

# MORryde STABILIZER

## OWNER'S MANUAL

### INTENDED USE & FEATURES

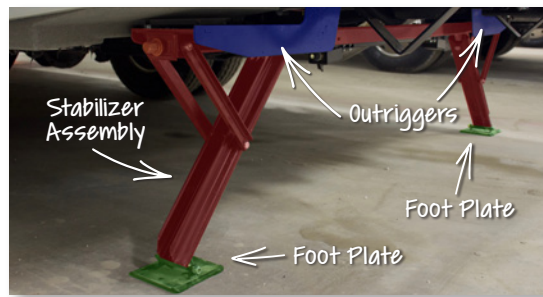
- Stabilizers help to control the side-to-side rocking of a chassis when parked for a sturdier camping experience.
- **Note:** The stabilizer system will not lift the rear tires of the unit off the ground and is not a substitute for jacks.
- The arms are controlled independently of each other to adjust to varying terrains.
- Stabilizers have a wide base of support to provide a stable feel in the motorhome.

### WARNING

Stand clear of the stabilizer assembly during the extension and retraction of the stabilizer arms. Do not put any part of your body between the stabilizer and the ground or between the stabilizer and the chassis.

### PARTS LISTING

- Outriggers
- Stabilizer assembly
- Optional foot plate on the end of the stabilizer arm
- Hardware



### OPERATING PROCEDURE



Use the extend and retract buttons in the coach to extend or retract the stabilizer arms. The arms operate and are controlled independently of one another.



**TO EXTEND:** Press the “EXT” buttons until each arm reaches the ground. The sound of the motor will change pitch as the arms begin to take weight. Adjust each side independently for desired stability.



**TO RETRACT:** Press the “RET” buttons simultaneously until each arm is fully retracted.

**Note:** Once the stabilizers are either fully extended or fully retracted, it is important to return the buttons to the neutral position. As a precaution, the thermal overload fuse on the circuit will trip if the button is depressed for too long and will reset automatically after cooling off. However, this should not be regularly used as a cue for when to release the buttons.

**Warning:** If a buzzer sounds when turning the key in the ignition of the coach, one or both of the stabilizer arms is extended. To resolve, retract the arms.



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### TROUBLESHOOTING

**Problem:** The buzzer sounds once the arms have been retracted.



**Solution:** Use the adjustment bolts and jam nuts near the limit switch to move the sensor towards the center of the coach until the buzzer stops. There is one sensor for each arm. See graphics below.

**Warning:** Do not adjust the bolt to the point that the plunger of the sensor is trapped against the barrel of the sensor.

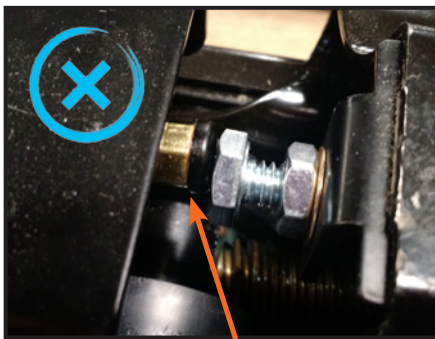
**Problem:** Electrical failure in the coach prevents use of the control panel.



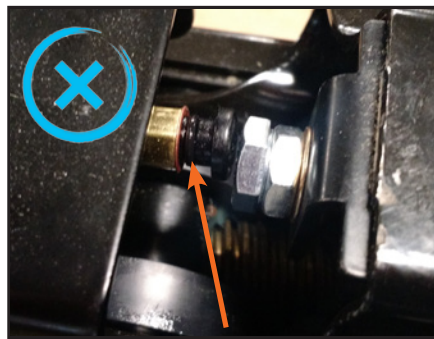
**Solution:** Stabilizer arms can be operated manually with a 3/4" socket or wrench.

**Warning:** Do not use an impact gun or hammer drill. This could destroy the coupler that joins the worm gear to the motor or the motor itself. A ratchet, wrench, or electric drill can be safely used instead.

**Limit Switch Adjustments:** The O-ring on the black plunger must be pushed back inside the gold barrel. However, the head of the black plunger must not be tight up against the gold barrel. Adjust the bolt and tighten the jam nut until the black plunger is adjusted with the O-ring inside the gold barrel. Graphics are below.



The black plunger head is pushed up against the gold barrel.



The O-ring is still visible.



This is just right.



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