



## 2010 43QGP Allegro Bus

9/14/2011

### **28 – FYI - MANUAL RETRACTION OF THE HWH LEVELING JACKS.**

We recently had a friend asking for assistance to retract his leveling jacks. It seems he had installed a block under the coach steps to help support the steps which are spongy when a large person is entering or leaving the coach. His problem began when he forgot to remove the block after already depressed the store button on his HWH leveling system. The resulting noise quickly got his attention to which he started pushing buttons on the HWH leveling system panel. He heard a lot of noise along with the jacks finally going into extend mode then would not stop trying to raise the coach.

Another friend and I answered his call for help. Upon arriving at his coach we found the coach in the air, all four jacks at maximum extension, all tires about 2 inches off the asphalt.

First order of business, get out and read his HWH leveling system manual. We were able to get the system shut down after performing that feat it was necessary to manually retract all four jacks to allow him to drive the coach home. HWH has over the years installed three different versions of the jack solenoid, both in size and the physical method of how to release the fluid holding the jacks extended.

The next step is very important and requires READING AND UNDERSTANDING THE DIRECTIONS ON RELEASING THE PRESSURE ON THE SOLENOID. The 2 1/4 inch diameter "T" type solenoid requires you to manually turn the nut counter-clock wise NO MORE than 4 1/2 turns, turning the nut more can damage the solenoid. The smaller 1 1/2 inch diameter solenoid requires the manual turning of the nut NO MORE than 4 1/2 turns counter-clock wise. The third solenoid which is 2 1/4 inches in diameter which is installed on our Allegro Bus requires turning the nut **NO MORE THAN ONE TURN COUNTER-CLOCK WISE** again any more turns than one can damage the solenoid.

Bottom line you need to know which type of solenoid is installed on your coach then **DO NOT** exceed the maximum number of counter-clock wise turns based on the specific solenoid your coach has installed.

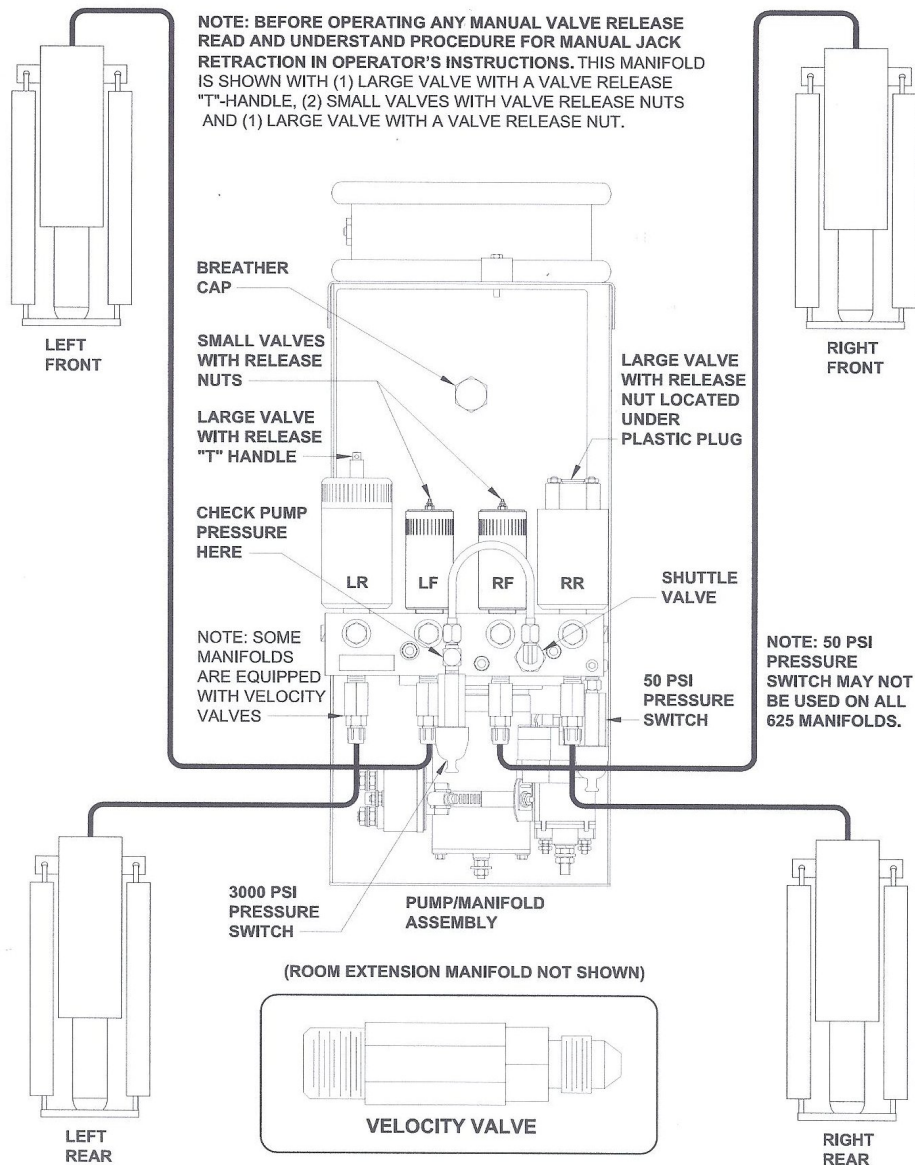
The manual tells you to lower (retract) the front jacks first, which you can do one at a time. After the jack has fully retracted turn the solenoid nut clock wise to return the internal bleed valve in the solenoid to its normal position.

The following diagram shows how the jacks are plumbed also which solenoid is plumbed to which jack on the RV. The diagram also shows the three different types of solenoids, which should make it easy for you to determine the solenoid used on your coach. HWH does not mix the solenoids your coach will have ONLY one style of the three shown.

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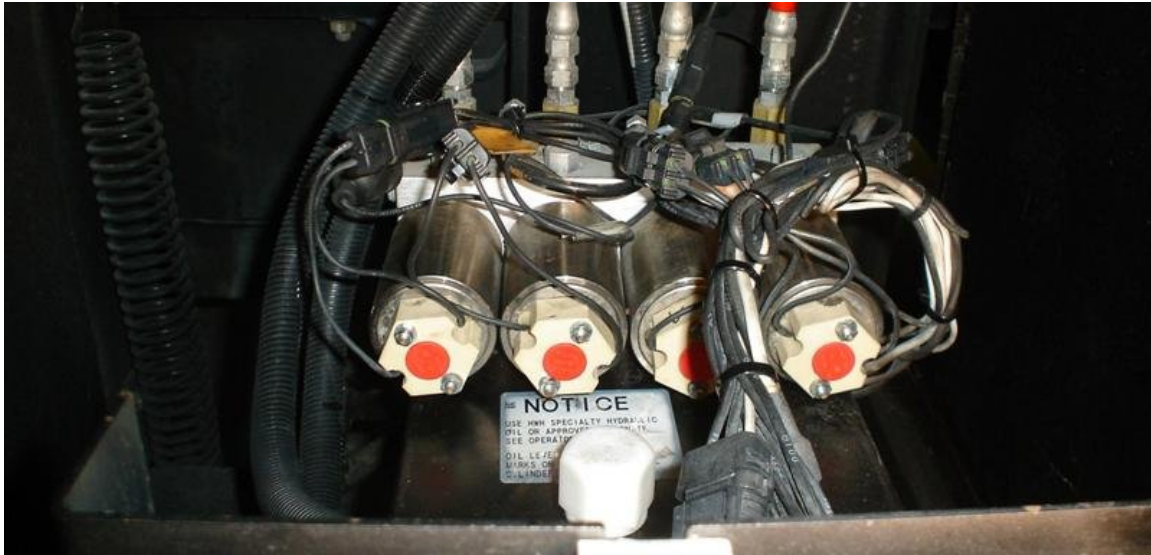
**HYDRAULIC LINE CONNECTION DIAGRAM**  
**625 OR 625S SERIES LEVELING SYSTEMS**  
**(WITH 4 STRAIGHT-ACTING JACKS)**

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After all jacks had been retracted the friend drove the coach home. The next day he turned the jack system ON and deployed the jacks in a normal manner. The lesson learned the system can be confused if too many buttons

are pushed. The system can be manually retracted then the jacks will operate normally next time the system is used. Or maybe it will not, but you can check and see before making any phone calls for help.



For demonstration purposes the protective cap was removed then the tank plug/nut driver was inserted over the nut in the solenoid. Again on this specific type of solenoid, the nut is **ONLY TURNED ONE FULL TURN COUNTER-CLOCK WISE** which will allow the hydraulic fluid to flow back into the tank which in turn will allow the jack to be retracted by spring pressure. The selected jack solenoid for demonstration purposes was the RR (right rear) jack.