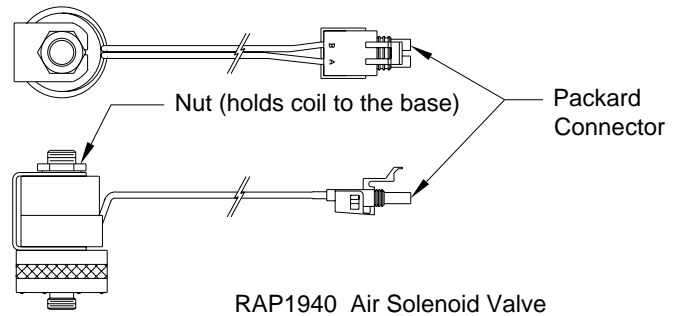

AIR SOLENOID VALVE REPLACEMENT

CAUTION: BLOCK FRAME AND TIRES SECURELY BEFORE CRAWLING UNDER VEHICLE. DO NOT USE LEVELING JACKS OR AIR SUSPENSION TO SUPPORT VEHICLE WHILE UNDER VEHICLE. VEHICLE MAY DROP AND/OR MOVE FORWARD OR BACKWARD WITHOUT WARNING CAUSING INJURY OR DEATH.

Screw on type valve for Air leveling and Active Air control units (air manifold assembly).



IMPORTANT: There are different style valves, 12 volt or 24 volt, valves with larger coils and hi-flow valves. Some valves appear to be the same. Make sure you have the correct valve. Contact the HWH Corporation for assistance or refer to www.HWH.com - "REPLACEMENT PARTS" for air control unit diagrams.

NOTE: If existing valve has a single pin Packard connector and a ring terminal, a RAP91915 (AP1403) adapter will be needed.

WARNING: ALL AIR MUST BE DUMPED FROM THE SUSPENSION, AND AUXILIARY TANKS PRIOR TO REMOVING THE SOLENOID VALVES. FAILURE TO DO SO MAY RESULT IN A SUDDEN DROP IN COACH HEIGHT AND OR BLASTS OF AIR, CAUSING INJURY OR DEATH.

Normally, control units are mounted close to the axles they control, centered on the axle, but not always. Contact the vehicle manufacturer for control unit locations.

IMPORTANT: REFER TO VEHICLE MANUFACTURER FOR SAFE POSITIONING OF JACK STANDS.

1. If the coach is on a lift, dump the air. If the coach is on the ground, use jack stands to support the chassis while the air is dumped, making it safe to work under the coach. Place the jack stands so no damage occurs to the coach.
2. Locate the air dump valve on the air tank, refer to owners manual for specific location; dump the air tanks.
3. Remove wire ties as needed to access the packard connectors connecting the air valves to the harness.

NOTE: When changing multiple valves, it is recommended to replace one valve at a time to make sure valves are plugged in to the correct harness wire.

4. From the existing solenoid, trace the wire to the packard connection. Disconnect the valve at the packard connection. The nut that holds the coil tight to the base of the air valve can be loosened to allow the coil to rotate, this will aid in removal and installation. Unscrew the valve from the manifold by gripping on the base of the valve with a pair of channel lock pliers or similar tool.

5. Lightly grease the o-ring on the new valve, install finger tight, tighten an additional 1/4 turn. Do not over tighten. This may cause the threaded stem to break off inside the manifold. Plug the packard connector on the new valve into the existing harness. Be sure to tighten the nut on top of the coil after the new valve is installed.

6. Repeat from step 3 for any other valves on the manifold that need to be changed. When reconnecting the packard connectors, be sure that the valves are connected correctly for valve location and function. Secure the wires with wire ties.