OPERATOR’S MANUAL

HWH® COMPUTER-CONTROLLED
725 SERIES LEVELING SYSTEM

FEATURING:
Touch Panel Leveling Control
BI-AXIS® Hydraulic Leveling
Straight-Acting Jacks

WARNING!
EXCESS SLOPE
NOT IN PARK/ BRAKE
MANUAL
CANCEL
AUTO STORE
AUTO LEVEL
TRAVEL MODE
RETRACT
EXTEND
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
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www.hwh.com
WARNING !

READ THE ENTIRE OPERATOR'S 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 LEVELING SYSTEM, ROOM EXTENSIONS AND OTHER MOVABLE MECHANISMS ARE BEING OPERATED.

NEVER PLACE HANDS OR OTHER PARTS OF THE BODY NEAR HYDRAULIC LEAKS. OIL MAY PENETRATE SKIN CAUSING INJURY OR DEATH.

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 IDENTIFICATION
725 SERIES LEVELING SYSTEM
COMPUTER-CONTROL

CONTROL FUNCTIONS

"CANCEL" BUTTON: Push this button to stop any leveling system operation.

"AUTO LEVEL" BUTTON: Push this button any time to start the automatic leveling function.

"AUTO STORE" BUTTON: Push this button to retract all four jacks at the same time.

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.

INDICATOR LIGHTS (CONTINUED)

LEVELING LIGHTS: The four yellow indicating lights are level sensing indicators. When a yellow light is on, it indicates that its side, end, or corner of the vehicle is low. No more than two lights should be on at the same time. When all four yellow LEVEL lights are out, the vehicle is level.

"EXCESS SLOPE" LIGHT: This indicator will light when the leveling system cannot level the vehicle.

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

"TRAVEL MODE" LIGHT: This indicator light will be on when the ignition is on, when the jacks are retracted and there are no red WARNING lights on.

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

BUZZER: This is a jacks down warning. It will sound if the master "JACKS DOWN" warning light is on.
CONTROL IDENTIFICATION

PUMP RUN TIME

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

Any time a hydraulic leveling process is interrupted, it is recommended to retract the jacks according to the JACK RETRACTION Section and then restart the leveling process.

If the hand / auto brake is not set when the "AUTO LEVEL" button is pressed, the "NOT IN PARK/BRAKE" light will come on. When the "AUTO LEVEL" button is released the "NOT IN PARK/BRAKE" light will go out. The Automatic Leveling function will not start.

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

PREPARATION FOR TRAVEL

**IMPORTANT:** Before traveling, the red jack warning lights must be off and the "TRAVEL MODE" light must be on. 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.

**WARNING:** 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 SEVERE 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.

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.

**NOTE:** If the vehicle is parked or stored with the jacks extended for an extended period of time and the jacks fail to retract completely, extend the jacks back down to the ground then retract the jacks again.
OPERATING PROCEDURES
725 SERIES LEVELING SYSTEM

AUTOMATIC HYDRAULIC LEVELING

1. Place transmission in the recommended position for parking the vehicle and set parking brake. Turn the coach engine off. Turn the ignition to the “ACCESSORY” position.

NOTE: One or two yellow level indicator lights on the leveling system touch panel can be on anytime the vehicle ignition is in the ON or ACC. position and the park brake is set.

2. At this time, the operator may want to check the jacks and place a pad under each jack if the ground will not support the vehicle.

3. Press the “AUTO LEVEL” button one time. The AUTO LEVEL light will start to flash.

IMPORTANT: During the Automatic Leveling procedures, pushing the “AUTO LEVEL”, “AUTO STORE” or the “CANCEL” button on the HWH touch panel will stop the automatic leveling function.

AUTO LEVEL SEQUENCE: During the automatic leveling sequence, after the system has extended the appropriate jacks to level the vehicle and has turned the yellow level indicator lights off, the system will then stabilize the vehicle.

Stabilize sequence information: The stabilize sequence is part of the auto level sequence. Each jack has a pressure switch. The switch will turn on when the jack extends to the ground and lifts the vehicle slightly. Jacks that have lifted the vehicle for leveling should have pressure switches that are on.

The stabilize procedure is a specific sequence where the computer checks the jack pressure switches. If the switch is on, the jack is stabilizing the vehicle. If the switch is not on, the computer turns the pump and valve on for that jack until the pressure switch turns on.

The sequence starts with the right rear jack. If the pressure switch is not on, the system will extend the jack as necessary. If the switch is on (or when it comes on) the system will check the left rear jack pressure switch, extending the jack if necessary. If the left rear switch is not on (or when it comes on), the system will recheck the right rear (extending if necessary) then recheck the left rear (extending if necessary). After checking and rechecking both rear jacks, the system then checks the front jacks. The system checks both front jacks at the same time. If either pressure switch is not on, the system will turn the pump on and open the valves for both front jacks. When both front pressure switches are on, the system turns the pump and front valves off.

The slight lift experienced during the stabilizing procedure normally is not sufficient to cause a level issue for the motor home. However, a feature of the single step leveling system is the manual leveling buttons will function anytime the ignition is in the ON or ACC. position and the park brake is set. If desired, the operator can use the UP ARROWS (extend jacks) that correspond to any lit yellow level indicator light to “bump” the vehicle up slightly to turn that yellow indicator light off.

EXCESS SLOPE SITUATION: In the event the jacks are unable to level the coach, the “EXCESS SLOPE” light will come on. Excess slope is when one or two jacks extend fully without turning the yellow level light out. The system will not stabilize the vehicle if the “EXCESS SLOPE” light comes on. One or more jacks may not be extended. The system will shut off, leaving the “EXCESS SLOPE” light on. The “EXCESS SLOPE” light will remain on for two minutes if the ignition is in the “ON” or “ACC” position.

Retract the jacks and move the vehicle to a more level position or level the vehicle as close as possible according to the MANUAL HYDRAULIC OPERATION section. The “AUTO STORE” button will function if the “EXCESS SLOPE” light is on. The manual UP and DOWN arrow buttons will function with the “EXCESS SLOPE” light on. The “AUTO LEVEL” button will NOT function if the “EXCESS SLOPE” light is on.

5. Turn the ignition switch to the “OFF” position.
OPERATING PROCEDURES
725 SERIES LEVELING SYSTEM

JACK RETRACTION (HWH TOUCH PANEL CONTROLS)

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

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 jacks can be stored with the ignition key in the accessory position. This will eliminate the warning buzzer while the jacks are retracting.

1. Press the "AUTO STORE" button. The store indicator light will flash. The front jacks will retract for 5 seconds before the rear jacks will begin to retract. As each jack retracts, its red WARNING light will go out. The system will automatically shut down 1 minute 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 fifty minutes, then shut down regardless of the "WARNING" lights condition.

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

IMPORTANT: If power to the system is interrupted after starting a store procedure the store procedure should be reinitiated and the jacks should be completely retracted with all four red WARNING lights out prior to traveling.

IMPORTANT: During the Automatic Store procedures, pushing the "AUTO LEVEL", "AUTO STORE" or the "CANCEL" button on the HWH touch panel will stop the automatic store function.

WARNING: 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 SEVERE 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.

2. The vehicle can be moved as soon as the red warning lights are out, the jacks are in the STORE/TRAVEL position and the green "TRAVEL" light is on.

IMPORTANT: If a red warning light and buzzer come on while traveling, the jacks should be checked as soon as a safe parking location is found.

3. If jacks cannot be retracted by the above procedure see MANUAL JACK RETRACTION Section.
OPERATING PROCEDURES

MANUAL HYDRAULIC OPERATION

1. Place transmission in the recommended position for parking the vehicle, and set the parking brake. Turn the ignition to the “ACCESSORY” position.

2. Place pads under the jack feet if the ground will not support the vehicle on the jacks.

3. The vehicle may be leveled using the manual EXTEND (UP ARROW) buttons on the right half of the panel. If a yellow LEVEL SENSING light is on, that side, end or corner of the vehicle is low. It is best to level the vehicle side to side first, if needed, before front to rear.

   Jacks will extend (or retract) in pairs to raise (or lower) a side or end of the vehicle.

   Any jack not used for leveling can be extended to the ground. This provides additional stability against wind and activity in the vehicle. Jacks used to stabilize the vehicle after leveling is complete should lift the vehicle slightly after touching the ground.

   IMPORTANT: Do not continue to push an EXTEND button for more than ten (10) seconds after that pair of jacks are fully extended.

4. When leveling is completed, turn the ignition switch to the “OFF” position.

   The vehicle may be leveled using the manual EXTEND (UP ARROW) buttons on the right half of the panel. If a yellow LEVEL SENSING light is on, that side, end or corner of the vehicle is low. It is best to level the vehicle side to side first, if needed, before front to rear.

MANUAL JACK RETRACTION

The solenoid valves on the power unit valve assembly are equipped with a manual valve release. Use the manual valve release for retracting only if the "AUTO STORE" button on the control panel will not retract the jacks for travel.

NOTE: Assemblies can have different combinations of large and / or small valves.

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.

1. Locate the manual valve release on each solenoid valve. The solenoid valves are located on the power unit/valve assembly.

2. Allow clearance for the vehicle to lower.

   IMPORTANT: Only open the valves enough to retract the jacks. DO NOT turn valve release nuts on the small valves more than 4 and 1/2 turns. Turning the nuts more could damage the valves.

   Large valves with valve release nuts will need the release nut turned approximately 2 full turns. More than 2 full turns may damage the valve.

   Large and small valves may be equipped with a valve release cam. The cam might be rotated in any direction on the valve. Pushing the release cam in the wrong direction may damage the valve.

3. Retract the front jacks by slowly opening the two center valves.

   IMPORTANT: Once the valve release nut is snug, DO NOT tighten the valve release nut past this point as internal damage may occur to the solenoid.

4. Repeat the process for the rear jacks by opening the two outer valves.

   A 1/4” Nut Driver has been incorporated into the Breather Cap. See the back page of this manual for further info.

5. Check that all four jacks are now retracted.

6. Close the valves by turning the manual valve releases clockwise, or move the valve release cam to the closed position.

   IMPORTANT: Once the valve release nut is snug, DO NOT tighten the valve release nut past this point as internal damage may occur to the solenoid.

7. The system should now be repaired before using again.

   The solenoid valves on the power unit valve assembly are equipped with a manual valve release. Use the manual valve release for retracting only if the "AUTO STORE" button on the control panel will not retract the jacks for travel.

NOTE: Assemblies can have different combinations of large and / or small valves.

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   Large valves with valve release nuts will need the release nut turned approximately 2 full turns. More than 2 full turns may damage the valve.

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   IMPORTANT: Once the valve release nut is snug, DO NOT tighten the valve release nut past this point as internal damage may occur to the solenoid.

7. The system should now be repaired before using again.
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.

Any HWH hydraulic equipment, including jacks, slide-outs and steps should be fully retracted before checking fluid 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. Fluid level should be between the bottom of the dipstick and the center mark.

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.

JACKS

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

If extremely dirty, the jack rods should NOT be wiped. The jack rods do not need to be oiled or sprayed with anything. See ML47149 for proper maintenance of all jacks.

ROOM EXTENSIONS

The HWH room mechanisms need no maintenance. DO NOT grease or lubricate any parts of the HWH mechanism.

Any visible mechanism can be kept clean by washing with water. Refer to the vehicle manufacturer for correct maintenance of the room seals.

VISUAL INSPECTION

Periodically inspect the 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 Section. Note any abnormal operation.

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.

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

NOT IN PARK/BRAKE CHECK

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

Apply the brake so the coach cannot roll. Turn the ignition to the "ACC" or "ON" position. Release the parking brake. Push the "AUTO LEVEL" button. The "NOT IN PARK/BRAKE" indicator light should come on while the "AUTO LEVEL" button is pushed. Release the "AUTO LEVEL" button and set the park brake. The leveling system should now function.

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.

WINTER WEATHER DRIVING

Anti-icing / deicing agents when splashed on your vehicle, continue to absorb moisture from the air even after they have dried. This can facilitate corrosion of metallic components, such as HWH jacks.

To help reduce the corrosion of jacks after exposure to anti-icing / deicing agents, thoroughly wash jacks with warm soapy water.
SENSING UNIT MAINTENANCE/SERVICE
REMOTE MOUNTED "POTTED" ELECTRONIC SENSING UNIT

SENSING UNIT ACCURACY TOLERANCE
The sensing unit has an accuracy tolerance of ± 5.4 inches front to rear and ± 1 inch side to side on a 36 foot vehicle. Typical leveling results will be better.

SENSING UNIT ADJUSTMENT / WITHOUT ADJUSTING ENHANCEMENT

NOTE: OBSOLETE SENSING UNIT USED PRIOR TO 2010.

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. It is best if the level is placed close to the mounting area of the sensing unit. 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. Tighten or loosen the adjustment screws according to these instructions to adjust the sensing unit.

IMPORTANT: THE SENSING UNIT MOUNTING SPRINGS SHOULD BE COMPRESSED ABOUT 1/2 THEIR FREE LENGTH. SCREW NUMBER 2 SHOULD NOT BE TURNED WHILE ADJUSTING THE SENSING UNIT. AFTER ADJUSTING THE SENSING UNIT, BUMP THE SENSING UNIT TO SEE THAT IT IS SETTLED TIGHT AGAINST ALL THREE SCREW HEADS AND STILL INDICATES THAT THE UNIT IS LEVEL.

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. LED A is for the front of the vehicle. 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.

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

If LED (A) is lit: Tighten adjustment screw number 1 until the LED is off.

If LED (C) is lit: Loosen adjustment screw number 1 until the LED is off.

If LED (B) is lit: Loosen adjustment screw number 3 until the LED is off.

If LED (D) is lit: Tighten adjustment screw number 3 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.

INSTRUCTION SHEET
SENSING UNIT ADJUSTMENT / WITH ADJUSTING ENHANCEMENT

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. It is best if the level is placed close to the mounting area of the sensing unit. 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.

The ignition (motorized units) or master power switch (towable units) must be on. Remove the "Adjusting Enhancement Cap". DO NOT LOSE THIS CAP. There is a small pin beneath the cap. Use a jumper wire with an alligator clip to apply a ground to the pin. This will make the sensing unit very sensitive. The yellow lights may "jump" around while adjusting the sensing unit. Let the lights settle down after each adjustment. Small, gentle turns will work best. Turn mounting screws 1 and 3 to adjust the sensing unit. Turn screws as instructed to turn out all the yellow LEDs. When all the LEDs are out, remove the jumper wire and replace the adjusting enhancement cap. DO NOT over tighten.

Move the vehicle to an unlevel position and level the vehicle according to the yellow level sensing lights on the touch panel. Readjust if necessary.

IMPORTANT: THE SENSING UNIT MOUNTING SPRINGS SHOULD BE COMPRESSED ABOUT 1/2 THEIR FREE LENGTH. SCREW NUMBER 2 SHOULD NOT BE TURNED WHILE ADJUSTING THE SENSING UNIT. AFTER ADJUSTING THE SENSING UNIT, BUMP THE SENSING UNIT TO SEE THAT IT IS SETTLED TIGHT AGAINST ALL THREE SCREW HEADS AND STILL INDICATES THAT THE UNIT IS LEVEL.

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

If LED (A) is lit: Tighten adjustment screw number 1 until the LED is off.
If LED (C) is lit: Loosen adjustment screw number 1 until the LED is off.
If LED (B) is lit: Loosen adjustment screw number 3 until the LED is off.
If LED (D) is lit: Tighten adjustment screw number 3 until the LED is off.
NOTE: BEFORE OPERATING MANUAL VALVE RELEASE, READ AND UNDERSTAND PROCEDURE FOR MANUAL JACK RETRACTION IN OPERATOR’S INSTRUCTIONS. VALVES MAY BE EQUIPPED WITH VALVE RELEASE NUTS OR RELEASE CAMS.

MANIFOLDS MAY HAVE FOUR (4) LARGE VALVES OR FOUR (4) SMALL VALVES

NOTE: SOME MANIFOLDS ARE EQUIPPED WITH VELOCITY VALVES

NOTE: Load center is not shown, load center may need to be removed to access shuttle valve and shuttle valve tube.

PUMP/MANIFOLD ASSEMBLY

3000PSI PRESSURE SWITCH

7000 PSI PRESSURE SWITCH

ALTERNATE 3000 PSI PRESSURE SWITCH LOCATION

50PSI PRESSURE SWITCH

SHUTTLE VALVE

BREATHER CAP

LARGE AND SMALL VALVES WITH RELEASE NUTS

LARGE AND SMALL VALVES WITH RELEASE CAMS

NOTE: SOME MANIFOLDS ARE EQUIPPED WITH VELOCITY VALVES

PRESSURE CHECK HERE VALVES (4)

CHECK OUTER

LEFT FRONT

RIGHT FRONT

LEFT REAR

RIGHT REAR

VELOCITY VALVE

MP64.3917
17APR19
HYDRAULIC SCHEMATIC DIAGRAM
BI-AXIS LEVELING WITH STRAIGHT-ACTING JACKS
625, 625S OR 725 SERIES

RELIANCE VALVE
3500 P.S.I.

LEVELING SYSTEM
SOLENOID MANIFOLD ASSEMBLY

NOTE: 50 PSI PRESSURE SWITCH MAY NOT BE USED ON ALL 625 MANIFOLDS.

3000 PSI SWITCH

PRESSURE/RETURN SHUTTLE VALVE
800 PSI TO SHIFT

*USED ON AUTOMATIC SYSTEMS ONLY

* JACK PRESSURE SWITCH

NOTE: 50 PSI PRESSURE SWITCH MAY NOT BE USED ON ALL 625 MANIFOLDS.
TOUCH PANEL

SEE ELECTRICAL CONNECTION DIAGRAM
MASTER WARNING LIGHT AND BUZZER

SEE ELECTRICAL CONNECTION DIAGRAM
LEVELING SYSTEM HYDRAULIC MANIFOLD
PUMP AND MASTER RELAYS

SEE ELECTRICAL CONNECTION
DIAGRAM - SENSING UNIT

WARNING!
BRAKE
TRAVEL
CANCEL MODE
PARK/
NOT IN
EXCESS
R
SLOPE
MANUAL
RETRACT
EXTEND

SEE ELECTRICAL CONNECTION DIAGRAM
MULTIPLEXED INPUT/OUTPUT MODULE

NOTE: DIODE ARRANGEMENT MAY NOT BE
PRESENT ON ALL INSTALLATIONS

TO +12V ACC.

PRESSURE SWITCH

WARNING SWITCH

DIODE

FUSE
15 AMP

EXISTING
CONNECTOR
MAY BE
DIFFERENT

PARK BRAKE
LIGHT

PRESSURE SWITCH

WARNING SWITCH

NEVER CUT
TERMINATING
RESISTOR

NEVER CUT
TERMINATING
RESISTOR

SEE ELECTRICAL CONNECTION DIAGRAM
MULTIPLEXED INPUT/OUTPUT MODULE
### LED AND WIRE/CONNECTION INFORMATION

**NOTE:** DUMP AND TRAVEL LEDs present but not always used

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>(+12 BLACK WIRE 8601) INPUT WHEN EXTENSION DEVICES ROOMS, GEN SLIDE, STEP COVER, ETC. ARE USED</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A2</td>
<td>YELLOW</td>
<td>N/A</td>
<td>CAN HIGH COMMUNICATION WIRE</td>
</tr>
<tr>
<td>A3 AND A4</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>A5</td>
<td>BLACK</td>
<td>2000</td>
<td>SWITCHED GROUND FROM RIGHT FRONT JACK WARNING SWITCH</td>
</tr>
<tr>
<td>A6</td>
<td>BLACK</td>
<td>2200</td>
<td>SWITCHED GROUND FROM RIGHT FRONT JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>A7</td>
<td>BLACK</td>
<td>3200</td>
<td>SWITCHED GROUND FROM RIGHT REAR JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>A8</td>
<td>BLACK</td>
<td>8101</td>
<td>SWITCHED GROUND FROM 50 PSI MANIFOLD PRESSURE SWITCH</td>
</tr>
<tr>
<td>B1</td>
<td>RED</td>
<td>6800</td>
<td>+12 VOLT POWER TO THE TOUCH PANEL</td>
</tr>
<tr>
<td>B2</td>
<td>GREEN</td>
<td>N/A</td>
<td>CAN LOW COMMUNICATION WIRE</td>
</tr>
<tr>
<td>B3</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND TO THE TOUCH PANEL</td>
</tr>
<tr>
<td>B4</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>B5</td>
<td>BLACK</td>
<td>3000</td>
<td>SWITCHED GROUND FROM RIGHT REAR JACK WARNING SWITCH</td>
</tr>
<tr>
<td>B6</td>
<td>BLACK</td>
<td>4200</td>
<td>SWITCHED GROUND FROM LEFT REAR JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>B7</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>B8</td>
<td>BLACK</td>
<td>8100</td>
<td>SWITCHED GROUND FROM 3000 PSI MANIFOLD PRESSURE SWITCH</td>
</tr>
<tr>
<td>C1</td>
<td>RED</td>
<td>6121</td>
<td>+12 VOLT POWER FOR LEVEL SENSING UNIT</td>
</tr>
<tr>
<td>C2</td>
<td>N/A</td>
<td>N/A</td>
<td>SHIELD WIRE FOR GREEN &amp; YELLOW CAN COMMUNICATION WIRES</td>
</tr>
<tr>
<td>C3</td>
<td>WHITE</td>
<td>6231</td>
<td>GROUND FOR LEVEL SENSING UNIT</td>
</tr>
<tr>
<td>C4</td>
<td>BLACK</td>
<td>0400</td>
<td>SWITCHED GROUND FROM SENSING UNIT - REAR</td>
</tr>
<tr>
<td>C5</td>
<td>BLACK</td>
<td>4000</td>
<td>SWITCHED GROUND FROM LEFT REAR JACK WARNING SWITCH</td>
</tr>
<tr>
<td>C6 AND C7</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>C8</td>
<td>BLACK</td>
<td>0300</td>
<td>SWITCHED GROUND FROM SENSING UNIT - RIGHT SIDE</td>
</tr>
<tr>
<td>D1</td>
<td>RED</td>
<td>6120</td>
<td>+12 VOLT ACCESSORY POWER FOR I/O MODULE</td>
</tr>
<tr>
<td>D2</td>
<td>WHITE</td>
<td>6235</td>
<td>GROUND FOR JACK WARNING SWITCHES</td>
</tr>
<tr>
<td>D3</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>D4</td>
<td>BLACK</td>
<td>1000</td>
<td>SWITCHED GROUND FROM LEFT FRONT JACK WARNING SWITCH</td>
</tr>
<tr>
<td>D5</td>
<td>BLACK</td>
<td>1200</td>
<td>SWITCHED GROUND FROM LEFT FRONT JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>D6</td>
<td>BLACK</td>
<td>0100</td>
<td>SWITCHED GROUND FROM SENSING UNIT - LEFT SIDE</td>
</tr>
<tr>
<td>D7</td>
<td>BLACK</td>
<td>0200</td>
<td>SWITCHED GROUND FROM SENSING UNIT - FRONT</td>
</tr>
<tr>
<td>D8</td>
<td>BLACK</td>
<td>9000</td>
<td>GROUND FROM PARK BRAKE SWITCH</td>
</tr>
</tbody>
</table>

A LIT RED LED INDICATES THERE SHOULD BE +12 VOLTS ON THE CORRESPONDING WIRE.

**LINK LIGHT:** LINK LIGHT FLASHING INDICATES PROPER COMMUNICATION BETWEEN THE I/O MODULE AND THE TOUCH PANEL. LINK LIGHT ON SOLID OR OFF INDICATES A FAILURE.
## ELECTRICAL CONNECTION DIAGRAM
### MULTIPLEXED INPUT/OUTPUT MODULE - GRAY AMPSEAL CONNECTOR
#### LED AND WIRE/CONNECTION INFORMATION

**NOTE:** DUMP AND TRAVEL LEDs PRESENT BUT NOT ALWAYS USED

A LIT RED LED INDICATES THERE SHOULD BE +12 VOLS ON THE CORRESPONDING WIRE.

**LINK LIGHT:** LINK LIGHT FLASHING INDICATES PROPER COMMUNICATION BETWEEN THE I/O MODULE AND THE TOUCH PANEL. LINK LIGHT ON SOLID OR OFF INDICATES A FAILURE.

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLACK</td>
<td>9000</td>
<td>GROUND FROM PARK BRAKE SWITCH</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>3</td>
<td>BLACK</td>
<td>8101</td>
<td>SWITCHED GROUND FROM 50 PSI MANIFOLD PRESSURE SWITCH</td>
</tr>
<tr>
<td>4</td>
<td>BLACK</td>
<td>0100</td>
<td>SWITCHED GROUND FROM SENSING UNIT - LEFT SIDE</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td>0400</td>
<td>SWITCHED GROUND FROM SENSING UNIT - REAR</td>
</tr>
<tr>
<td>6</td>
<td>BLACK</td>
<td>3000</td>
<td>SWITCHED GROUND FROM RIGHT REAR JACK WARNING SWITCH</td>
</tr>
<tr>
<td>7</td>
<td>BLACK</td>
<td>2200</td>
<td>SWITCHED GROUND FROM RIGHT FRONT JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>8</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>9</td>
<td>BLACK</td>
<td>8601</td>
<td>+12 FOR PUMP REQUEST - SLIDE-OUTS, GEN SLIDE, STEP, ETC.</td>
</tr>
<tr>
<td>10</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>11</td>
<td>WHITE</td>
<td>6235</td>
<td>GROUND FOR JACK DOWN WARNING SWITCHES</td>
</tr>
<tr>
<td>12-15</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>16</td>
<td>BLACK</td>
<td>0300</td>
<td>SWITCHED GROUND FROM SENSING LIGHT - RIGHT SIDE</td>
</tr>
<tr>
<td>17</td>
<td>BLACK</td>
<td>2000</td>
<td>SWITCHED GROUND FROM RIGHT FRONT JACK WARNING SWITCH</td>
</tr>
<tr>
<td>18</td>
<td>BLACK</td>
<td>1200</td>
<td>SWITCHED GROUND FROM LEFT FRONT JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>19</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>20</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND TO THE TOUCH PANEL</td>
</tr>
<tr>
<td>21</td>
<td>N/A</td>
<td>N/A</td>
<td>SHIELD WIRE FOR GREEN &amp; YELLOW CAN COMMUNICATION WIRES</td>
</tr>
<tr>
<td>22</td>
<td>YELLOW</td>
<td></td>
<td>CAN HIGH COMMUNICATION WIRE</td>
</tr>
<tr>
<td>23</td>
<td>GREEN</td>
<td></td>
<td>CAN LOW COMMUNICATION WIRE</td>
</tr>
<tr>
<td>24</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>25</td>
<td>BLACK</td>
<td>4200</td>
<td>SWITCHED GROUND FROM LEFT REAR JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>26</td>
<td>BLACK</td>
<td>8100</td>
<td>SWITCHED GROUND FROM 3000 PSI MANIFOLD PRESSURE SWITCH</td>
</tr>
<tr>
<td>27</td>
<td>BLACK</td>
<td>0200</td>
<td>SWITCHED GROUND FROM SENSING UNIT - FRONT</td>
</tr>
<tr>
<td>28</td>
<td>BLACK</td>
<td>1000</td>
<td>SWITCHED GROUND FROM LEFT FRONT JACK WARNING SWITCH</td>
</tr>
<tr>
<td>29</td>
<td>BLACK</td>
<td>4000</td>
<td>SWITCHED GROUND FROM LEFT REAR JACK WARNING SWITCH</td>
</tr>
<tr>
<td>30</td>
<td>BLACK</td>
<td>3200</td>
<td>SWITCHED GROUND FROM RIGHT REAR JACK PRESSURE SWITCH</td>
</tr>
<tr>
<td>31</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>32</td>
<td>WHITE</td>
<td>6231</td>
<td>GROUND FOR LEVEL SENSING UNIT</td>
</tr>
<tr>
<td>33</td>
<td>RED</td>
<td>6121</td>
<td>+12 VOLT POWER FOR LEVEL SENSING UNIT</td>
</tr>
<tr>
<td>34</td>
<td>RED</td>
<td>6800</td>
<td>+12 VOLT POWER TO THE TOUCH PANEL</td>
</tr>
<tr>
<td>35</td>
<td>RED</td>
<td>6120</td>
<td>+12 VOLT ACCESSORY POWER FOR THE I/O MODULE</td>
</tr>
</tbody>
</table>
ELECTRICAL CONNECTION DIAGRAM
725 SERIES LEVELING SYSTEM
TOUCH PANEL CONNECTIONS

HWH® COMPUTERIZED LEVELING

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

MASTER WARNING LIGHT/BUZZER CONNECTION

PIN 1

LINK LIGHT

PIN 4

5 PIN MTA CONNECTOR

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>YELLOW</td>
<td>6230</td>
<td>CAN HIGH</td>
</tr>
<tr>
<td>2</td>
<td>GREEN</td>
<td>6800</td>
<td>CAN LOW</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td>CAN SHIELD</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>WHITE</td>
<td>+12 VOLTS FROM INPUT/OUTPUT MODULE</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>RED</td>
<td></td>
<td>GROUND FROM CONTROL BOX</td>
</tr>
</tbody>
</table>

6 PIN UML CONNECTOR

<table>
<thead>
<tr>
<th>PIN #</th>
<th>WIRE COLOR</th>
<th>WIRE NUMBER</th>
<th>WIRE DESCRIPTION AND FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>7699</td>
<td>SWITCHED GROUND FOR MASTER WARNING</td>
</tr>
<tr>
<td>2</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>3</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>4</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td></td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td></td>
<td>NO CONNECTION</td>
</tr>
</tbody>
</table>

MP84.3331
08JUN10
LEVEL SENSING UNIT

ELECTRICAL CONNECTION DIAGRAM

YELLOW LEDS

BOTTOM VIEW OF SENSING UNIT

LED A - FRONT OF VEHICLE
LED B - LEFT SIDE OF VEHICLE (DRIVER SIDE)
LED C - REAR OF VEHICLE
LED D - RIGHT SIDE OF VEHICLE (PASSENGER SIDE)

WIRE LEGEND -

<table>
<thead>
<tr>
<th>SENSING UNIT</th>
<th>HARNESS PLUG</th>
<th>PLUG</th>
</tr>
</thead>
<tbody>
<tr>
<td>PIN 1 - ORANGE - BLACK - 0400 - SWITCHED GROUND WHEN REAR IS LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIN 2 - WHITE - WHITE - 6231 - GROUND FROM SENSING UNIT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIN 3 - RED - RED - 6121 - +12 VOLT FOR SENSING UNIT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIN 4 - YELLOW - BLACK - 0100 - SWITCHED GROUND WHEN LEFT SIDE IS LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIN 5 - BLACK - BLACK - 0200 - SWITCHED GROUND WHEN FRONT IS LOW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PIN 6 - GREEN - BLACK - 0300 - SWITCHED GROUND WHEN RIGHT SIDE IS LOW</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

SEE WIRE LEGEND BELOW

SEE ELECTRICAL CONNECTION DIAGRAM - 725 SERIES SINGLE STEP LEVELING SYSTEM

EXISTING CONNECTOR MAY BE DIFFERENT

SEE ELECTRICAL CONNECTION DIAGRAM - MULTIPLEXED INPUT/OUTPUT MODULE

MP84.3430
10APR18
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 touch panel, the system may be operated in accessory without the buzzer sounding. The negative signal for the warning indicators must always come from the touch panel.
BREATHER CAP W/NUT DRIVER

The breather cap is located on the top side of the power unit reservoir. Fill between oil level grooves with 1/4" nut driver. IMPORTANT: Prior to removing the breather cap, either to check the oil level or to use 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.

Solenoid valves with cam release

Cam release valve closed

Default position

NOTE: The cam release may be rotated in any direction on the valve. Do not assume that pushing down will open the valve. Pushing the cam in the wrong direction could damage the valve.

Cam release valve open

Manual retract position

Solenoid valves with 1/4" nut release

1 1/2" diameter solenoid valve

NOTE: When opening the valve do not turn the valve release nut more than 4 and 1/2 turns counter clockwise. Damage to the valve may result.

2 1/4" diameter solenoid valve

NOTE: When opening the valve do not turn the valve release nut more than 2 full turns counter clockwise. Damage to the valve may result.

Solenoid valves with t-handle release

2 1/4" diameter solenoid valve

Turn t-handle counterclockwise to open the valve. T-handle should turn easy at first, then harder as it compresses a spring. It takes approximately 4 1/2 turns to fully open the valve. Do not over tighten when closing.

NOTE: Old style hex shaped solenoid valves have no manual valve release.

Important: Prior to removing the breather cap, either to check the oil level or to use 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.

Plastic plug: remove to gain access to the 1/4" valve release nut.