



**POWER STANCE™ CLASS C
STABILIZATION SYSTEM
OEM INSTALLATION MANUAL**

**L I P P E R T
C O M P O N E N T S®**

TABLE OF CONTENTS

System Information	2
Safety Information	2
Resources Required	3
Installation	3
Determine Stabilizer Locations	3
Mounting the Clamp Brackets and Drop Brackets	3
Mounting the Drop Bracket Assembly and Stabilizers	4
Mounting the Stabilizer Assemblies	5
Installing the Stabilizer Touch Pad	7
Installing the Controller	9
Wiring Diagram	10
Wiring	11
Safety Input Wiring	11
Operation	11
Extending Stabilizers	12
Retracting Stabilizers	13
System Maintenance	13
Mechanical Maintenance	13
Electrical Maintenance	13
Troubleshooting	14
Manual Override	14

System Information

Please read and study the operating section of the manual before operating the Power Stance™ Class C Stabilization System. The Power Stance Class C Stabilization System is a 12V DC electric motor-driven system. The electric motors drive Acme-threaded screws to extend and retract the stabilizer legs to stabilize the coach.

There are no serviceable parts within the electric motors. If either motor fails, it must be replaced. Disassembly of the motor voids the warranty.

Mechanical portions of the Power Stance Class C Stabilizers are replaceable. Contact Lippert Components, Inc. to obtain replacement parts.

Safety Information

The Power Stance Class C Stabilization System is intended for the purpose of stabilizing the coach. The use of this system for any reason other than which it is intended is prohibited by Lippert's Limited Warranty and may result in serious personal injury or death. The Power Stance Class C Stabilization System is designed as a stabilizing component system and should not be used to provide service for any reason under the coach such as changing tires or repairing or replacing any components beneath the coach.

WARNING

The “WARNING” symbol above is a sign that an installation procedure has a safety risk involved and may cause death or serious injury if not performed safely and within the parameters set forth in this manual. Always wear eye protection when performing this installation procedure. Other safety equipment to consider would be hearing protection, gloves, and possibly a full face shield, depending on the nature of the installation procedure.

⚠ WARNING

The Power Stance Class C Stabilization System is designed as a stabilizing component system. Do NOT use this stabilizing system to attempt to level the coach. Failure to follow instructions in this manual could result in death, serious injury and/or damage to the coach.

⚠ WARNING

Any attempts to change tires or perform other service while coach is supported by the Power Stance Class C Stabilization System could result in death, serious injury and/or damage to the coach. Lippert Components Inc. recommends that a trained professional be employed to change the tires on the coach.

⚠ CAUTION

Moving parts can pinch, crush or cut. Keep clear and use caution.

Resources Required

- 1 - 2 People, depending on task
- Cordless or Electric Drill or Screw Gun
- Appropriate Drive Bits
- Ratchet
- $\frac{9}{16}$ " Wrench
- $\frac{9}{16}$ " Socket

Installation

Determine Stabilizer Locations

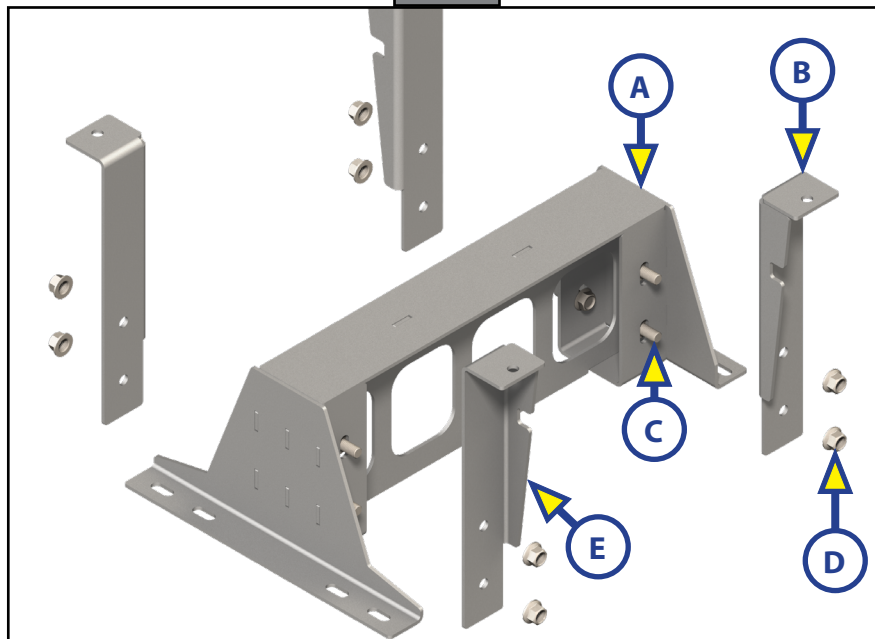
The location of the stabilizers shall be determined by the OEM.

Mounting the Clamp Brackets and Drop Brackets

NOTE: If the clamp brackets and drop brackets are pre-installed with the stabilizers, skip to "Mounting the Stabilizer Assemblies."

1. Install four clamp brackets (Fig. 1B) onto the drop bracket (Fig. 1A) using two $\frac{3}{8}$ " - 16 x $\frac{3}{4}$ " hex. flange bolts (Fig. 1C) and two $\frac{3}{8}$ " - 16 flange nuts (Fig. 1D) for each clamp bracket. Make sure the flange (Fig. 1E) of the clamp bracket is facing towards the inside of the drop bracket.
2. Loose fit the nuts on the clamp brackets for any adjustments that might need to be made later in the installation.
3. Repeat steps one and two for the other drop bracket.

Fig. 1



Mounting the Drop Bracket Assembly and Stabilizers

1. Align the drop bracket assembly's side with four slots (Fig. 2A) to the stabilizers four slots (Fig. 2B) on the top bracket closest to the motor.
2. Install four 3/8" - 16 x 3/4" hex. flange bolts (Fig. 2D) and four 3/8" -16 flange nuts (Fig. 2C).
3. Torque the bolts to 25 ft-lbs.
4. Align the drop bracket assembly side with two slots (Fig. 3A) to the stabilizer's two slots (Fig. 3B) on the center bracket.

NOTE: The end bracket (Fig. 3E) of the stabilizer is not used in this application.

5. Install two 3/8" - 16 x 3/4" hex. flange bolts (Fig. 3D) and two 3/8" -16 flange nuts (Fig. 3C).
6. Torque the bolts to 25 ft-lbs.

Fig. 2

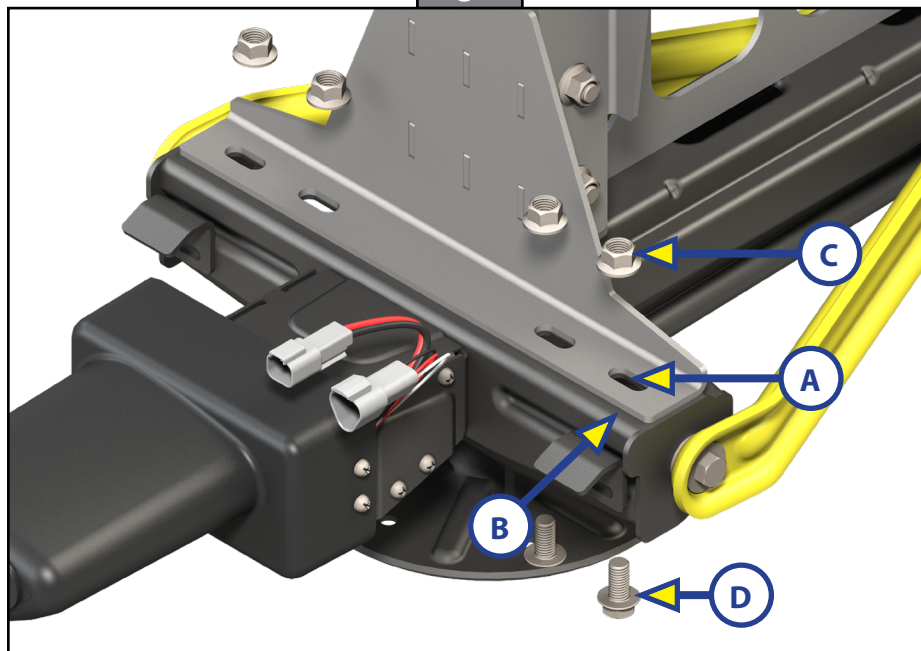
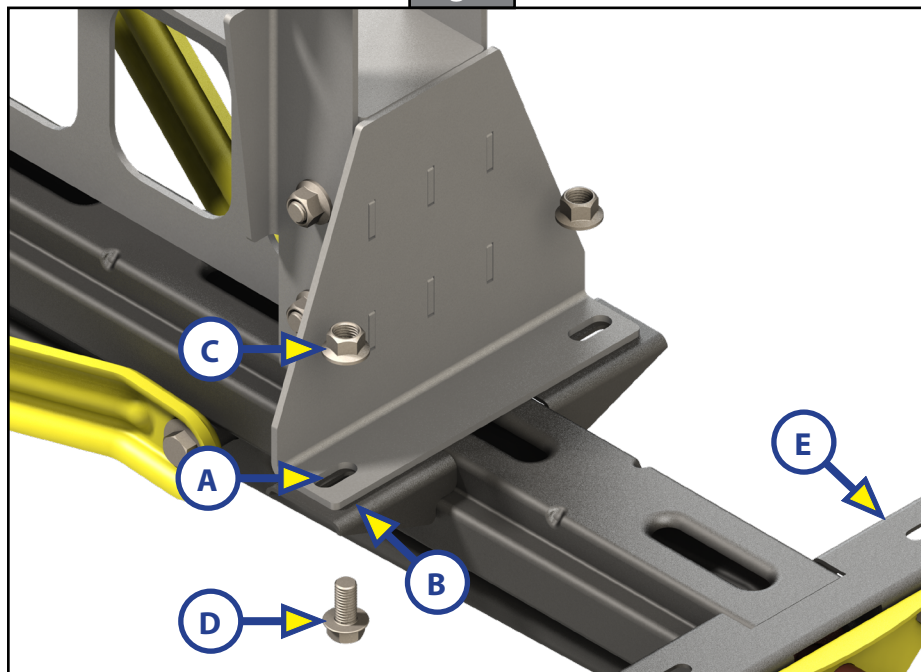


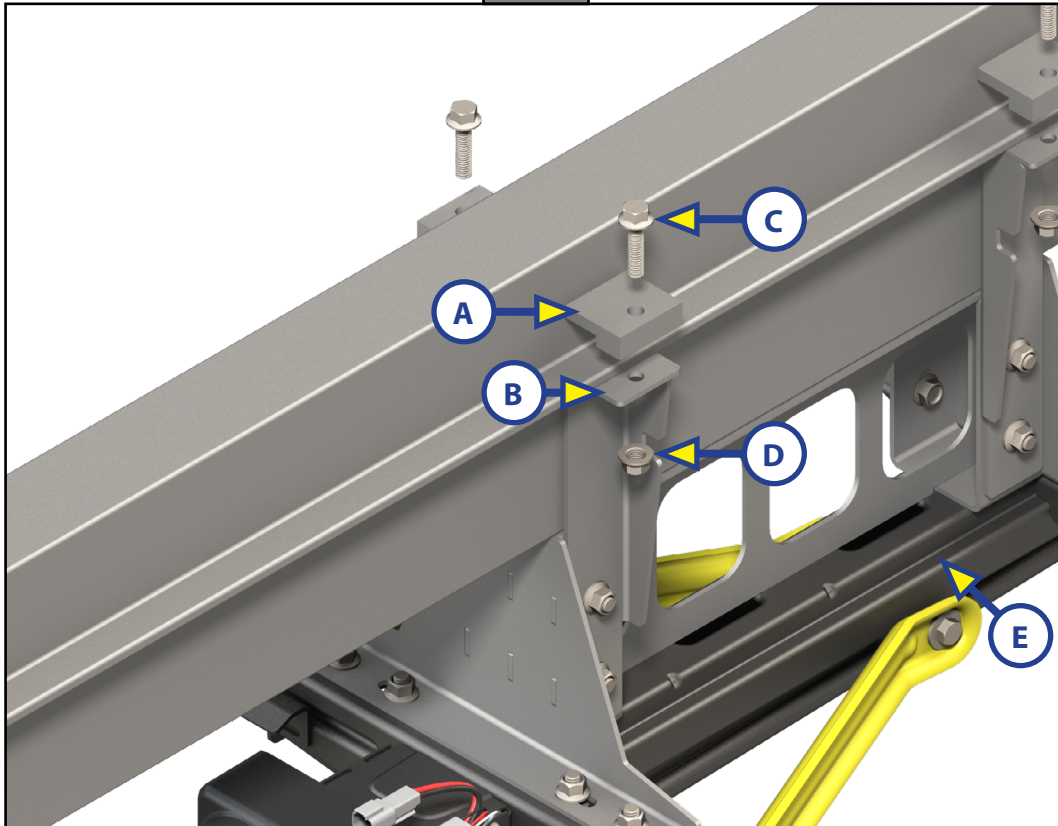
Fig. 3



Mounting the Stabilizer Assemblies

1. Make sure the stabilizer motor is facing the rear axle.
2. Place the stabilizer, with the drop bracket assembly installed, under the chassis beam at the location determined by the OEM.
3. Push and support the stabilizer (Fig. 4E) up towards the chassis beam until the top of the drop bracket contacts with the bottom of the chassis beam.
4. Place one clamp bracket attachment (Fig. 4A) on top of the outer flange of the chassis beam and one clamp bracket attachment on the inner flange of the chassis beam directly over the holes of the motor end of the drop bracket assembly (Fig. 4B).
5. Fasten the motor end of the drop bracket and clamp bracket attachments to the flange of the chassis beam with two 3/8" - 16 x 1 1/2" flange bolts (Fig. 4C) and 3/8" - 16 flange nuts (Fig. 4D).
6. Torque the bolts to 25 ft-lbs.

Fig. 4



7. Place one clamp bracket attachment (Fig. 5A) on top of the inner flange of the chassis beam and one clamp bracket attachment on the outer flange of the chassis beam directly over the holes in the non-motor end of the drop bracket assembly (Fig. 5B).
8. Fasten the non-motor end of the drop bracket and clamp bracket attachments to the flange of the chassis beam with two 3/8" - 16 x 1 1/2" flange bolts (Fig. 5C) and 3/8" - 16 flange nuts (Fig. 5D).
9. Torque the bolts to 25 ft-lbs.
10. Push the stabilizer (Fig. 6C) up towards the chassis beam until the top of the drop bracket contacts with the bottom of the chassis beam (Fig. 6A).
11. Tighten all eight flange bolts (Fig. 6B) on the clamp brackets to the drop bracket.
12. Repeat steps 1-11 for the opposite side of the chassis.

Fig. 5

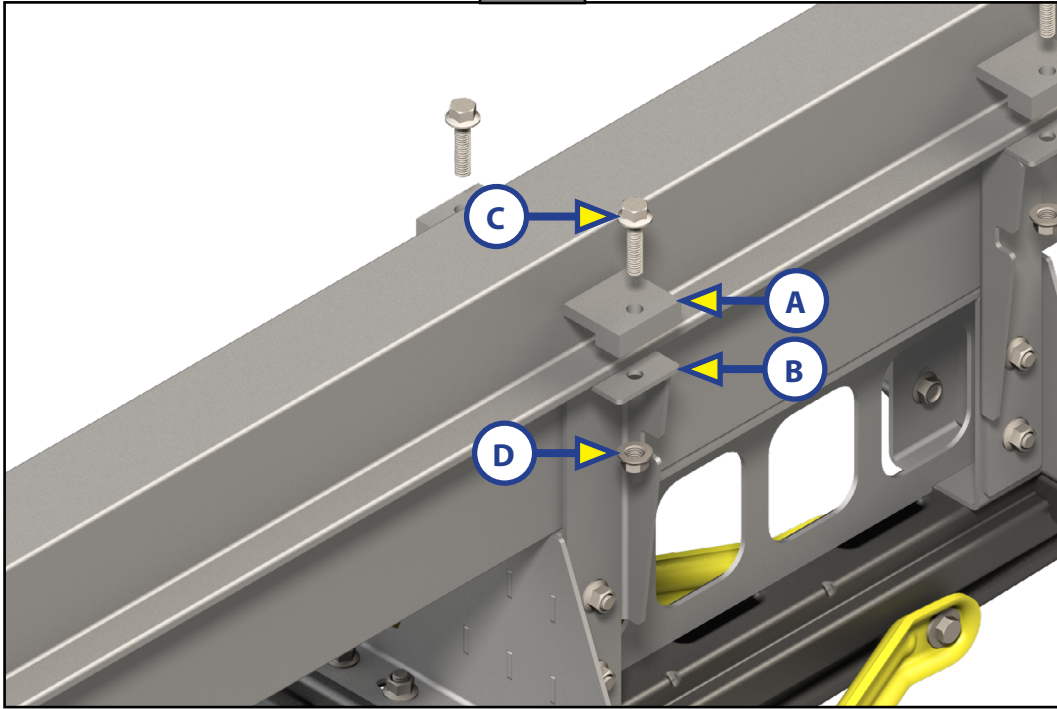
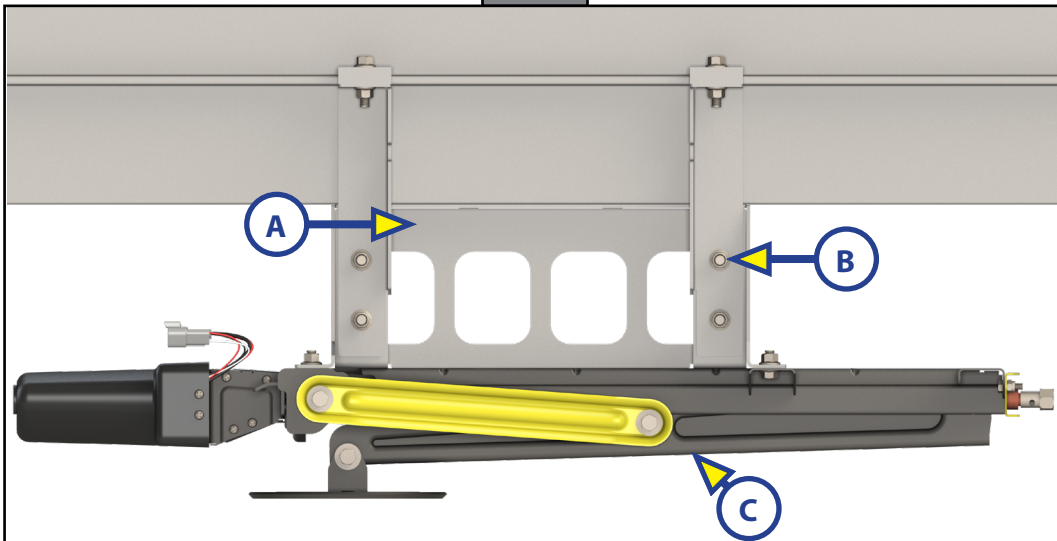


Fig. 6



Installing the Stabilizer Touch Pad

1. Determine where to mount the stabilizer touch pad. The touch pad should be mounted in the interior of the coach.
2. Use one of the following options to install the touch pad:
 - A. Option 1 - Touch Pad Bracket
 - I. Install the side of the touch pad bracket (Fig. 7C) or the top of the touch pad bracket (Fig. 7A) to a level area using at least two #10 - 16 x 1" square pan head self-drilling screws (Fig. 7B).
 - II. Place the touch pad in front of the cut-out faceplate of the touch pad bracket.
 - III. Install one #10 - 16 x 1" square pan head self-drilling screw (Fig. 8A) at each corner, through the touch pad (Fig. 8B) and into the touch pad bracket (Fig. 8C).
 - IV. Attach the touch pad harness to the touch pad and run it to the compartment where the controller is mounted. Plug the harness into the appropriate connector on the controller. See Wiring Diagram section.

Fig. 7

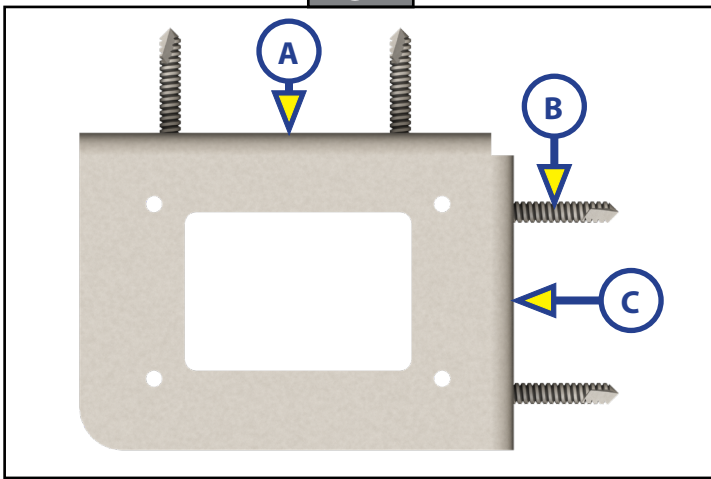
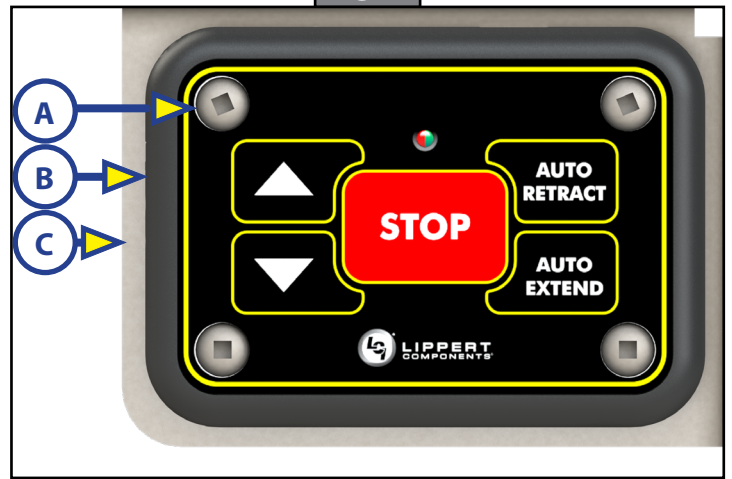


Fig. 8



B. Option 2 - Wall Mounting

- I. Cut a hole in the desired location 2" wide by 1 1/2" high with a depth the thickness of the wall (Fig. 9) so the top and bottom horizontal cuts are parallel to the floor of the compartment or floor of the coach.
- II. Attach the touch pad harness to the back of the touch pad (Fig. 10B).
- III. Feed the touch pad harness through this hole and run it to the compartment where the controller is mounted. Plug the harness into the appropriate connector on the controller. See Wiring Diagram section.
- IV. Place the back of the touch pad into the opening. Make sure the back of the touch pad faceplate is flush and level against the wall.
- V. Install one #10 - 16 x 1" square pan head self-drilling screw (Fig. 10A) at each corner, through the touch pad and into the wall.

Fig. 9

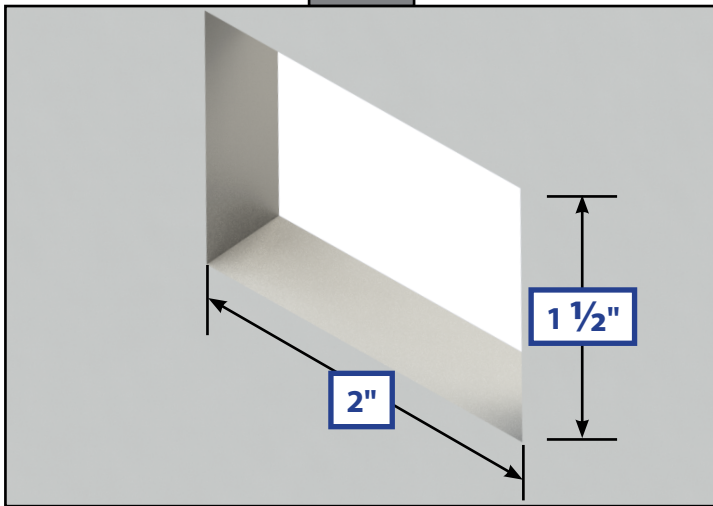
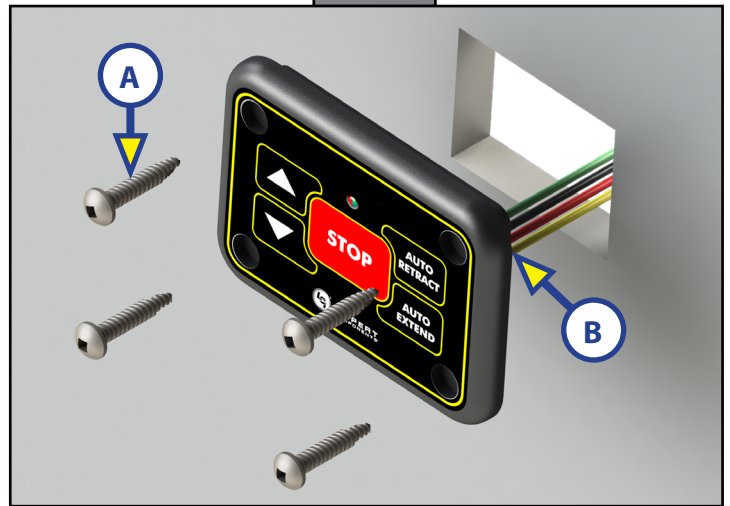


Fig. 10

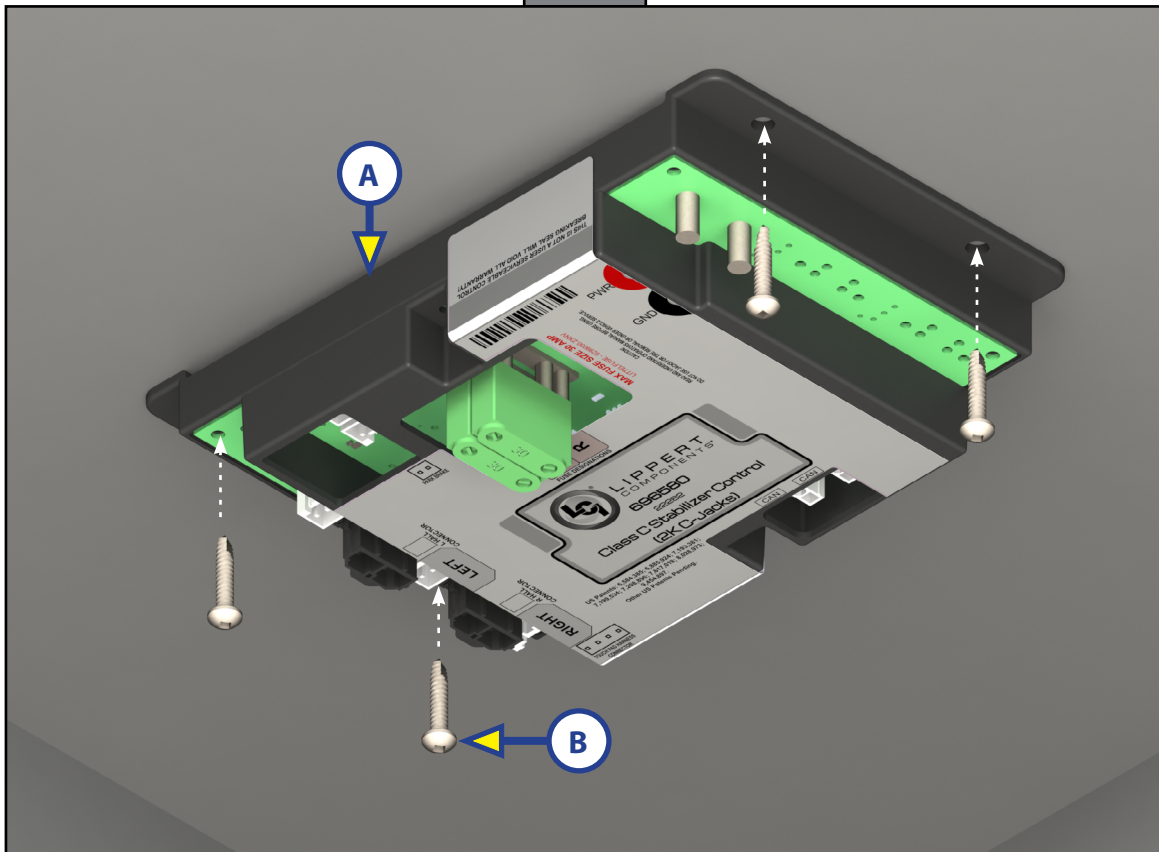


Installing the Controller

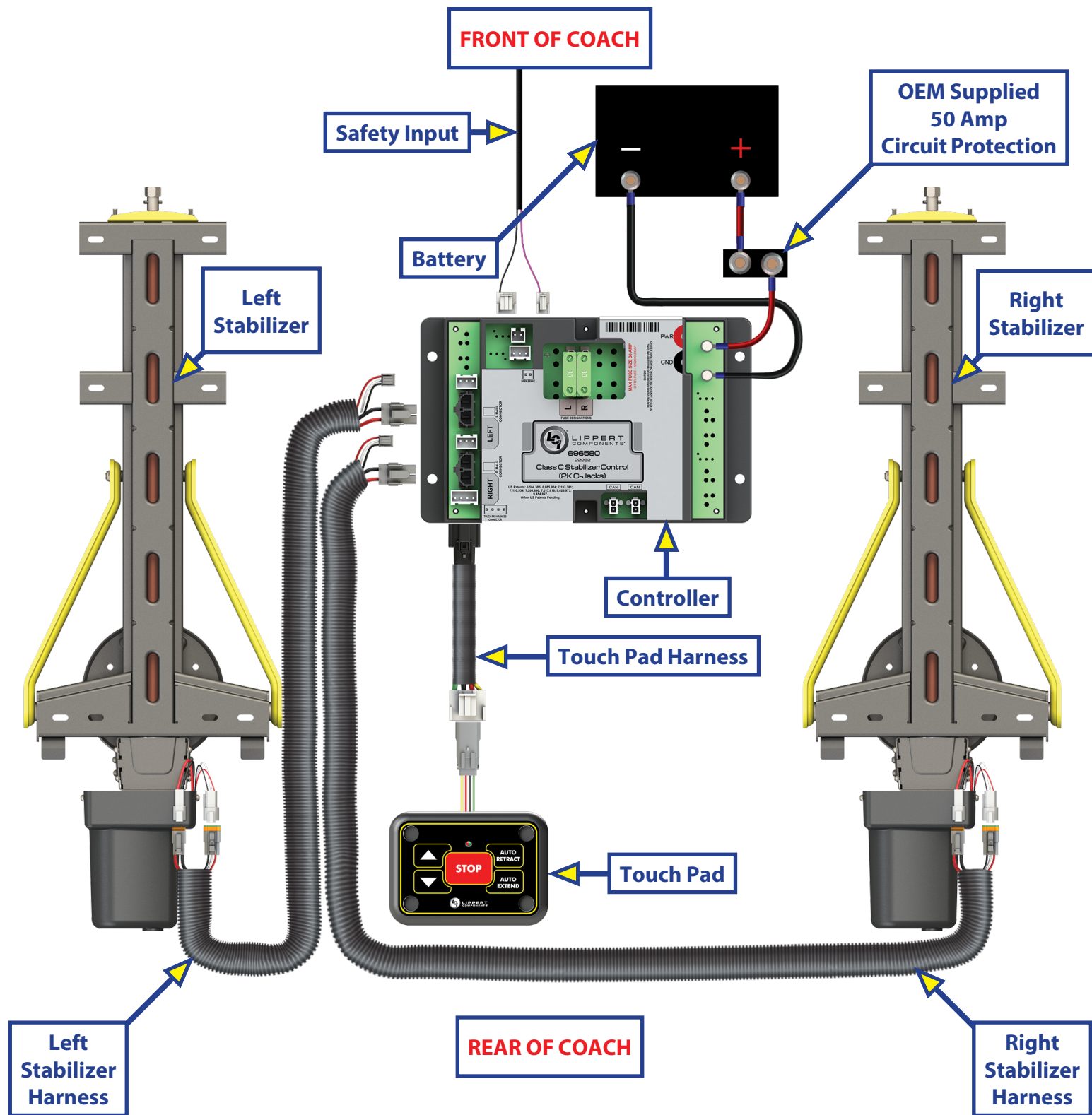
The compartment where the controller will be installed must be protected from the elements and the controller **MUST** be installed in compliance with Recreational Vehicle Industry Association (RVIA) Gas Codes, since the controller connections are not spark-proof.

1. Using four OEM supplied #8 x 1" screws (Fig. 11B) attach the controller (Fig. 11A) to the compartment wall or ceiling.
2. Attach the power and ground electrical cables to the corresponding posts on the controller, then connect them to the correct posts on the coach's battery.
3. Connect all wire harnesses to the appropriate connectors on the controller. See Wiring Diagram section.

Fig. 11



Wiring Diagram



Wiring

Safety Input Wiring

Two inputs are provided to ensure operational safety. These wires are pink and black extending from the controller. These wires can be wired in several possible configurations.

Configuration 1 - Enable Automatic Retract when ignition is turned ON: This configuration will result in automatic retraction of the stabilizers when the ignition key is turned in the engine run position.

1. Connect the pink wire to an ignition ON (12V DC positive) source.
2. Tape or protect end of the black wire so that it cannot come into contact with ground or other wire.

Configuration 2 - Automatic Retract when park brake is disengaged: This configuration will allow the ignition to turn on without automatic retraction. However, when the park brake is disengaged, the automatic retraction will begin.

1. Connect the pink wire to an ignition ON (12V DC positive) source.
2. Connect the black wire to the park brake switch (12V DC negative) source.

Configuration 3 - Automatic Retract when shifting into gear: This configuration will allow the ignition to turn on without automatic retraction. However, when the vehicle is put into gear, the automatic retraction will begin.

1. Connect the pink wire to an ignition ON (12V DC positive) source.
2. Connect the black wire to the transmission switch (12V DC negative) source.

Operation

WARNING

Failure to act in accordance with the following may result in death or serious injury. Always make sure that the stabilizer area is clear of people and objects before and during operation of the system.

CAUTION

The Power Stance Class C Stabilization System is to be used for stabilizing the coach, not leveling the coach. The stabilizers' legs should never be extended longer than two seconds beyond initial contact with the ground.

CAUTION

Moving parts can pinch, crush or cut. Keep clear and use caution.

The stabilizers should extend and retract simultaneously. In the case that the ground is uneven when extending the stabilizers, one stabilizer will reach the highest ground level and stop. The controller will verify that one stabilizer is grounded and the other stabilizer will continue to lower until the other stabilizer has reached ground level - stabilize, then stop.

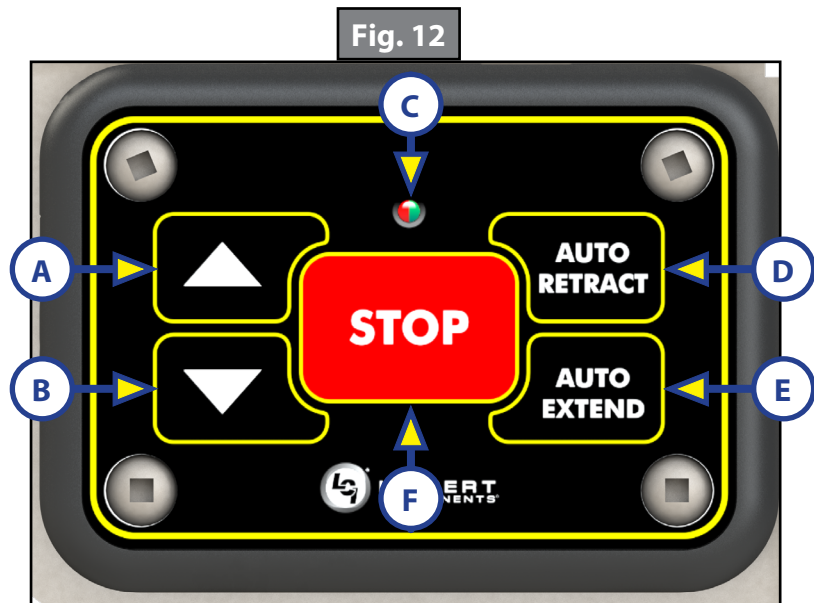
Extending Stabilizers

- 1. Make sure the coach is level and the ground is clear of people and objects.
- 2. Verify the battery is fully charged and hooked up to the electrical system.
- 3. Engage the parking brake.
- 4. Push the up arrow (Fig. 12A) and down arrow (Fig. 12B) simultaneously to unlock the touch pad and turn the system on. The system will start at the default 12 amp setting. The LED light (Fig. 12C) will be green and will blink once.
- 5. Use the up and down arrows to set the desired amp setting. See Stabilization Amperage Chart for the appropriate amp settings. The higher the amp setting the more weight the Power Stance Class C Stabilization System can stabilize.
- 6. Press the Auto Extend (Fig. 12E) button on the touch pad. The stabilizer legs will move downward until the footpads contact with the ground and the coach is stabilized.

NOTE: The LED light on the touch pad will blink red while the stabilizers are moving. Once the coach is stabilized, the LED light on the touch pad will blink green and automatically shuts off stabilization.

NOTE: . To stop the stabilizer legs while in auto extend, press the Stop button (Fig. 12F). In the event of an emergency pressing any button will halt the stabilizer legs. Press Auto Extend to continue operation.

NOTE: LED blinks red while stabilizers are moving.



Stabilization Amperage Chart		
UP / DOWN Arrows	AMPS	LED Green Light
Press UP Arrow Two Times	16	Blinks Three Times Fast
Press UP Arrow One Time	14	Blinks Two Times Fast
Default (UP/DOWN arrows pressed simultaneously)	12	Blinks One Time
Press DOWN Arrow One Time	8	Blinks Two Times Slow
Press DOWN Arrow Two Times	6	Blinks Three Times Slow

Retracting Stabilizers

1. Make sure the area around the stabilizers are clear of people and objects.
2. Verify the battery is fully charged and hooked up to the electrical system.
3. Push the up arrow (Fig. 12A) and down arrow (Fig. 12B) simultaneously to unlock the touch pad and turn the system on. The LED light will be green and will blink once.
4. Press the Auto Retract (Fig.12D) button on the touch pad. The stabilizer legs will move upward until fully retracted.

NOTE: The LED light on the touch pad will blink red while the stabilizer legs are moving. Once the stabilizers are retracted, the LED light on the touch pad will blink green and automatically shut off stabilization.

NOTE: To stop the stabilizer legs while in auto retract, press the Stop button (Fig. 12F). In the event of an emergency pressing any button will halt the stabilizer legs. Press Auto Retract to continue operation.

System Maintenance



Do not work on the stabilizer unless the battery is disconnected. Failure to act in accordance with the following may result in death or serious injury.

Mechanical Maintenance

It is recommended that when operating in harsh environments (road salt, ice buildup, etc.) the moving parts be kept clean. They can be washed with mild soap and water. No grease or lubrication is necessary and in some situations may be detrimental to the environment and long-term dependability of the system.

Electrical Maintenance

For optimum performance, the system requires full battery current and voltage. The battery must be maintained at full capacity. Other than good battery maintenance, check the terminals and other connections at the battery, the touch pad and the electric motors for corrosion and loose or damaged terminals. Check motor leads under the coach chassis. Since these connections are subject to damage from road debris, make sure they are in good condition.

Troubleshooting

⚠ CAUTION

The gears can be stripped if the stabilizer legs are manually retracted/extended to its fullest extent and the operator continues to rotate the manual override. Use of a powered drill could cause harm to the user or damage the motor.

Manual Override

The Power Stance Class C Stabilization System comes with a manual override system located on the front of each motor.

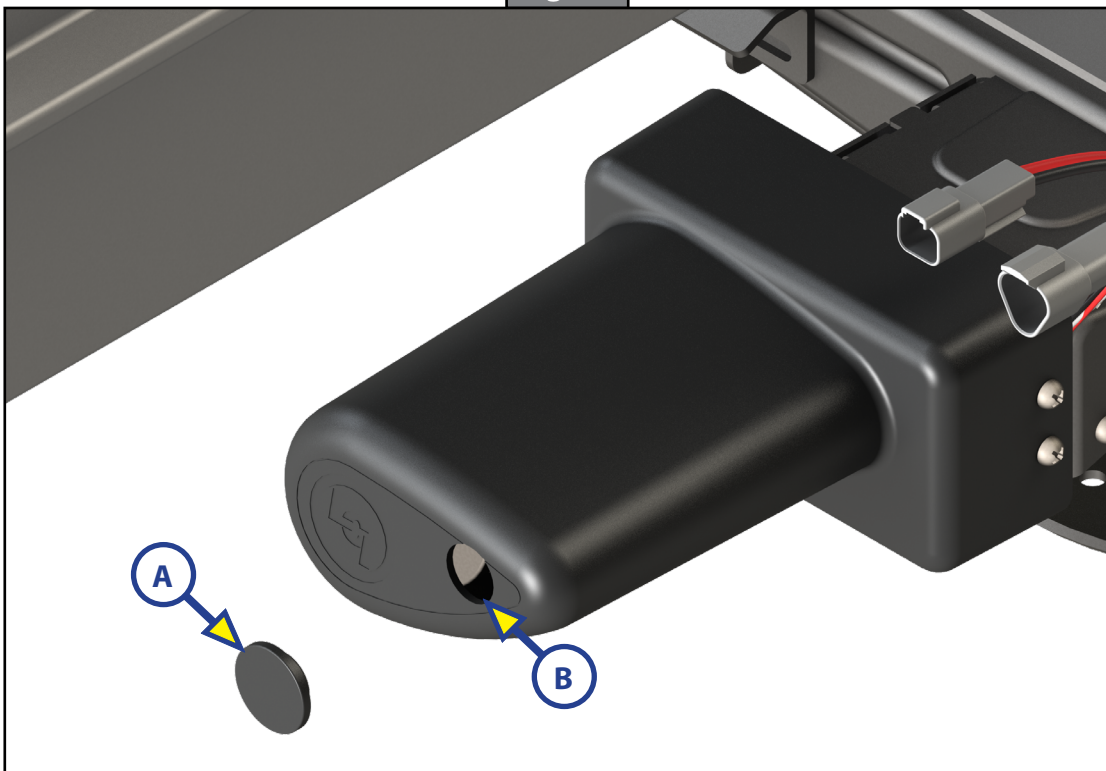
NOTE: Use of a ratchet with a 1/4" socket extension is recommended to manually override the system.

DO NOT use an impact tool to perform any of the override procedures, as this may damage the motor.

To manually operate the stabilizers:

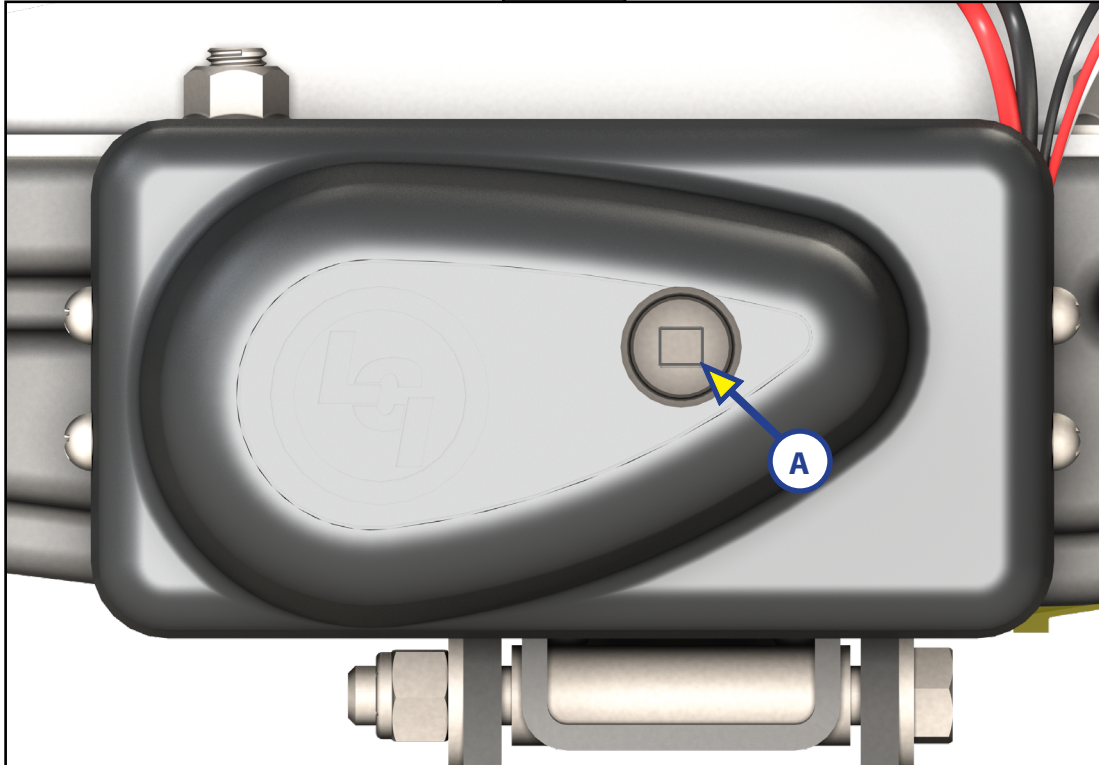
1. Find the access port on the front of the motor cover (Fig. 13B).
2. Remove the rubber plug (Fig. 13A).

Fig. 13



3. Place the socket extension into the override on the motor (Fig. 14A).
4. Turn the override until the legs extend or retract to the desired position. A clockwise rotation will extend the legs and counterclockwise will retract the legs.
5. Install previously removed rubber plug into manual override access port.

Fig. 14





L I P P E R T C O M P O N E N T S®

The contents of this manual are proprietary and copyright protected by Lippert Components, Inc. ("LCI"). LCI prohibits the copying or dissemination of portions of this manual unless prior written consent from an authorized LCI representative has been provided. Any unauthorized use shall void any applicable warranty. The information contained in this manual is subject to change without notice and at the sole discretion of LCI.

Revised editions are available for free download from lci1.com.

Please recycle all obsolete materials.

For all concerns or questions, please contact
Lippert Components, Inc.

Ph: (574) 537-8900 | Web: lci1.com | Email: customerservice@lci1.com



This manual is provided courtesy of **RV Tech Cheat Sheet**



Professional resources for the whole RV industry — free.

We put manuals, wiring diagrams and hard-won tech knowledge in every technician's hands, so repairs get done right the first time, techs work faster, and RV owners everywhere get better service.



rvtechcheatsheet.com/manuals

Find thousands more RV manuals, wiring diagrams and parts lists

RV techs: share fixes, ask questions and learn from each other.

Join our free Facebook group →



Follow proper safety practices. If in doubt, consult a professional RV technician.