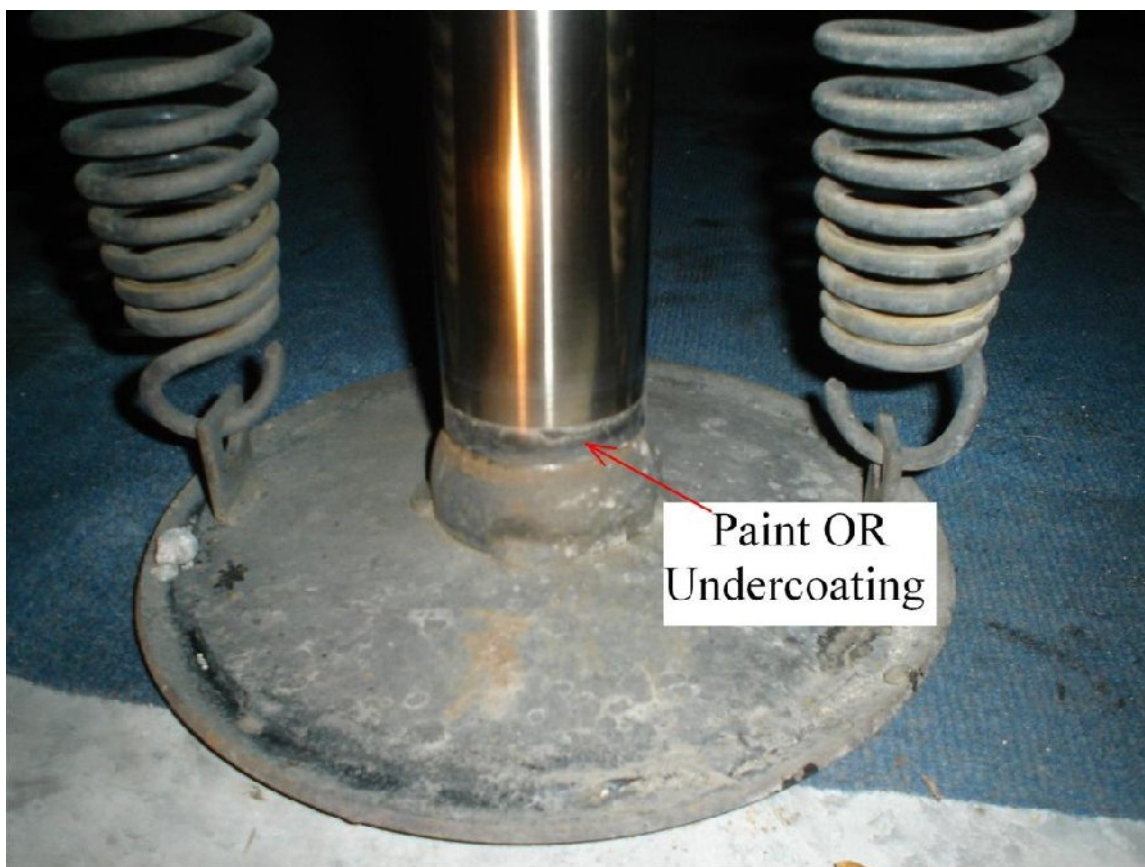




2010 43QGP Allegro Bus

4/8/2015

32 – FYI – CLEANING THE HWH JACK PISTON,R1. After researching and asking many questions as to why it takes so long for the HWH jacks to fully retract. I came to this conclusion, they the jack pistons needed to be cleaned. After looking at jacks on many coaches it appears the jacks can not fully retract in part because the lower 1/2 inch of the jacks piston has been painted, all of the observed units appear to be painted with black paint or maybe they were sprayed with black undercoating, I'm not sure which is the case?



As seen in the above picture, is this paint or is it undercoating? I guess it really does not matter because either needs to be removed. Removed is just what I did, all four jacks were extended then the lower part of the each piston was sanded using 500 grit wet or dry sand paper. The

whole length of each piston was rubbed down with the sand-paper the part of each jack that needed extensive sanding was the lower painted portion. After the piston was sanded each jack was liberally sprayed with WD-40 after which the jack piston was cleaned, and then wiped dry with paper towels. Prior to sanding and cleaning, one or more jacks would usually take 10 or more minutes to fully retract enough to turn off the dash mounted jacks down light. In some cases it was necessary to help the jack's two retracting springs to retract the piston by using a board to assist the springs.



After sanding and cleaning the jack pistons, as a test while in the RV garage (warmer temperature) the jacks would retract, turn on the travel mode light in under 30 seconds. This morning in a campground with outside temperatures around 40 degrees the time to retract and turn on travel mode lights was under 2 minutes.

What a fantastic improvement for less than one hour's labor the jacks now retract without assistance in less than 2 minutes.

Revision1, after several years I've come to the conclusion this file needed to be updated with new information. I still clean the jacks with WD-40 when needed followed by drying them with either a clean towel or paper towels. However I added this, I pour a little HWH jack oil on a clean cloth and rub each piston top to bottom, follow up by drying the piston with a clean cloth or more paper towels. Why do I use the HWH jack oil, because the HWH hydraulic oil is now on both sides of the jacks piston seal, where before it was just on the inside of the seal. This method just makes sense to me as being less chance of damaging the seal with an unknown cleaning product.