OPERATOR’S MANUAL

HWH® TOUCH PANEL-CONTROLLED
325 SERIES LEVELING SYSTEM

FEATURING:
- Touch Panel Leveling Control
- BI-AXIS® Hydraulic Leveling
- Straight-Acting Jacks
- Pilot Operated Suspension Air Dump

CAUTION!
UNDERSTAND OPERATOR’S MANUAL BEFORE USING. BLOCK FRAME AND TIRES SECURELY BEFORE REMOVING TIRES OR CRAWLING UNDER VEHICLE.

HWH CORPORATION
(On I-80, Exit 267 South)
2096 Moscow Road | Moscow, Iowa 52760
Ph: 800/321-3494 (or) 563/724-3396 | Fax: 563/724-3408
www.hwh.com
OPERATOR’S MANUAL

CAUTION!

READ THE ENTIRE OPERATOR MANUAL BEFORE OPERATING.

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

KEEP ALL PEOPLE CLEAR OF VEHICLE WHILE OPERATING LEVELING SYSTEM OR ROOM EXTENSIONS.

KEEP ALL PEOPLE CLEAR OF VEHICLE WHILE DUMPING AIR FROM THE VEHICLE’S SUSPENSION.

DO NOT MOVE THE VEHICLE IF THE VEHICLE IS NOT AT THE PROPER RIDE HEIGHT. CONTACT MANUFACTURER TECHNICAL SERVICE FOR MOVING THE VEHICLE WHEN NOT AT THE PROPER RIDE HEIGHT.

WEAR SAFETY GLASSES WHEN INSPECTING OR SERVICING THE SYSTEM TO PROTECT EYES FROM DIRT, METAL CHIPS, OIL LEAKS, ETC. FOLLOW ALL OTHER APPLICABLE SHOP SAFETY PRACTICES.

IMPORTANT: IF COACH IS EQUIPPED WITH A ROOM EXTENSION, READ ROOM EXTENSION SECTION BEFORE OPERATING LEVELING SYSTEM.

HOW TO OBTAIN WARRANTY SERVICE

THIS IS NOT TO BE INTERPRETED AS A STATEMENT OF WARRANTY

HWH CORPORATION strives to maintain the highest level of customer satisfaction. Therefore, if you discover a defect or problem, please do the following:

FIRST: Notify the dealership where you purchased the vehicle or had the leveling system installed. Dealership management people are in the best position to resolve the problem quickly. If the dealer has difficulty solving the problem, he should immediately contact the Customer Service Department, at HWH CORPORATION.

SECOND: If your dealer cannot or will not solve the problem, notify the Customer Service Department:
HWH CORPORATION 2096 Moscow Rd. Moscow IA. 52760 (563) 724-3396 OR (800) 321-3494. Give your name and address, coach manufacturer and model year, date the coach was purchased, or the date of system installation, description of the problem, and where you can be reached during business hours (8:00 a.m. till 5:00 p.m. c.s.t.). HWH CORPORATION personnel will contact you to determine whether or not your claim is valid. If it is, HWH CORPORATION will authorize repair or replacement of the defective part, either by appointment at the factory or by the authorization of an independent service facility, to be determined by HWH CORPORATION. All warranty repairs must be performed by an independent service facility authorized by HWH CORPORATION, or at the HWH CORPORATION factory, unless prior written approval has been obtained from proper HWH CORPORATION personnel.
CONTROL FUNCTIONS

CONTROL BUTTONS

"ON" BUTTON: This is the ON button for the leveling system.

"OFF" BUTTON: This button turns off control power to the leveling system.

"STORE" BUTTON: This button will retract all four jacks.

"DUMP" BUTTON: This button will dump the air from the vehicle suspension.

EXTEND BUTTONS (UP ARROWS): These buttons will extend their respective jack pairs to lift the vehicle.

RETRACT BUTTONS (DOWN ARROWS): These buttons will retract their respective jack pairs to lower the vehicle.

FRONT - Right front and Left front jacks.
RIGHT SIDE - Right front and Right rear jacks.
LEFT SIDE - Left front and Left rear jacks.
REAR - Left rear and Right rear jacks.

INDICATOR LIGHTS

POWER ON LIGHT: This light indicates the system is on.

STORE LIGHT: This light will be on when the system is in the store mode.

"NOT IN PARK/ BRAKE" LIGHT: This indicator light will light when the hand/auto brake is not set and the "ON" button is being pushed.

LEVELING LIGHTS: If a yellow LEVELING light is on, that indicates a side, corner, or end of the vehicle is low. Extend the appropriate jack pairs to put out the yellow light. One or two yellow LEVELING lights can be on at a time. The vehicle is level when all yellow lights are out.

WARNING LIGHTS: The four red lights surrounding the yellow level indicators are jacks down WARNING lights. They are functional only when the ignition is in the "ON" or "ACC" position, the system is on and the corresponding jack is extended 1/4 to 1/2 of an inch.

MASTER "JACKS DOWN" WARNING LIGHT: This is a light mounted separate from the touch panel. It will be lit when any one or more jacks are extended and the ignition switch is in the "ON" position.

WARNING BUZZER: A buzzer will sound if a jack is extended approximately 1/2 inch or more and the ignition switch is in the "ON" position.
PUMP RUN TIME

Pump motors used with HWH leveling systems and room extension systems come in 3 different diameters; 3", 3.7" and 4.5". Contact the vehicle manufacturer or HWH for help with identifying the motor size. It is important that any time the pump runs for more than four minutes with a 3" motor; or six minutes with a 3.7" or 4.5" motor that the motor is allowed to cool for thirty minutes before continuing. Continuous operation of the pump motor without allowing the motor to cool can damage the motor. For cold weather information see "COLD WEATHER OPERATIONS" below.

The HWH systems with a computer processor monitor the pump run time and will turn the pump off if the run time exceeds a specified time. This time can vary with different systems. Due to available electronics or system design, the pump run time programs will also vary. Leveling systems and room extensions that are not controlled by a system processor have no pump run time protection. DO NOT run the pump more than four or six minutes without allowing the pump motor to cool for thirty minutes.

SYSTEM VARIATIONS FOR PUMP RUN TIME

Some systems with rooms run the rooms separate from the system processor. These systems do not monitor pump run time when operating the rooms. DO NOT run the pump more than four or six minutes without allowing the pump motor to cool for thirty minutes.

Some systems can be turned back on immediately after the processor turns the pump off. DO NOT turn the system back on or run the pump without allowing the pump motor to cool for thirty minutes.

When operating some leveling systems manually or operating the room extensions, the pump will turn off and back on while pushing the control button when the pump run time has been exceeded. DO NOT continue without allowing the pump motor to cool for thirty minutes.

With some systems, when the processor has turned the pump off because the run time has been exceeded, power to the HWH system must be turned off and back on before the system will operate. With motorized vehicles, turn the ignition off and back on. With non-motorized vehicles, turn the master power switch for the HWH system off and back on. DO NOT continue without allowing the pump motor to cool for thirty minutes.

Some HWH systems are equipped with a lighted reset switch. If the processor turns the pump off because the run time has been exceeded, the light in the reset switch will turn on. The system will not operate until the reset switch is pushed. DO NOT continue without allowing the pump motor to cool for thirty minutes.

No matter what HWH system is on the vehicle, the pump should not be ran for more than four minutes (3" motors) or six minutes (3.7" or 4.5" motors) without allowing the pump motor to cool for thirty minutes. Continuous operation of the pump motor without allowing the motor to cool can damage the pump motor.

Contact HWH corporation to get specific information about the system in this vehicle.

COLD WEATHER OPERATIONS

HWH leveling and room extension systems are designed to function in cold weather down to 0 degrees Fahrenheit. Below freezing (32 degrees Fahrenheit) the jacks or rooms will operate slower than usual.

For operation in temperatures dropping below -20 degrees Fahrenheit, it is necessary that the system is equipped with oil designed for extreme cold weather application such as a synthetic oil. (Contact HWH for recommendations.)

DO NOT run the pump motor continuously. It is important that any time the pump runs for more than four minutes with a 3" motor; or six minutes with a 3.7" or 4.5" motor that the motor is allowed to cool for thirty minutes before continuing. Continuous operation of the pump motor without allowing the motor to cool can damage the motor. Continuous operation of the pump with slow moving jacks or rooms in cold weather, without allowing the pump motor to cool will cause the pump motor to burn up and damage the pump assembly.
GENERAL INSTRUCTIONS

Maintain adequate clearance in all directions for vehicle, room extensions, awnings, doors, steps, etc. Vehicle may move in any direction due to jacks extending or retracting, settling of the jacks or the vehicle, equipment malfunction, etc.

If parking on soft ground or asphalt paving, a wood block or pad should be placed under each jack.

Press the "OFF" button or turn the ignition switch "OFF" at any time to stop the operation of the system.

If the hand / auto brake is not set when the "I" button is pressed, the "NOT IN PARK/BRAKE" light will come on. When the "I" button is released the "NOT IN PARK/BRAKE" light will go out. The panel will NOT turn on.

CAUTION: DO NOT MOVE THE VEHICLE IF ONE OR MORE JACKS ARE EXTENDED TO THE GROUND.

PREPARATION FOR TRAVEL

Before traveling, the red jack warning lights must be off. If lights are not correct for travel, retract jack as described in the JACK RETRACTION Section.

If the jacks are retracted but a red "WARNING" light is lit, the system needs to be serviced.

Any room extension or generator slide should be fully retracted before traveling.

CAUTION: DO NOT MOVE THE VEHICLE WHILE THE LEVELING JACKS ARE STILL IN CONTACT WITH THE GROUND OR IN THE EXTEND POSITION. THIS VEHICLE IS EQUIPPED WITH STRAIGHT-ACTING JACKS. MOVING THE VEHICLE WITH THE LEVELING JACKS EXTENDED CAN CAUSE SEVER DAMAGE TO THE JACKS AND OR THE VEHICLE AND CREATE A DRIVING HAZARD. DO NOT RELY SOLELY UPON WARNING LIGHTS. IT IS THE OPERATOR'S RESPONSIBILITY TO CHECK THAT ALL JACKS ARE FULLY RETRACTED INTO THE STORE/TRAVEL POSITION AND THE VEHICLE IS AT THE PROPER RIDE HEIGHT FOR TRAVELING. CONTACT MANUFACTURER TECHNICAL SERVICE BEFORE MOVING A VEHICLE THAT IS NOT AT PROPER TRAVEL HEIGHT.

IMPORTANT: Any time the "I" button has been pushed, push the "STORE" button before traveling.

If the jacks cannot be retracted according to the JACK RETRACTION Section, retract the jacks according to the MANUAL JACK RETRACTION Section. The system should then be checked.
OPERATING PROCEDURES
325 SERIES LEVELING SYSTEM

LEVELING PROCEDURE

1. Place gear selector in the parking position, apply park brake and block tires securely.

2. Turn ignition switch to “ACCESSORY”.

3. Push the “ON” button on the touch panel. The POWER ON light will come ON.

4. Push the "DUMP" button. Wait until the air has exhausted from the vehicle suspension.

5. Place a pad under each jack, if needed, at this time.

6. A lit yellow LEVEL light indicates that end, side or corner is low. Push an EXTEND (up arrow) button to extend jack pairs according to a lit yellow light. ALWAYS LEVEL THE VEHICLE FROM SIDE TO SIDE IF NEEDED BEFORE LEVELING THE VEHICLE FRONT TO REAR.

7. After the vehicle is level, the jacks not used for leveling may be extended until they touch the ground. The remaining jacks used to stabilize the vehicle should lift the vehicle slightly after touching the ground. This provides additional stability against wind and activity in the vehicle. Do this by pushing the front and/or rear EXTEND buttons as needed to extend any remaining jacks. Do not use the right or left EXTEND buttons.

8. Push the "OFF" button on the Touch Panel.

9. Turn the ignition switch off.

NOTE: The leveling system should be cycled once a month or whenever the vehicle is used, to keep the system in operating condition.

JACK RETRACTION

CAUTION: THE OPERATOR MUST BE SURE THAT THERE ARE NO OBJECTS UNDER THE VEHICLE AND THAT ALL PEOPLE ARE CLEAR OF THE VEHICLE.

1. Turn the ignition to "ON" or "ACC" or start the engine.

NOTE: When the jacks are stored with the ignition in the ON position, the warning buzzer will sound until the jacks have retracted to the STORE position. If desired, the jack can be stored with the ignition key in the accessory position. This will eliminate the warning buzzer while the jacks are retracting.

2. Press the "STORE" button. The store indicator light will flash. As each jack retracts, its red WARNING light will go out. The vehicle suspension will begin to return to ride height. The system will automatically shut down two minutes after the four individual red "WARNING" lights are out. If any one red "WARNING" light does not go out, the system will continue to store for thirty minutes, then shut down regardless of the "WARNING" lights condition. If this occurs, do not push the "STORE" button again for at least 30 minutes. The system should be serviced.

NOTE: When traveling thermal expansion may cause a jack to extend slightly. When the "STORE" button has been used to retract the jacks, the system will automatically retract any jack that extends due to thermal expansion.

IMPORTANT: Pushing the "OFF" button or turning the ignition key will stop the STORE procedure. Any time the STORE procedure is stopped before all 4 red Warning Lights go out, the jacks should be completely retracted by pushing the "STORE" button before traveling.
**MANUAL JACK RETRACTION**

**WARNING:** KEEP AWAY FROM THE WHEELS, DO NOT CRAWL UNDER THE VEHICLE, KEEP A SAFE DISTANCE IN FRONT AND REAR OF THE VEHICLE. THE VEHICLE MAY DROP AND/OR MOVE FORWARD OR BACKWARD WITHOUT WARNING AS THE VALVE RELEASE IS OPERATED.

**IMPORTANT:** HWH recommends that all HWH room extensions are fully retracted prior to performing manual jack retraction procedures.

Use the manual valve release for retracting the jacks only if the STORE feature on the HWH control panel will not retract the jacks.

1. Locate your power unit-manifold assembly. (The diagram below represents a typical Power Unit-Manifold Assembly it may not be an exact match to yours).
2. Allow clearance for the vehicle to lower.
3. Using the diagram below identify the style of your two center valves.
4. Retract the front jacks by opening the two center valves. Slowly turn the manual valve releases counter clockwise until the jacks start to retract.
5. Repeat the process by identifying then opening your two center valves.
6. Check that all jacks are now retracted. If yes, continue. If no, notify the dealership where you purchased the vehicle or had the leveling system installed or contact HWH Corporation customer service.
7. Close the valves by turning each valve release clockwise.
8. The system should now be repaired before using again.

**LARGE STYLE WITH T-HANDLE VALVE RELEASE**

**SMALL STYLE WITH VALVE RELEASE NUT**

**PLASTIC PLUG**

**BREATHER CAP**

**POWER UNIT-MANIFOLD ASSEMBLY**

**NOTE:** Multiple manifolds may be present on the power unit. The upper most manifold should control jack functions. (Valve styles and arrangements will vary)

Large style with T-Handle valve release: The T-Handle will turn several turns easily. As the valve starts to open, the T-Handle will turn harder. Make sure the valves have been opened far enough to allow the jacks to retract.

Small style with Valve Release Nut: DO NOT turn the 1/4" valve release nut more than 4 and 1/2 turns. Turning the nut more could damage the valve.

Large style with Valve Release Nut: The 1/4" Valve release nut is located under a plastic plug that must be removed to gain access. Open valve 1-1/2 to 2 full turns. DO NOT turn the 1/4" valve release nut more than 2 full turns. Turning the nut more could damage the valve. Replace the protective plastic plug.

**NOTE:** As of APRIL 2002 a 1/4" Nut Driver has been incorporated into the Breather Cap. Before using read and understand the last page of this manual.
MAINTENANCE

OIL LEVEL

All maintenance should be done as part of the normal servicing of the coach.

The oil level should be checked when the vehicle is first purchased and then once every two years. More often if there is an oil leak in the system.

All four jacks should be completely retracted before checking the oil level. The oil reservoir is part of the pump/manifold assembly. The oil level is checked and filled through the breather cap. Clear any dirt away from the breather/filler cap before removing. The oil level should be within one inch of the top of the reservoir. Most breather caps have a dipstick.

**NOTE:** Overfilling the tank can cause leakage of oil through the breather cap.

**FLUID:** HWH Specialty Hydraulic Oil is recommended. In an emergency Dexron automatic transmission fluid can be used.

**NOTE:** Dexron automatic transmission fluid contains red dye and can cause staining should a leak occur. DO NOT USE brake fluid or hydraulic jack fluid. Use of these can damage seals.

**ELECTRICAL SYSTEM**

The batteries should be in good condition and fully charged. Weak batteries can cause erratic operation. Battery cable terminals and battery posts and connections should be kept clean.

All electrical connections, especially ground connections, should be clean, tight, free from corrosion and protected from weathering.

**LEVELING JACKS**

There are very few user serviceable parts on the leveling jacks. The jacks require very little maintenance. If the jacks are extremely dirty with caked on mud they should be washed.

The jack rods should NOT be wiped and do not need to be oiled or sprayed with anything. See maintenance, SYSTEM ADJUSTMENT.

**VISUAL INSPECTION**

Periodically inspect the leveling system for oil leaks and damaged or missing parts, such as pivot bolts or springs. Check the hydraulic lines and wiring for damage and wear. Check that the jacks do not interfere with any parts of the vehicle when they are in the "STORE" position.

The system will operate better if kept clean and free from caked on mud or ice.

**OPERATIONAL CHECK**

Review the OPERATOR MANUAL. Run the system according to the SYSTEM OPERATION (LEVELING) Section. Note any abnormal operation.

Check that all lights work according to the "INDICATOR LIGHT" Section. Correct function of the red "WARNING" light is important.

Review the "JACK RETRACTION" Section. Make sure the jacks will fully retract to the "STORE" position. Jacks should not interfere with any of the coach when in the "STORE" position.
SENSING UNIT MAINTENANCE/SERVICE

SENSING UNIT ADJUSTMENT

Level the vehicle by placing a bubble level in the center of the freezer floor or upon whichever surface within the vehicle that is to be level. Using the Leveling System and the bubble level, ignoring the yellow LEVEL lights on the Touch Panel, level the vehicle until the bubble is centered.

With the vehicle level according to the bubble level, if there are no yellow lights lit on the Touch Panel, the sensing unit is properly adjusted. If there are yellow LEVEL lights lit on the Touch Panel, manual adjustments to the Sensing Unit are needed. A Phillips screw driver or sockets w/driver or box end wrenches of 7/8, 3/4, 1/2, 5/16 or 1/4 sizes will be needed.

The Sensing Unit is mounted inside the Control Box. The Control Box is mounted to the power unit/valve assembly.

There are four LED’s on the Sensing Unit, A,B,C and D. Refer to the drawing below. The Sensing Unit is adjusted by turning the adjustment nut to turn out LED’s B and D. The adjustment screw will turn out LED’s A and C. If the adjustment nut has to be turned more than 1/2 flat or the adjustment screw has to be turned more than 3/4 turn to turn the LED out, there may be a problem with the Sensing Unit or the mounting of the Control Box. If two LED’s are on, it is best to make the B-D adjustments first, then hold the adjustment nut from moving while making the A-C adjustment.

NOTE: If opposing LED’s are lit, there is a problem with the Sensing Unit.

If LED (A) is lit: Turn the adjustment screw COUNTER CLOCKWISE until the LED is off.

If LED (C) is lit: Turn the adjustment screw CLOCKWISE until the LED is off.

If LED (B) is lit: Turn the adjustment nut COUNTER CLOCKWISE until the LED is off.

If LED (D) is lit: Turn the adjustment nut CLOCKWISE until the LED is off.

IMPORTANT: When all 4 LED’s are off, move the vehicle to an unlevel position so one or two yellow lights are on. Level the vehicle according to the yellow LEVEL lights. Recheck the level. If more adjustment is needed, DO NOT try to adjust the sensing unit until the yellow level lights go out, instead just “tweak” the sensing unit, ignoring the LED’s on the sensing unit.

Example: After the initial adjustment and releveling the vehicle, the front is still low. This means the front yellow level light is turning off too soon. Determine which sensing unit light is the front light, A-B-C or D. Move the adjustment for that light very, very, slightly in the OPPOSITE direction that is given in the above instructions for LED’s A, B, C, and D. This will allow the front yellow light to stay on slightly longer to bring the front up more. Again, unlevel the vehicle then relevel the vehicle using the yellow level lights on the touch panel. Recheck with a level. Repeat the “tweaking” process until the system levels the vehicle properly.

ADJUSTMENT NUT (5/16” OLD) - (1/2” NEW)
ADJUSTMENT SCREW (Phillips or 1/4”)
(OLD STYLE)
ADJUSTMENT NUT (7/8” or 3/4”)

NOT IN PARK/BRAKE CHECK

CAUTION: WHEN MAKING THIS CHECK, BLOCK THE COACH WHEELS SECURELY SO THE COACH CANNOT ROLL FORWARD OR BACKWARD.

Set the park/brake. Switch the ignition to the “ACC” or “ON” position. Push the “ON/OFF” switch toward “ON”. Release the parking brake and confirm that the “PARK” indicator light comes on. Reset the parking brake. The “PARK” indicator light should go out. Switch the ignition to “OFF”.

If any of the above checks or inspections reveal a problem or if there are other problems or questions, consult a qualified RV repair center, your vehicle or coach manufacturer, or HWH CORPORATION for service or repair.
NOTE: BEFORE OPERATING ANY MANUAL VALVE RELEASE
READ AND UNDERSTAND PROCEDURE FOR MANUAL JACK
RETRACTION IN OPERATOR'S INSTRUCTIONS. THIS MANIFOLD
IS SHOWN WITH (1) LARGE VALVE WITH A VALVE RELEASE
"T"-HANDLE, (2) SMALL VALVES WITH VALVE RELEASE NUTS
AND (1) LARGE VALVE WITH A VALVE RELEASE NUT.

NOTE: SOME MANIFOLDS ARE EQUIPPED
WITH VELOCITY VALVES
HYDRAULIC SCHEMATIC
305/310/325 SERIES LEVELING SYSTEM
WITH STRAIGHT-ACTING JACKS

12 VOLT D.C. HYDRAULIC POWER UNIT

RELIEF VALVE

PRESSURE/RETURN SHUTTLE VALVE

SOL. VALVE LR

SOL. VALVE LF

SOL. VALVE RF

SOL. VALVE RR

CHECK VALVE INNER

CHECK VALVE OUTER

50 PSI SWITCH

PRESSURE

RETURN

JACK CYLINDER

LEFT REAR

RIGHT REAR

LEFT FRONT

RIGHT FRONT

Solenoid Manifold Assembly

MP65.3005
07MAR03
ELECTRICAL CONNECTION DIAGRAM
325 SERIES LEVELING SYSTEM
AIR DUMP - PARK BRAKE - MASTER WARNING LIGHT AND BUZZER
TOUCH PANEL - JACK WARNING LIGHTS AND PRESSURE SWITCHES

SEE ELECTRICAL CONNECTION DIAGRAM - 325 SERIES LEVELING SYSTEM - LEVELING MANIFOLD - PUMP RELAY

MP85.6022
29OCT07
UNDERSTAND OPERATOR’S MANUAL BEFORE USING. BLOCK FRAME AND TIRES SECURELY BEFORE REMOVING TIRES OR CRAWLING UNDER VEHICLE.

PIN # | WIRE COLOR | WIRE NUMBER | WIRE DESCRIPTION AND FUNCTION
---|---|---|---
1 | YELLOW | 6230 | GROUND FROM CONTROL BOX
2 | GREEN | 6800 | SWITCHED BATTERY FROM CONTROL BOX
3 | | | CAN SHEILD
4 | WHITE | | CAN LOW
5 | RED | | CAN HIGH
## 325 SERIES LEVELING SYSTEM

### CONTROL BOX CONNECTION INFORMATION

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<td>1</td>
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<td>RED</td>
<td>+12V BATTERY POWER FROM PUMP RELAY</td>
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<td>6100</td>
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<td>3</td>
<td>6230</td>
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<td>4</td>
<td>6230</td>
<td>WHITE</td>
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### 4 PIN GRAY CONNECTOR

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### 12 PIN BROWN CONNECTOR - CN3

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<td>BUZZER &amp; MASTER WARNING LIGHT CONTROL - SWITCHED GROUND</td>
</tr>
<tr>
<td>3</td>
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<td>BUZZER &amp; MASTER WARNING LIGHT CONTROL - SWITCHED GROUND</td>
</tr>
<tr>
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<td>BUZZER &amp; MASTER WARNING LIGHT CONTROL - SWITCHED GROUND</td>
</tr>
<tr>
<td>5</td>
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<td>BLACK</td>
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</tr>
<tr>
<td>6</td>
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</tr>
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</tr>
<tr>
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</tr>
<tr>
<td>9</td>
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<tr>
<td>10</td>
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<tr>
<td>11</td>
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</tr>
<tr>
<td>12</td>
<td>7699</td>
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<td>BUZZER &amp; MASTER WARNING LIGHT CONTROL - SWITCHED GROUND</td>
</tr>
</tbody>
</table>

### 12 PIN BLACK CONNECTOR - CN8

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE NUMBER</th>
<th>WIRE COLOR</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>6800</td>
<td>RED</td>
<td>SWITCHED BATTERY</td>
</tr>
<tr>
<td>2</td>
<td>6230</td>
<td>WHITE</td>
<td>GROUND</td>
</tr>
<tr>
<td>3</td>
<td>6120</td>
<td>RED</td>
<td>CAN SHIELD</td>
</tr>
<tr>
<td>4</td>
<td>6120</td>
<td>RED</td>
<td>CAN LOW</td>
</tr>
<tr>
<td>5</td>
<td>6120</td>
<td>RED</td>
<td>CAN HIGH</td>
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</tbody>
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### 12 PIN GRAY CONNECTOR - CN6

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE NUMBER</th>
<th>WIRE COLOR</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
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<td>BLACK</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>2</td>
<td>2000</td>
<td>BLACK</td>
<td>SWITCHED GROUND FROM LEFT FRONT WARNING SWITCH</td>
</tr>
<tr>
<td>3</td>
<td>3000</td>
<td>BLACK</td>
<td>SWITCHED GROUND FROM RIGHT REAR WARNING SWITCH</td>
</tr>
<tr>
<td>4</td>
<td>4000</td>
<td>BLACK</td>
<td>SWITCHED GROUND FROM LEFT REAR WARNING SWITCH</td>
</tr>
<tr>
<td>5</td>
<td>6235</td>
<td>WHITE</td>
<td>SHARED GROUND FOR WARNING SWITCHES</td>
</tr>
</tbody>
</table>

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MP85.2043

MP85.6055

29OCT07
ELECTRICAL CONNECTION DIAGRAM
325 SERIES LEVELING SYSTEM
CONTROL BOX - LED - FUSE LOCATION AND DESCRIPTION

NOTE: FOR DETAILED INPUT / OUTPUT INFORMATION ABOUT PIN CONNECTIONS SEE ELECTRICAL CONNECTION DIAGRAM - CONTROL BOX CONNECTION INFORMATION.

NOTE: A LIT YELLOW LED INDICATES THERE IS A GROUND SIGNAL TO TURN THE CORRESPONDING RELAY ON.

A LIT RED LED INDICATES THERE IS VOLTAGE ON IT'S CORRESPONDING OUTPUT PIN.

IF A YELLOW LED IS LIT AND THE CORRESPONDING RED LED IS OFF, EITHER IT'S FUSE IS BLOWN OR THE RELAY IS BAD.

IF THE YELLOW LED'S ARE WORKING BUT NO RED LED IS COMING ON THERE MAY BE PROBLEM WITH INPUT VOLTAGE IN THE 4-PIN CONNECTOR.

IF A YELLOW LED IS NOT LIT, THERE IS A PROBLEM WITH THE CONTROL BOX, TOUCH PANEL OR CONNECTION CABLE

NOTE: THE TRAVEL RELAY IS WIRED AS A NORMALLY CLOSED RELAY. WHEN THE YELLOW LED (17) IS ON THE RELAY CONTACTS WILL OPEN. THE RED LED (18) WILL NOT BE ON. THE RED LED WILL BE ON IF THE LEVELING SYSTEM IS IN THE TRAVEL MODE AND THE IGNITION IS ON.

CN1 - SENSING UNIT CONNECTIONS
PIN1 - RED - (+12 ACC) FOR SENSING UNIT
PIN2 - RED - GROUND FOR REAR YELLOW LEVEL LIGHT
PIN3 - GREEN - GROUND FOR RIGHT SIDE YELLOW LEVEL LIGHT
PIN4 - BLACK - GROUND FOR FRONT YELLOW LEVEL LIGHT
PIN5 - YELLOW - GROUND FOR LEFT SIDE YELLOW LEVEL LIGHT
PIN6 - WHITE - GROUND FOR SENSING UNIT

NOTE: ON NEWER CONTROL BOXES, FUSE F11 AND FUSE F12 HAVE BEEN REPLACED WITH POLY SWITCHES PF4 AND PF3. POLY SWITCHES PROTECT A COMPONENT OR WIRE AS A FUSE DOES EXCEPT THE POLY SWITCH WILL ALLOW CURRENT THROUGH WHEN THE OVERLOAD OR SHORT IS REMOVED. POLY SWITCHES ARE NOT REPLACEABLE.
A MASTER WARNING INDICATOR SHOULD ALWAYS BE USED. WHEN THE LEVELING SYSTEM HAS STRAIGHT-ACTING JACKS A WARNING BUZZER MUST BE USED.

NOTE: BY SUPPLYING IGNITION POWER TO THE WARNING BUZZER AND LIGHT, AND "ACC" POWER TO THE CONTROL BOX, THE SYSTEM MAY BE OPERATED IN ACCESSORY WITHOUT THE BUZZER SOUNDING. THE NEGATIVE SIGNAL FOR THE WARNING INDICATORS MUST ALWAYS COME FROM THE CONTROL BOX.
NOTE: DO NOT turn the valve release nut more than 4 and 1/2 (four and one half) turns counter clockwise. Damage to the valve may result.

NOTE: THE BREATHER CAP IS LOCATED ON THE TOP SIDE OF THE POWER UNIT RESERVOIR.

IMPORTANT: PRIOR TO REMOVING THE BREATHER CAP, EITHER TO CHECK THE OIL LEVEL OR TO USE THE 1/4" NUT DRIVER, CLEAN ANY DEBRIS FROM THE TOP OF THE RESERVOIR. BEFORE RETURNING THE BREATHER CAP TO THE RESERVOIR, REMOVE ANY PAINT CHIPS OR OTHER DEBRIS FROM THE DIPSTICK INCLUDING DEBRIS INSIDE THE 1/4" NUT DRIVER.