



**LCI MOTORIZED  
LEVELING PLUS  
OWNER'S MANUAL**

**L I P P E R T  
C O M P O N E N T S ®**

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## System Information

The Lippert Motorized Leveling Plus system is an electric/hydraulic system. A 12V DC electric motor drives a hydraulic pump that moves fluid through a system of hoses, fittings and jacks to level and stabilize the coach. Mechanical portions of the LCI Motorized Leveling Plus system are replaceable. Contact Lippert Components, Inc. to obtain replacement parts.

## Features

- Automatic extension of jacks from full retract position (with automatic ground detection).
- Automatic leveling of jacks.
- Manual leveling of jacks.
- Automatic retraction of jacks (with automatic full retract detection).
- Air bag suspension features (configurable on/off).
- Emergency retract/User alarm mode (jacks not retracted and park brake disengaged).
- Automatic jack error detection and error mode.
- Configuration mode for air features.
- Configuration mode for leveling zero point.
- Remote operation.

## Component Description

1. Jacks
  - A. Rated at a lifting capacity for the coach
  - B. Standard 9-inch diameter (63.5 square inch) footpad on a ball swivel for maximum surface contact on all surfaces
  - C. 12-inch diameter (113 square inch) footpad also available
  - D. Operational powered from a 12V DC motor/pump assembly
2. Motor/Pump Assembly
  - A. 12V DC motor
  - B. Hydraulic fluid reservoir tank
  - C. Control valve manifold
  - D. Solenoid valves
3. System Controls
  - A. Controlled electronically from the touchpad
  - B. Touchpad can be operated in manual mode or fully automatic mode

## System Wiring Requirements

- Battery power (2 AWG SAE J1127 type SGX)
- Battery ground (2 AWG SAE J1127 type SGX)
- Logic power (switched via ignition)
- Power brake signal (open = park brake disengaged, GND = park brake engaged)
- 4-wire harness connecting controller to touchpad
- Jacks status input - switched to GND Jacks not all up - switch closed
- Jacks all up - switch open.

## **Safety Information**

Please read and study the operating manual before operating the leveling system.

### **⚠ WARNING**

**During servicing make sure the coach is supported according to the manufacturer's recommendations. Lift the coach by the frame and never the axle or suspension. Do not go under the coach unless it is properly supported. Unsupported coaches can fall causing death or personal injury and/or product or property damage.**

### **⚠ WARNING**

**Failure to act in accordance with the following may result in serious personal injury or death.**

### **⚠ CAUTION**

**Moving parts can pinch, crush, or cut. Keep clear and use caution.**

The use of the Lippert Motorized Leveling Plus System to support the coach for any reason other than which it is intended is prohibited by Lippert's Limited Warranty. The Lippert Motorized Leveling Plus System is designed as a leveling system only and should not be used to provide service for any reason under the coach, such as changing tires or servicing the leveling system.

Lippert Components, Inc. recommends that a trained professional be employed to change the tires on the coach. Any attempts to change tires or perform other service while coach is supported by the Lippert Motorized Leveling Plus System could result in death, serious injury or damage to the coach.

# Operation

## Prior to Operation

The leveling system should only be operated under the following conditions:

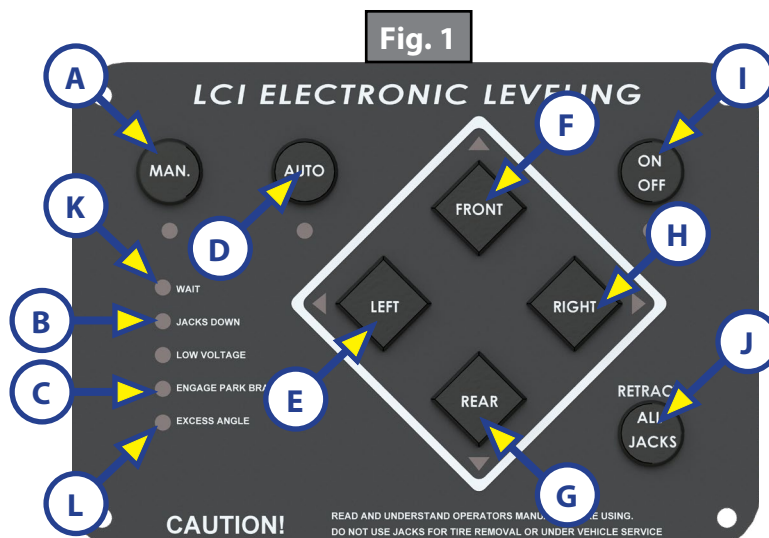
1. Make sure to park the coach on solid, level ground.
2. Clear all jack landing locations of debris and obstructions.
3. Locations should also be free of depressions.
4. When parking the coach on extremely soft surfaces, utilize load distribution pads under each jack.
5. People and pets should be clear of unit while operating leveling system.
6. Make sure to keep hands and other body parts clear of fluid leaks. Oil leaks in the Lippert Motorized Leveling Plus System may be under high pressure and can cause serious skin-penetrating injuries.
7. Never lift the unit completely off the ground. Lifting the unit so the wheels are not touching the ground will create an unstable and unsafe condition.
8. The coach parking brake is engaged.
9. The coach transmission should be in the neutral or park position.
10. Make sure all persons, pets and property are clear of the coach while the Lippert Motorized Leveling Plus System is in operation.

## Selecting A Site

When the coach is parked on an excessive slope, the leveling requirements may exceed the jack lift stroke capability. If the coach is parked on an excessive slope, the coach should be moved to a more level surface before the leveling system is deployed.

## Automatic Leveling Procedure

**NOTE:** Coach must be running for LCI Motorized Leveling Plus system to operate.



1. Push ON/OFF (Fig. 1I) button on touchpad. The system is now operational and the electronic level lights will become active.
2. Check to see that the touchpad ENGAGE PARK BRAKE (Fig. 1C) light is not flashing.  
**NOTE:** Engage Parking Brake if ENGAGE PARK BRAKE (Fig. 1C) light is flashing.
3. Push the AUTO (Fig. 1D) button to begin the automatic leveling cycle.

**NOTE:** After starting the automatic leveling cycle, it is very important to not move around in the coach until it is level. Failure to remain still during the leveling cycle could have an effect on the performance of the leveling system.



## **WARNING**

**Never lift all the wheels off the ground to level the coach. Lifting all wheels off the ground may result in death, serious personal injury and/or severe product or property damage.**

4. If further adjustments are necessary, push and hold the MAN button (Fig. 1A) for approximately five seconds until the light under this button is illuminated. Push the appropriate leg button to override the system and level the coach.
5. Push ON/OFF button (Fig. 1I) to turn off the system.

### Automatic Leveling Descriptive Logic

**Grounding:** The following steps describe the process of how the auto-leveling sequence extends the jacks to the ground:

1. Depending on which end of the coach is lowest to the ground, the level sensor in the controller will activate the jacks — the lowest end first, either front or rear.
  - A. If the rear of the coach is the lowest end, ground the lowest rear jack first.
  - B. If the front end is the lowest end, ground the front jack closest to the power unit.
2. Ground the lowest remaining front or rear end jack.
3. Lift lowest end jacks together until level.
4. The leveling system will then ground remaining end jacks.
  - A. If the rear of the coach is the remaining end, ground lowest jack first.
  - B. If the front of the coach is the remaining end, ground the front jack closest to the power unit.
5. Ground the remaining front or rear remaining end jack.
6. Lift remaining end jacks together until level.

**Leveling:** The following steps describe the process of how the auto-leveling sequence levels the coach once the jacks have been grounded. This process may repeat several times until level.

1. Front-to-rear
2. Side-to-side
3. Individually
4. Minor adjustments to confirm grounding

### Air and Auxiliary Features

When applicable, the system has the option to control external Air and Auxiliary features. When enabled, the feature works according to the following logic:

- To maximize lift of the jacks, air bag pressure is automatically lowered when starting the auto or manual sequence.
- An auxiliary mode is activated when starting an auto-retract sequence to fill airbags.
- Auxiliary is active when jacks are all retracted and parking brake is disengaged to fill airbags.

### Air and Auxiliary Feature Configuration

For diesel units with airbag suspensions ONLY:

Feature is entered ONLY after zero mode programming. At this point the WAIT (Fig. 1K) LED will blink for 20 seconds, putting the system in the Air and Auxiliary feature configuration mode.

To enable Air or Auxiliary features, perform the following:

1. Press the RETRACT All JACKS switch three times.

**NOTE:** User must do this within 20 seconds of entering this mode.

To disable Air and Auxiliary features, perform the following:

1. Wait 20 seconds.
2. After 20 seconds, module will exit mode with features disabled.

## Manual Leveling Procedure

**NOTE:** Coach must be running for LCI Motorized Leveling Plus to operate.

When leveling the coach manually, it should be leveled from front-to-rear first (steps 3-5). When the coach is level from front-to-rear, then level it from left-to-right (step 6).

1. Set a carpenter's level on the floor inside the coach and use the manual controls to manually level the unit according to the carpenter's level.
2. Push ON/OFF button (Fig. 1I) on touchpad to turn system on. The system is now operational and the ON/OFF light will be lit.
3. Push and hold MAN button (Fig. 1A) for five seconds.
4. Push FRONT button (Fig. 1F) until jacks contact the ground and lift the front of the coach 1-2 inches.
5. Push REAR (Fig. 1G) button until jacks contact the ground and lift rear of coach. Keep button depressed until the carpenter's level bubble is centered.
6. Push LEFT (Fig. 1E) and RIGHT (Fig. 1H) buttons until level bubble is centered.

**NOTE:** The right and left jacks are used to level the coach side-to-side. Pushing the LEFT button on the touchpad will extend both left jacks. Pushing the RIGHT button on the touchpad will extend both right jacks. Jacks always work in pairs: Both front jacks, both right side jacks, etc.

7. Repeat steps 3-6 if needed.
8. Push ON/OFF button.
9. Visually inspect all jacks to make sure all footpads are touching the ground. If one of the rear jack footpads is not touching the ground, press the corresponding LEFT or RIGHT rear jack buttons to lower the corresponding jack to the ground.

## Jack Retract Procedures

1. Turn on the system by pushing ON/OFF (Fig. 1I) button on the touchpad. The ON/OFF light will be lit.
2. Push the RETRACT ALL JACKS button (Fig. 1J) only until the power unit turns on and the coach begins to lower. Release the button once the retract process has begun.
3. All the jacks will start to retract and return to the full retract position. When all jacks return to full retract position, the JACKS DOWN light (Fig. 1B) will go out.

**NOTE:** If desiring to stop the jacks from retracting, turn the system off and back on again by pushing the ON/OFF (Fig. 1I) button twice. You can then re-level the coach by following the Manual Leveling Procedure.

4. When the JACKS DOWN light (Fig. 1B) goes out, push the ON/OFF (Fig. 1I) button on the touchpad to turn off the system. After a brief visual inspection around the coach to verify the jacks are fully retracted, travel may proceed.

**NOTE:** When in the manual mode, if the RETRACT ALL JACKS button (Fig. 1J) is pushed, the jacks will only retract as long as the RETRACT ALL JACKS button is depressed. In automatic mode, the RETRACT ALL JACKS button (Fig. 1J) need only be pressed once and released for the jacks to fully retract.

## Manual Override - Retract Jacks

In the event that the jacks will not retract, the valves can be manually overridden by using a 5/32" Hex wrench to open the valves. Turn all the blocking valves clockwise (Figs. 2 and 4) to open and allow them to build retract pressure. After the jacks have been retracted, return the valves to the original position by turning them counterclockwise (Figs. 3 and 4).

### **⚠ CAUTION**

**Do not use the manual override to extend the jacks. Extending the jacks using the manual override procedure could damage the chassis.**

Fig. 2



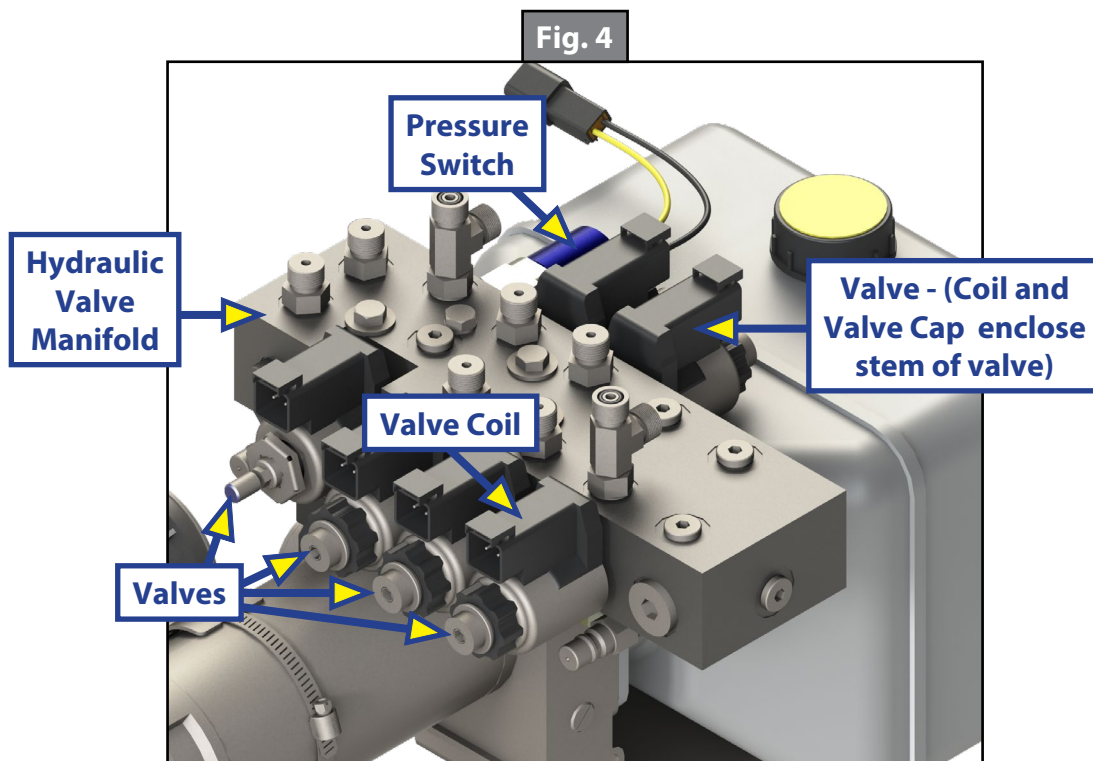
Clockwise for manual override

Fig. 3



Counterclockwise for normal operation

Fig. 4



## Troubleshooting

What Is Happening?	Why?	What Should Be Done?
System will not turn on and ON/OFF indicator light does not illuminate.	Coach ignition not in RUN position.	Turn ignition to RUN position.
	Parking brake not set.	Set parking brake.
	Controls have been on for more than four minutes and have timed out.	Turn ignition off and then back on.
Touchpad turns on, but turns off when jack button is pushed.	Low voltage on battery.	Start coach to charge battery.
Touchpad turns on, coach will not auto level, JACKS DOWN light is on, jacks are retracted.	Low fluid level.	Check fluid level in reservoir. If fluid is low, add fluid to FILL TO HERE line on reservoir. If JACKS DOWN light remains on, call Lippert Service.
Jacks will not extend to ground, pump is running.	Little or no fluid in reservoir.	Fill reservoir with recommended ATF.
	Jack valve is inoperative.	Clean, repair or replace.
	Electronic signal is lost between controller and jack valves.	Trace wires for voltage drop or loss of signal. Repair or replace necessary wires or replace controller.
Any one or two jacks will not retract.	Hose damaged or disconnected.	Replace with new hose or reconnect hose.
	Return valve inoperative.	Replace inoperative return valve.
	Electronic signal is lost between controller and solenoid.	Attempt to retract jacks in MANUAL mode. If successful, replace touchpad. If not, test for voltage drop between controller and jack valve. Repair bad wiring or replace defective controller or valve.
JACKS DOWN light does not go out when all jacks are retracted.	Low fluid level.	Fill reservoir to proper level with recommended ATF.
	Retract pressure switch inoperable.	Check connection or replace.
Alarm sounds and JACKS DOWN light starts flashing while traveling; jacks are fully retracted.	Low fluid level.	Fill reservoir to proper level with recommended ATF.
	Retract pressure switch inoperable.	Check connection or replace.
Jack bleeds down after being extended.	Valve Manual Override open.	Close override.
Touchpad powers up; LOW VOLTAGE light flashes.	Engine not running.	Start coach engine.
Low voltage light on solid.	Charging system faulty.	Turn key OFF, then back ON again to reset. Check power and ground connections on battery, alternator and chassis.
No power to touchpad.	Tripped circuit breaker.	Reset breaker.
	Ignition not on.	Turn on.

## Miscellaneous

- The system will automatically shut down after four minutes of no operation.
- Auto leveling cycle cannot be started until all jacks are fully retracted. Make sure jacks are retracted before attempting to auto level. (Coach will perform full retract automatically if jacks are not down on the request of an auto cycle.)
- System will refuse any operation when a low voltage condition is present.
- System will automatically alarm and retract if parking brake is disengaged and jacks are not retracted with any change in sensor readings. In alarm mode, the only available feature is to retract all jacks.
- The WAIT (Fig. 1K) LED shows the status of Air/Auxiliary features.
- The LEDs blink differently when in special controller modes (error, alarm and configuration). Learning how to recognize these modes is important.
- EXCESS ANGLE (Fig. 1L) LED blinks whenever the Y-axis (vehicle length) is over 50 degrees from programmed level point.

## **Maintenance**



**The coach should be supported at both front and rear axles with jack stands before working underneath. Failure to do so may result in death, serious personal injury and/or severe product or property damage.**

## Fluid Recommendation

Automatic transmission fluid (ATF) with Dexron®III or Mercon®V or a blend of both is recommended by Lippert Components, Inc. For a list of approved fluid specifications, see [TI-188](#). To obtain this Technical Information sheet on-line, go to <https://www.lci1.com/support-motorized-standard-leveling>. Then click on the Technical Information Sheets tab. Look for TI-188: Hydraulic Operation Fluid Recommendation within the listing.

**NOTE:** In colder temperatures (less than 10 ° F) the jacks may extend and retract slowly due to the fluid's molecular nature. For cold weather operation, fluid specially formulated for low temperatures may be desirable.

## Purging the Hydraulic System

**NOTE:** Make sure jacks are fully retracted prior to filling reservoir to prevent over-filling.

1. Zip-tie any loose wiring or hydraulic lines.

**NOTE:** The basic purge procedure to bleed the LCI Hydraulic Systems can be performed without the use of any tools. The hydraulic system will purge the air from the hydraulic lines and cylinders by simply running the pump.

**NOTE:** It is recommended to perform a minimum of three complete cycles (steps 2-7) to ensure both proper function and adequate fluid level of the system.

2. Start with all hydraulic components in the fully retracted position, meaning all jacks and slide-outs are brought back inside the coach as if the coach were ready for travel.
3. Find the hydraulic pump location and note the amount of fluid currently in the reservoir. The fluid level should be about 1/4" from the top of the reservoir and no more than 1/2" from the top.

**NOTE:** When checking the fluid level after ensuring all hydraulic components are retracted, note if there are any bubbles, froth or foam on top of the fluid. This is an indication that air has been pushed back to the reservoir when the hydraulic components were retracted in the last cycle. Wait 15-20 minutes for the foam to dissipate before beginning the purge process.

4. If there is no froth or foam in the reservoir and the fluid is not within  $\frac{1}{2}$ " of the top, fill the reservoir to within the level described in step 3.
5. With the fluid level full and no foam in the reservoir, begin cycling the hydraulic system.
6. Extend jacks fully, taking the coach off the tires. If the coach has hydraulic slide-outs, extend all slide-outs. Once all jacks and slide-outs are extended, immediately retract all slide-outs and then jacks.
7. Check the reservoir foam. If foam is present, see NOTE following step 3 and then repeat steps 4-6. Repeat these steps until no foam is present in the reservoir. If no foam is present, the system is purged of air.

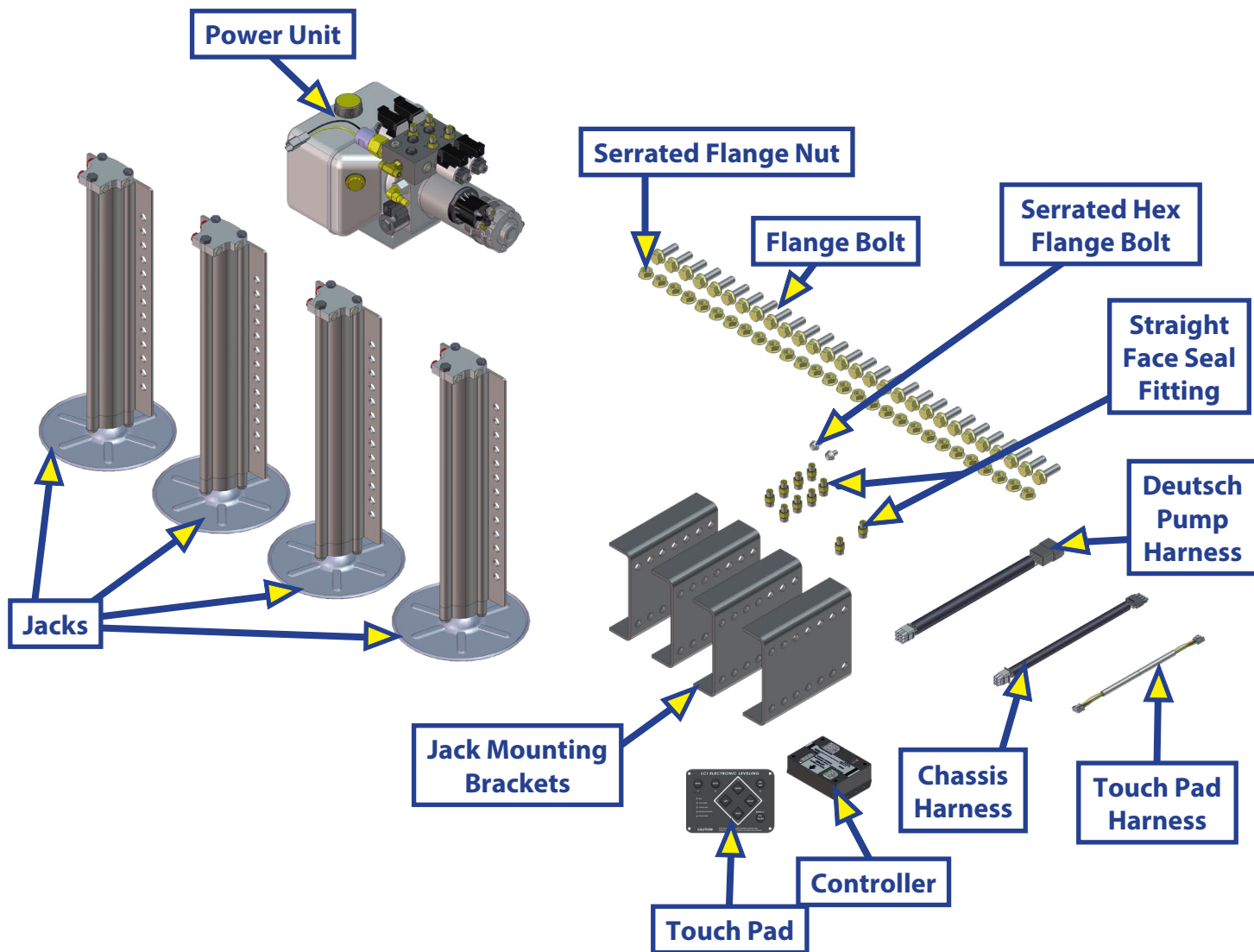
### Preventative Maintenance

1. Check hydraulic fluid in reservoir every 12 months. If fluid is a clear, red color, do not change. If fluid is milky, pink and murky, and not clear red in color, drain reservoir and add new fluid. Hydraulic fluid in reservoir should be changed a minimum of every five years.

**NOTE:** Check the hydraulic fluid only when all the jacks are fully retracted.

**NOTE:** When checking the hydraulic fluid level, fill reservoir to within  $\frac{1}{4}$ " to  $\frac{1}{2}$ " of fill spout.

2. Inspect and clean all power unit electrical connections every 12 months. If corrosion is evident, spray connections with electrical contact cleaner.
3. Remove dirt and road debris from jacks as needed.
4. If jacks are extended for long periods of time, it is recommended to spray exposed jack rods with a dry silicone lubricant every three months for protection. If the coach is located in a salty environment, it is recommended to spray the rods every four to six weeks.





# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

## LEVELING AND STABILIZATION

**NOTE:** Part numbers are shown for identification purposes only. Not all parts are available for individual sale. All parts with a link to the Lippert Store can be purchased.

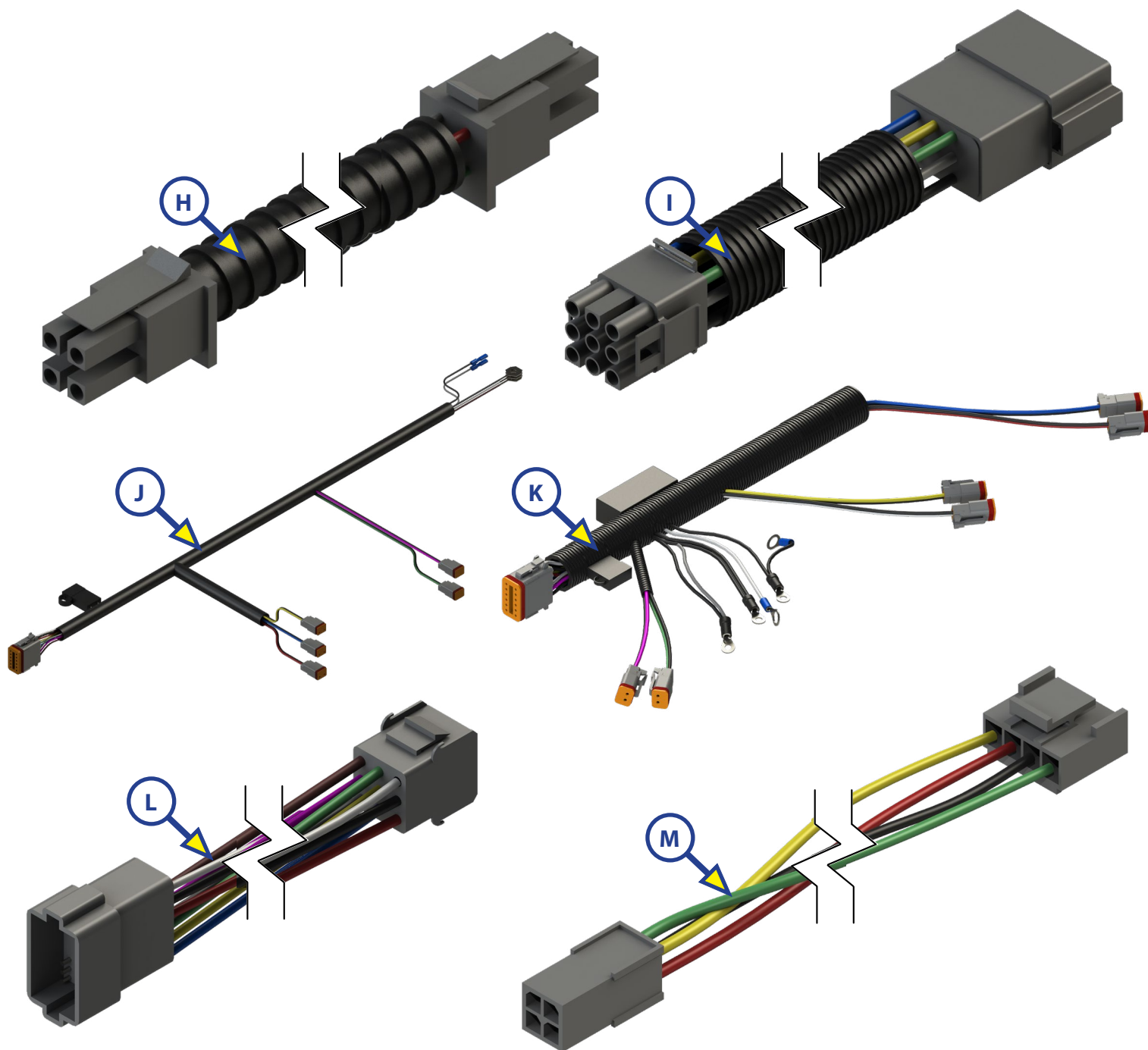


Callout	Part #	Description
A	<a href="#">175225</a>	Touch Pad
B	<a href="#">175226</a>	Controller
C	<a href="#">182278</a>	Ultra Level Touch Pad
D	<a href="#">179327</a>	Unidirectional Power Unit Motor
E	<a href="#">161394</a>	Solenoid
F	140522	9-Pin Molex Harness
G	<a href="#">140524</a>	36' Chassis Harness



# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

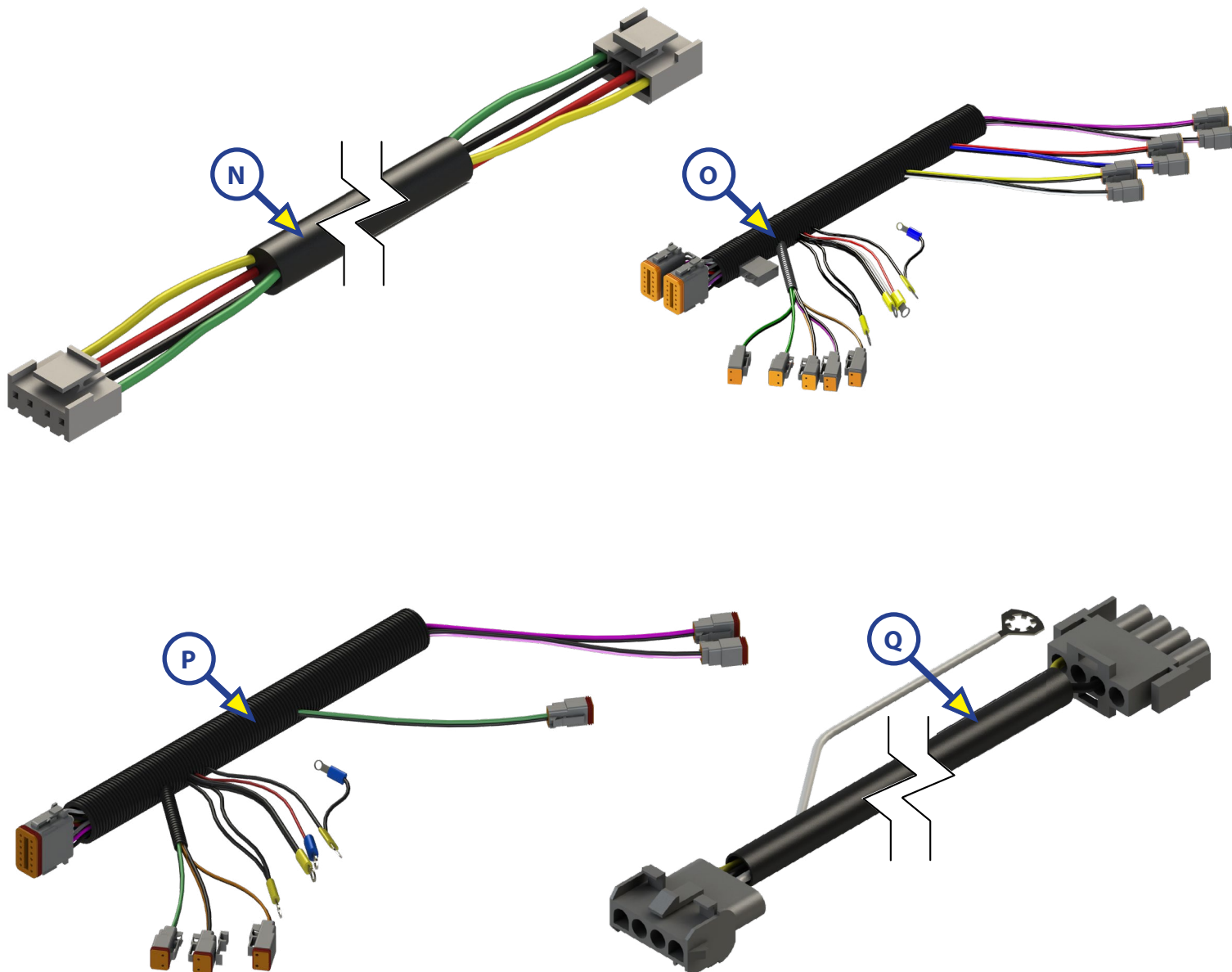
## LEVELING AND STABILIZATION



Callout	Part #	Description
H	<a href="#">140574</a>	Ignition Harness
I	<a href="#">143322</a>	9-Pin Molex to Deutsch Harness
J	<a href="#">143324</a>	Pump Harness
K	161400	
L	<a href="#">167158</a>	12-Pin Deutsch Harness
M	<a href="#">178278</a>	Pigtail

# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

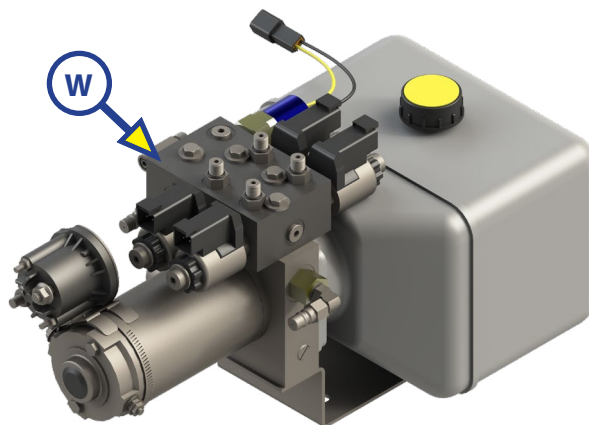
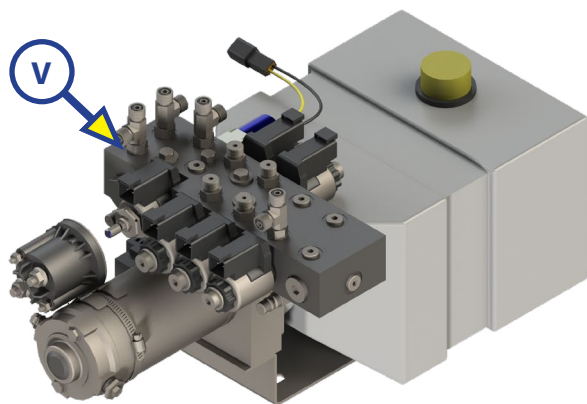
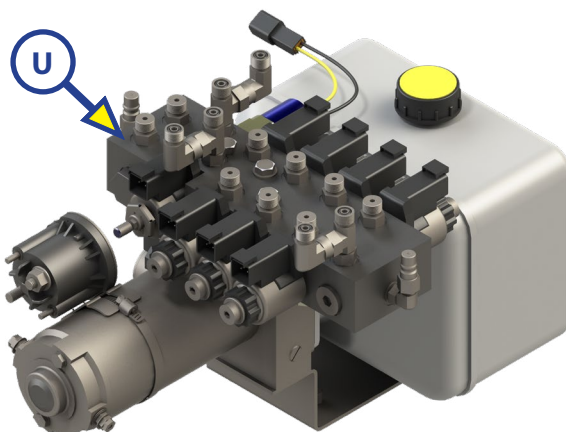
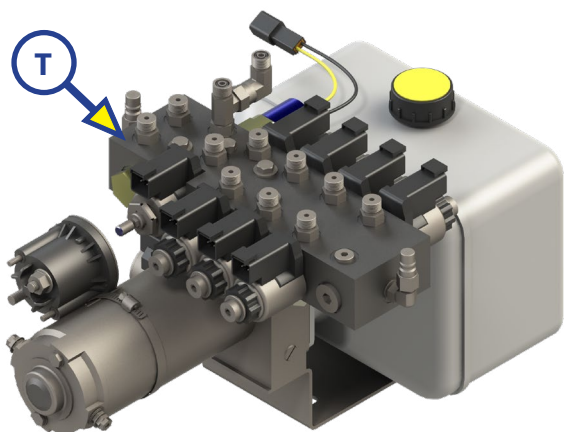
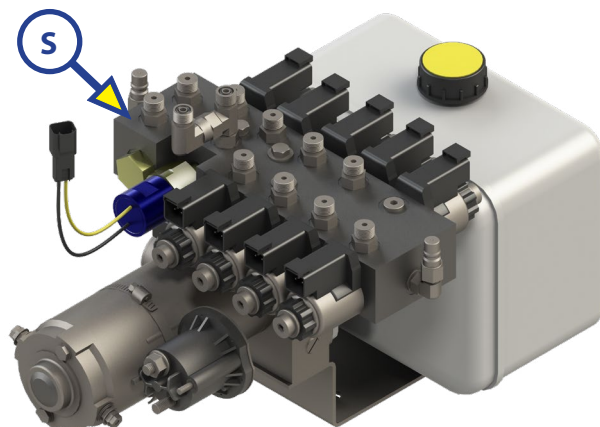
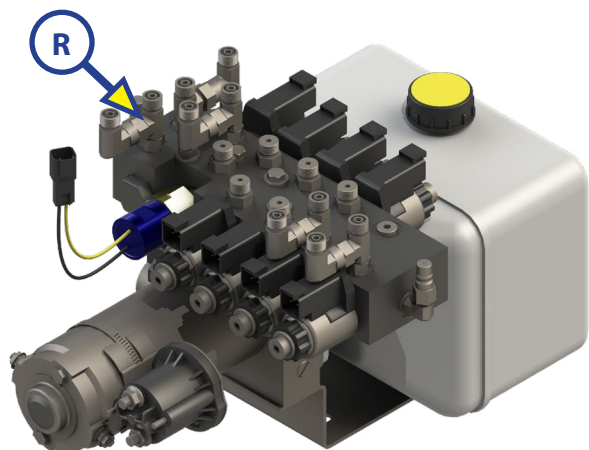
## LEVELING AND STABILIZATION



Callout	Part #	Description
N	<a href="#">178279</a>	Touch Pad Harness
O	162987	Pump Harness
P	161401	Deutsch Style Connector Slide Only Harness
Q	140636	6' Air Dump Harness

# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

## LEVELING AND STABILIZATION

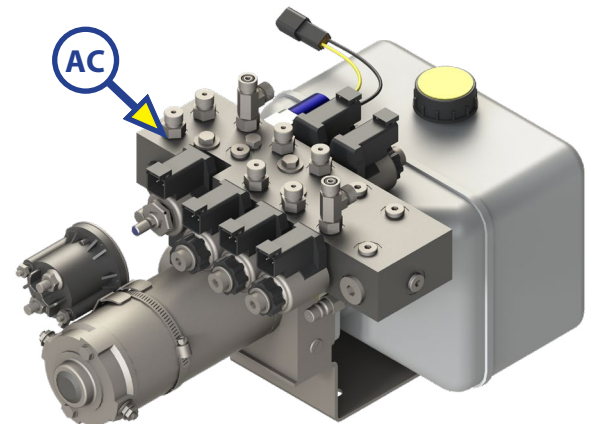
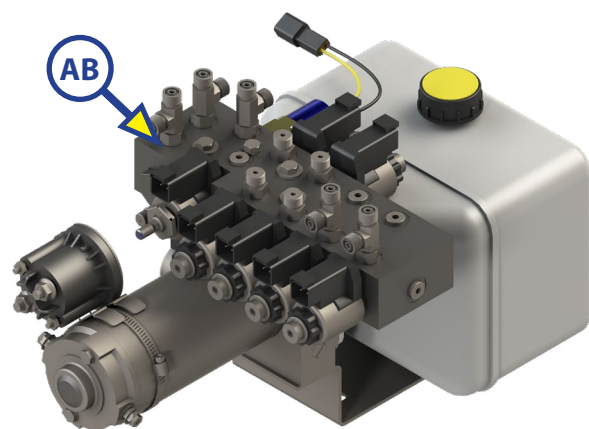
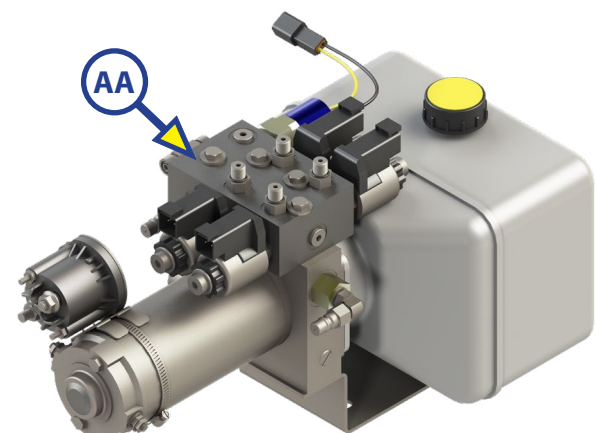
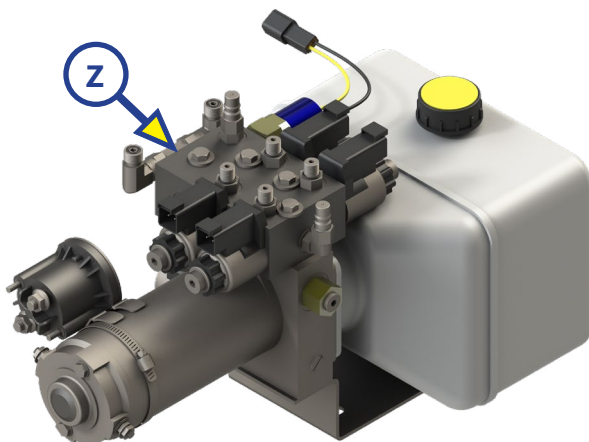
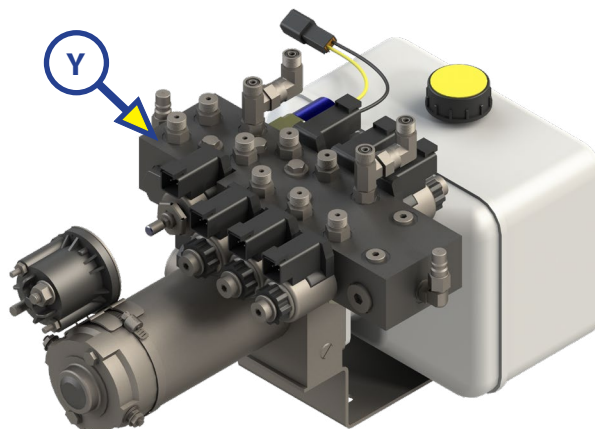
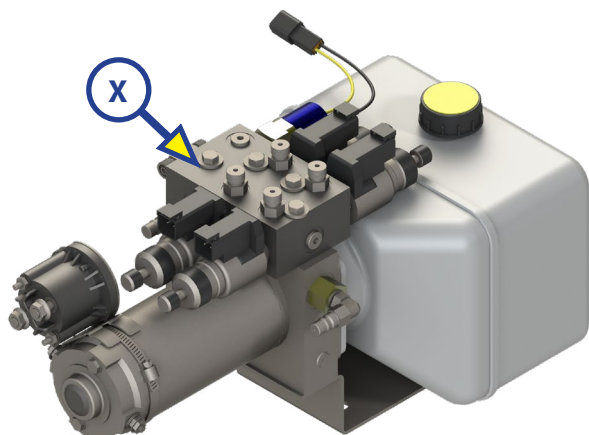


Callout	Part #	Description
R	<a href="#">196894</a>	Unidirectional Power Unit; GT 378
S	<a href="#">196895</a>	Unidirectional Power Unit; GT 357 QS
T	<a href="#">197249</a>	Unidirectional Power Unit; GT 340 RT LCI
U	211166	Unidirectional Power Unit; GT 374
V	309890	Unidirectional Power Unit; 7.5 Quart 1 Slide with Flow Divider
W	309891	Unidirectional Power Unit; 5.5 Quart Leveling Only ( <b>Obsolete: Use 196471</b> )



# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

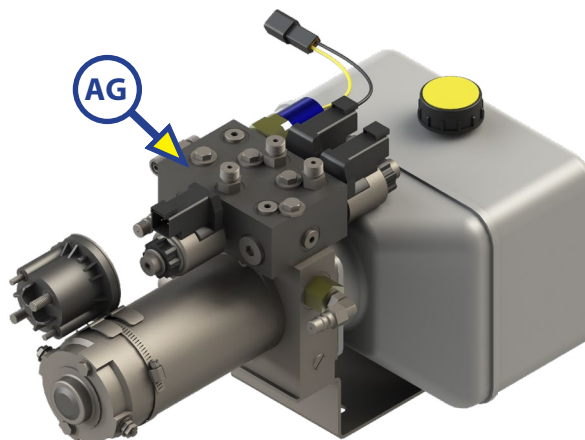
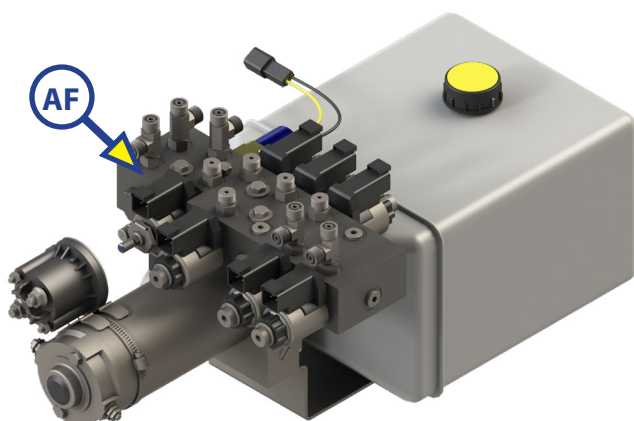
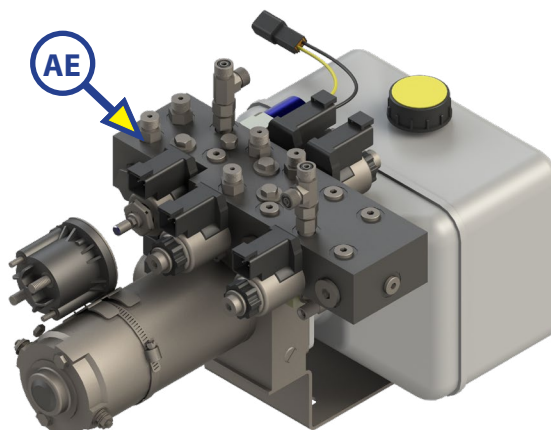
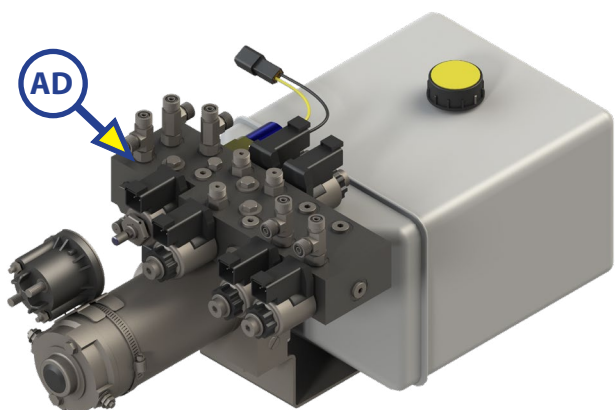
## LEVELING AND STABILIZATION



Callout	Part #	Description
X	<a href="#">196471</a>	Unidirectional Power Unit; 4 Point Leveling Only
Y	<a href="#">197248</a>	Unidirectional Power Unit; GT 359 WHREG RT LCI
Z	<a href="#">218311</a>	Unidirectional Power Unit; 1 Gallon (Leveling Only)
AA	172911	Leveling Pump; 8 Bank Manifold 4 Point with 1 Slide and Flow Divider <b>(Obsolete: Use 196471)</b>
AB	<a href="#">175248</a>	Leveling Pump; 8 Bank Manifold 4 Point with 2 Slides and Flow Divider
AC	<a href="#">175249</a>	Leveling Pump; 8 Bank Manifold 4 Point with 1 Slide and Flow Divider

# MOTORIZED LEVELING ELECTRICAL COMPONENTS UNIDIRECTIONAL

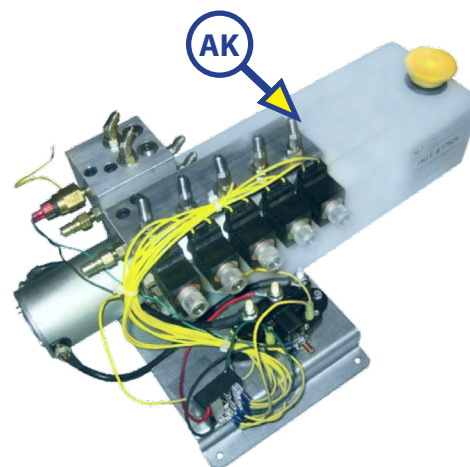
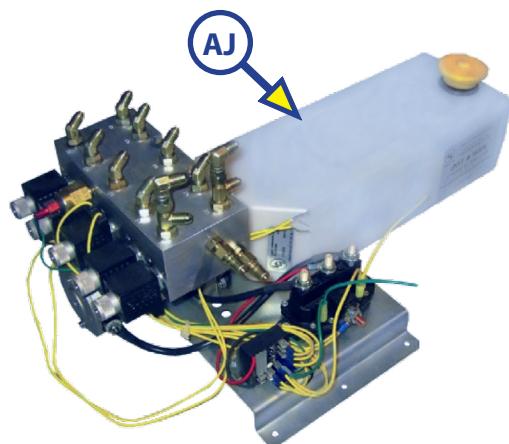
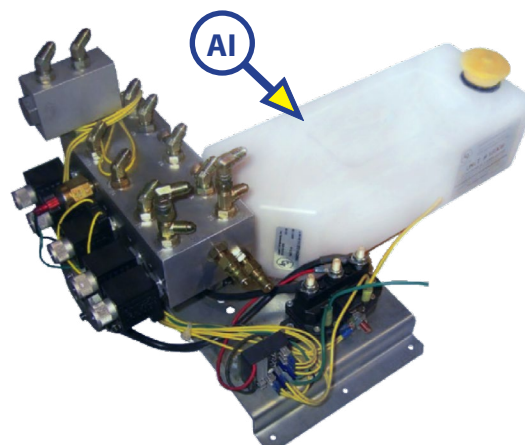
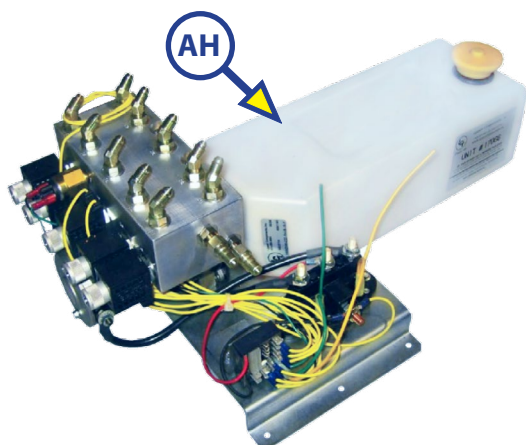
## LEVELING AND STABILIZATION



Callout	Part #	Description
AD	<a href="#">175250</a>	Leveling Pump; 8 Bank Manifold 3 Point with 2 Slides and Flow Divider
AE	<a href="#">176474</a>	Leveling Pump; 3 Point L + 1
AF	<a href="#">176687</a>	Leveling Pump; 3 Point L + 3
AG	266379	Leveling Pump; 3 Point L

# MOTORIZED LEVELING ELECTRICAL COMPONENTS BI-ROTATIONAL

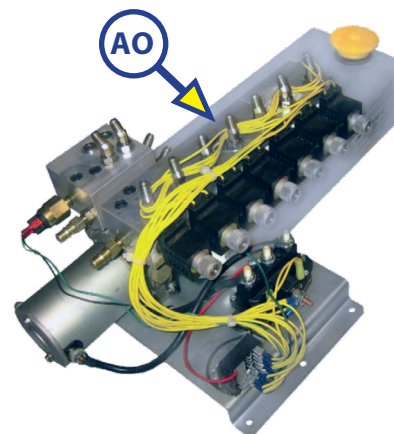
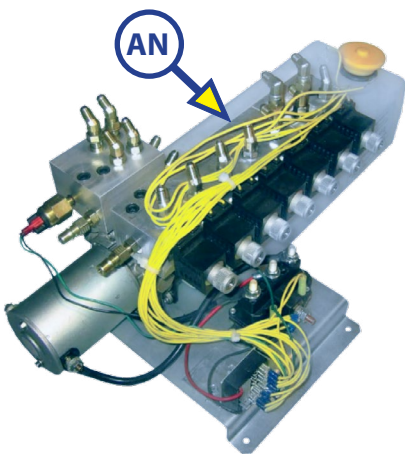
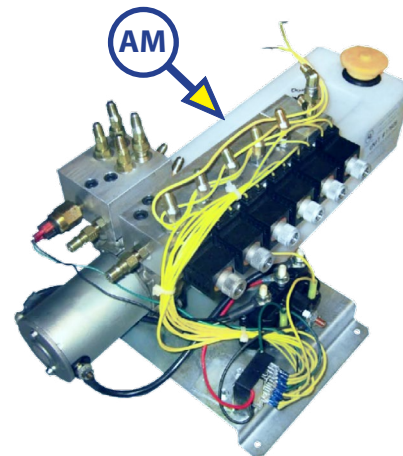
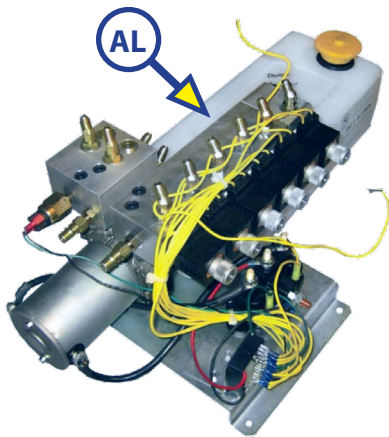
## LEVELING AND STABILIZATION



Callout	Part #	Description
AH	146374	Leveling +1 Power Unit
AI	146375	Leveling +2 Power Unit with Flow Divider
AJ	146376	Leveling +2 Power Unit
AK	146377	Inline Leveling +1 Power Unit

# MOTORIZED LEVELING ELECTRICAL COMPONENTS BI-ROTATIONAL

## LEVELING AND STABILIZATION

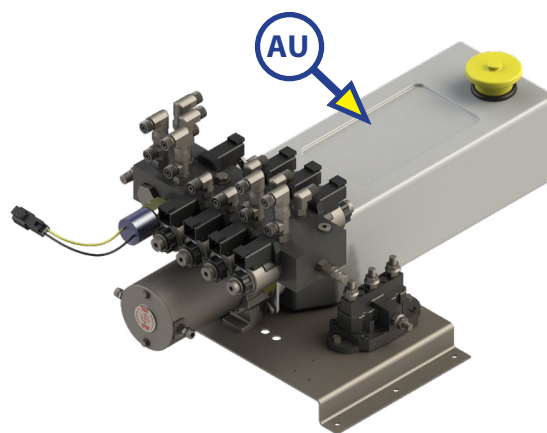
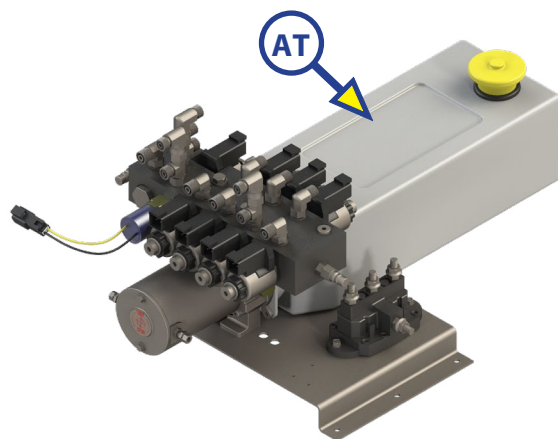
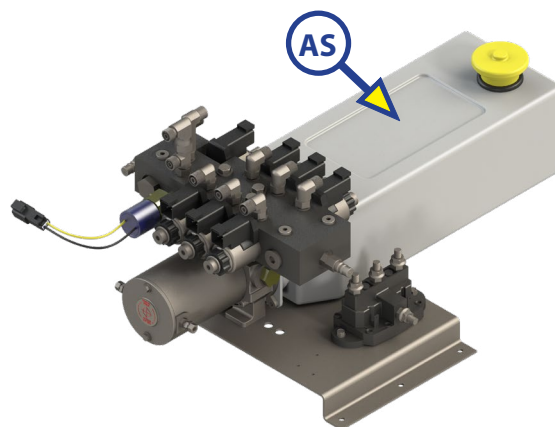
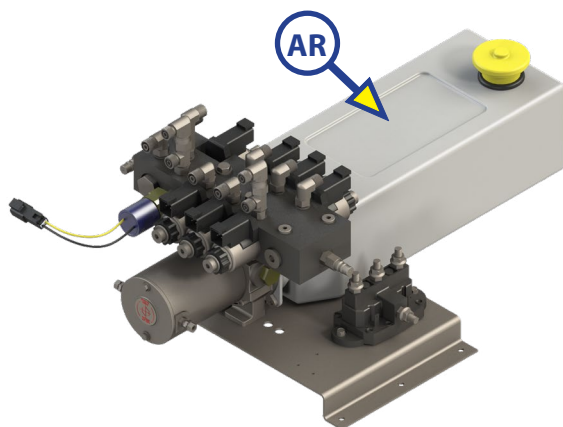
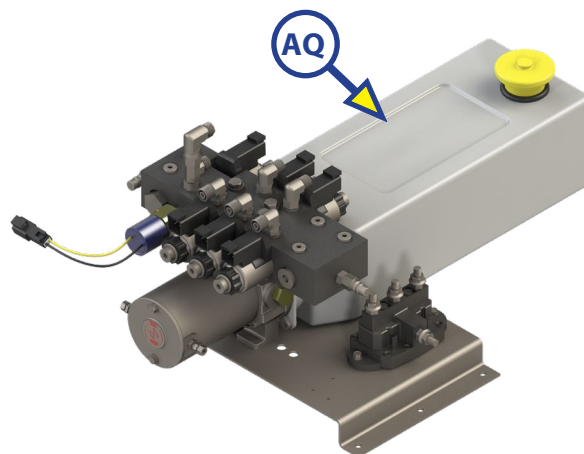
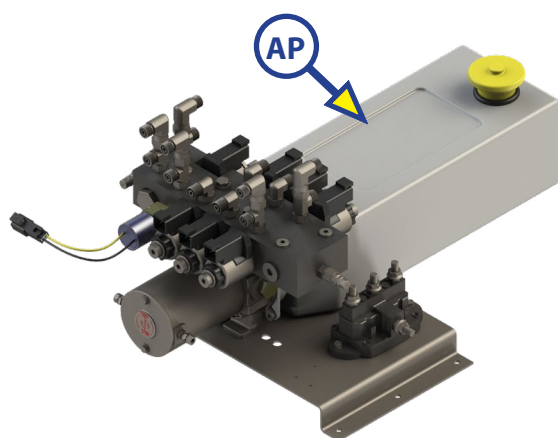


Callout	Part #	Description
AL	146378	Inline Leveling +2 Power Unit
AM	146379	Inline Leveling +2 Power Unit with Flow Divider
AN	146380	Inline Leveling +3 Power Unit with Flow Divider
AO	146381	Inline Leveling +3 Power Unit



# MOTORIZED LEVELING ELECTRICAL COMPONENTS BI-ROTATIONAL

## LEVELING AND STABILIZATION

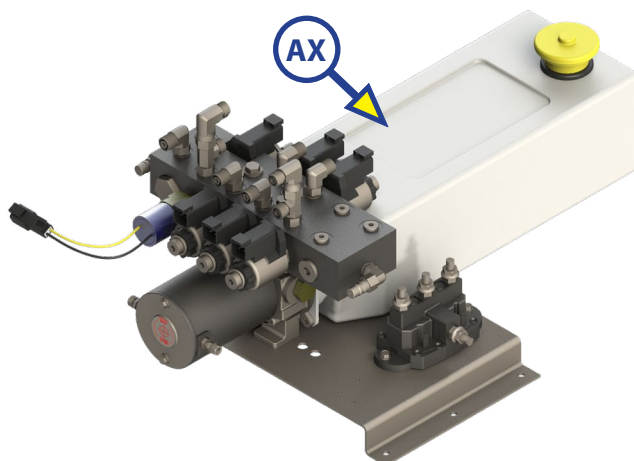
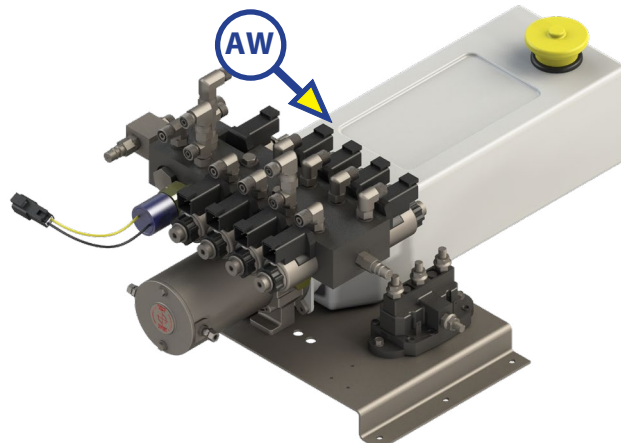
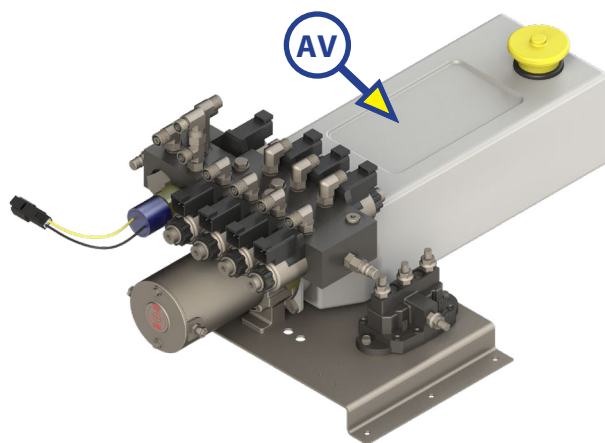


Callout	Part #	Description
AP	145941	GT(373) Leveling +2 Power Unit w/ Flow Divider ( <b>Obsolete: Replace with 197248</b> )
AQ	<a href="#">149083</a>	GT(338) Leveling +1 Power Unit
AR	<a href="#">149084</a>	GT(359RE, 323, 326, 342, 359, 370) Leveling +2 Power Unit with Flow Divider
AS	<a href="#">149085</a>	GT(315, 350) Leveling +2 Power Unit
AT	<a href="#">149086</a>	GT(319, 391) Leveling +3 Power Unit with Flow Divider
AU	<a href="#">149087</a>	GT(349, 375, 378) Leveling +3 Power Unit with Flow Divider



# MOTORIZED LEVELING ELECTRICAL COMPONENTS BI-ROTATIONAL

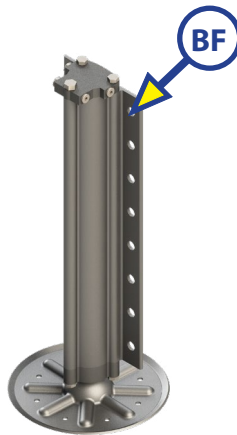
## LEVELING AND STABILIZATION



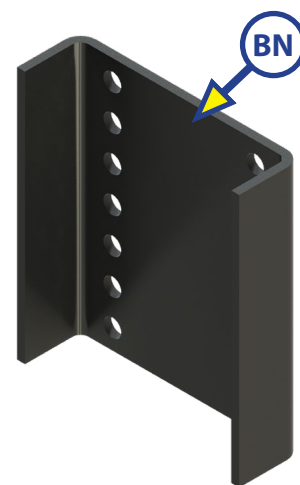
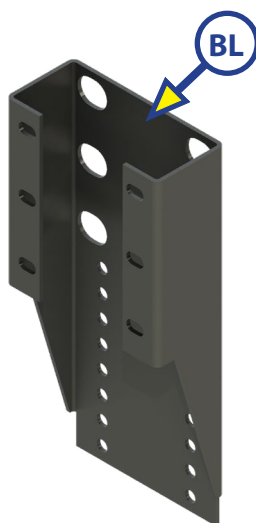
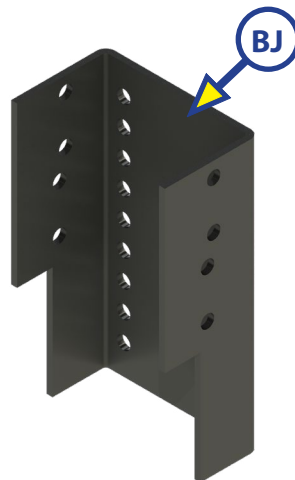
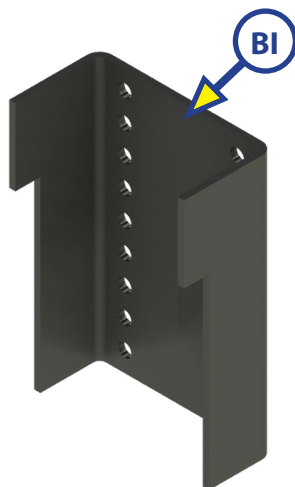
Callout	Part #	Description
AV	<a href="#">149088</a>	GT(340, 350B) Leveling +3 Power Unit
AW	179866	Leveling +4 Power Unit with Flow Divider
AX	<a href="#">141663</a>	Leveling +1 Power Unit with Flow Divider

# MOTORIZED LEVELING LANDING GEAR, JACKS AND HYDRAULIC COMPONENTS

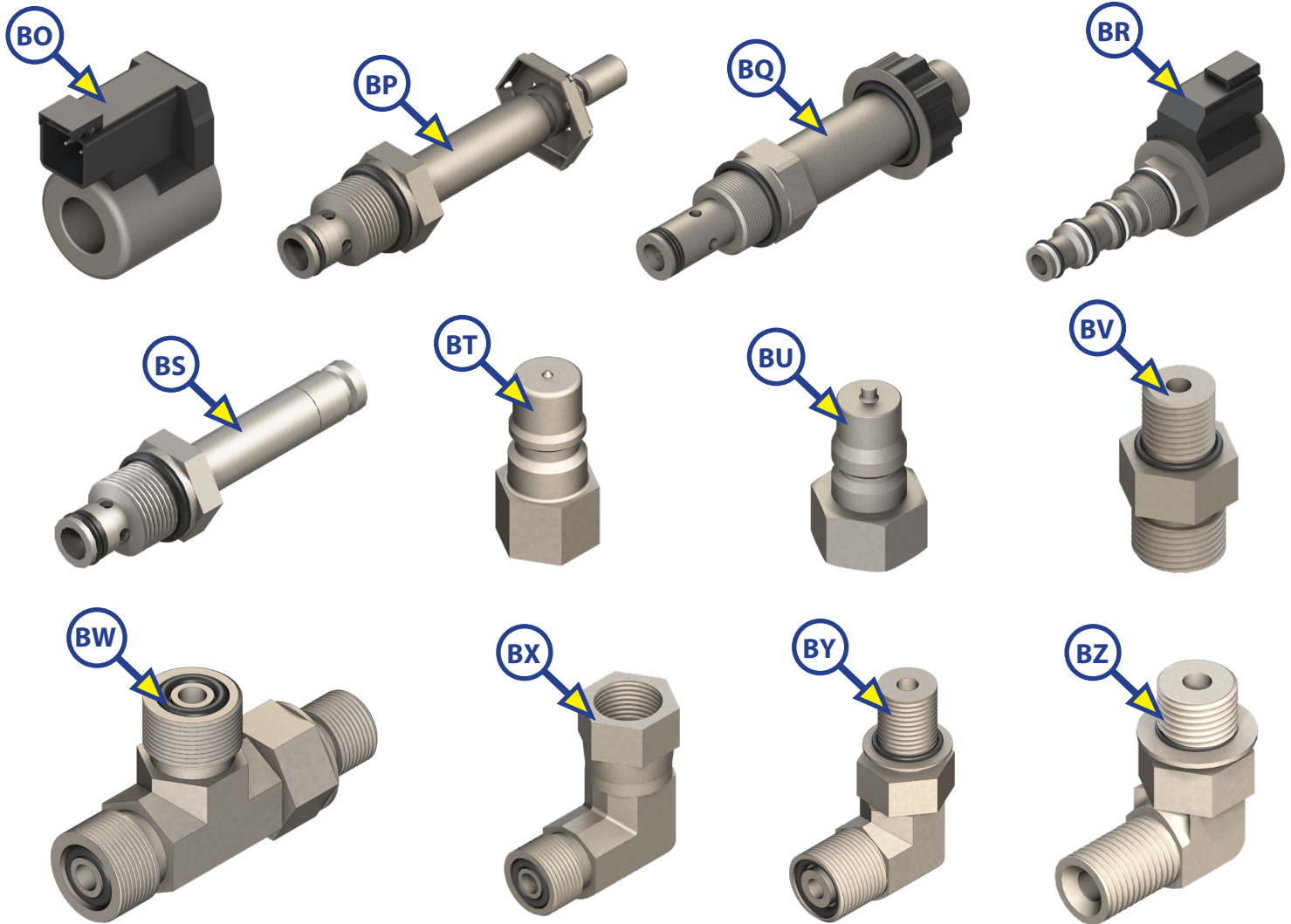
## LEVELING AND STABILIZATION



Callout	Part #	Description
AY	<a href="#">113314</a>	7,000 High Jack Steel
AZ	<a href="#">117179</a>	7,000 Low Jack Steel
BA	175176	12,000 High Jack Steel
BB	175630	12,000 Low Jack Steel
BC	<a href="#">176806</a>	22,000 High Jack Steel
BD	<a href="#">176805</a>	22,000 Low Jack Steel
BE	<a href="#">115842</a>	22,000 Jack Steel
BF	195860	8,000 Jack Aluminum
BG	<a href="#">236560</a>	14,000 Jack Aluminum
BH	<a href="#">258550</a>	20,000 Jack Aluminum



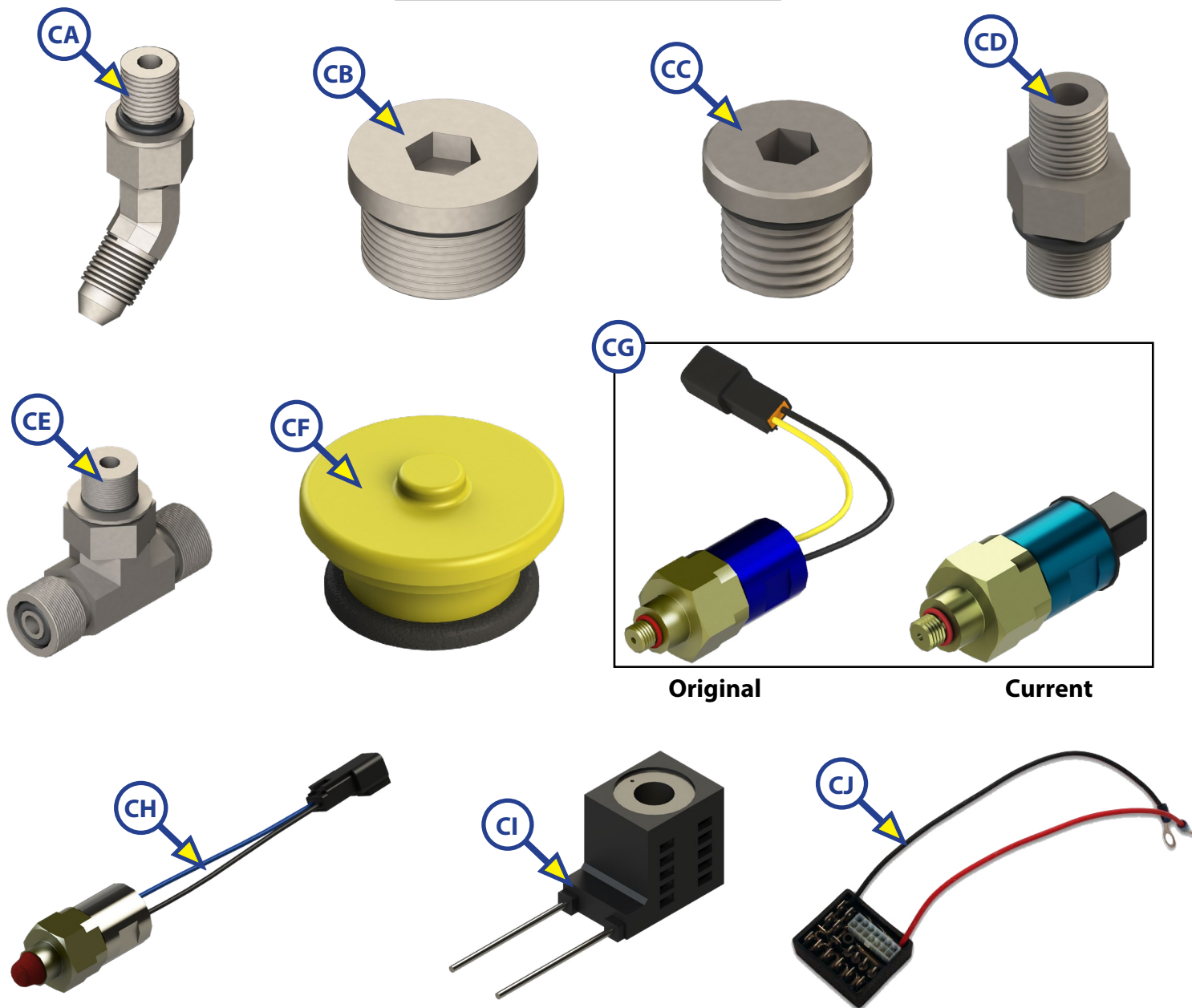
Callout	Part #	Description
BI	115567	Jack Mounting Bracket
BJ	116471	
BK	<a href="#">134989</a>	
BL	<a href="#">117059</a>	
BM	162349	
BN	<a href="#">100345</a>	



Callout	Part #	Description
BO	<a href="#">174184</a>	Hydac Coil
BP	<a href="#">140571</a>	Isolator Valve
BQ	<a href="#">177094</a>	Hydac Valve
BR	259524	Unidirectional 4-Way Valve
BS	<a href="#">140538</a>	Deltrol Valve
BT	<a href="#">140457</a>	Fitting
BU	320521	Fitting Bi-Rotational
BV	<a href="#">141109</a>	Fitting
BW	<a href="#">141087</a>	
BX	<a href="#">156846</a>	
BY	<a href="#">141610</a>	
BZ	<a href="#">141331</a>	

# MOTORIZED LEVELING LANDING GEAR, JACKS AND HYDRAULIC COMPONENTS

## LEVELING AND STABILIZATION



Callout	Part #	Description
CA	<a href="#">113129</a>	Fitting
CB	<a href="#">141323</a>	
CC	<a href="#">140998</a>	
CD	<a href="#">141321</a>	
CE	<a href="#">143108</a>	
CF	<a href="#">157505</a>	Fill Cap
CG	<a href="#">142927</a>	Pressure Switch
CH	<a href="#">159321</a>	
CI	140559	Deutsch Flying Lead
CJ	<a href="#">113782</a>	Suppression Module



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