



**QUADRA**

**BIGFOOT**

**HYDRAULIC LEVELING SYSTEMS**

**800-752-9815**

# **PLATINUM SERIES**

**INSTALLATION & OWNER'S MANUAL**

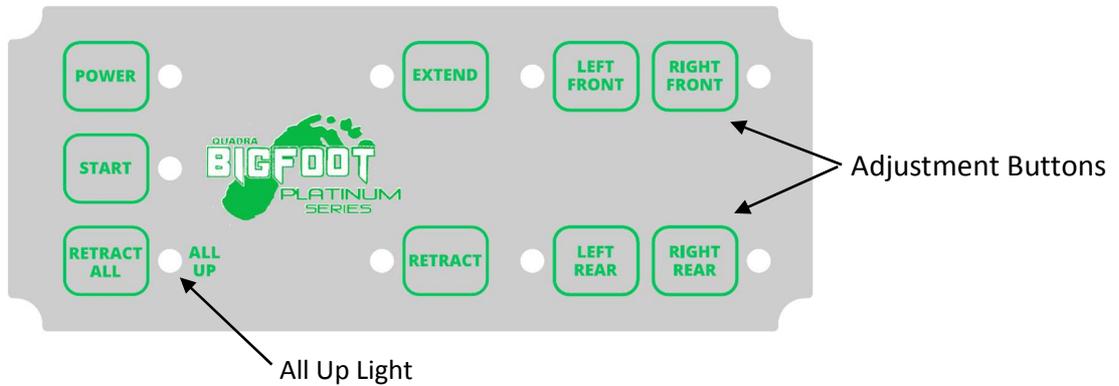
**MOTOR HOME CENTRAL PUMP EDITION**

**QUADRA MANUFACTURING  
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# PLATINUM SERIES

## Control Panel Operation...

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## Extend System:

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1. Press the **Power** Button (Red LED will come on constant).
2. Press the **Start** Button (LED will come on until program is finished, pressing any button during operation will cancel program, Vehicle Ignition must be OFF).
3. Vehicle is now stabilized, *if* additional adjustments are desired:
  1. Press **Extend** (now in "Extend Mode" LED will come on).
  2. Press & Hold the Adjustment Button for the designated corner(s) of the vehicle that is low or high. (Ex. Right or Curb side is low, press & hold RIGHT FRONT & RIGHT REAR until level).
4. **Power Off** (will automatically shut off after 10 minutes of no activity).

## Retract System:

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1. Press the **Power** Button (Red LED will come on).
2. Press & Hold the **Retract All** Button until the green "**All Up**" light comes on constant (This process will take up to 60 seconds. After 60 seconds the green light will flash, this means that one or more of the jacks did not fully retract, see troubleshooting)
3. Power off & **always do a visual check to verify that all the jacks are fully retracted prior to operating the vehicle.**

## Troubleshooting:

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**All up light flashing:** Enter “Retract Mode” by pressing Retract button then press & hold Adjustment buttons, may have to turn off/on again. If that didn’t work, could be lack of voltage (house battery) to run pump, or bad limit switch (if all jacks are up).

**Alarm:** Vehicle ignition is on & jacks are down. Press Retract & Adjustment buttons. Also Start program will not run when ignition is on.

**Start program will not run:** Vehicle ignition is on or one or more jacks are already down (no all up light).

Extend & Retract modes **shut off** after 2 minutes of no activity, Adjustment buttons time out after 1 minute.

If **one of the jacks is not extending** in either mode, the designated valve or coil from the tank assembly may need to be replaced, the part number is #M35008, this part can be ordered online 24/7 or call 800-752-9815 to speak to a warranty personnel, service technician or to order the part.

If your **ALL UP** light is not coming on or you hear the **buzzing sound from your panel** when the ignition is on, it may be a limit switch on one of the jacks. This could mean that one of your foot pads or limit switch pins are slightly bent, sometimes all you have to do is get a “vacuum cap” for the ¼” diameter pin to help the limit switch mechanism mate and complete the circuit, if this doesn’t work you could have a bad limit switch. Or it could be one of the foot pads are loose, remove ¾” nut & re-tighten with impact wrench.

If the jacks are **hanging too low** to the ground, with the jacks retracted fully, check underneath the coach and check to see if the jack can slide up one row of holes. If this can be done, make sure you raise both rear jacks the same height and tighten each mounting bolt to 70 ft/lbs. If your coach is equipped with an airbag system, just increase air pressure slightly to raise the coach.

If your system is running “**choppy**” or **sounds rough**, try bleeding the system, instructions for this procedure are in this manual.

**Which type of fluid does the system use?** Automatic Transmission Fluid (ATF): Dexron -III is recommended, but Dexron-II, ATF+4, Mercon, Mercon-V may be used.

If **one of the jacks will not retract**, there may be a broken or crushed limit switch, or severely bent or broken limit switch pin.

**Cylinders make loud “squeaking” noise while operating...** Spray rams with Teflon spray (or dry lubricant).

**Hydraulic Fluid on footpad or on ground around cylinder...** Loose fitting or broken hydraulic line.

# Detailed 4pt Central Pump Installation Manual

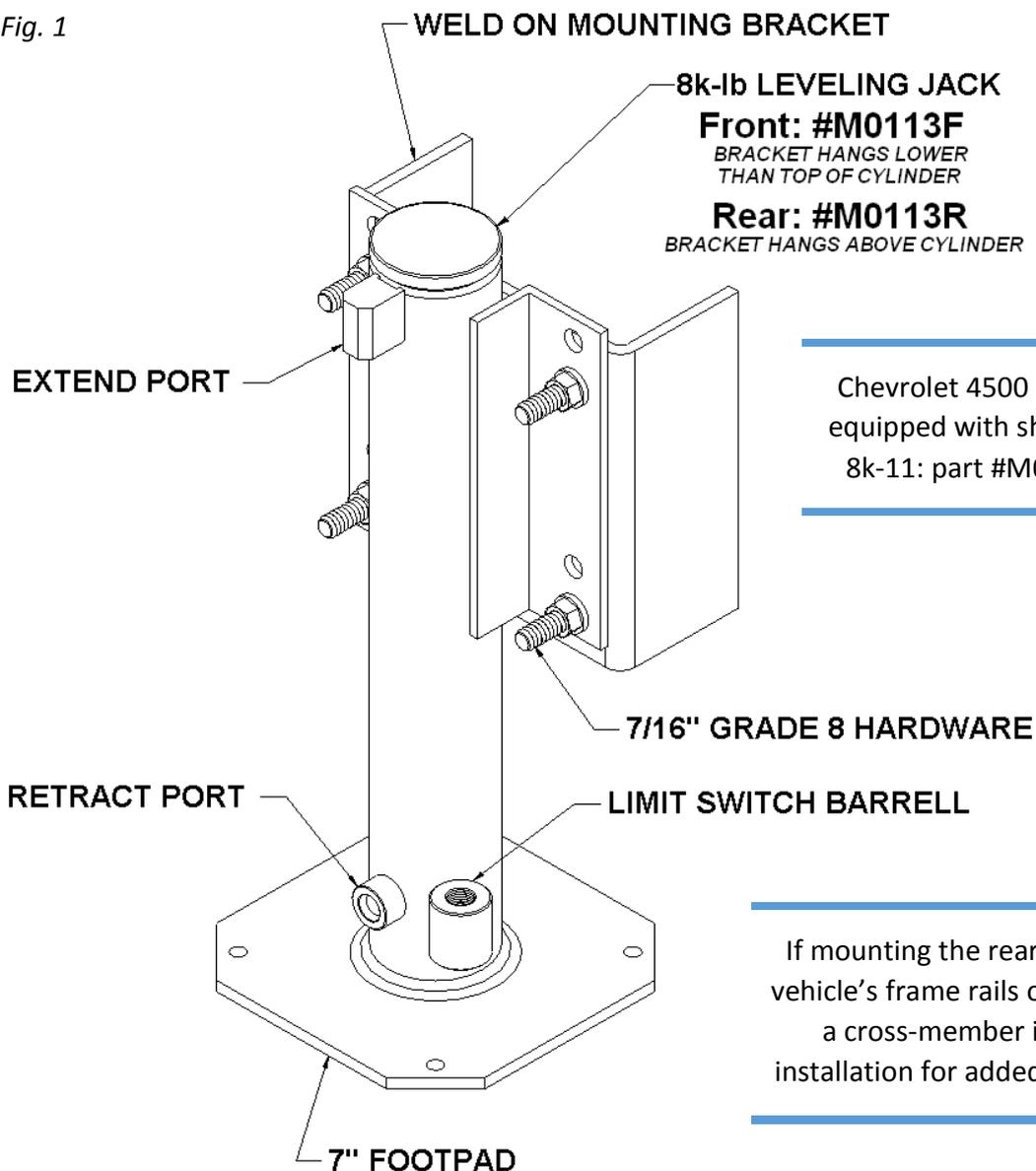
Set-up for OEM Installation with cylinder weld-on brackets previously attached (welded) to vehicle's frame.

## Mounting the Cylinders

Pre-assemble jack prior to hanging on previously mounted weld-on bracket.

- Attach foot pad with  $\frac{3}{4}$ " thin jam nut using a 1  $\frac{1}{16}$ " socket and impact wrench.
- Remove port plugs with  $\frac{3}{16}$ " allen wrench.
- Install supplied JIC elbow fitting to bottom & the JIC straight fitting to the top with  $\frac{9}{16}$ " wrench.
- Install the retract hose with a  $\frac{5}{8}$ " or  $\frac{9}{16}$ " wrench, be careful not to over-tighten.
- **DO NOT** install the extend hose to the top port yet, this will be done later on in installation.
- Place  $\frac{1}{4}$ " pin in limit switch barrel then insert threaded limit switch assembly with  $\frac{7}{8}$ " wrench.
- Hang jack using at minimum of four  $\frac{7}{16}$ " x 1.75" grade 8 bolts, hex nuts & lock washers. Prior to tightening, verify jack is straight & level using carpenter's level. Tighten with  $\frac{5}{8}$ " wrench on bolt,  $\frac{11}{16}$ " socket on nut, tighten to 70 ft.-lbs. (See Fig. 1)

Fig. 1



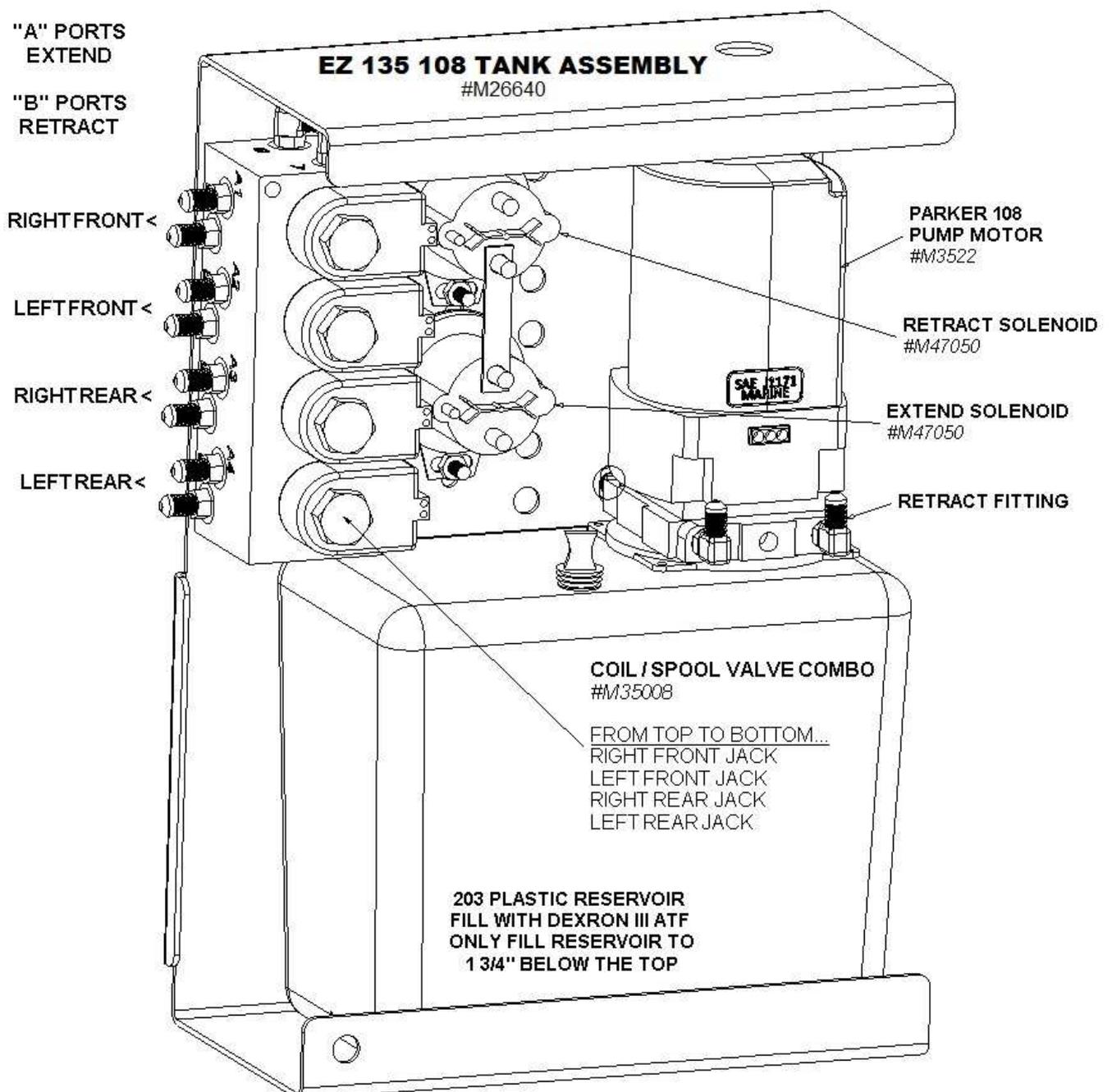
If mounting the rear jacks between the vehicle's frame rails or an "inside mount" a cross-member is required in the installation for added structural stability.

## Mounting the Central Tank Assembly

Tank Assembly will be pre-assembled & pre-wired direct from factory.

- Mount the pump using a minimum of two 7/16" bolts, nuts & lock washers.
- Plumbing is shown in Fig. 2 below, use 9/16" wrench and be careful not to under or over-tighten the hydraulic fittings. Sometimes marking the hydraulic lines with tape may make it easier.
- **DO NOT** install the top extend lines to the jacks themselves yet, this will be done later in installation.
- The main wire harness will plug directly into the 14-pin connector that is pre-wired to the assembly.
- Finally installing the plastic three sided tank cover, this should be done later on in the assembly.
- The tank cover will need to be trimmed to your liking around the hydraulic lines. Fasten the tank cover with at least two self-threading screws, be careful not to puncture the plastic reservoir.

Fig. 2



## **Wiring the System**

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### **Running the 14-pin wiring harness.**

- The harness has two ends with plugs; the “panel” end has a 14-pin connector & a 6-pin. This end will need to route to the control panel’s location (usually near front of vehicle near driver’s seat or in wall of cabinet near service door). The other end will have one 14-pin connector that will plug directly into the tank assembly. The rest of the harness has two wires: Black & Tan, both of these wires plug directly into the Limit Switch that you installed previously onto each jack.
- Attach the wire harness to the frame rail (usually inside of rail with other wiring) with p-clips or zip ties safely routing away from any moving suspension parts or exhaust (complying with RVIA regulations).

### Installing the Panel.

- Plug the 14-pin & 6-pin from the harness into the back side. There is a yellow wire coming from the 6-pin that needs to tie into an ignition hot wire from the vehicle. The panel may be mounted on the dash in a safe location or on a panel somewhere on inside the coach, or inside Quadra’s plastic box assembly with the harness loosely coiled underneath the driver’s seat.

## **Wiring continued...**

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### **Battery Cable Installation...**

Supplied will be a 4 gauge battery cable that needs to be cut into two pieces.

- The 1<sup>st</sup> to run from the Solenoid power stud (marked BATT+) to the 120 amp breaker AUX stud.
- The 2<sup>nd</sup> to run from the BAT stud on the breaker to the Positive Terminal on the coach’s house battery. Hooking up the power should be the final wiring step so make sure this is done after all the other electrical work is done for safety.
- The supplied 80 amp breaker should be securely fastened in the battery box.

### **Auxiliary Ground Cable:**

This will attach to the solenoid mounting bolts and should be ran to a vehicle ground stud or be attached to bare steel on the vehicle’s frame.

## Final Extend Hose Installation & Bleeding the System

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During installation of the hydraulic lines, air is internally captured in the hose. Due to this, bleeding the air out of the system is necessary for the system to work properly.

This process is done at the end of installation and requires two people and can be messy, so as a warning make sure you are wearing eye protection and have rags ready to use. Make sure all hose fittings are tight on the pump side and the retract side of the jacks. Extend hose fittings should still be un-installed.

- With person #1 running the panel, go into Manual Mode, all jacks should be fully retracted.
- Person #2 (armed with a 5/8" OR 9/16" wrench, safety glasses, rag and a one gallon container) needs to access the left rear jack and place the un-attached extend hose into the empty container.
- Now person #1 will extend that left rear jack from the panel (press & hold button).
- Fluid & air will be spilling out of the port, once a solid stream of fluid occurs, person #1 will release the button on the panel, after fluid stops flowing person #2 should install the hose fitting to the jack.
- Repeat these steps with the rest of the jacks.
- After doing so, extend all jacks fully and let stand for 15 minutes.
- Then retract all the jacks and remove the tank cover and check your fluid level to verify the fluid in the reservoir is around 1 ¾" below the top (ATF Dexron III) do not fill to the top!

Finally install the tank cover, check that all hardware is tight, the sensor is facing the correct way and is mounted level and the house battery is fully charged.

*In some instances, the front jacks may need to be dis-mounted from underneath the cab to access the top extend ports during the bleeding procedure.*

# Warranty Guide

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## Owner must activate warranty! Via Phone or Webiste

**OEM Platinum Central Pump 4pt Systems: 2 years parts and labor.**

Should the product be defective due to workmanship and/or material flaws, we will repair/replace the defective material. **Core charges may be applied and refunded on certain components.**

### Quadra is NOT responsible for:

- › **Freight on warranty parts.**
- › **Replacing footpads, bolts, or fluids lost as a result of failure to maintain the system (Loose footpads should be tightened at owner's expense).**
- › **Damages caused by abuse, misuse, negligence, misapplication, error of operation, accidental or purposeful damage or faulty installation. Including but limited to hoses, fittings & wiring components.**
- › **Liability for loss to the vehicle, or apparatus or property, loss of time, manufacturing costs, labor, material, loss of profits, consequential damages (direct or indirect).**
- › **For transportation to and from a service center, onsite service calls to or from the customer, damage from road hazard, loss of salaries, commissions, lodging, towing charges, bus fares, car rentals, fuel expense, telephone charges, inconvenience compensation while repairing or replacing a defective part or material.**

This warranty voids all previous issues. Effective date: 9/1/11

**OWNERSHIP MUST BE REGISTERED WITHIN 30 DAYS FROM THE DATE OF PURCHASE  
TO ACTIVATE WARRANTY.**

Prior to any work being done an **authorization number must be obtained** by calling 269-483-9633 for Warranty Parts or Service Labor. For full warranty transcript just contact us!

Service labor based on a flat rate schedule determined by Quadra for **authorized** work performed will be reimbursed. This will eliminate much diagnostic time and avoid **refusal of unauthorized claims**. Many problems may be resolved by contacting a Quadra service representative.

Credit card payment arrangements at time of order will be nullified upon our receipt of your defective parts. **All returned parts need to have the repair authorization number** and be received within 30 days of original order to avoid charges.

**Provide the system serial number here** \_\_\_\_\_.

## Emergency Service

For afterhours emergency service please call our normal office number  
**269-483-9633** and follow the instructions.