

LEVELING AND STABILIZATION

⚠ WARNING

Do not disconnect hoses prior to starting this procedure. Disconnecting the hoses will result in a loss of system pressure. If the coach is not adequately supported, the coach will fall, which can cause death or serious injury.

NOTE: Disconnecting hoses prior to starting this procedure will result in a loss of system pressure, which will make it impossible to change out the landing gear cylinder.

1. Extend the landing gears to lift the coach as high as possible.
2. Remove any items in the storage area where hydraulic fluid may spray.
3. Support the coach on jack stands or a pinbox tripod, being sure to position the coach's landing gear over oil pits for excess hydraulic fluid (Fig. 1).
4. Use a $\frac{9}{16}$ " socket to remove bolt and washer from bottom of the foot pad (Fig. 1).
5. Use a $\frac{3}{4}$ " socket to remove the bolt and nut holding the landing gear tube in place (Fig. 2).

Fig. 1



Fig. 2

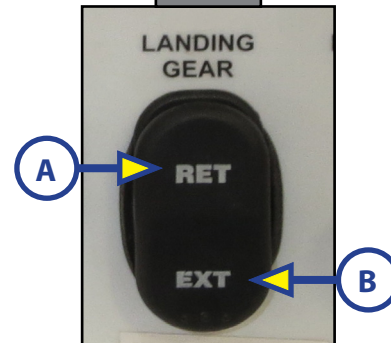


6. Use two 1 $\frac{1}{8}$ " wrenches, place one at the top of the cylinder guide and one on the lock nut, counter rotate wrenches to remove the cylinder guide and lock nut (Fig. 3).
7. Retract landing gear until fully retracted (Fig. 4A).
8. Press and release extend button (Fig. 4B). Then press and release retract (Fig. 4A). Finally press and release extend to relieve pressure in the system (Fig. 4B).

Fig. 3



Fig. 4



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9. Place a pan under the landing gear fittings where possible to control hydraulic fluid leaking from the hoses, fittings and ports (Fig. 5).
10. Slowly disconnect hoses from fittings with a towel wrapped around connection to control spray from leftover pressure being released. Place hoses into pan to catch any leftover hydraulic fluid (Fig. 5).

Fig. 5



11. Remove fittings and check O-rings for cuts, nicks or stretching. If worn, replace to avoid future leaking.
12. Clean everything. This is required before continuing to easily spot and troubleshoot a leak if it occurs after replacement is finished.
13. Use two $\frac{3}{4}$ " wrenches to remove the bolt and nut holding the landing gear cylinder in place. This will drop the cylinder into the oil pit.
14. Fasten the jam nut and cylinder guide to the new cylinder (Fig. 6).
15. Once cylinder guide is screwed on tight, tighten the jam nut to the cylinder guide using two $\frac{9}{16}$ " wrenches (Fig. 7).

Fig. 6

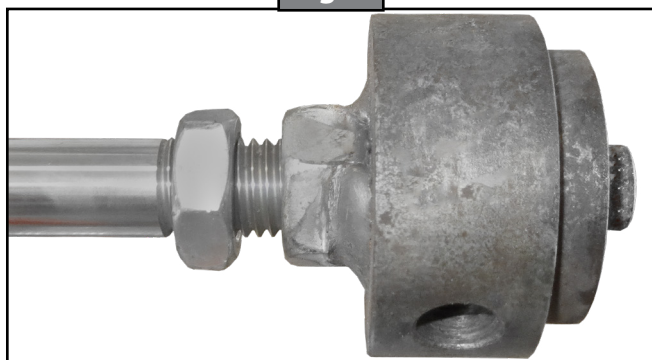
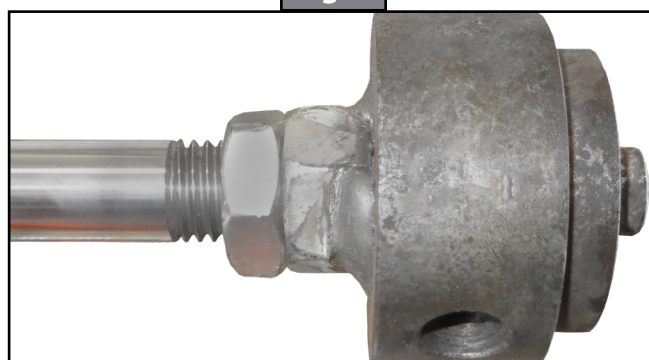


Fig. 7



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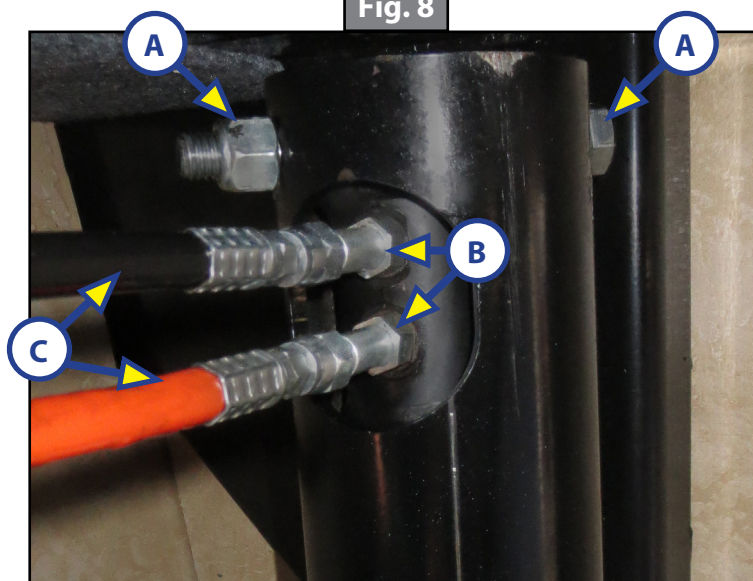
16. Making sure the ports are facing the correct way, feed the cylinder up through the landing gear and fasten the $\frac{3}{4}$ " bolt and nut to secure the cylinder in place (Fig. 8A).
17. Remove cylinder plugs and fasten fittings snug with a wrench and then give it an extra $\frac{1}{4}$ turn (Fig 8B).

NOTE: Avoid over-tightening, as this will break O-rings causing system to leak.

18. Fasten hoses, being sure to match up extend/retract to previous configuration (Fig. 8C).

NOTE: Avoid over-tightening, as this will cause threading and O-ring damage.

Fig. 8



NOTE: Black Hose = Retract (Fig. 8C)
Orange Hose = Extend (Fig. 8C)

19. Extend the landing gear all the way down.
20. Check for any leaks.
21. Retract the landing gear until there is about 6" of the cylinder protruding (Fig 9).

Fig. 9



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22. Apply the landing gear tube and secure it with $\frac{3}{4}$ " bolt and nut (Fig. 10).
 23. Apply bolt sealant to the footpad bolts to avoid footpads falling off during travel (Fig. 11). Replace bolt if worn down.
 24. Use a $\frac{9}{16}$ " socket to fasten the footpad to the landing gear cylinder with the bolt and washer (Fig. 12).
- NOTE:** Avoid over-tightening, as this will break the bolt.
25. Check the fluid level and mark a reference line (Fig. 13).
 26. Extend the landing gear all the way down.
 27. Retract the landing gear all the way up.
 28. Check fluid level and note the reference line (Fig. 13). If fluid level has dropped, there is either air in the lines or the system is leaking.
 29. After checking for leaks, top off hydraulic fluid in the reservoir to within $\frac{1}{2}$ " of the top of the reservoir if necessary.

Fig. 10



Fig. 11

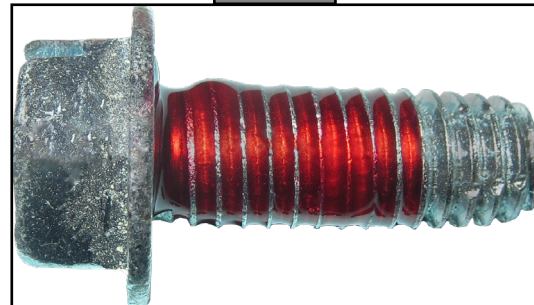
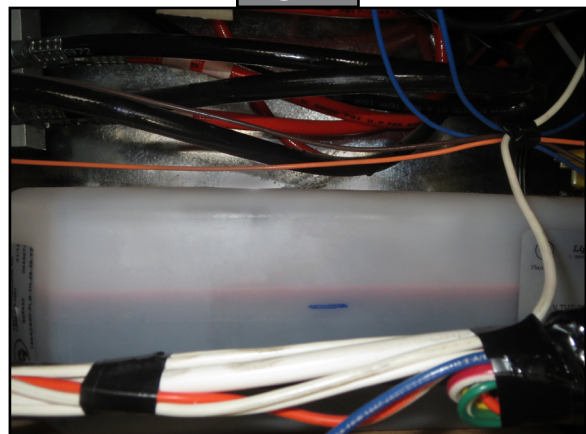


Fig. 12



Fig. 13



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