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LITERATURE NUMBER MPD 71125
5TH WHEEL LANDING LEGS &
REAR LEVELERS

STANDARD DUTY	2000 lbs / Landing Leg
HEAVY DUTY	3000 lbs / Landing Leg
SUPER DUTY	4000 lbs / Landing Leg
DIRECT DRIVE	4000 lbs / Landing Leg
DIRECT DRIVE LEVELER	5000 lbs / Landing Leg 7500 lbs / Leveler

ENGLISH

•Installation •Operation •Maintenance

Effective 3/14/08

SAFETY ALERT SYMBOLS

Safety Symbols alerting you to potential personal safety hazards. Obey all safety messages following these symbols.

⚠ WARNING
 avoid possible injury or death

⚠ CAUTION
 avoid possible injury and/or property damage

For your safety read all instructions before operating landing legs.

Installer: Provide these instructions to the consumer.

Consumer: Keep documents for future reference.

FIGURES ARE LOCATED ON PAGE 5 OF THIS MANUAL

NOTE: Atwood 5th Wheel Landing Legs are intended for use on recreation vehicle 5th wheel-type trailers only.

CAPACITY
DO NOT EXCEED THESE CAPACITIES

Heavy-Duty		
Manual ▼▼	3,000 lbs. per leg,	6,000 lbs. system
Electric ⚡	2,500 lbs. per leg,	5,000 lbs. system
Electric ⚡⚡	3,000 lbs. per leg,	6,000 lbs. system
Super-Duty		
Electric ⚡⚡	4,000 lbs. per leg,	8,000 lbs. system
Direct Drive		
Electric ⚡⚡	4,000 lbs. per leg,	8,000 lbs. system
Electric ⚡⚡	5,000 lbs. per leg,	10,000 lbs. system
Square Tube Leveler		
Electric ⚡⚡	7,500 lbs. per leg,	15,000 lbs. system
▼▼ with gear box	⚡ single motor	⚡⚡ dual motor

⚠ WARNING

TRAILER CAN MOVE OR COLLAPSE

- Never exceed the rated capacity of 5th Wheel Landing Leg.
- **LANDING LEGS ARE NOT DESIGNED TO BE USED AS TRAILER JACKS.** Do not use the landings legs to lift the trailer during tire changes, axle work or trailer servicing (the trailer weight will exceed the capacity of the landing legs). The landing legs are designed to stabilize a portion of the trailer's weight. Support the front end of the trailer with structural stands rated for the GVWR of the trailer.
- The pin between the ram and drop tube must be the same diameter as the adjustment hole in the drop tube. Otherwise premature wear on drop tube and ram will occur.

INSTALLATION

Front Landing Legs and Direct Drive Legs

1. LANDING LEGS: Assemble the 3:1 Gear Box to leg.
 NOTE: The Direct Drive legs do not use the 3:1 gear box.
 Gear box can be oriented to three positions for different crank handle locations. Place gear box on the driver leg with the drive 'D' shaft (FIG 1-A) through the 'D' diameter of large gear in gear box (FIG 1-B). Slip the collar (FIG 1-C) over the drive 'D' shaft.
2. LANDING LEGS: Assemble foot pad (FIG 2-A) to drop tube (FIG 2-B) with bridge pin clip (FIG 2-C) and clevis pin (FIG 2-D). For Standard and Heavy Duty Landing Legs, assemble drop tube to ram (FIG 2-E) in a fully retracted position using lock pin (FIG 2-F). For Super Duty, assemble drop tube to ram with the ball detent pin (FIG 2-G). Mount footpad with its length running from front to rear of the 5th wheel trailer.
 NOTE: Optional spring-loaded pull pins are available to replace 2-F or 2-G. There must be a half-hole at the bottom of the ram in order to use the pull pin. If using a pull-pin, assemble it to the ram per its instruction manual. Use only the **SNAPS™** pull pin on the Super Duty legs (FIG 2-H).
 DIRECT DRIVE: Assemble the round foot pad (FIG 2-I) to the ram (FIG 2-J) with the supplied pin (FIG 2-K).
3. Rotate drive shafts on both driver and driven legs to fully retract landing legs.
4. Attach mounting brackets (FIG 3-A) to legs using carriage bolts and nuts (FIG 3-B). Torque bolts to 18-20 ft.lbs. On each leg, position one bracket **above and one below** mounting tabs (FIG 3-C) welded to landing leg housing.
5. Position legs against frame in a vertical position. Legs should not be more than 1/4" out of parallel with each other. Locate foot pads and lock pins for maximum ground clearance and to clear lower edge of trailer.
6. Mark mounting bracket location on trailer frame. Weld mounting bracket to trailer frame on both vertical sides and across either top or bottom (FIG 3-D). **DO NOT** weld edges that contact mounting tabs on landing legs.
 NOTE: Use 5/16" fillet weld No. E6011 AWS welding rod 5/16" diameter. Machine amps (AC or DCRP) @ 160-180 with 50 volts.
 NOTE: Due to different frame configurations, it may be necessary to weld angle bracket tubing to upper and lower part of frame to locate landing or direct drive legs vertically and plumb (FIG 4-A).
7. LANDING LEGS: Assemble the cross shaft, if used, (FIG 3-E), by placing undrilled end of 3/4" square tube into open end of 1" square tube.
8. Attach both legs to frame. Fully retract both legs before attaching cross shaft. LANDING LEGS: Place the collar (FIG 1-C) between the 3/4" square tube and composite gear box.
9. LANDING LEGS: For leg sets with a cross shaft, fasten drilled end of 3/4" square tube to end of shaft through gear box with 1/4" x 1-1/8" long screw and lock nut. Bolt end of 1" square tube to shaft of

driven leg with 1/4" x 1-1/8" long screw and lock nut. To prevent rattle between tubes, tack weld 1" square tube to 3/4" square tube (FIG 3-F).

10. **NOTE:** Two motor landing leg sets may not need an outside access point for the manual override if you orient the legs so the drive shaft faces forward (toward the compartment door) or inward. Mark location for hand crank hole through frame (FIG 5-A) and side wall (FIG 5-B) and drill 1-3/32" minimum diameter hole for structural composite flange alignment tube (FIG 4-B & FIG 5). Slide alignment tube (FIG 5-C) through hole and over drive pin in crank shaft until it contacts the gear box (FIG 5-D or 1-B). Attach flange (FIG 5-E) of alignment tube to side wall with the three #8 sheet metal screws. If flange does not contact the side wall, shorten alignment tube to allow a flush fit. Use a tube cutter to shorten tube. Orient the weep hole on the flange so it is on the bottom.

NOTE: On open frame trailers, build a bracket to hold the alignment tube (FIG 3-G).

11. Check operation of landing legs by inserting slotted end of handle through alignment tube and engage the end of landing leg crank shaft. Rotate crank handle counter-clockwise. Check to see if both legs are extending equally.

Electric Drive Motor

NOTE: Use the Atwood Electric Motor on Atwood 5th Wheel Landing Legs only. Do not use on other manufacturer's legs. The Direct Drive legs already have the motor installed.

1. **LANDING LEGS:** The 12VDC electric drive motor must be installed on the inside of the gear box located on the same side of the trailer from which the landing legs are now hand cranked (FIG 1). Two motor sets will have a motor on each leg.
2. Put slotted coupling of motor over end of shaft (FIG 1-A) on gear box.
3. Secure motor to gear box with two 1/4" dia. x 3-1/2" long rounded slotted head machine screws (FIG 1-D). Thread screws into the two tapped holes in gear box. Use lock washers (FIG 1-E) under screw heads.



WARNING **VEHICLE CAN MOVE OR COLLAPSE**

- Never exceed the rated capacity of the leveler as stated on its label.
- Levelers are not designed to be used as jacks. Do not use levelers to lift the vehicle during tire changes, axle work or other servicing. The tires must stay on the ground.

Leveler Leg

1. Prior to installation, retract the levelers so the foot pads are within 1/2" to 1" from the end of the outer housing (FIG 6-A).
2. Position leveler vertically against frame so base of foot is above the departure angle when vehicle is loaded to its maximum GVWR (FIG 6-B). The departure angle is an imaginary line between the bottom of the tires and the bottom of the rear bumper.
3. **FOR SQUARE TUBE LEVELERS™**, weld the frame bracket (FIG 6-E) to frame (FIG 6-F). Fit the Leveleg bracket (FIG 6-G) around the Leveleg, engaging one tab below the bracket (FIG 6-J) and the other tab above the bracket (FIG 6-K). Attach the Leveleg bracket to the frame bracket with a 3/8" carriage bolts and 3/8" nuts.
4. Lubricate the bolts and torque to 20 ft-lbs.
5. **CROSS BRACE ATTACHMENT** - Attach top cross brace brackets (FIG 6-L) to each landing leg under the tab on the landing leg using 3/8" carriage bolts and 3/8" nuts and torque to 20 ft-lbs. Have top cross brace brackets facing opposite directions. Attach each cross brace tube to each attached bracket using the 5/16-18 bolts and nuts. Do not tighten the bolts and nuts. Let the other ends of the tubes rest on the foot of the opposite landing leg. Put 5/16-18 bolt thru center of cross brace tubes and put the nut on the bolt, but do not tighten. Place lower cross brace bracket (FIG 6-M) on landing leg facing the opposite direction as the top cross brace bracket that is on that landing leg. Slide the lower bracket up and attach the cross brace tube end to the cross brace bracket with

5/16-18 bolt and nut. Put 3/8" carriage bolts and nuts on cross brace brackets and tighten to 20 ft-lbs. Insure lower brackets do not prevent landing leg from fully retracting. Tighten all 5/16-18 nuts to 12 ft-lbs.
6. Consult MPD 87920 for wiring instructions and integration with remote controls.

Controls

REMOTE CONTROL

2-motor and 4-motor Remote Control Systems are available to use in place of switches. Installation and Operation instructions refer to MPD 87920.

SWITCHES



WARNING **EXPLOSION**

- Most switches are not ignition protected. DO NOT install these in areas which require ignition protected devices (such as battery or propane tank storage compartments). Only the Ignition Protected Switch is approved for installation in these compartments.

1. Choose a smooth, flat surface on which to mount the electrical switch. Protect from environment by mounting inside an access door or protected exterior surface. Cut and deburr hole in panel through which wires will pass. Protect wires from edge of hole by using grommets or strain relief bushing (not furnished). Installing the switch on an uneven surface (for example "Mesa" aluminum siding) can cause binding between switch panel and switch. This binding can cause switch to stick. Make sure the switch panel does not bind or pinch the switch body.



WARNING **MOVING PARTS CAN CRUSH OR CUT**

- Switches must be located so operator can not operate landing legs and be in contact with moving parts of cross shaft or motor at the same time.

2. For the single switch, cut either a rectangular hole or a 1-5/8" dia. hole. For the three switch panel, cut a 5-1/2" wide by 2-3/4" tall opening. Pass wires through hole from front.
3. Remove fuse from fuse holder until installation is complete and all connections are made.
4. Position panel with the gasket side against the mounting surface. It is recommended to use sealing screws to prevent moisture intrusion.

Do not cut the wire tie located under the heat shrink tubing. Wires will spread and can pull off the terminals.

LANDING GEAR SINGLE SWITCH WIRING CHART

LENGTH - WIRE COLOR	POINT OF TERMINATION
48" RED - FUSE & HOLDER	+12VDC BATTERY TERMINAL
48" BLACK	CHASSIS GROUND OR - BATTERY TERMINAL
84" RED	RED MOTOR LEAD
84" BLACK	YELLOW MOTOR LEAD

LANDING GEAR THREE SWITCH WIRING CHART

LENGTH WIRE COLOR	WIRE NOMENCLATURE	POINT OF TERMINATION
24" RED	+ DRIVER MOTOR	RED MOTOR LEAD OF DRIVER SIDE LANDING LEG
24" BLACK	- DRIVER MOTOR	YELLOW MOTOR LEAD OF DRIVER SIDE LANDING LEG
24" BLACK	BATTERY GROUND	CHASSIS GROUND OR - BATTERY TERMINAL
24" RED	+12 VDC BATTERY	POSITIVE +12 VDC BATTERY TERMINAL
24" BLACK	- PASSENGER MOTOR	YELLOW MOTOR LEAD OF PASSENGER SIDE LANDING LEG
24" RED	+ PASSENGER MOTOR	RED MOTOR LEAD OF PASSENGER SIDE LANDING LEG

DIRECT DRIVE LANDING GEAR THREE SWITCH WIRING CHART

LENGTH WIRE COLOR	WIRE NOMENCLATURE	POINT OF TERMINATION
24" RED	+ DRIVER MOTOR	YELLOW MOTOR LEAD OF DRIVER SIDE LANDING LEG
24" BLACK	- DRIVER MOTOR	RED MOTOR LEAD OF DRIVER SIDE LANDING LEG
24" BLACK	BATTERY GROUND	CHASSIS GROUND OR - BATTERY TERMINAL
24" RED	+12 VDC BATTERY	POSITIVE +12 VDC BATTERY TERMINAL
24" BLACK	- PASSENGER MOTOR	RED MOTOR LEAD OF PASSENGER SIDE LANDING LEG
24" RED	+ PASSENGER MOTOR	YELLOW MOTOR LEAD OF PASSENGER SIDE LANDING LEG

NOTE: If vehicle has auxiliary battery, connect terminals to auxiliary battery so that landing leg may be used when connected to 115V. If additional wire is needed, use no smaller than #10 stranded copper wire.

5. After reinstalling fuse in system, check installation by moving switch to **RET** (retract) position to raise landing legs and **EXT** (extend) position to lower legs.

OPERATION



WARNING **MOVING PARTS CAN CRUSH OR CUT**

- Keep hands and clothing away from moving parts.



WARNING **TRAILER CAN MOVE OR COLLAPSE**

- Never exceed rated capacity of landing legs. See **CAPACITY CHART**.
- **LANDING LEGS ARE NOT DESIGNED TO BE USED AS TRAILER JACKS.** Do not use the landings legs to lift the trailer during tire changes, axle work or trailer servicing (the trailer weight will exceed the capacity of the landing legs). The landing legs are designed to stabilize a portion of the trailer's weight. Support the front end of the trailer with structural stands rated for the GVWR of the trailer.
- Chock both sides of trailer wheels before operating landing legs.
- Both legs must touch the ground or the surface at the same time.
- Never drop the trailer off the hitch.
- Do not retract past the **STOP** label.
- Retract landing legs completely before towing trailer.
- Do not extend slideouts until trailer is level.



CAUTION **SECURE TRAILER BEFORE TRAVELING**

- Securely latch hitch before raising landing legs.
- Apply trailer brakes and slowly pull the tow vehicle forward.
- The trailer should prevent the tow vehicle from moving.
- Lock pin spring clip must be positioned around landing leg and secured over end of pin on opposite side of leg tube. This prevents pin from coming out during travel (FIG 2-F).
- **FOR SUPER DUTY LANDING LEGS** insure the ball detent pin is fully extended through the leg (FIG 2-G).

Manual Operation of Front Landing Legs - REFER TO FIG 3

TO EXTEND THE LANDING LEGS, insert handle into alignment tube until end engages crank shaft. Turn handle or drill adapter counterclockwise 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 pin in the drop tube or, if you have a pull pin that doesn't remove, pull the handle pin so the pin 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 LANDING LEGS, insert the handle into the alignment tube until the end engages the cross shaft. Turn the handle clockwise until the trailer is engaged in the hitch of the tow vehicle. Remove 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. Do not extend the legs past the **STOP** label. Remove and store the handle.

Electric Motor Operation

OF FRONT LEGS, USING SWITCHES



CAUTION **POTENTIAL DAMAGE TO LANDING LEGS**

- When using power tools to drive system, do not over extend or retract system. Over extension or retraction can damage legs.
- Do not retract the legs past the **STOP** label.
- At leg's maximum extended or retracted length or maximum load, you will hear a clicking noise. This is the slip clutch built into the motor to prevent landing leg from over-extension or over-retraction.
- Release switch as soon as you hear the clicking. Continued operation with clutch slipping can damage legs.



CAUTION **POTENTIAL FRAME DAMAGE TO TRAILER**

- **DUAL MOTOR APPLICATION** - when raising or lowering trailer, front of trailer must remain horizontal.

TO EXTEND THE LEGS, push switch to **EXTEND** position and hold until the ram (the middle tube) is halfway to the ground. **EXT** and **RET** 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. For just the landing legs, 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 switch to **RETRACT** position and hold until legs are fully retracted. Release the switch as the clevis pin in the inner ram tube nears the end of the outside tube to avoid unnecessary wear on motor clutch. Do not retract the legs past the **STOP** label. For Landing Legs only, remove lock pin and raise drop tube, re-pinning it in highest possible position.

NOTE: Landing Legs may be operated with override handle if electric drive motor is inoperative or if electricity is unavailable.



CAUTION **HANDLE COULD CAUSE INJURY**

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

3. Before towing, check that the landing legs are within the angle of departure. The angle of departure is an imaginary line between the trailer tires and the rear bumper of the tow vehicle.

Rear Leveler Operation

BEFORE OPERATING THE LEVELERS

 **CAUTION**
PERSONAL INJURY

- Stand clear of the vehicle.

The following items must be done before operating the levelers.

1. Park the vehicle on a reasonably level site. Check for rocks, holes, or other obstructions. Warn all persons to stand clear of vehicle.
2. Do not extend the slideouts until coach is level.

 **WARNING**
VEHICLE CAN TIP

- Soft/spongy ground may allow levelers to sink. Levelers must be on firm solid ground or surface prior to operation.
- Insure area below and around leveler is clear of obstructions.
- Do not place blocks under the leveler for additional ground clearance.

3. Refer to MPD 87920 for operation of controls for rear levelers.
4. To Manually Extend or Retract Leveler, use a 1/2" socket on Drive Nut on end of motor (FIG 7-A). Rotate nut counter clockwise (looking from bottom end of nut [FIG 7-B]) to extend leveler.

NOTE: It takes 500 revolutions of nut to extend/retract leveler 1".

MAINTENANCE

1. Before use, inspect drop tube and inner ram tube. Replace if bent or damaged.
2. **ONCE EACH YEAR:**
 - a. Extend landing legs as far as possible, clean drop tube and inner ram tube. Coat exposed surface of tubes with silicone spray lubricant.
 - b. Coat inside of handle alignment tube with silicone spray lubricant.
 - c. Oil shaft bushing in gear box and leg gear heads with SAE 30 oil.
 - d. Lubricate gears in gear box and landing leg gear heads with extreme pressure grease.

3. For Electric Drive Motor Landing Legs, twice each year, check wiring connections at battery. Clean terminals with a solution of baking soda and water. Cover with a thin coat of grease.

NOTE: Electric Drive Motor is lubricated at factory and requires no further lubrication.

4. The Electric Drive Motor Landing Leg system is protected by a 30 amp fuse. If replacement is necessary, replace only with a Buss Type AGC-30 fuse or equivalent, available in automotive supply stores.
5. The 3:1 gear box is not repairable. Do not take it apart. If you have a problem with the gear box, replace it.

Should problems or questions arise, contact your dealer, the trailer manufacturer or Atwood's Service Department at 866-869-3118.

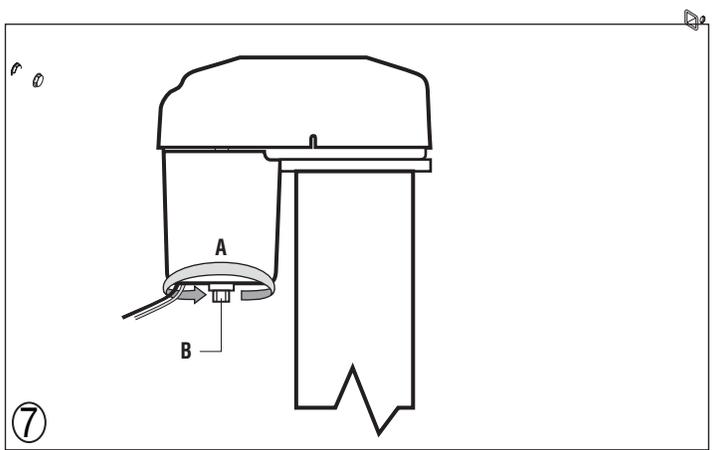
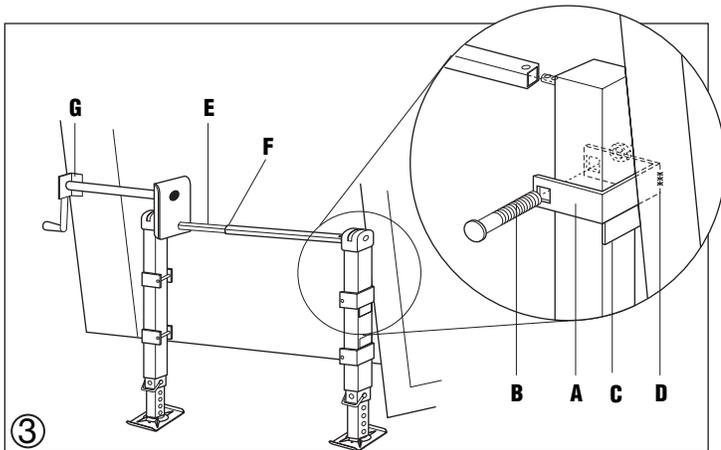
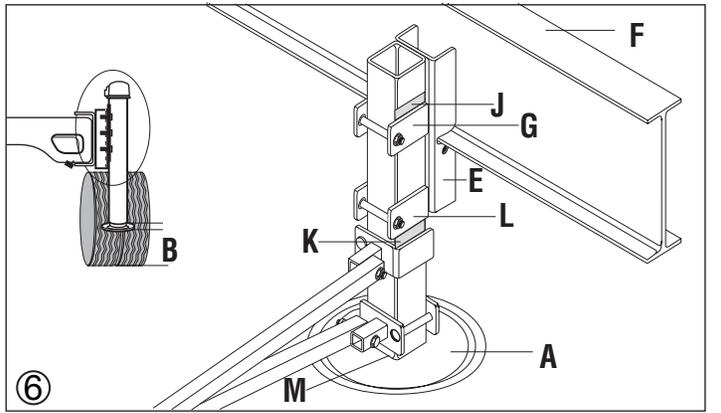
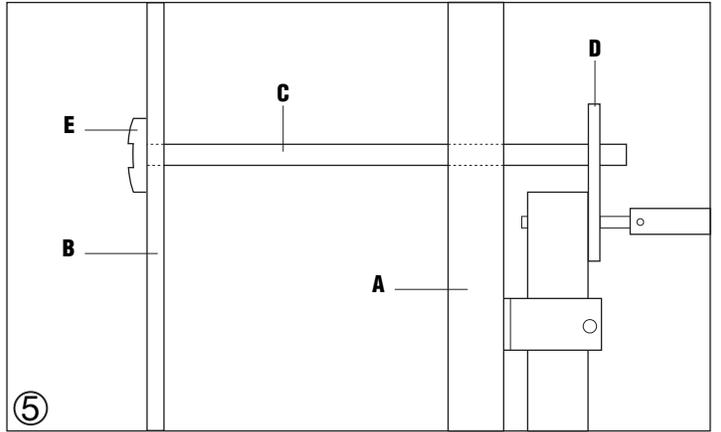
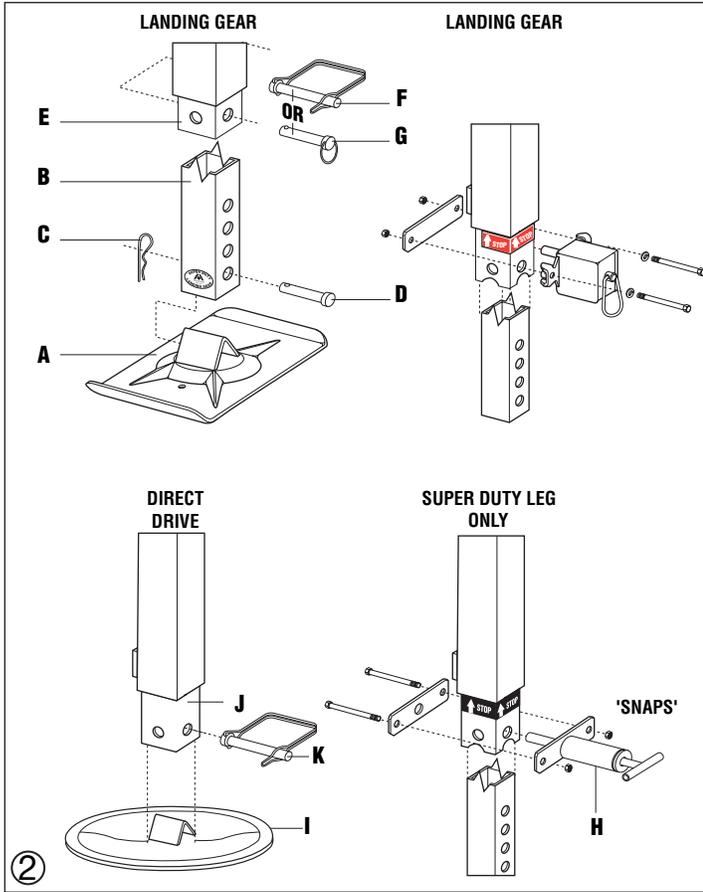
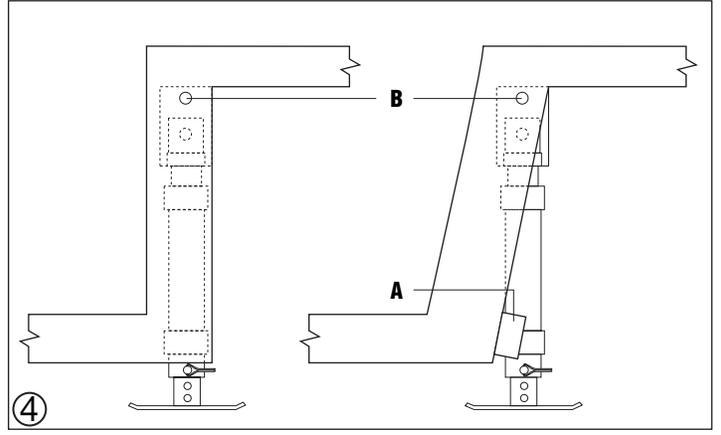
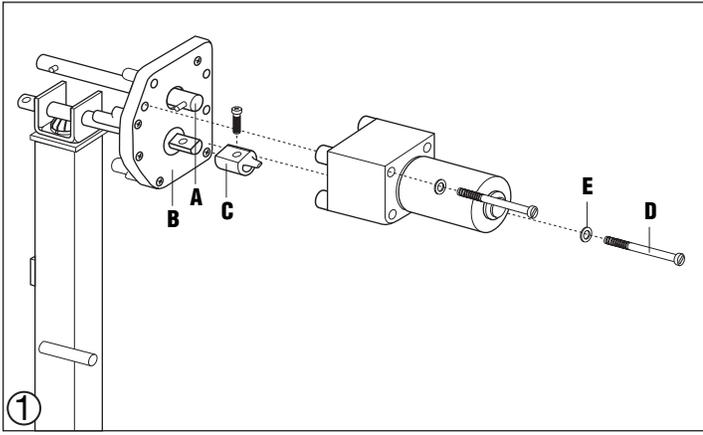
ATWOOD LIMITED WARRANTY HARDWARE SYSTEMS & COMPONENTS

Atwood Mobile Products warrants to the original owner this product will be free of defects in material and workmanship for a period of two years from the date of purchase. Atwood's liability hereunder is limited to the replacement of product, repair of product or replacement of product with a reconditioned product, at the discretion of the manufacturer. The warranty is void if the product has been damaged by accident, unreasonable use, neglect, tampering or other causes not arising from defects in material or workmanship. The warranty extends to the original consumer purchaser of the product only, and is subject to the following conditions:

1. For two (2) year commencing with the date of purchase, Atwood will replace or repair any Hardware System & Components that are found to be defective by Atwood in material or workmanship.
2. In the event of a warranty claim, the Original Purchaser must contact the Atwood Consumer Service Department, 1120 North Main St., Elkhart, IN 46514, Telephone: 574-264-2131 Fax: 574-206-9713. Warranty claim service must be performed as approved by the Atwood Consumer Service Department. Warranty replacement hardware systems and components or parts will be furnished freight pre-

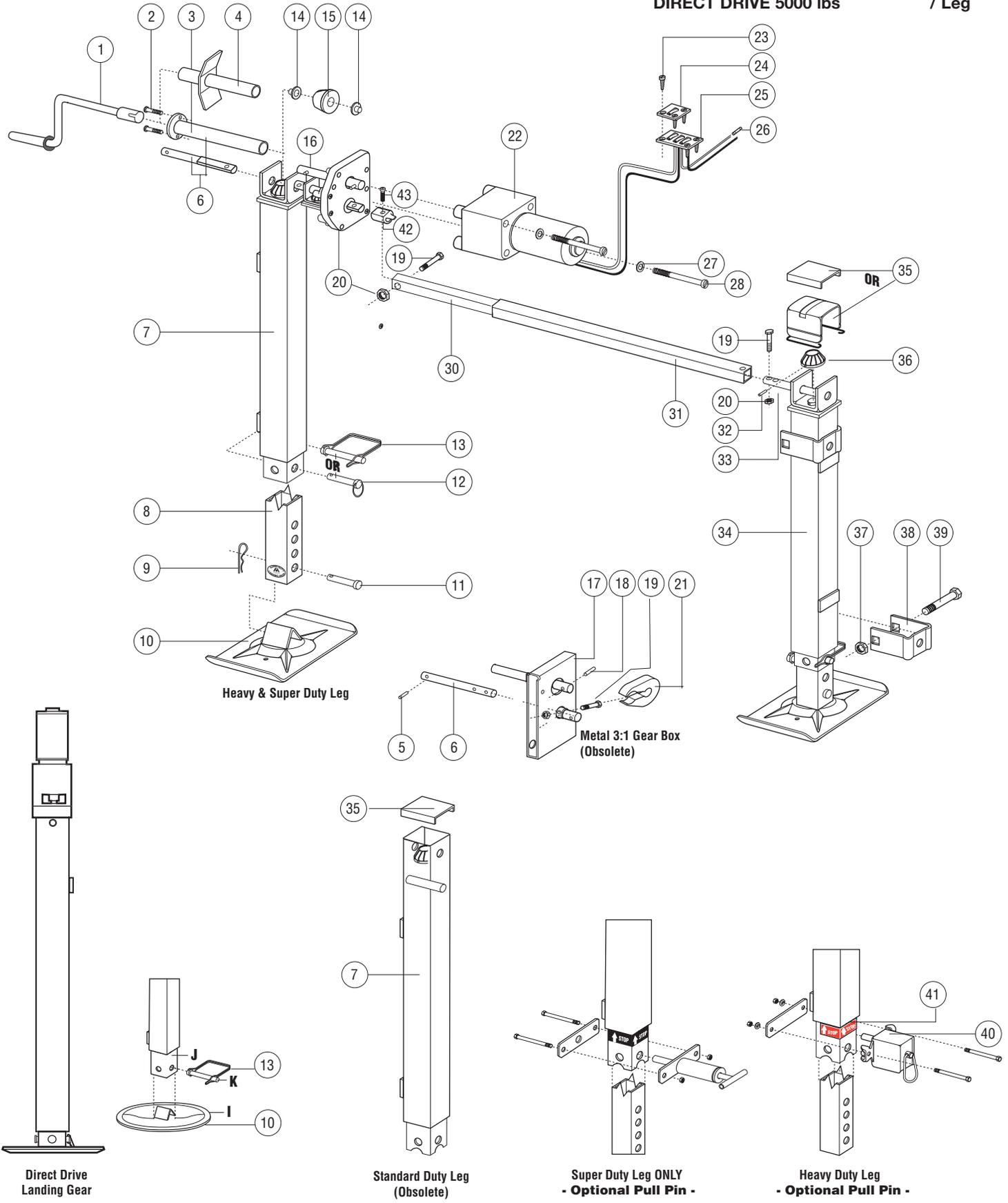
paid. Labor cost to repair or replace will be limited to the amount of the original purchase price of the systems and components. The replaced warranty products or parts become the property of Atwood Mobile Products and must be returned to the Atwood Consumer Service Department freight prepaid, unless prior arrangements have been agreed to.

3. This limited warranty is valid only when the product is applied, installed, maintained and operated in accordance with this Atwood Installation, Maintenance and Operating Manual. Any deviation from these recommended specifications must be approved in writing by Atwood.
4. Any implied warranties are limited to the duration of this limited warranty as stated above. Atwood does not assume responsibility for consequential damage or loss, including loss of use of vehicle, loss of time, inconvenience, expense for gasoline, telephone, travel, lodging, loss or damage to personal properties, or loss of revenues. Some states do not allow limitations on how long an implied warranty lasts or limitations on consequential damages, so the above limitations may not apply to you. This limited warranty gives you specific legal rights which may vary from state to state.



5TH WHEEL LANDING LEGS

STANDARD DUTY 2000 lbs / Landing Leg
 HEAVY DUTY 3000 lbs / Landing Leg
 SUPER DUTY 4000 lbs / Landing Leg
 DIRECT DRIVE 4000 lbs / Leg
 DIRECT DRIVE 5000 lbs / Leg



Heavy & Super Duty Leg

Metal 3:1 Gear Box (Obsolete)

Standard Duty Leg (Obsolete)

Super Duty Leg ONLY - Optional Pull Pin -

Heavy Duty Leg - Optional Pull Pin -

Direct Drive Landing Gear

PART IDENTIFICATION

PART NUMBERS							DESCRIPTION
ITEM	STD	HEAVY	SUPER	4K DIRECT	5K DIRECT		
				87891	87891		Crank Handle / Manivelle
1	70920	70920	70920	N/A	N/A		Crank Handle Assembly / Manivelle, 41 cm
	70983	70983	70983	N/A	N/A		Crank Handle Assembly / Manivelle, 58 cm
2	70328	70328	70328	70328	70328		Sheet Metal Screw / Vis à tôle
3	75521	75521	75521	75521	75521		Alignment Tube, 21-3/4" / Tube d'alignement, 55cm
	75529	75529	75529	75529	75529		Alignment Tube, 17-1/2" / Tube d'alignement, 44.5cm
4	70542	70542	70542	70542	70542		Alignment Tube, 9-1/2" / Tube d'alignement, 24 cm
	70557	70557	70557	70557	70557		Alignment Tube, 7-1/2" / Tube d'alignement, 19 cm
5	71132	70229	70229	N/A	N/A		Gear Drive Pin / Broche d'entraînement de réducteur
6	75062	75061	75061	87941	87941		Driver D-Shaft - new / Arbre primaire - NOUVEAU
6	70105	70757	70757	N/A	N/A		Driver Shaft - old / Arbre primaire - ANCIEN
7	*71486	*71488	71470	71528	71528		Driver Leg, 15-1/2" between mtg. stops - new Béquille primaire, 39,4 cm entre butées de montage - NOUVEAU
7	*71424	*71417	71435	N/A	N/A		Driver Leg, 15-1/2" between mtg. stops - old Béquille primaire, 39,4 cm entre butées de montage - ANCIEN
8	70004	70004	70216	N/A	N/A		Drop Tube / Tube télescopique
9	70269	70269	70269	N/A	N/A		Bridge Pin / Goupille
10	70008	70008	70008	70271	70271		Foot Pad / Patin
11	70325	70325	70325	N/A	N/A		Clevis Pin / Broche à épaulement
12	N/S	N/S	70215	N/A	N/A		Ball Detent Pin / Broche à bille
13	87186	87186	N/S	87186	87186		Lock Pin / Broche de verrouillage
14	21693	21693	21693	N/A	N/A		Bushing / Coussinet
15/36	75030	75029	N/A	75029	75029		Bevel Gear Kit/ Pignon de renvoi
16	70754	70754	70754	N/A	N/A		Crank Shaft / Arbre d'entraînement (OBSOLETE)
17	71320	71320	71320	N/A	N/A		Metal 3:1 Gear Box / Réducteur 3/1 métal
	75054	75054	75054	N/A	N/A		Plastic 3:1 Gear Box / Réducteur 3/1 plastique
18	70358	70358	70358	N/A	N/A		Motor Drive Pin / Broche d'entraînement moteur
19	70815	70815	70815	N/A	N/A		Screw, 1/4"x1.28" / Vis, 1/4" x 4,2 cm
20	70816	70816	70816	N/A	N/A		Lock Nut, 1/4" / Écrou-frein, 1/4"
21	71436	71436	71436	N/A	N/A		Gear Box Hub Cover for metal 3:1 gear box only Couvercle de moyeu de réducteur – réducteur métal 3/1 seulement
22	75367	75367	75367	70334	75600		Motor Assembly / Moteur complet
23	70243	70243	70243	70243	70243		Sheet Metal Screw / Vis à tôle
24	70254	70254	70254	70254	70254		Switch DPDT / Commutateur bipolaire bidirectionnel
	70259	70259	70259	70259	70259		Small Switch DPDT/Petit commutateur bipolaire bidirectionnel
	70266	70266	70266	70266	70266		Ignition Protected Switch DPDT /Commutateur bipolaire bidirectionnel antidéflagrant
25	87701	87701	87701	87701	87701		Three Switch Panel / Panneau à trois commutateurs
26	N/A	N/A	N/A	N/A	N/A		Fuse, 30 amp / Fusible 30 A, Buss-type ACC
27	86111	86111	86111	86111	86111		Lock Washer / Rondelle-frein
28	70246	70246	70246	87942	87942		Bolt, Motor Mounting 1/4" x 3-1/2" / Boulon de fixation moteur, 1/4" x 9 cm
30	70840	70840	N/A	N/A	N/A		Cross Shaft End tube, 3/4" sq. / Embout d'arbre creux intermédiaire, carré 19 mm
31	70841	70841	N/A	N/A	N/A		Cross Shaft Tube, 1" sq. / Arbre creux intermédiaire, carré 25 mm
32	70667	70666	70666	N/A	N/A		Machine Pin / Broche mécanique
33	71139	70817	N/A	N/A	N/A		Driven Shaft / Arbre secondaire
34	71425	*71415	N/A	N/A	N/A		Driven Leg, 15-1/2" between mtg. stops Béquille secondaire, 39,4 cm entre butées de montage
35	71145	71416	71416	88002	88002		Gear Case Cover / Couvercle de réducteur
37	24527	24527	24527	24527	24527		Lock Nut / Écrou-frein
38	70284	70284	70284	70284	70284		Mounting Bracket / Étrier de fixation
39	70329	70329	70329	70329	70329		Mounting Bracket Bolt / Vis d'étrier de fixation
40	N/A	75360	70045	N/A	N/A		Pull Pin OPTIONAL / Broche de traction
41	70220	70220	70220	N/A	N/A		STOP Label / Étiquette STOP
42	75059	75059	75059	N/A	N/A		Collar / collier
43	75045	75045	75045	N/A	N/A		Screw / Vis
N/S	86997	86997	86997	85385	85385		Drill Adapter / Adaptateur pour perceuse
N/S	70180	70177	N/A	N/A	N/A		Service Kit - includes 3:1 Gear Box and Drive Shaft

- The manual Standard and Heavy Duty landing legs include the cross shaft. Order the optional motor kit, #75391, to convert them to electric landing legs.

- For independently operated legs, the Heavy Duty can be ordered in a two-motor version.

N/A Not available

- * These part numbers vary on non-standard sets. When ordering replacement parts, know the overall length and dimension between mounting stops if any.

- Les béquilles manuelles « Service Normal » et « Service lourd » comprennent un arbre intermédiaire. Commander le kit de moteur en option n° 75391 pour les convertir en béquilles électriques.

- Il est possible de commander les béquilles pour « Service lourd » en version à deux moteurs pour commander chaque béquille indépendamment.

N/A Non disponible

- * Ces numéros de pièce sont différents sur les ensembles non standard. Pour commander des pièces de rechange, veiller à connaître la longueur totale et la distance entre les butées de fixation, le cas échéant.