FOR SHIPPING PURPOSES THE (4) JUMPERS ARE SLID ONTO ONE SIDE OF JP1 THROUGH JP4. MOVE ONLY THE JUMPERS NEEDED TO DETERMINE ORIENTATION AND SUSPENSION. LEAVING THE REMAINING JUMPERS AS THEY ARE SHIPPED WILL NOT CAUSE PROBLEMS.

THE FOLLOWING DRAWINGS SHOW THE SENSING UNIT, AS VIEWED WHEN LOOKING DOWN AT THE TOP OF THE SENSING UNIT. REMOVE THE RUBBER RING AND PLASTIC COVER ONLY IF NEEDED. THE RING AND COVER MUST BE REINSTALLED.

NOTE: AFTER MOVING THE JUMPERS, REMOVE AND REAPPLY +12 POWER FOR THE CONTROL BOX. THIS WILL "RE-BOOT" THE SENSING UNIT.
JP3 AND JP4 - CONTROL SUSPENSION TYPE (Page 2 of 2)

MOVE JUMPERS JP3 AND JP4 ACCORDING TO THE TYPE OF SUSPENSION ON THE VEHICLE.
NOTE: FOR VEHICLES EQUIPPED WITH COMBINATION SPRING AND AIR SUSPENSIONS USE SPRING SETTINGS.

JUMPERS JP3 AND JP4 DETERMINE SUSPENSION TYPE.

SPRING - LEAVE JUMPERS JP3 AND JP4 AS SHIPPED. NEITHER JUMPER NEEDS TO BE MOVED.

AIR - LEAVE JUMPER JP4 AS SHIPPED, MOVE JP3 ONLY.
DIAGRAM BELOW SHOWS AIR SUSPENSION SETUP.

REMOTE LEVEL INDICATOR

SOME 2000 SERIES CONTROL BOXES HAVE A REMOTE INDICATOR BOARD TO AID IN ADJUSTMENT WHEN THE LEVEL SENSOR IS NOT VISIBLE.

THE BOARD IS MOUNTED WITH VELCRO AND SHOULD BE RE-ORIENTED IF NEEDED SO THAT THE GRAY RIBBON CABLE FACES THE FRONT OF THE VEHICLE.

REMOTE LEVEL INDICATOR