

MORryde STABILIZER

OWNER'S MANUAL

INTENDED USE & FEATURES

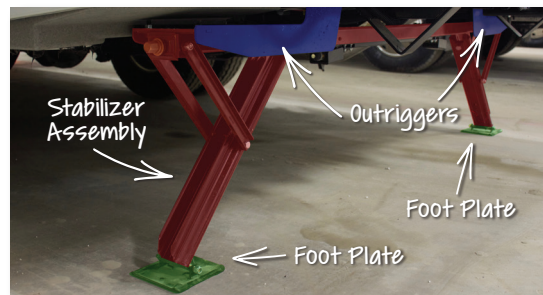
- When parked, stabilizers control the side-to-side rocking of a chassis for a sturdier camping experience.
- **NOTE:** The stabilizer system will not lift the rear tires of the unit off the ground and is not a substitute for jacks.
- To adjust to varying terrains, the arms are controlled independently of one another.
- Stabilizers have a wide base of support to provide a stable feel in the motorhome.

WARNING

Stand clear of the stabilizer assembly during the extension and retraction of the stabilizer legs. Do not put any part of your body between the stabilizer and the ground or between the stabilizer and the chassis.

PARTS LISTING

- Outriggers
- Stabilizer assembly
- Optional foot plate on the end of the stabilizer leg
- Hardware



OPERATING PROCEDURE



Use the extend and retract buttons in the coach to extend or retract the stabilizer legs. The arms operate and are controlled independently of one another.



TO EXTEND: Press the “EXT” buttons until each leg reaches the ground. The sound of the motor will change pitch as the legs begin to take weight. Adjust each side independently for desired stability.



TO RETRACT: Press the “RET” buttons simultaneously until each leg is fully retracted.

NOTE: Once the stabilizers are either fully extended or fully retracted, it is important to return the buttons to the neutral position. As a precaution, the thermal overload breaker on the circuit will trip if the button is depressed for too long and will reset automatically after cooling off. However, this should not be regularly used as a cue for when to release the buttons.

WARNING: If a buzzer sounds when turning the key in the ignition of the coach, one or both of the stabilizer legs is extended. To resolve, retract the legs.



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TROUBLESHOOTING

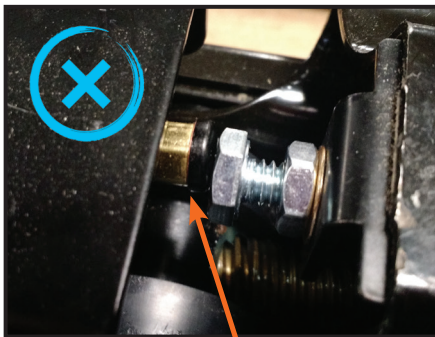
Problem: The buzzer sounds when turning the key in the ignition even though the legs are retracted.



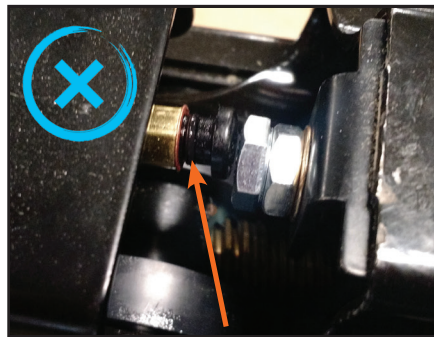
Solution: Use the adjustment bolts and jam nuts near the limit switch to move the sensor towards the center of the coach until the buzzer stops. There is one sensor for each leg. See graphics below.

WARNING: Do not adjust the bolt to the point that the plunger of the sensor is trapped against the barrel of the sensor.

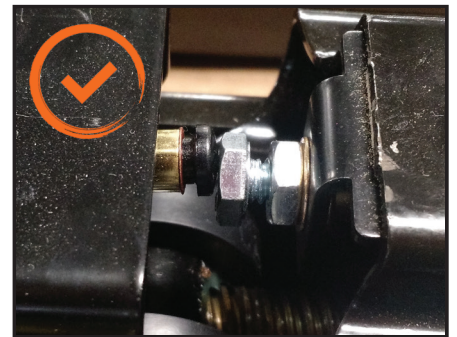
Limit Switch Adjustments: The O-ring on the black plunger must be pushed back inside the gold barrel. However, the head of the black plunger must not be tight against the gold barrel. Adjust the bolt and tighten the jam nut until the black plunger is adjusted with the O-ring inside the gold barrel. Graphics are below.



The black plunger head is pushed against the gold barrel.



The O-ring is still visible.



This is correct.

Problem: Electrical failure in the coach prevents use of the control panel.



Solution: The stabilizer legs can be operated manually with a 3/4" socket or wrench.

WARNING: Do not use an impact gun or electric drill. This could destroy the coupler that joins the worm gear to the motor or the motor itself. A ratchet or wrench can be safely used instead.



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TROUBLESHOOTING CONTINUED

Problem: The motor is running rough.



Solution: Check if the leg is bent. If yes — replace the leg. If the leg is NOT bent, then check for debris on the worm gear and also grease the worm gear. If no debris is present and grease does not help, replace the motor.

Problem: The leg does not retract all the way.



Solution: Check if the leg is bent. If yes — replace the leg. If the leg is not bent, then check the motor operation.

Problem: The leg will not move at all.



Solution: Check if the motor is receiving power. If yes, check if the motor is burnt. Is the plastic housing melted or does the motor smell burnt? If yes, contact the OEM to replace the motor. If the motor runs but the leg does not operate, check if the coupler that connects the motor to the worm gear is missing or broken.

Problem: The motor is burnt.



Solution: Check if the switches stick in either the extend or retract positions. If so, the switches, breaker (type two or three 15 amp), and motor need to be replaced.



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