed at any time, be sure to check the horizontal adjustment. Vertical adjustment is changed by adjusting the lock nuts on the actuator cable. (FIGURE 11) If the jack stopped short of vertical, tighten the locknuts off. If the jack goes past vertical, back the locknuts off. Be sure to adjust each nut the same number of turns.

Horizontal stop is adjusted by turning the set screws located just inside the cable locknuts. The jack can be adjusted down to provide clearance for objects which may interfere with the operation of the jacks. The horizontal stop must be adjusted to provide clearance in case the jack extends in the horizontal position. The jack must be able to fully extend in the horizontal position without interfering with suspension components, tanks, etc.

2. 9000# JACKS: If the jack stopped short of being vertical it can be adjusted by loosening the lower actuator nut and tightening the upper actuator nut. (FIGURE 12) If the jack goes past vertical reverse the process.

The horizontal stop can be adjusted up or down in the slot to provide clearance for objects which may interfere with the operation of the jack. (FIGURE 12) The stop must be adjusted so that the jack can be fully extended in the horizontal position without interfering with suspension components or tanks, etc.

3. 16000# JACKS: If the jack stopped short of being vertical, loosen the set screw and turn the adjusting cap clockwise. If the jack went beyond vertical, loosen the set screw and turn the adjusting cap counterclockwise. After each counterclockwise adjustment, the weight of the coach must be applied to the jack to make the adjustment effective. Do NOT adjust cap more than one turn without cycling the jack. (FIGURE 13) The horizontal stop on the heavy-duty jack is adjusted by adding washers under the urethane stop.