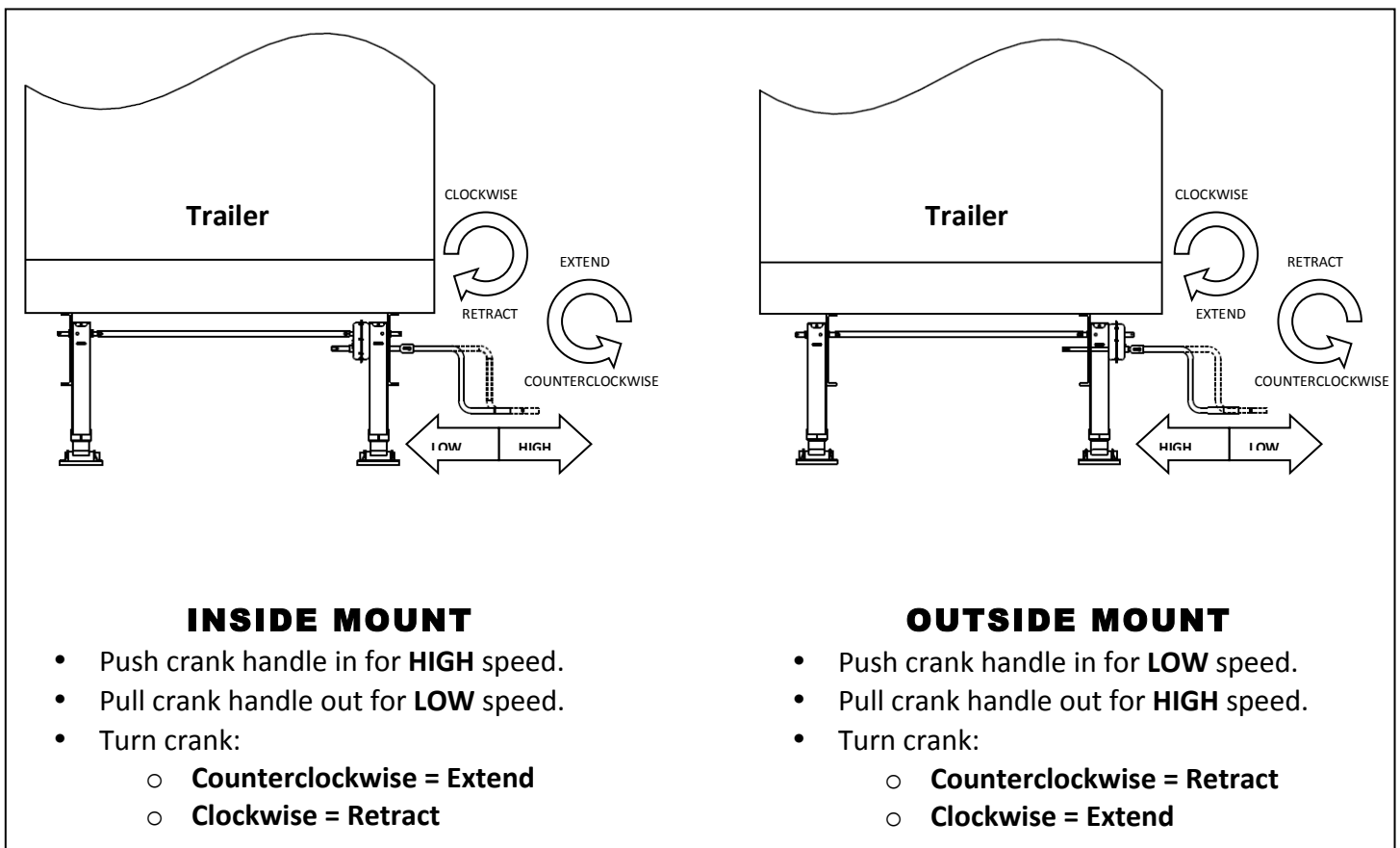


Operating Instructions

Before operating, identify the mounting configuration of the landing gear
INSIDE MOUNT or **OUTSIDE MOUNT**

FIGURE 1. Mounting Configuration



Maintenance Procedure

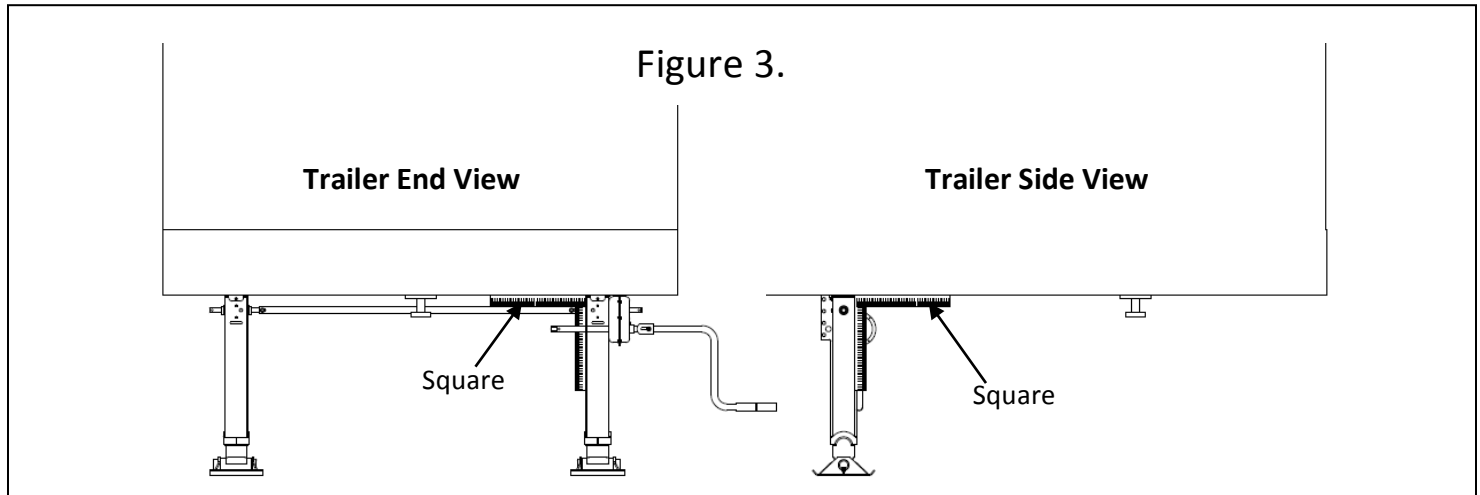
IMPORTANT: All steps in this manual must be performed at least every 3 months

1. Inspect Supports and Mountings.

| Inspection | Possible Causes |
|--|---|
| Cross shaft connection bolts and lock nuts must be secure, but allow side to side "play" in the connecting shaft | 1.Connecting Shaft bolts too tight causing binding 2. Incorrect connecting shaft length |
| Mounting Bolts rusted, or loose. Tighten to OEM torque specification or replace as necessary. | 1.Bolts not tightened to proper torque 2. Improper coupling procedures |
| Inspect the mounting brackets for cracks or other signs of damage. | 1.Overloading 2. Improper coupling techniques |
| Check and inspect for any broken parts of the landing gear. | 1.Legs not fully retracted 2. Overloading, other abuse (dynamic impact) |
| With legs extended, using a straight edge, inspect for bent lower legs and foot ware damage. | 1.Legs not fully retracted while trailer is moving 2.Improper ground clearance 3.Improper coupling, other abuse |
| Interference with back bushings and trailer mounting surface | Holes too small or incorrect location on mounting. Poorly aligned wing plate. |
| Crank handle, nut and bolt assembly. Tighten or replace as necessary. | Crank bolt too tight, bent or broken clevis. Incorrect clevis position. |
| Check for proper high/low shift | Gearbox impacted. |
| Important: Landing gear with excessive play should be rebuilt or replaced. | |

2. Inspect Alignment.

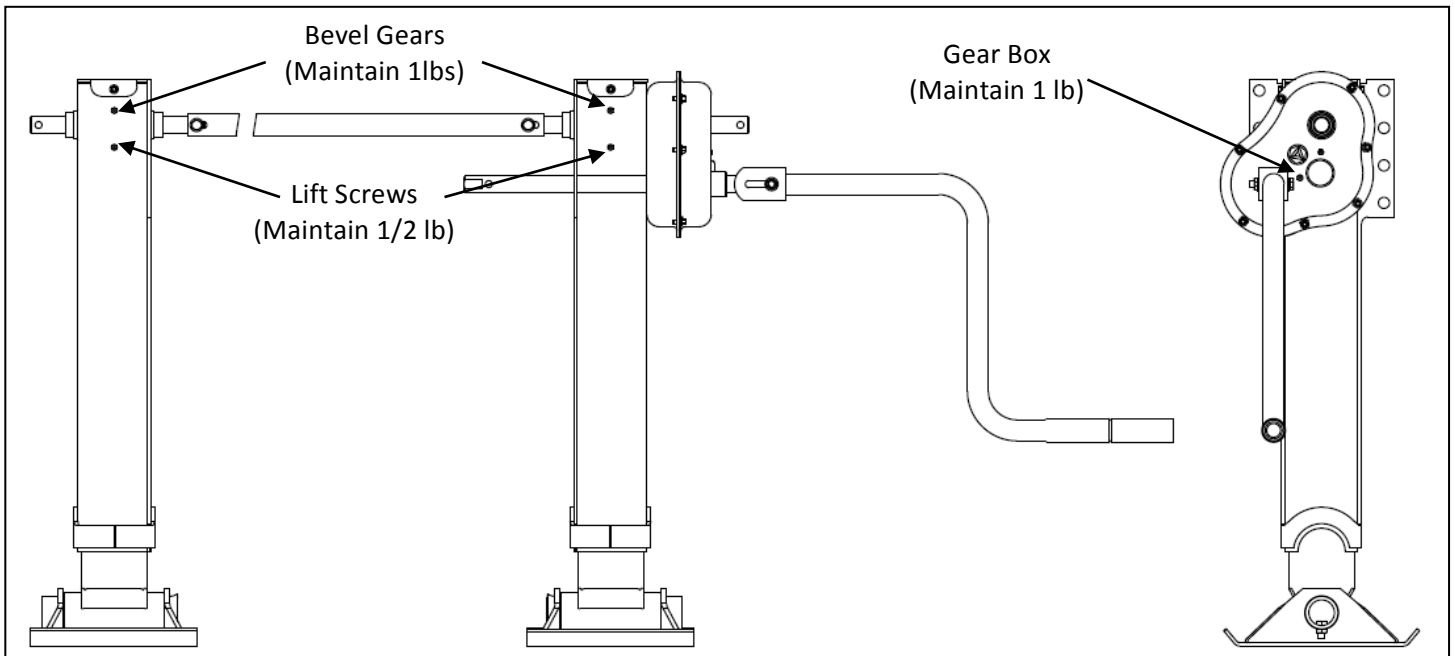
| Inspection | Possible Causes |
|--|--|
| Using a square, check that both legs are perpendicular to the trailer and parallel with each other as shown in Figure 3. | 1. Improper installation. 2. Loose bracing bolts. 3. Improper coupling techniques. |



Lubrication

The only solution for corrosion problems is maintaining regular lubrication of the legs in the Gearbox (outer cover), head base (upper leg zerk), and riser nut well (lower zerk). See Figure 2.

FIGURE 2. Grease fitting locations



Following the lubrication instructions will place a fresh coat of grease on all the internal surfaces protecting them from oxidation.

- A) Lubricate at least every 3 months and more frequently where applications are exposed to excessive moisture, water spray, dust, or if landing gears are not operated for extended periods.
- B) Lubricate with the trailer securely coupled with the tractor.
- C) Use a lubricant compatible with the original type of grease used.
 - STANDARD-Lithium base 2-3% Moly based or higher.
 - LOW TEMP-Arctic Grade, All weather white grease.

Lubricate through the grease fittings as shown. Maintain identified quantity of grease for each zerk.

Extend and retract the landing gear to apply grease to the entire length of the screw.

Lubrication Instructions

Fully retract the landing gear, then using high gear extend 7 turns

Troubleshooting

| Problem | Probable Cause | Correction |
|--------------------------------------|---|---|
| Hard to crank landing gear. | <ol style="list-style-type: none"> Turning the crank in the wrong direction. Attempting to raise or lower trailer in high gear. Legs are already fully extended or retracted. Connecting shaft bindings. <ol style="list-style-type: none"> Over tightened bolts connecting shaft bent or too long Misaligned landing gear legs. Lack of Grease Damaged elevating screw or rise nut Interference between bushing and trailer mounting surface. | <ol style="list-style-type: none"> See figure one for proper crank ROTATION. Shift to lower gears (DO NOT attempt to lift or lower trailer in HIGH gear) Turn crank in the opposite direction to retract or extend Inspect connecting shaft bolts. Back off bolts to allow side to side movement of the connecting shaft. Legs must be parallel and extend/retract evenly. Remove connecting shaft; adjust landing gear to the same height Grease landing legs as directed (maintenance procedure) Check landing gear for signs of impact damage. Disconnect connecting shaft and crank legs individually to determine which leg is damaged. Replace as necessary Hole in wing plate may need to be enlarged. |
| Shaft turns but legs do not operate. | <ol style="list-style-type: none"> Broken shaft or shaft bolt. Broken pinion, bevel gear or gear pins. | <ol style="list-style-type: none"> Replace broken bolt and shaft as needed. Replace broken gear(s) or pin. |
| Shaft does not turn. | <ol style="list-style-type: none"> Broken gear teeth. Damaged elevating screw or riser nut. Seized elevating screw or riser nut. Bent inner or outer tube. | <ol style="list-style-type: none"> Replace broken gear(s). Replace inner leg or entire landing gear leg. Replace inner leg or entire landing gear leg. Replace bent inner leg, outer leg or entire leg |
| Crank shaft skips when cranking. | <ol style="list-style-type: none"> Broken gear teeth. | <ol style="list-style-type: none"> Replace broken gear(s). |