

Manual JII Leveling System Operating Instructions

IMPORTANT: **ALWAYS VISUALLY CHECK TO ENSURE JACKS ARE FULLY RETRACTED BEFORE DRIVING OR MOVING VEHICLE.**

1. Motor home should be in parking gear during operation of the leveling system. Ignition key should be in ignition position, although some coaches were configured from the factory to operate with the key in the accessory position.
2. Turn on the JII Leveling System by pressing the rocker switch to "ON". The green light will indicate the system is ready. If the light does not turn on, check the ignition switch or the 15 AMP fuse powering the JII controller unit.
3. Press any one of the "EXTEND" rocker switches. The "LEFT" switch will control the left rear jack, "FRONT" switch will control the front jack, and the "RIGHT" switch will control the right rear jack. The pump motor will turn on and the respective jack will extend. All three switches can be pressed at one time if desired.
4. As the jacks extend downward, the Red "WARNING" light will start blink and the bong alarm will start sounding. This alarm will also come on if the JII System is turned off but the jacks are down when the ignition key is turned on.
5. Extend the LEFT, FRONT, or RIGHT jack until it touches the ground and raises the motor home to the desired level. If any jack is extended too far, press "RETRACT" for the desired Jack to lower.
6. If you need to lift the right or left front side of your motor home, use both the front jack and the corresponding right or left rear jack.
7. If a block is placed under a jack, only one jack should be blocked at any one time. Do not block more than one jack at a time. If additional lift is needed a 2 x 12 x 12 laminated plywood block can be placed under the jack pad. If blocking the jack pad of one of the rear jacks is necessary and the coach is on a slope, the opposite set of rear tires must be

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first blocked to prevent rolling. If anyone is going to change a tire or go under the motor home, the chassis frame **must first** be supported with appropriately rated jack stands.

***DO NOT ATTEMPT TO CHANGE TIRES OR GO UNDER THE MOTORHOME WITH THE RVA JACKS EXTENDED.**

8. When the motor home is level, turn off the power and the ignition key. All the lights on the leveling system panel should be off.

NOTE: The jacks can be set to retract the next time the ignition is turned on (as a reminder that your jacks are down and to help prevent accidental damage to the jacks from a “drive-off”). To set the jacks to automatically retract when the ignition is turned on: press and leave the RETRACT-ALL switch down after the ignition is turned off. The next time the ignition is turned on, the jacks will retract.

9. For normal operations to retract all jacks, turn on the ignition key, press “RETRACT-ALL” switch. This rocker switch is the bottom section of the ON switch. The amber light will start to flash and all the jacks will start to retract. This switch is electronically timed and will remain on for approximately four minutes. If the retract operation needs to be stopped, position the "on-off / retract-all" switch to the off position. The green light will remain on until the power switch is turned off.

10. Before moving the coach, wait until all jacks are fully retracted. The flashing red light and the bong alarm will turn off when all the jacks are up within 6” of full retraction (if the fluid level is properly set). **BEFORE DRIVING OR MOVING THE VEHICLE, ALL LIGHTS ON THE CONTROL MUST BE OFF**, and the retract position of the jack should be verified visually

11. The EXTEND and RETRACT rocker switches will operate at a minimum of 8 volts. The RETRACT-ALL rocker switch will operate best above 10 volts. If the motor home battery is low and below 9 volts, you may retract the jacks by individually using the three RETRACT rocker switches. In the event that all power is disabled or otherwise not available, or the control console is not powered, the extended jacks can still be retracted

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with the manual retract T-valves on the valve complex. The valve complex/pump assembly is normally located somewhere outside your motor home. Contact your dealer, installer, or manufacturer for location of the pump assembly. As you face the valve complex you will see three T-valve handles. The valve located furthest from the reservoir is for the left rear jack, the valve in the center corresponds to the front jack and the valve nearest the reservoir corresponds to the right rear jack. When the T-valves are opened (turned counterclockwise) the fluid flows back to the motor pump reservoir and the appropriate jack will retract. If the manual T-handle valves are used, remember to close the valves after use, otherwise the leveling system will operate properly.

IMPORTANT NOTES

1. The leveling system is equipped with a warning device to indicate the position of your jacks. The pulsating red light and bong alarm will come on when any jack is extended to more than 5" to 6" from fully retracted position. This device will also indicate low fluid level. SEE Note #3 below for filling instructions.
2. Learn the sounds of a normal pump as jacks extend, the relief valve as jacks extend fully, and the gurgling sound of the pump when the unit is low on fluid. If necessary to add fluid, use regular Automatic Transmission Fluid (Dexron III).
3. If it is necessary to fill with additional fluid, start by extending any jack 6" from fully retracted position (other jacks should be fully retracted). Unscrew reservoir cap from the top of the pump, fill with fluid until red light and bong turn off, then stop adding fluid and replace the cap.
4. Do not attempt to level on an extremely un-leveled surface. This can cause damage to jacks.

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5. When jacks are fully extended, occasionally wipe dirt from the jack ram/rod. This will help lengthen life of jack. WD-40 will serve as a solvent as well as a lubricant.
6. Some assembly lubrication, both oil and grease on the extended jack ram is normal, and aids in lubrication of the ram. The presence of assembly lube on the extended jack ram **does not** indicate a leak.
7. If a component of the hydraulic system has been removed and replaced (such as a jack, pump, valve assembly, etc.) air will probably have been introduced into the system. In order for the system to work properly, each jack must be fully extended and retracted at least twice to remove all air (self-bleeding operation). Additional air can also be trapped in the manual emergency release T-valves located on the valve manifold. With the jacks fully extended, open the manual emergency release valves to bleed out the trapped air. This will retract the jacks at the same time; close the handles. After the bleeding operation, the liquid level might need to be reset. See note #3.
8. A majority of the fittings in the hydraulic system are pipe threads. At the factory all male pipe threads are wrapped with at least three turns of teflon tape, except for the first thread at the tip of the fitting. A small amount of grease is applied to the untefloned tip of the fitting and to the mating female thread. The above procedure insures proper sealing and prevention of Teflon tape entering into the hydraulic system. If a fitting is removed, residual Teflon tape must be removed from both the male and mating female threads, if they are to be reassembled. A maximum practical amount of filtration has been incorporated into the system to prevent dirt from contaminating the operation and sealing of the valves. When assembling components, special attention is required to maintain cleanliness.
9. If a block is placed under a jack, only one jack should be blocked at any one time. Do not block more than one jack at a time. If additional lift is needed a 2 x 12 x 12 laminated plywood block can be placed under the jack pad. If blocking the jack pad of one of the

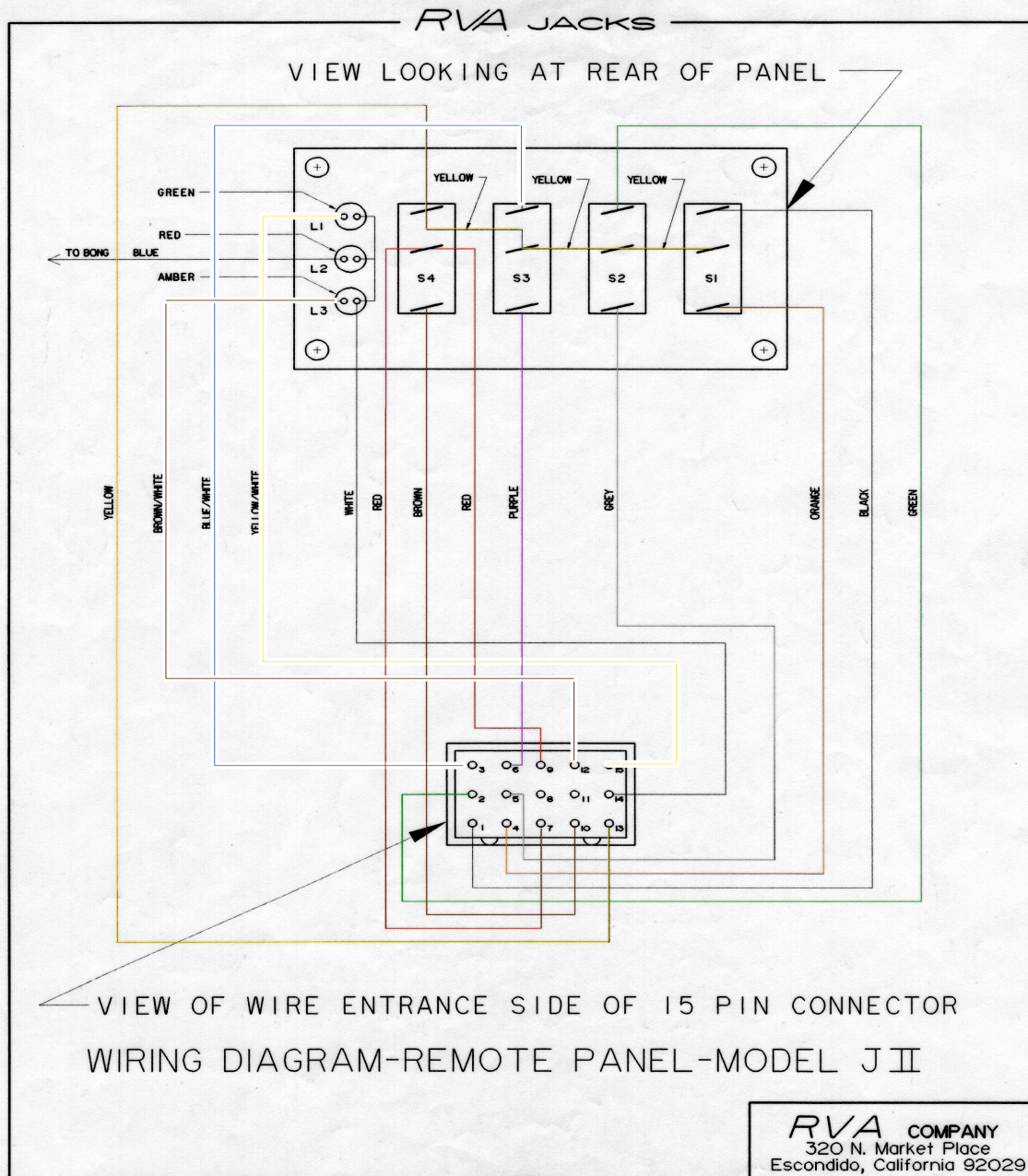
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rear jacks is necessary and the coach is on a slope, the opposite set of rear tires must be first blocked to prevent rolling. If anyone is going to change a tire or go under the motor home, the chassis frame **must first** be supported with appropriately rated jack stands.

10. If the control console (computer) is to be removed or replaced, all 12V power to disconnecting the electrical connectors. The console power switch also should be in the “OFF” position. Connecting and disconnecting the console while the 12V power source is connected (“hot plugging/socketing”) will most likely cause damage to the microprocessor and other sensitive electrical components in the control box .

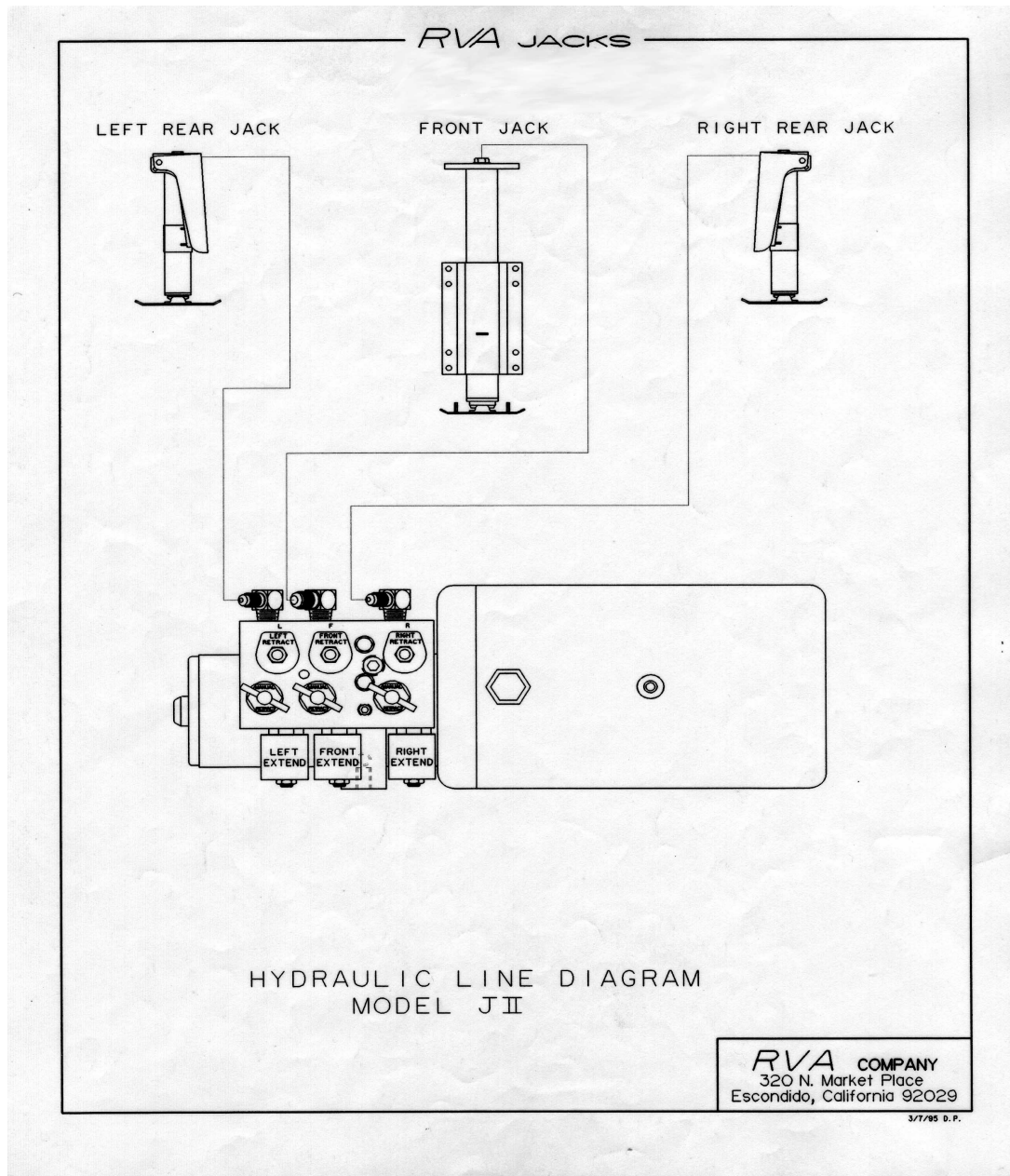
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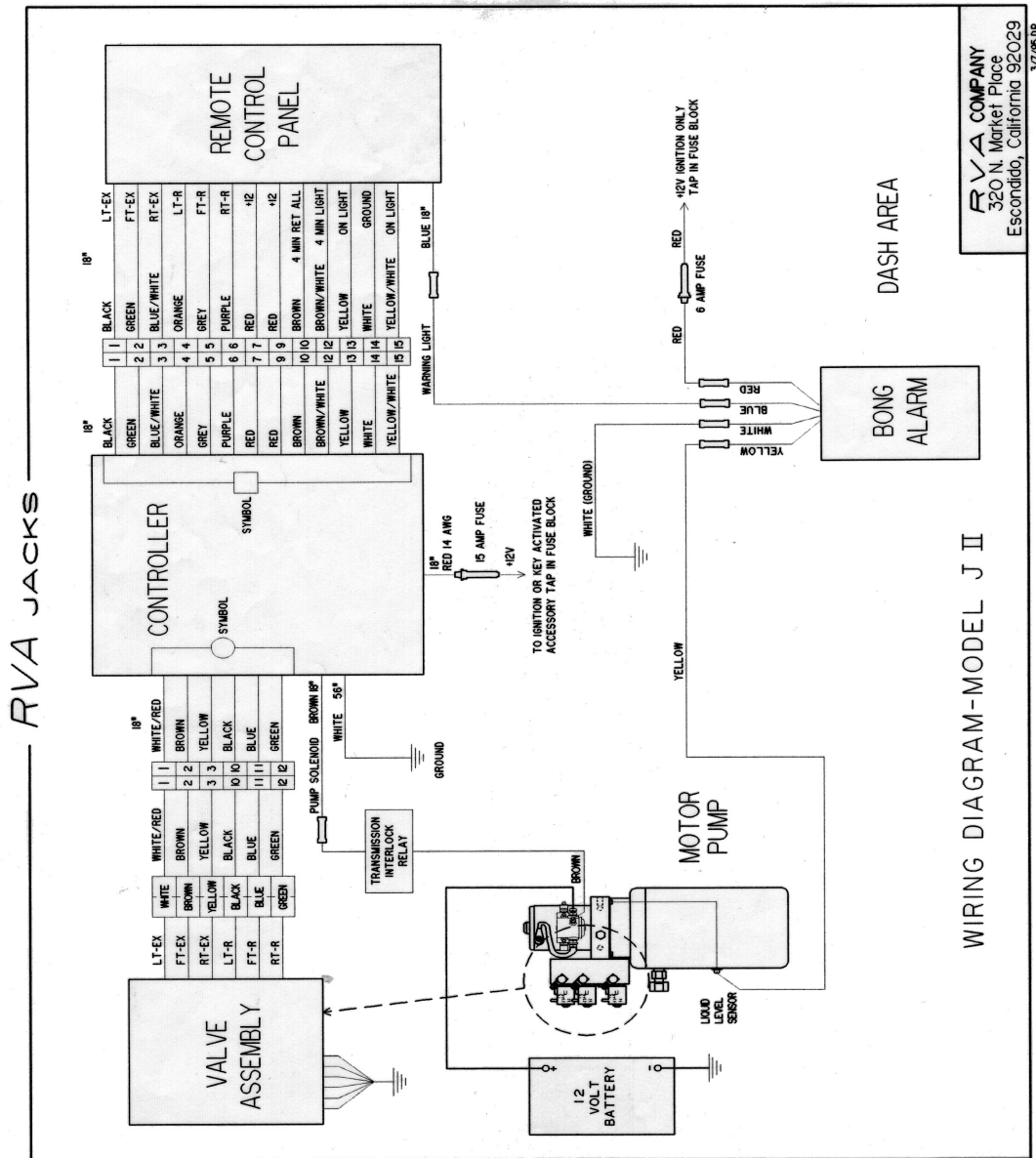
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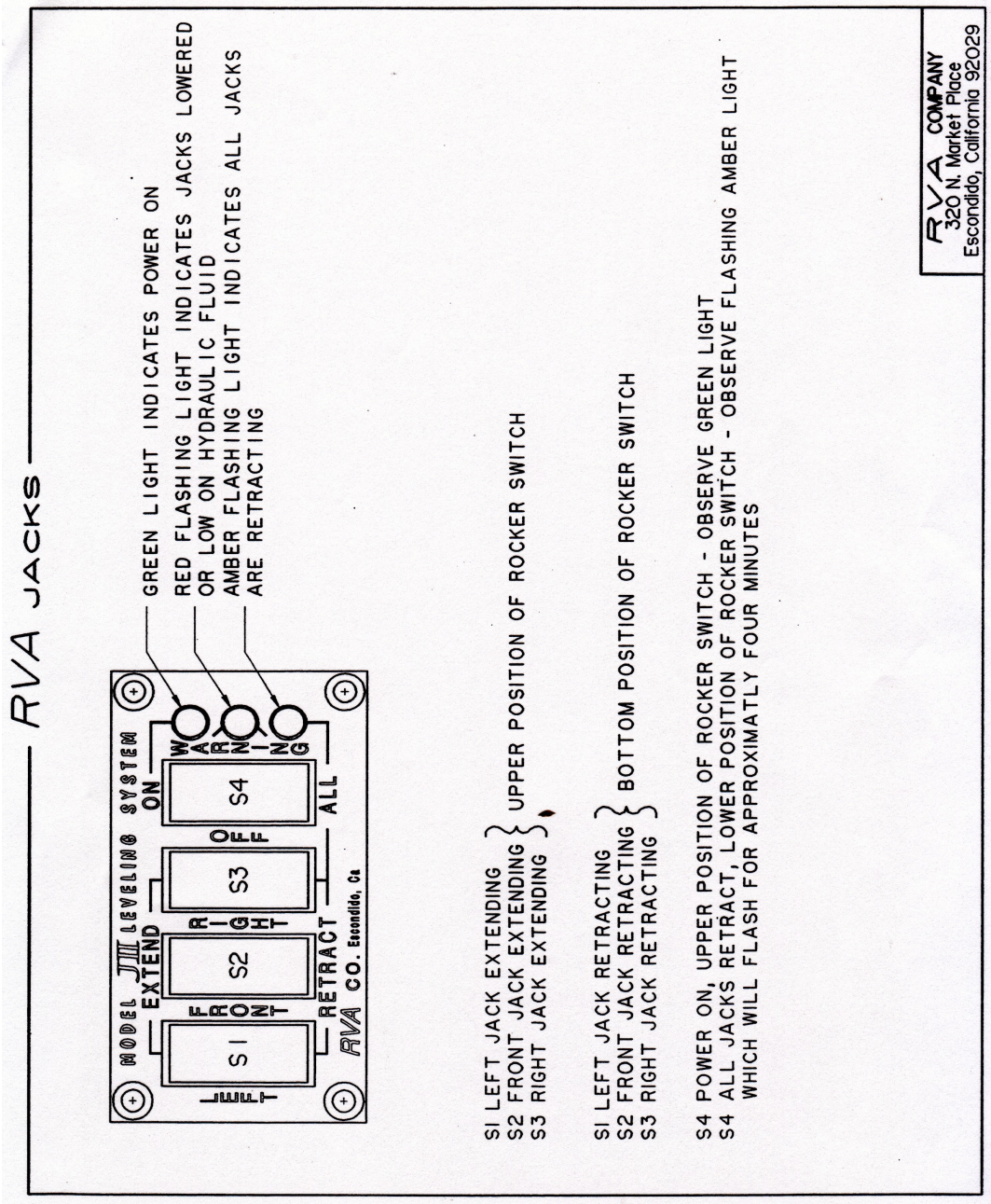
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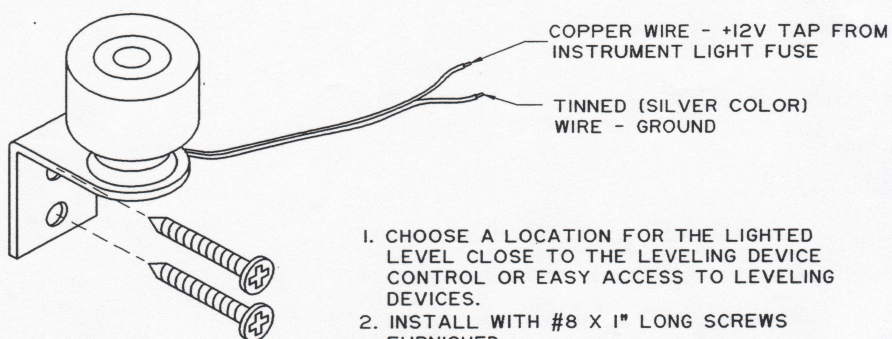
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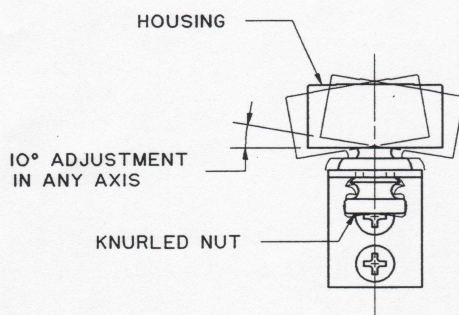
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RVA LIGHTED LEVEL INSTALLATION & OPERATION



1. CHOOSE A LOCATION FOR THE LIGHTED LEVEL CLOSE TO THE LEVELING DEVICE CONTROL OR EASY ACCESS TO LEVELING DEVICES.
2. INSTALL WITH #8 X 1" LONG SCREWS FURNISHED.
3. ATTACH OR SPLICE THE COPPER WIRE TO ANY WIRE OR FUSE TERMINAL FURNISHING POWER TO THE INSTRUMENT LIGHTS (AFTER FUSE), AND THE TINNED (SILVER COLOR) WIRE TO CHASSIS GROUND.
4. TO ADJUST LEVEL HOLD HOUSING WITH ONE HAND & LOOSEN KNURLED NUT WITH OTHER, TILT HOUSING TO DESIRED BUBBLE SETTING, THEN TIGHTEN KNURLED NUT.



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