OPERATOR’S MANUAL

HWH® COMPUTER-CONTROLLED
2000 SERIES LEVELING SYSTEM
FOR TRAILERS

FEATURING:
Single Touch - Touch Panel Leveling Control
BI-AXIS® Hydraulic Leveling
Four Double - Acting Jacks OR
Four Single - Acting Jacks OR
Two Double - Acting Front Jacks AND Two Single - Acting Rear Jacks
Two Jack Remote Manifold
Auxiliary Hand Pump

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

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AP43898
OPERATOR’S MANUAL

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 IS IN USE.

WHILE HITCHING OR UNHITCHING, AVOID AREAS WHERE BODY MAY BE CRUSHED BY SUDDEN DROPPING OR SLIDING OF THE TRAILER.

DO NOT LIFT TOW VEHICLE WITH LEVELING SYSTEM.

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 VEHICLE 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
625/2000 SERIES LEVELING SYSTEM
COMPUTER-CONTROL

CONTROL FUNCTIONS

ON/AUTO (I) BUTTON: This is the on button and automatic operation button. The on indicator light is above the (I) button.

"CANCEL" BUTTON: Push the "CANCEL" button to stop automatic hydraulic operation.

"STORE" BUTTON: The store indicator light is above the "AUTO STORE" button. This button is used to automatically retract the jacks.

EXTEND BUTTONS (UP ARROWS): These buttons will extend the jacks to lift the vehicle.

RETRACT BUTTONS (DOWN ARROWS): These buttons will retract the jacks to lower the vehicle.

SEE MANUAL LEVELING PROCEDURE.

MASTER POWER SWITCH: This switch controls power to the leveling system.

INDICATOR LIGHTS

HYDRAULIC OPERATIONS (I) LIGHT: This light indicates that the panel is active.

INCORRECT OPERATION LIGHT: This light indicates an incorrect operation that cancels automatic leveling or store procedures.

STORE LIGHT: This light indicates that the system is in STORE mode.

"TRAVEL MODE" LIGHT: This LED, if present, has no function.

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.

JACK DOWN LIGHTS: The four red lights surrounding the yellow level indicators are jacks down WARNING lights. They are functional when the Master Power switch is on. When a jack is extended 1/4 to 1/2 inch, its warning light will come on.
CONTROL IDENTIFICATION

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.**

**LIGHTED RESET SWITCH**

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.**
OPERATING PROCEDURES

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, wood blocks or pads must be placed under the jacks.

Press the "CANCEL" button and turn the master power switch "OFF" at any time to stop the operation of the system.

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

The HWH or OEM supplied master power switch must be on for the leveling system to operate.

PREPARATION FOR TRAVEL

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 or the green "TRAVEL MODE" light is not lit, the system needs to be serviced.

NOTE: Newer panels may not have the "TRAVEL MODE" light.

Any room extension 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 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.

Any time the "AUTO LEVEL" 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.

JACK STYLES

This trailer may be equipped with (4) Double - Acting jacks, (4) Single - Acting jacks or (2) Double - Acting and (2) Single - Acting jacks. It is important to understand the style of jack on your trailer to make sure the system is functioning properly.

**Double - Acting jacks:** Are power up and power down with two hydraulic hoses going to each jack. Double - Acting jacks have no return springs.

**Single - Acting jacks:** Are power down only with one hydraulic hose going to each jack. Single - Acting jacks have return springs.

ROOM EXTENSION PROCEDURES

IMPORTANT: If the vehicle is equipped with a room extension read this section carefully.

IMPORTANT: It is recommended to level and stabilize the vehicle before extending the room.

IMPORTANT: Extending or retracting any leveling jacks when the room is extended is not recommended.

Refer to the vehicle owner's manual for proper operation of room extensions.

IMPORTANT: Do not use a room extension support when the vehicle is supported by the leveling system.
INCORRECT PROCEDURE LIGHT

NOTE: Early systems have a "NOT IN PARK/BAKE" light instead of an "INCORRECT PROCEDURE" light. These early systems will react to the situations noted in this section, but the "NOT IN PARK/BAKE" will NOT turn on and the front warning lights will NOT flash.

There are several situations that prevent the "AUTO LEVEL" or "AUTO STORE" buttons from functioning or that will stop the auto leveling process. When these situations occur, the system turns the "INCORRECT PROCEDURE" light on steady and flashes the two front RED warning lights for 10 seconds. After 10 seconds the indicator lights will then return to their normal state. The "INCORRECT PROCEDURE" lights will go out. The front warning lights will remain on if the jacks are extended.

All of the Touch Panel buttons will continue to function while the "INCORRECT PROCEDURE" light is on, but the "AUTO LEVEL" or "AUTO STORE" buttons will function only when the situation is corrected.

The following situations will turn the "INCORRECT PROCEDURE" light on and flash the front warning lights.

1. The "AUTO LEVEL" button will not function unless at least one front jack is firmly on the ground supporting the weight of the trailer.

2. If the rear YELLOW level light is on, the "AUTO LEVEL" button will not function unless at least one front jack is firmly on the ground and both front warning lights are on steady.

3. If the front of the trailer is lowering during the auto level procedure and either front warning switch turns off, the system will shut down.

4. The "AUTO STORE" button will not function if either front jack is supporting any of the trailer weight or if either front jack pressure switch is on. If the vehicle is equipped with double - acting front jacks or landing gear, one or both front jack pressure switches may remain on if the front manual DOWN ARROW is not used to hitch the trailer to the tow vehicle even if both front jacks are not on the ground. If the "INCORRECT PROCEDURE" light flashes when the "STORE" button is pushed after the trailer is hitched to the tow vehicle, push the front DOWN ARROW button for several seconds then retry the "STORE" button.
SET UP AND AUTOMATIC LEVELING PROCEDURE

Trailer must be unhitched from the tow vehicle before leveling. The HWH front jacks may be used to lift the trailer for unhitching. If auxiliary jacks are used to unhitch the trailer, extend the HWH front jacks to the ground and retract the auxiliary jacks before the leveling system is used for leveling.

NOTE: Refer to the trailer manufacturer owner’s manual for unhitching.

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

IMPORTANT: Overheating and excessive current drain will result if raise arrows are operated for an extended period of time.

1. Turn the HWH master power switch on.

2. Use the front UP arrow manual button to extend the front jacks to unhitch the trailer.

NOTE: Before unhitching the trailer, the operator may want to check the jacks and place pads under the jacks if the ground will not support the vehicle.

IMPORTANT: The “AUTO LEVEL” button will not function unless at least one front jack is firmly on the ground, supporting the weight of the trailer.

If the rear yellow level indicator is on, the “AUTO LEVEL” button will not function unless at least one front jack is firmly on the ground supporting the trailer and both front red warning lights are on.

If either of the above situations are encountered, the “INCORRECT PROCEDURE” light will come on on steady for 10 seconds. Both front warning lights will flash while the “INCORRECT PROCEDURE” light is on. After 10 seconds, the “INCORRECT PROCEDURE” light will shut off and the front warning lights will stop flashing. When the situation has been corrected, the “AUTO LEVEL” button will function. The manual UP and DOWN arrow buttons will function while the “INCORRECT PROCEDURE” light is on.

3. Push the “AUTO LEVEL” button. The AUTO LEVEL light will flash and the auto leveling procedure will begin.

The system will automatically extend the jacks to level the vehicle and then extend any remaining jacks for stabilizing. The system will level the trailer front to rear (if needed) before leveling side to side. If the rear yellow level indicator is on, the system will lower the front of the trailer to level the trailer. If the front jacks are Double - Acting jacks, the pump will run while the front is lowering. After the system has finished leveling and stabilizing, it will automatically shut off.

During the stabilize portion of the auto leveling sequence, first the system will check the right rear jack pressure switch and extend the jack as necessary. If or when the right rear pressure switch is satisfied, the system checks the left rear jack pressure switch and extends the jack as necessary. If or when the left rear pressure switch is satisfied, the system will check both front jack pressure switches at the same time.

NOTE: The system will only lower the front of the trailer if the rear level light is on when the “AUTO LEVEL” button is pushed. If the rear light is not on or goes out while lowering the trailer, no lowering procedure is used after that no matter what level light may come on.

If either front red warning light goes out while the front is lowering, the system will discontinue the leveling procedure and shut off. The “INCORRECT PROCEDURE” light will come on with the two front warning lights blinking for 10 seconds.

EXCESS SLOPE SITUATION: In the event the jacks are unable to level the coach, the “EXCESS SLOPE” light will come on. Excess slope is two jacks fully extended 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 be extended. The system will shut off leaving the “EXCESS SLOPE” light on. The “EXCESS SLOPE” light will remain on if there is power to the control box, until the jacks have been fully retracted using the “STORE” button, turning the red warning lights out. Refer to the HITCHING AND STORING JACKS section. Move the trailer to a more level position or level the trailer as close as possible according to the MANUAL LEVELING section. Manual leveling will operate when the EXCESS SLOPE light is on.

4. Make sure the HWH master power switch is off any time the touch panel is not active whether the jacks are extended or retracted.
HITCHING AND STORING JACKS

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

HITCHING

IMPORTANT: The "STORE" button will not function until the weight of the trailer is off the front jacks.

1. The HWH master switch must be on to hitch the trailer and store the jacks.

2. Push the rear down arrow (RETRACT button) until the rear jack down warning lights are out.

3. Hitch the trailer to the tow vehicle according to the manufacturers instructions. Use the existing landing gear or the front UP (EXTEND jacks) and DOWN (RETRACT jacks) arrows.

NOTE: If the trailer is equipped with an air suspension, it is recommended to not connect the tow vehicle air supply to the trailer until the trailer is hitched to the tow vehicle and the jacks are not touching the ground.

STORING JACKS

1. After the trailer is securely hitched to the tow vehicle, and the weight of the trailer is off of the front jacks, push the "STORE" button. All 4 jacks will retract.

NOTE: If the weight of the trailer is not removed from both front jacks, the "AUTO STORE" button will not function. If the "AUTO STORE" button is pushed, the "INCORRECT PROCEDURE" light will come on steady with the two front warning lights flashing for 10 seconds. The manual UP or DOWN arrow buttons will function while the "INCORRECT PROCEDURE" light is on.

If the vehicle is equipped with double-acting front jacks or landing gear, it may be necessary to use the manual front DOWN ARROW button to hitch the trailer to the tow vehicle or slightly retract the front jacks before the "STORE" button will function, even if the front jacks are not supporting the trailer.

If the system has (4) Double - Acting jacks, the pump will run with all retract loads staying on until 10 seconds after the last red warning light goes out. If any warning light remains on the pump and all retract loads will remain on for (4) minutes from the time the "AUTO STORE" button was pushed.

If the system has (2) Double – Acting and (2) Single - Acting jacks, the pump will run until (10) seconds after the warning lights for the Double - Acting jacks go out. The Single - Acting jacks will continue to retract if not fully retracted at the time. The system will shut off (1) minute after the warning lights for the Single - Acting jacks go out. If a warning light for the Double - Acting jacks will not go out, the pump will run for (4) minutes and shut off. If a warning light for the Single - Acting jacks will not go out, the system and retract loads for the Single - Acting jacks will remain on for (20) minutes and then shut off.

If the system has (4) Single - Acting jacks, the pump never runs during the auto store procedure. The system shuts off (1) minute after the last red warning light goes out. If any warning light remains on, the system will stay in the auto store mode for (20) minutes and then shut off.

WARNING: ONLY USE THE "STORE" BUTTON IF THE TRAILER IS HITCHED TO A TOW VEHICLE OR SECURELY SUPPORTED BY THE EXISTING LANDING GEAR.

IMPORTANT: DO NOT interrupt power to the leveling system while the "STORE" indicator light is blinking. DO NOT push the "OFF" button or turn power off to the system. The system must be allowed to completely finish the STORE mode.

WARNING: DO NOT MOVE THE TRAILER WHILE THE LEVELING JACKS ARE STILL IN CONTACT WITH THE GROUND OR IN THE EXTEND POSITION. THIS TRAILER IS EQUIPPED WITH STRAIGHT-ACTING JACKS. MOVING THE TRAILER WITH THE LEVELING JACKS EXTENDED CAN CAUSE SEVERE DAMAGE TO THE JACKS AND OR THE TRAILER 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. Turn the HWH master power switch off before traveling.

3. The trailer can be moved as soon as the red warning lights are out, the jacks are in the STORE/TRAVEL position and the green "TRAVEL MODE" light is on.
OPERATING PROCEDURES

MANUAL LEVELING

Trailer must be unhitched from the tow vehicle before leveling. The HWH front jacks may be used to lift the trailer for unhitching. If auxiliary jacks are used to unhitch the trailer, extend the HWH front jacks to the ground and retract the auxiliary jacks before the leveling system is used for leveling.

NOTE: Refer to the trailer manufacturer owner’s manual for unhitching.

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

IMPORTANT: Overheating and excessive current drain will result if raise arrows are operated for an extended period of time.

1. Turn the HWH master key switch on.

2. Use the front UP arrow buttons to extend the front jacks and unhitch the trailer.

3. A lit yellow LEVEL light indicates that the side, end or corner of the trailer is low. If the rear yellow level light is on, it is recommended to push the front down arrow until the rear yellow light goes out. Pushing the up arrow for corresponding yellow level lights will extend that jack or jack pair to level the vehicle. Extend jacks as needed to put out all the yellow lights. Always give a front or rear yellow level light priority when leveling the trailer. If the ground is too uneven, the jacks may not have enough stroke to level the trailer. The trailer may have to be moved.

NOTE: No matter what type of jacks the trailer is equipped with, the pump will always run when an UP (raise) arrow is pushed.

The pump will run when pushing any DOWN (lower) arrow if the trailer has (4) Double - Acting jacks.

If the trailer has (2) Double - Acting and (2) Single - Acting jacks, the pump will only run if the front DOWN (lower) arrow is pushed.

4. After the trailer is level, the jacks not used for leveling may be extended until they touch the ground. This provides additional stability against wind and activity in the trailer. Jacks used to stabilize the trailer should lift the trailer about 3/4 inch.

5. Turn the HWH master power switch off.
AUXILIARY HAND PUMP OPERATION

NOTE: Each hydraulic function requires a pair of solenoid valves one each for the extend and retract procedures. The number of functions and the items controlled by each pair of solenoid valves will very for each system. The diagrams shown on this page represent a (3) function system of (2) jacks and (1) room as indicated by the labels shown in FIG 1. Use the labels specific to your system when following these procedures. Room control solenoid valves may be located at the synchronizing cylinder, not on the pump manifold.

The auxiliary hand pump can be used to extend or retract the landing gear, jacks or room extensions anytime the pump will not function.

The auxiliary hand pump is a two stage pump that will produce enough pressure to extend the landing gear and lift the vehicle as well as retract the landing gear. When operating the auxiliary pump to lift the vehicle or when the jacks are fully retracted, the pump handle will seem to "snap" as the pump goes to the second stage. The pumping action will be easier at first as the second stage starts to create more pressure.

NOTE: The hand pump will swivel to any position which will ease the operation of the hand pump.

To operate the auxiliary hand pump, open the appropriate solenoid valve. Insert the hand pump handle into the handle receptacle and move the handle in an up and down motion.

NOTE: If a room cannot be retracted using the auxiliary hand pump, see "MANUAL ROOM RETRACTION PROCEDURES".

WARNING: THE VEHICLE SHOULD BE SUPPORTED BY AUXILIARY STANDS OR SECURELY HITCHED TO THE TOW VEHICLE BEFORE OPENING ANY VALVES.

The auxiliary hand pump may work easier if only one valve is open at a time. Be careful not to twist the vehicle if only one solenoid valve is open.

IMPORTANT: FOLLOW THE "SET UP" AND "PREPARATION FOR TRAVEL" PROCEDURES WHEN USING THE AUXILIARY HAND PUMP.

It is recommended to operate the auxiliary hand pump occasionally to check it’s operation.

IMPORTANT: ONLY MOVE THE RELEASE CAM IN THE DIRECTION SHOWN. MOVING THE CAM IN THE OPPOSITE DIRECTION CAN DAMAGE THE VALVES.
MAINTENANCE

OIL LEVEL

It is important that the four leveling units are fully retracted before checking the hydraulic oil level. To check the oil supply, remove the breather cap from the top of the hydraulic oil reservoir. The oil level should be approximately one inch below the top of the reservoir when adequately filled.

**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.

UNUSUAL CONDITIONS

In general, to insure the smooth operation of the leveling system, it is a good idea to occasionally check the individual leveling units to prevent problems. This is especially true under the unusual conditions stated in the following:

If driving conditions are unusually muddy, the units may become caked or clogged with mud. This condition may hamper the proper operation of the leveling system. This problem may be prevented or remedied by cleaning off each leveling unit if they become excessively muddy.

In wet or icy weather leveling units may become encrusted with ice. This may cause the leveling system to function improperly. To eliminate this problem, periodically check the leveling units and break loose any ice which may be causing improper operation.

Do not move the trailer while the leveling units are still in contact with the ground. Visually check to see if the leveling units have returned to the STORE/TRAVEL position before moving the trailer.

**NOTE:** All major components of the system can be replaced with rebuilt units or can be sent to HWH CORPORATION to be rebuilt, when the system is out of warranty.

WINTER WEATHER DRIVING: Due to chemicals now used on highways in the winter, leveling system components should be washed with soap and water as soon as possible when traveling in winter conditions.

JACK PRESSURE SWITCH ADJUSTMENT

The jack pressure switches are used to make sure the trailer is properly stabilized after the leveling process is complete.

The switches are adjustable. If set too high, the trailer will be lifted too high. If the switches are set too low the jacks may not come all the way down and lift as necessary.

The jacks should lift the trailer slightly when stabilizing, approximately 1/2".

The trailer should be completely loaded especially at the front when checking the switches.

Before adjusting the switch, unplug the switch so the wire is not twisted. Loosen the locking nut. Turn the threaded adjustment clockwise to increase pressure or counterclockwise to decrease pressure. Use no more than a half turn before checking the system. Remember to tighten the locking nut when finished.

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.
To prime the hand pump, it will be necessary to remove a hose from one of the jacks. One of the front jacks would be best, but use the easiest hose to get to.

If the system has Double-Acting cylinders on the front, remove the rod end hose from either of the front jacks. Place the end of the hose in a bucket. Make sure the tank is at least half full. Pump the hand pump until a healthy flow of oil is coming from the hose.

If the system has only Single-Acting jacks with return springs, remove the easiest hose to access and place the end in a bucket. Using the release cam, manually open the EXTEND solenoid valve for that jack (if equipped with solenoid valves) or move the jack control hydraulic switch to "EXTEND" for that jack. Make sure the tank is at least half full. Pump the hand pump until a healthy flow of fluid comes from the hose.

IMPORTANT: DO NOT ALLOW THE FLUID LEVEL IN THE TANK TO LOWER MORE THAN 1 INCH BEFORE ADDING FLUID.

Reattach the hose and retry the hand pump. Repeat the procedure if the hand pump does not move the jacks.
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

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. Tighten or loosen the adjustment screws according to these instructions to adjust the sensing unit.

IMPORTANT: BUMP THE SENSING UNIT TO SEE THAT IT IS SETTLED TIGHT AGAINST ALL THREE SCREW HEADS AND STILL INDICATES THAT THE UNIT IS LEVEL.

LED A - FRONT OF VEHICLE
LED B - LEFT SIDE OF VEHICLE
LED C - REAR OF VEHICLE
LED D - RIGHT SIDE OF VEHICLE

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 or tighten screws 2 and 3 until the LED is off.

If LED (B) is lit: Loosen adjustment screw number 3 or tighten screws 1 and 2 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.

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.
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 / 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.

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
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DO NOT LOSE THIS CAP. There is a small pin beneath the
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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.
HYDRAULIC LINE CONNECTION DIAGRAM

2000 SERIES LANDING GEAR SYSTEM

4 - DOUBLE-ACTING JACKS (4 - SINGLE-ACTING JACKS)

NOTE: THE CAP END HOSE FOR DOUBLE-ACTING JACKS ONLY MAY BE 5/16" HOSE OR 1/4" HOSE WITH 5/16" HOSE ENDS.

IMPORTANT: DO NOT SWAP FITTINGS OR REVERSE HOSES BETWEEN THE CAP AND ROD END OF THE JACKS. MAKE SURE HOSE ROUTINGS ARE CORRECT BEFORE OPERATING THE SYSTEM. IMPROPER HOSE ROUTING WILL DAMAGE SYSTEM COMPONENTS.
HYDRAULIC LINE CONNECTION DIAGRAM
2000 SERIES LANDING GEAR SYSTEM
2 - DOUBLE-ACTING JACKS AND 2 - SINGLE-ACTING JACKS

IMPORTANT: DO NOT SWAP FITTINGS OR REVERSE HOSES BETWEEN THE CAP AND ROD END OF THE JACKS. MAKE SURE HOSE ROUTINGS ARE CORRECT BEFORE OPERATING THE SYSTEM. IMPROPER HOSE ROUTING WILL DAMAGE SYSTEM COMPONENTS.

NOTE: THE CAP END HOSE FOR DOUBLE-ACTING JACKS ONLY MAY BE 5/16" HOSE OR 1/4" HOSE WITH 5/16" HOSE ENDS.
### FRONT

**CN2 - 12 PIN BROWN 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>9</td>
<td>YELLOW</td>
<td>KEY PIN</td>
</tr>
<tr>
<td>2</td>
<td>10</td>
<td>ORANGE</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>3</td>
<td>11</td>
<td>BLACK</td>
<td>GROUND FOR SENSING UNIT</td>
</tr>
<tr>
<td>4</td>
<td>12</td>
<td>N/A</td>
<td>+12 VOLTS FOR SENSING UNIT</td>
</tr>
<tr>
<td>5</td>
<td>1</td>
<td>WHITE</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>6</td>
<td>7</td>
<td>2 THRU 5</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>7</td>
<td>8</td>
<td>6</td>
<td>GROUND TO CONTROL MODULE WHEN LEFT SIDE IS LOW</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>10</td>
<td>GROUND TO CONTROL MODULE WHEN FRONT IS LOW</td>
</tr>
<tr>
<td>9</td>
<td>11</td>
<td>12</td>
<td>GROUND TO CONTROL MODULE WHEN RIGHT SIDE IS LOW</td>
</tr>
<tr>
<td>10</td>
<td>12</td>
<td>9</td>
<td>GROUND TO CONTROL MODULE WHEN REAR IS LOW</td>
</tr>
</tbody>
</table>

**CN3 - 12 PIN BLACK 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>1 BLACK</td>
<td>1000</td>
<td>SWITCHED GROUND FROM LEFT FRONT WARNING SWITCH</td>
</tr>
<tr>
<td>2</td>
<td>2 BLACK</td>
<td>1200</td>
<td>SWITCHED GROUND FROM LEFT FRONT PRESSURE SWITCH</td>
</tr>
<tr>
<td>3</td>
<td>3 BLACK</td>
<td>2000</td>
<td>SWITCHED GROUND FROM RIGHT FRONT WARNING SWITCH</td>
</tr>
<tr>
<td>4</td>
<td>4 BLACK</td>
<td>2200</td>
<td>SWITCHED GROUND FROM RIGHT FRONT PRESSURE SWITCH</td>
</tr>
<tr>
<td>5</td>
<td>5 BLACK</td>
<td>8100</td>
<td>SWITCHED GROUND FROM 3000 PSI MANIFOLD PRESSURE SWITCH</td>
</tr>
<tr>
<td>6</td>
<td>6 WHITE</td>
<td>6235</td>
<td>GROUND FOR JACK WARNING SWITCHES AND PRESSURE SWITCHES</td>
</tr>
<tr>
<td>7 &amp; 8</td>
<td>7 &amp; 8</td>
<td>6235</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>9</td>
<td>9 BLACK</td>
<td>4000</td>
<td>SWITCHED GROUND FROM LEFT REAR WARNING SWITCH</td>
</tr>
<tr>
<td>10</td>
<td>10 BLACK</td>
<td>4200</td>
<td>SWITCHED GROUND FROM LEFT REAR PRESSURE SWITCH</td>
</tr>
<tr>
<td>11</td>
<td>11 BLACK</td>
<td>3000</td>
<td>SWITCHED GROUND FROM RIGHT REAR WARNING SWITCH</td>
</tr>
<tr>
<td>12</td>
<td>12 BLACK</td>
<td>3200</td>
<td>SWITCHED GROUND FROM RIGHT REAR PRESSURE SWITCH</td>
</tr>
</tbody>
</table>

### RIGHT SIDE

**8 PIN BLACK 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 &amp; 2</td>
<td>1 &amp; 2</td>
<td>N/A</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>3</td>
<td>3 BLACK</td>
<td>6800</td>
<td>SWITCHED +12 BATTERY FROM OEM MASTER SWITCH</td>
</tr>
<tr>
<td>4</td>
<td>4 WHITE</td>
<td>6230</td>
<td>GROUND BY OEM FOR PROCESSOR BOARD</td>
</tr>
<tr>
<td>5</td>
<td>5</td>
<td>N/A</td>
<td>CAN SHIELD</td>
</tr>
<tr>
<td>6</td>
<td>6</td>
<td>N/A</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>7</td>
<td>7 GREEN</td>
<td>N/A</td>
<td>CAN LOW</td>
</tr>
<tr>
<td>8</td>
<td>8 YELLOW</td>
<td>N/A</td>
<td>CAN HIGH</td>
</tr>
</tbody>
</table>
### CN1 - 12 PIN BROWN 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>BLACK</td>
<td>1400</td>
<td>SWITCHED +12 FOR LEFT FRONT EXTEND SOLENOID VALVE</td>
</tr>
<tr>
<td>2</td>
<td>BLACK</td>
<td>1500</td>
<td>SWITCHED +12 FOR LEFT FRONT RETRACT SOLENOID VALVE</td>
</tr>
<tr>
<td>3</td>
<td>BLACK</td>
<td>2400</td>
<td>SWITCHED +12 FOR RIGHT FRONT EXTEND SOLENOID VALVE</td>
</tr>
<tr>
<td>4</td>
<td>BLACK</td>
<td>2500</td>
<td>SWITCHED +12 FOR RIGHT FRONT RETRACT SOLENOID VALVE</td>
</tr>
<tr>
<td>5</td>
<td>BLACK</td>
<td>4400</td>
<td>SWITCHED +12 FOR LEFT REAR EXTEND SOLENOID VALVE</td>
</tr>
<tr>
<td>6</td>
<td>BLACK</td>
<td>4500</td>
<td>SWITCHED +12 FOR LEFT REAR RETRACT SOLENOID VALVE</td>
</tr>
<tr>
<td>7</td>
<td>BLACK</td>
<td>3400</td>
<td>SWITCHED +12 FOR RIGHT REAR EXTEND SOLENOID VALVE</td>
</tr>
<tr>
<td>8</td>
<td>BLACK</td>
<td>3500</td>
<td>SWITCHED +12 FOR RIGHT REAR RETRACT SOLENOID VALVE</td>
</tr>
<tr>
<td>9</td>
<td>BLACK</td>
<td>8500</td>
<td>SWITCHED +12 FOR MASTER RELAY CONTROL</td>
</tr>
<tr>
<td>10</td>
<td>BLACK</td>
<td>8600</td>
<td>SWITCHED +12 FOR PUMP RELAY CONTROL</td>
</tr>
<tr>
<td>11 &amp; 12</td>
<td>BLACK</td>
<td></td>
<td>NO CONNECTION</td>
</tr>
</tbody>
</table>

### 4 PIN GRAY 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>BLACK</td>
<td>6800</td>
<td>+12 FROM SWITCHED SIDE OF MASTER RELAY FOR OUTPUT BOARD</td>
</tr>
<tr>
<td>2</td>
<td>BLACK</td>
<td>6800</td>
<td>+12 FROM SWITCHED SIDE OF MASTER RELAY FOR OUTPUT BOARD</td>
</tr>
<tr>
<td>3</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND FOR CONTROL MODULE OUTPUT BOARD</td>
</tr>
<tr>
<td>4</td>
<td>WHITE</td>
<td>6230</td>
<td>GROUND FOR CONTROL MODULE OUTPUT BOARD</td>
</tr>
</tbody>
</table>

### 8 PIN BLACK 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>BLACK</td>
<td>N/A</td>
<td>NO CONNECTION</td>
</tr>
<tr>
<td>7</td>
<td>BLACK</td>
<td>N/A</td>
<td>120 Ω RESISTOR</td>
</tr>
<tr>
<td>8</td>
<td>BLACK</td>
<td>N/A</td>
<td>NO CONNECTION</td>
</tr>
</tbody>
</table>
LED - FUSE LOCATION AND DESCRIPTION

OUTPUT BOARD

<table>
<thead>
<tr>
<th>LED</th>
<th>RELAY DESCRIPTION</th>
<th>FUSE</th>
<th>BLACK</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-YELLOW</td>
<td>LEFT FRONT EXT. - COIL</td>
<td>F1-15 AMP</td>
<td>PIN 1</td>
</tr>
<tr>
<td>2-RED</td>
<td>LEFT FRONT EXT. - CONTACT</td>
<td>F2-15 AMP</td>
<td>PIN 2</td>
</tr>
<tr>
<td>3-RED</td>
<td>LEFT FRONT RET. - CONTACT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4-YELLOW</td>
<td>LEFT FRONT RET. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5-YELLOW</td>
<td>RIGHT FRONT EXT. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-RED</td>
<td>RIGHT FRONT EXT. - CONTACT</td>
<td>F3-15 AMP</td>
<td>PIN 3</td>
</tr>
<tr>
<td>7-RED</td>
<td>RIGHT FRONT RET. - CONTACT</td>
<td>F4-15 AMP</td>
<td>PIN 4</td>
</tr>
<tr>
<td>8-YELLOW</td>
<td>RIGHT FRONT RET. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>9-YELLOW</td>
<td>LEFT REAR EXT. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10-RED</td>
<td>LEFT REAR EXT. - CONTACT</td>
<td>F5-15 AMP</td>
<td>PIN 5</td>
</tr>
<tr>
<td>11-RED</td>
<td>LEFT REAR RET. - CONTACT</td>
<td>F6-15 AMP</td>
<td>PIN 6</td>
</tr>
<tr>
<td>12-YELLOW</td>
<td>LEFT REAR RET. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>13-YELLOW</td>
<td>RIGHT REAR EXT. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>14-RED</td>
<td>RIGHT REAR EXT. - CONTACT</td>
<td>F7-15 AMP</td>
<td>PIN 7</td>
</tr>
<tr>
<td>15-RED</td>
<td>RIGHT REAR RET. - CONTACT</td>
<td>F8-15 AMP</td>
<td>PIN 8</td>
</tr>
<tr>
<td>16-YELLOW</td>
<td>RIGHT REAR RET. - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>17-YELLOW</td>
<td>MASTER RELAY - COIL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>18-RED</td>
<td>MASTER RELAY - CONTACT</td>
<td>F9-15 AMP</td>
<td>PIN 9</td>
</tr>
<tr>
<td>19-RED</td>
<td>PUMP RELAY - CONTACT</td>
<td>F10-15 AMP</td>
<td>PIN 10</td>
</tr>
<tr>
<td>20-YELLOW</td>
<td>PUMP RELAY - COIL</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NOTE: FOR DETAILED INPUT / OUTPUT INFORMATION ABOUT PIN CONNECTIONS SEE ELECTRICAL CONNECTION DIAGRAM - CONTROL MODULE CONNECTION INFORMATION - PAGE 2 OF 4.

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 CN1 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 LEDS ARE WORKING BUT NO RED LED IS COMING ON THERE MAY BE PROBLEM WITH INPUT VOLTAGE FROM THE 4-PIN CONNECTOR.

IF A YELLOW LED IS NOT LIT, THIS INDICATES A POSSIBLE PROBLEM WITH THE MODULE.
**LED LOCATION AND DESCRIPTION**

**MAIN BOARD**

- **CN1**  BROWN
- **CN2**  BLACK
- **CN3**
- **CN4**

**LED 18 - RED**
- **POWER ON**
- **FOR MODULE**

**LED 17 - RED**
- **LINK LIGHT**

**LED 16 - RED**
- **REAR LEVEL LIGHT**

**LED 15 - YELLOW**
- **RIGHT SIDE LEVEL LIGHT**

**LED 14 - GREEN**
- **FRONT LEVEL LIGHT**

**LED 13 - RED**
- **LEFT SIDE LEVEL LIGHT**

**LED 12 - YELLOW**
- **R.R. PRESS. SW.**

**LED 11 - GREEN**
- **R.R. WARN. SW.**

**LED 10 - RED**
- **L.R. PRESS. SW.**

**LED 9 - YELLOW**
- **L.R. WARN. SW.**

**CN1**
- **BROWN**

**CN2**
- **BLACK**

**CN3**
- Pin 1
- Pin 2
- Pin 3
- Pin 4
- Pin 5
- Pin 6
- Pin 7
- Pin 8
- Pin 9
- Pin 10
- Pin 11
- Pin 12

**CN4**
- Pin 1
- Pin 2
- Pin 3
- Pin 4
- Pin 5

**LED 1 - RED**
- **L.F. WARN. SW.**

**LED 2 - GREEN**
- **L.F. PRESS. SW.**

**LED 3 - YELLOW**
- **R.F. WARN. SW.**

**LED 4 - RED**
- **R.F. PRESS. SW.**

**LED 5 - GREEN**
- **SYSTEM PRESS.SW.**

**LED 6 - YELLOW**
- **NOT USED**

**LED 7 - RED**
- **NOT USED**

**LED 8 - GREEN**
- **NOT USED**

<table>
<thead>
<tr>
<th>LED</th>
<th>DESCRIPTION</th>
<th>CN AND PIN</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - RED</td>
<td>LEFT FRONT WARN. SW.</td>
<td>CN3 - PIN 1</td>
</tr>
<tr>
<td>2 - GREEN</td>
<td>LEFT FRONT PRESS.SW.</td>
<td>CN3 - PIN 2</td>
</tr>
<tr>
<td>3 - YELLOW</td>
<td>RIGHT FRONT WARN. SW.</td>
<td>CN3 - PIN 3</td>
</tr>
<tr>
<td>4 - RED</td>
<td>RIGHT FRONT PRESS.SW.</td>
<td>CN3 - PIN 4</td>
</tr>
<tr>
<td>5 - GREEN</td>
<td>SYSTEM PRESS.SW.</td>
<td>CN3 - PIN 5</td>
</tr>
<tr>
<td>6 - NOT USED</td>
<td>LEFT REAR WARN. SW.</td>
<td>CN3 - PIN 9</td>
</tr>
<tr>
<td>9 - YELLOW</td>
<td>LEFT REAR PRESS. SW.</td>
<td>CN3 - PIN 10</td>
</tr>
<tr>
<td>10 - RED</td>
<td>RIGHT REAR WARN. SW.</td>
<td>CN3 - PIN 11</td>
</tr>
<tr>
<td>11 - GREEN</td>
<td>RIGHT REAR PRESS.SW.</td>
<td>CN3 - PIN 12</td>
</tr>
<tr>
<td>12 - YELLOW</td>
<td>LEFT SIDE LEVEL LIGHT</td>
<td>CN2 - PIN 9</td>
</tr>
<tr>
<td>13 - RED</td>
<td>FRONT LEVEL LIGHT</td>
<td>CN2 - PIN 10</td>
</tr>
<tr>
<td>14 - GREEN</td>
<td>RIGHT SIDE LEVEL LIGHT</td>
<td>CN2 - PIN 11</td>
</tr>
<tr>
<td>15 - YELLOW</td>
<td>REAR LEVEL LIGHT</td>
<td>CN2 - PIN 12</td>
</tr>
<tr>
<td>16 - RED</td>
<td>LINK LIGHT</td>
<td>N/A</td>
</tr>
<tr>
<td>17 - RED</td>
<td>POWER ON</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**NOTE:** FOR DETAILED INPUT / OUTPUT INFORMATION ABOUT PIN CONNECTIONS SEE ELECTRICAL CONNECTION DIAGRAM - CONTROL MODULE CONNECTION INFORMATION PAGE 1 OF 4.
NOTE: ANY ROOM EXTENSION VALVES ARE NOT SHOWN.

LF-E = LEFT FRONT JACK EXTEND
LF-R = LEFT FRONT JACK RETRACT
RF-E = RIGHT FRONT JACK EXTEND
RF-R = RIGHT FRONT JACK RETRACT

TOP VIEW (TANK NOT SHOWN)

NOTE: PUMP MANIFOLD ASSEMBLY MAY BE PRE WIRED AT HWH.
ELECTRICAL CONNECTION DIAGRAM
REMOTE LEVELING MANIFOLD CONNECTIONS

RR EXT - RIGHT REAR JACK EXTEND
RR RET - RIGHT REAR JACK RETRACT
LR EXT - LEFT REAR JACK EXTEND
LR RET - LEFT REAR JACK RETRACT

PIN 1 - BLACK - 4400 - LEFT REAR EXTEND
PIN 2 - WHITE - 6246 - GROUND
PIN 3 - BLACK - 4500 - LEFT REAR RETRACT
PIN 4 - WHITE - 6247 - GROUND
PIN 5 - BLACK - 3400 - RIGHT REAR EXTEND
PIN 6 - WHITE - 6247 - GROUND
PIN 7 - BLACK - 3500 - RIGHT REAR RETRACT
PIN 8 - WHITE - 6247 - GROUND

TO CN1 BROWN 12 PIN CONNECTOR ON LEFT SIDE OF THE CONTROL BOX. WHITE WIRES TO GROUND BOLT ON THE SIDE OF THE PUMP
SEE ELECTRICAL CONNECTION DIAGRAM - LEVELING MANIFOLD CONNECTIONS AT PUMP.
ELECTRICAL CONNECTION DIAGRAM
MASTER AND PUMP RELAYS

TO 4 PIN GRAY CONNECTOR ON LEFT SIDE OF CONTROL MODULE
TO CN1 ON LEFT SIDE OF CONTROL MODULE

GROUND BOLT ON PUMP

RELAY (A) (MASTER RELAY)
FROM BATTERY
RELAY GROUND 6245
SWITCHED BATTERY FROM MASTER RELAY 6800
RELAY GROUND 6245
RELAY (B) (PUMP RELAY)
TO PUMP MOTOR

PUMP RELAY CONTROL 8600
SYSTEM PRESSURE SWITCH 8100

FUSE 40 AMP

SEE ELECTRICAL CONNECTION DIAGRAM - LEVELING MANIFOLD CONNECTIONS

RET

RELAY (B) PUMP RELAY
PUMP MOTOR CONNECTION

RELAY (A) MASTER RELAY

SIDE VIEW

MP84.6131 15JAN10
HWH+ COMPUTERIZED LEVELING

EXCESS SLOPE
INCORRECT PROCEDURE
CANCEL

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

PIN 1

CAUTION!
INCORRECT PROCEDURE
CANCEL

EXCESS SLOPE

EXTEND
RETRACT

MASTER SWITCH

6100 (RED)

6230

6800

PINS # COLOR WIRE NUMBER WIRE DESCRIPTION AND FUNCTION
1 YELLOW 625 CAN HIGH
2 GREEN 6800 CAN LOW
3 625 CAN SHIELD
4 WHITE 6230 GROUND FROM CONTROL MODULE
5 BLACK SWITCHED BATTERY FROM CONTROL MODULE
SOLENOID VALVES WITH CAM RELEASE

The cam release style valves are direct replacements for all previous styles of HWH hydraulic solenoid valves.

Valve size and voltage are still factors to be considered when replacing any HWH hydraulic solenoid valve. Replace a small style 12 volt valve with a small style 12 volt valve. Replace a large style 12 volt valve with a large style 12 volt valve. This is true for 24 volt valves also.

Valve installation has not changed, simply turn out the old valve, confirm that no o-ring debris has been left in the manifold block and turn in the new valve.

After installing the valve and without creating stress on the wires at the point where they exit the valve body. Use a wire tie to secure the wires to the valve body to keep the wires from being pinched beneath the cam mechanism during operation.

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.

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

FILL BETWEEN OIL LEVEL GROOVES

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.