



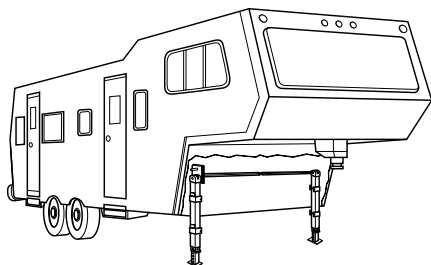
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Information Bulletin Landing Legs

Effective 7/9/98



The landing legs of a 5th wheel trailer are used for positioning the trailer during hookup and unhooking from the tow vehicle and as support during camping and stowage. They level the trailer to allow the refrigerator to operate properly and to provide comfort for the users. They are not designed to be the sole support for the weight of the trailer during tire changes or servicing.

Safety Considerations

In an overload condition, the legs may bind. Continuing to operate the legs under overload conditions will lead to premature wear on the bevel gears causing them to strip. Therefore do not exceed the ratings for the landing legs. If you have any questions, contact Atwood Mobile Products or the 5th wheel trailer manufacturer. Premature wear to gears will also occur with excessive clutching of motor. This occurs at maximum extension or retraction. When clutch noise occurs, let go of switch. Failure to do so may also destroy the clutch, in which case the entire motor will have to be replaced.

WARNING

Trailer Can Move or Collapse

- Do not exceed the individual leg or system load ratings!
- Do not use the legs to jack up the trailer during tire changes. The legs are not designed to support the trailer's weight during tire changes or servicing.
- Never drop the trailer off the hitch.
- The pin between the ram and drop tube should be the same diameter as the adjustment hole in the drop tube. Otherwise premature wear on drop tube and ram can occur.

The landing legs are engineered to support a specific amount of weight. Read Instruction Manual MPD# 71125 or refer to page 42 in this manual to determine the maximum load per leg and per set of legs.

To determine the load on each leg, have the trailer weighed and also get the weights on each leg, both with the slideouts in and out. Compare the overall trailer weight to its GVWR (Gross Vehicle Weight Rating) and compare the leg weights to their ratings. If any weight exceeds its rating, redistribute the weight in the trailer or remove items from the trailer. A higher capacity set of legs may be needed to handle the actual loads.

Operation

The landing legs have three overlapping tubes an outer housing, an inner ram and a drop tube with incremental adjustment holes. Refer to the picture on the following page with the labeled components.

Manual Operation

TO EXTEND the landing legs, insert the hand crank into the alignment tube until the end engages the cross shaft. Turn the crank handle until the ram (the middle tube) is halfway to the ground. This will optimize the overlap of all tubes, thus minimizing trailer sway. Then remove the pull pin in the drop tube or, if you have a pin that doesn't remove, pull the pin so that it is disengaged. Let the drop tube fall to the ground and re-pin in the nearest adjustment hole. Continue extending the landing legs until the pin box disengages from the hitch and the weight of the trailer is completely removed from the hitch. When there is sufficient clearance between the pin box and hitch, move tow vehicle clear of trailer. Then lower the trailer until it is level, side-to-side and back-to-front. Remove and store the crank handle.

TO RETRACT the landing legs, insert the hand crank into the alignment tube until the end engages the cross shaft. Turn the crank handle until the trailer is engaged in the hitch of the tow vehicle. Remove the lock pin or disengage the pull pin and raise the drop tube, re-pinning it in the highest position. Fully retract the legs so that the foot pad is higher than the lowest point of the trailer, to prevent dragging while going over a curb. Remove and store the crank handle.

Electric Operation

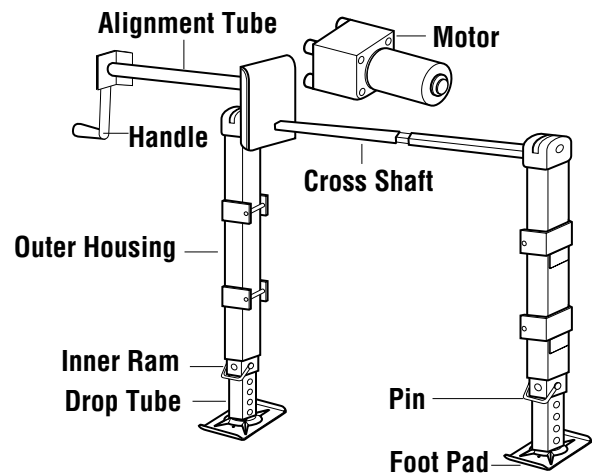
CAUTION Personal Injury

- Remove the hand crank before using the electric motor. Failure to do so will allow the handle to jerk or spin around.

To **EXTEND** the landing legs, push the switch to the “down” position and hold the switch until the ram (the middle tube) is halfway to the ground. Generally, “up” and “down” on the switches refer to the travel direction of the legs, not of the trailer. This will optimize the overlap of all tubes, thus minimizing trailer sway. Pull the pin or disengage the pull-pin and let the drop tube fall to the ground and re-pin in the nearest adjustment hole. Continue extending the landing legs until the pin box disengages from the hitch and the weight of the trailer is completely removed from the hitch. When there is sufficient clearance between the pin box and hitch, move tow vehicle clear of trailer. Move the tow vehicle clear of 5th wheel. Then lower the trailer until it is level, side-to-side and back-to-front.

To **RETRACT** the legs, push the switch to the “up” position and hold the switch until the legs are fully retracted. Release the switch as the pin in the ram tube nears the end of the outer housing. Then remove the lock pin, or disengage the pull-pin, and raise the drop leg, re-pinning it in the highest position. Fully retract the legs so that the foot pad is higher than the lowest point of the trailer, to prevent dragging while going over a curb.

Either at full extension or full retraction, you may hear a clicking or popping noise from the motor. This is the slip clutch built into the motor to protect it against overload or to prevent over-extension or over-retraction. Release the switch as soon as you hear this noise to prevent damage to the motor or bevel gears at the top of the legs. If you hear this noise when the legs are neither fully extended or fully retracted, one or both of the legs may be overloaded and you will need to shift items around in the trailer or to remove items from the trailer. Continuing to operate the legs in an overloaded condition will lead to premature wear and unsatisfactory performance of the legs.



FIFTH WHEEL LANDING LEGS

