



Motorized Application Installation & Operation Manual

- Central and Quad Pump Systems
- 2 Point Stabilizing and 4 Point Leveling Systems



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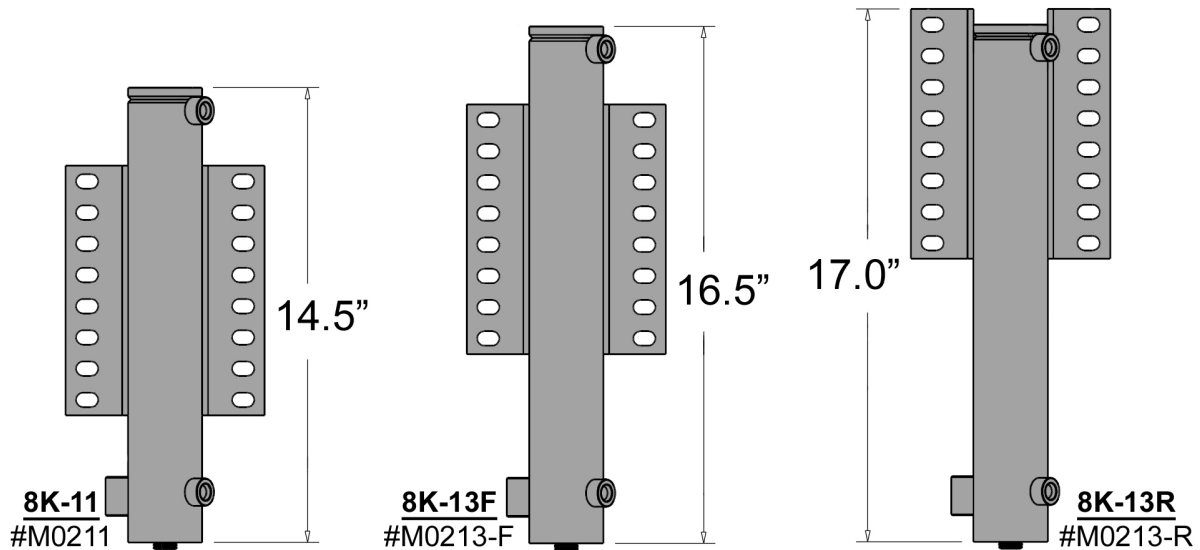
Phone 800-752-9815
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The following steps will guide you through a successful installation of your Bigfoot Hydraulic System.

1. Cylinders
 - Identification
 - Preparation
 - Mounting
2. Tank Assembly
 - Preparation
 - Mounting
 - Grounding
3. Hydraulic Lines
 - Layout
 - Install
4. Wiring Harness
 - Layout
 - Install
5. Battery Harness*(Quad System Only)*
 - Layout
 - Install
6. Sensor*(Automatic Systems Only)*
 - Mount
 - Plug in Wiring Harness and Interface
7. Control Panel
 - Cutout for Control Panel at desired location
 - Plug in Wiring Harness or Interface*(Automatic Systems Only)*
 - Mount Panel
 - Wire Ignition Safety*(Central Pump Systems)* or
6-Pin +12V, Ground & Ignition Safety*(Quad System)*
8. Connect System to Batteries
9. Test System / Bleed Hydraulic Lines

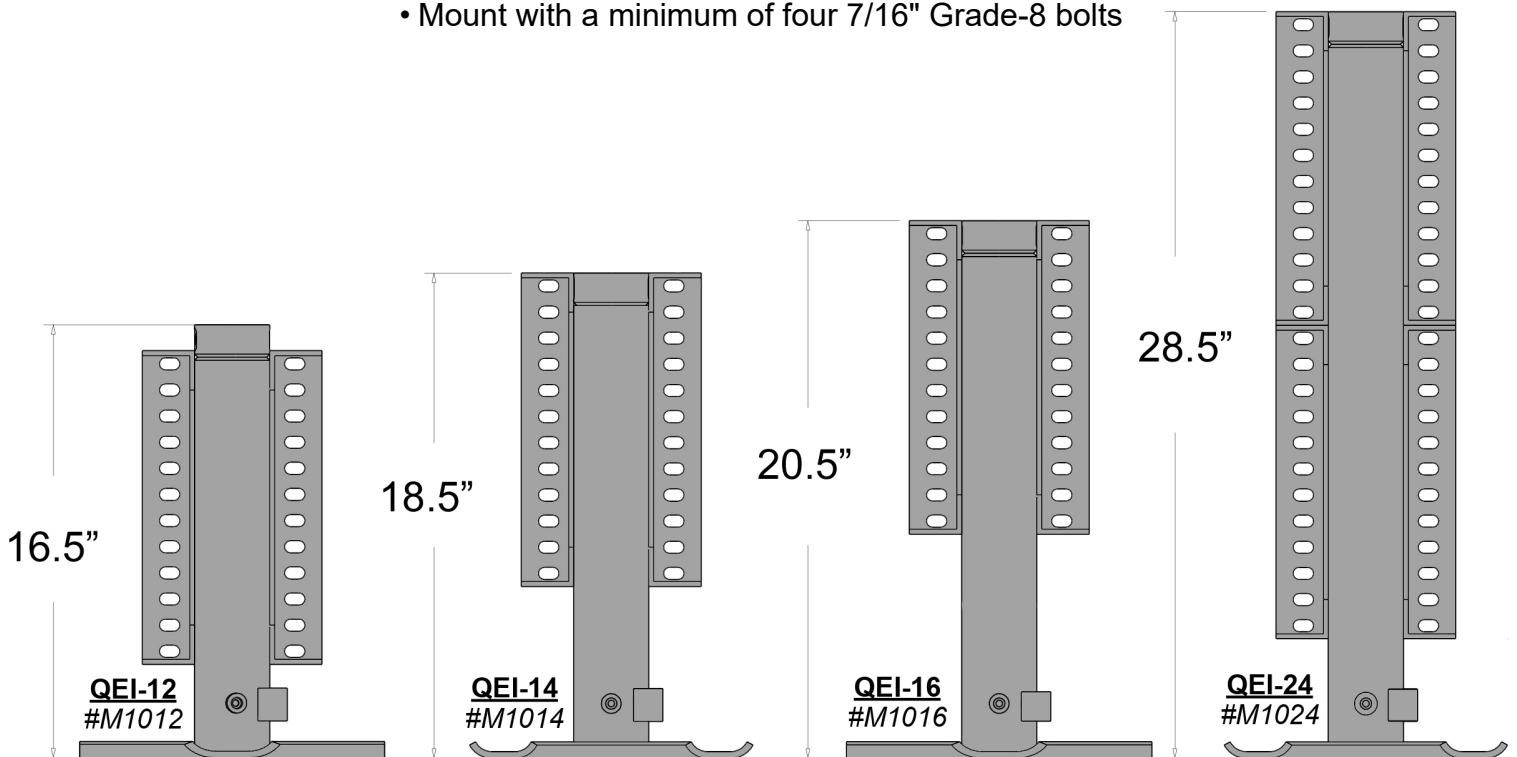
BIGFOOT

CLASS - C CYLINDERS



8K SERIES

- Mount with a minimum of four 7/16" Grade-8 bolts

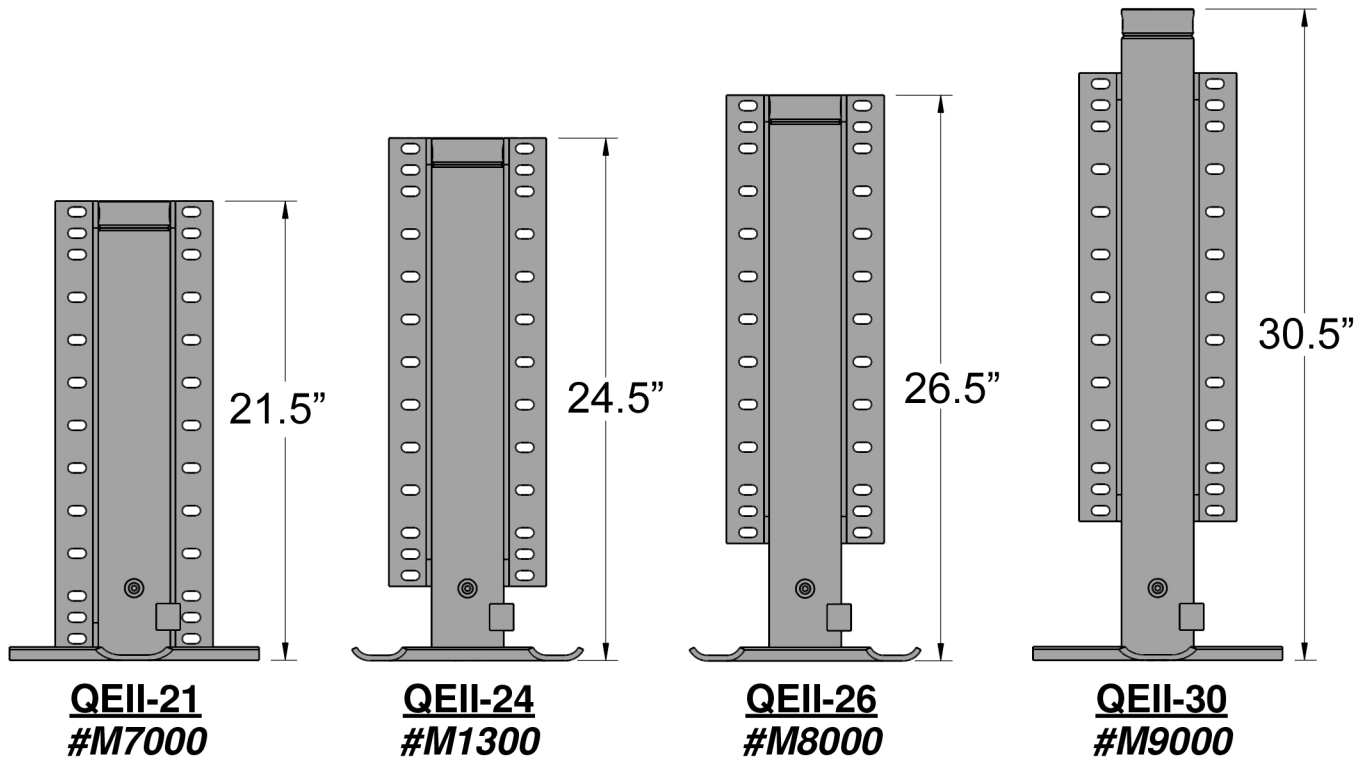


12K SERIES

- Mount with a minimum of six 7/16" Grade-8 bolts

BIGFOOT

CLASS - A CYLINDERS



17K SERIES

- Mount with a minimum of six 7/16" Grade-8 bolts

Cylinder Preparation & Installation

Mounting the Cylinders

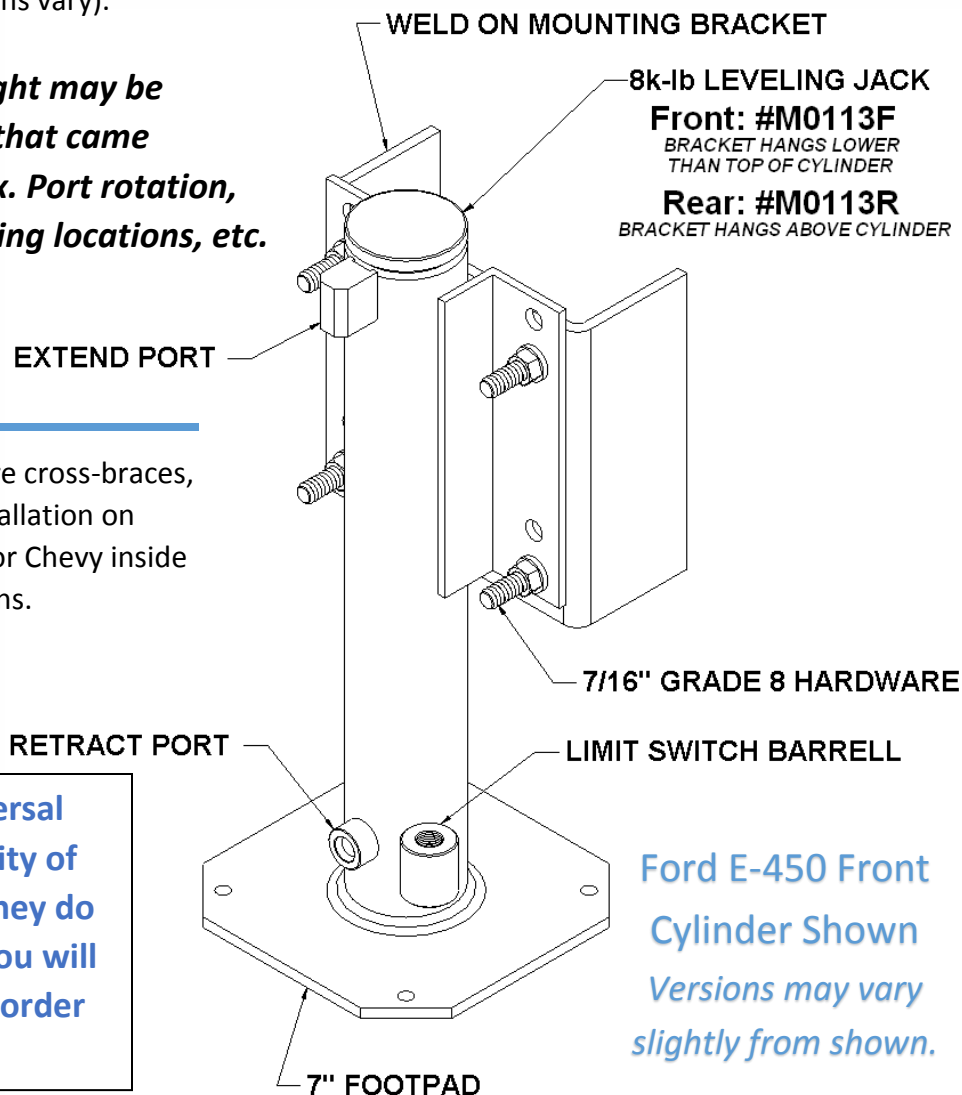
Pre-assemble jack prior to hanging on vehicle in specified location.

- Attach foot pad with $\frac{3}{4}$ " thin jam nut using a 1 $\frac{1}{16}$ " socket and impact wrench. **Clockwise ONLY.**
- Remove port plugs with $\frac{3}{16}$ " allen wrench.
- Install supplied JIC elbow fittings to the bottom & top ports with $\frac{9}{16}$ " wrench.
- **DO NOT** install the extend hose to the top port on central pump systems yet, this will be done later on in installation (due to the length of hose they must go through a bleeding process).
- Place $\frac{1}{4}$ " clevis pin in limit switch barrel then insert threaded limit switch with $\frac{7}{8}$ " wrench (see wiring section later on in booklet).
- For jack locations see diagrams on the following pages, but typically the front jacks should be under the cab and the rear jacks should be within 60" behind the rear axle.
- Hang jack using at minimum of four $\frac{7}{16}$ " or two to four 1/2" Grade-8 bolts, hex nuts & lock washers.
- Typical cylinder ground clearance (ground to bottom of footpad) should be between 6" and 9" for optimum lift and road clearance (applications vary).

The cylinder shown to the right may be different from the cylinders that came in your vehicle specific kit, Ex. Port rotation, length, bracket style, mounting locations, etc.

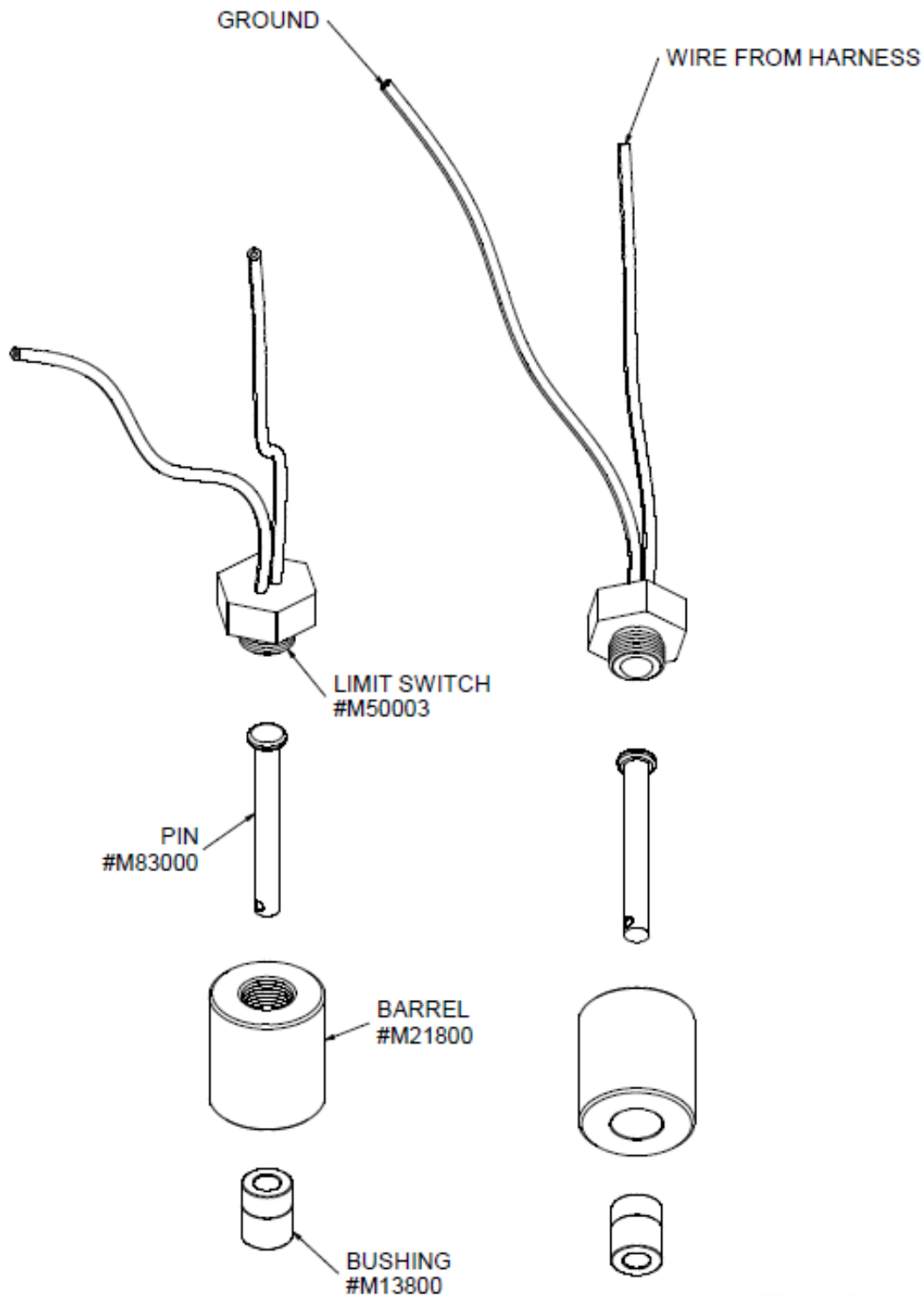
If your kit came with $\frac{3}{4}$ " square cross-braces, they are required for installation on Mercedes systems and Ford or Chevy inside mount applications.

Hydraulic lines are universal lengths and fit the majority of applications, however if they do not fit your exact model you will need to call and place an order for longer lines.



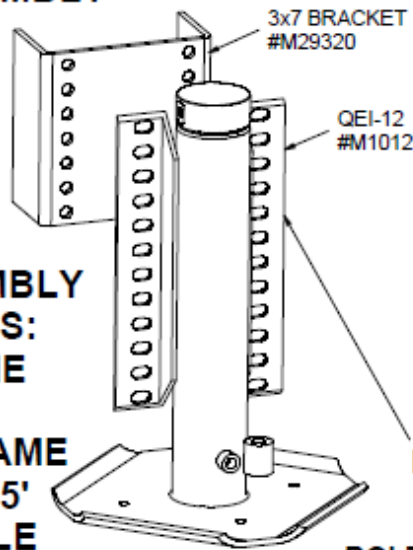
Installing the Limit Switches to the Jacks

- Bushings are pre-installed at factory in the limit switch barrel.
- Clevis Pins are to be inserted from the top of the barrel.
- The Limit Switch or Ball Switch is then threaded into to the top of the barrel and tightened with a 7/8" wrench.
- Central Pump Systems, both wires from limit switch plug into Wiring Harness.
- Quad Pump Systems, one wire connects to the Main Wiring Harness and the other needs grounded to the chassis.



INSTALLATION ON FORD E-450 CHASSIS

FRONT ASSEMBLY UNDER CAB



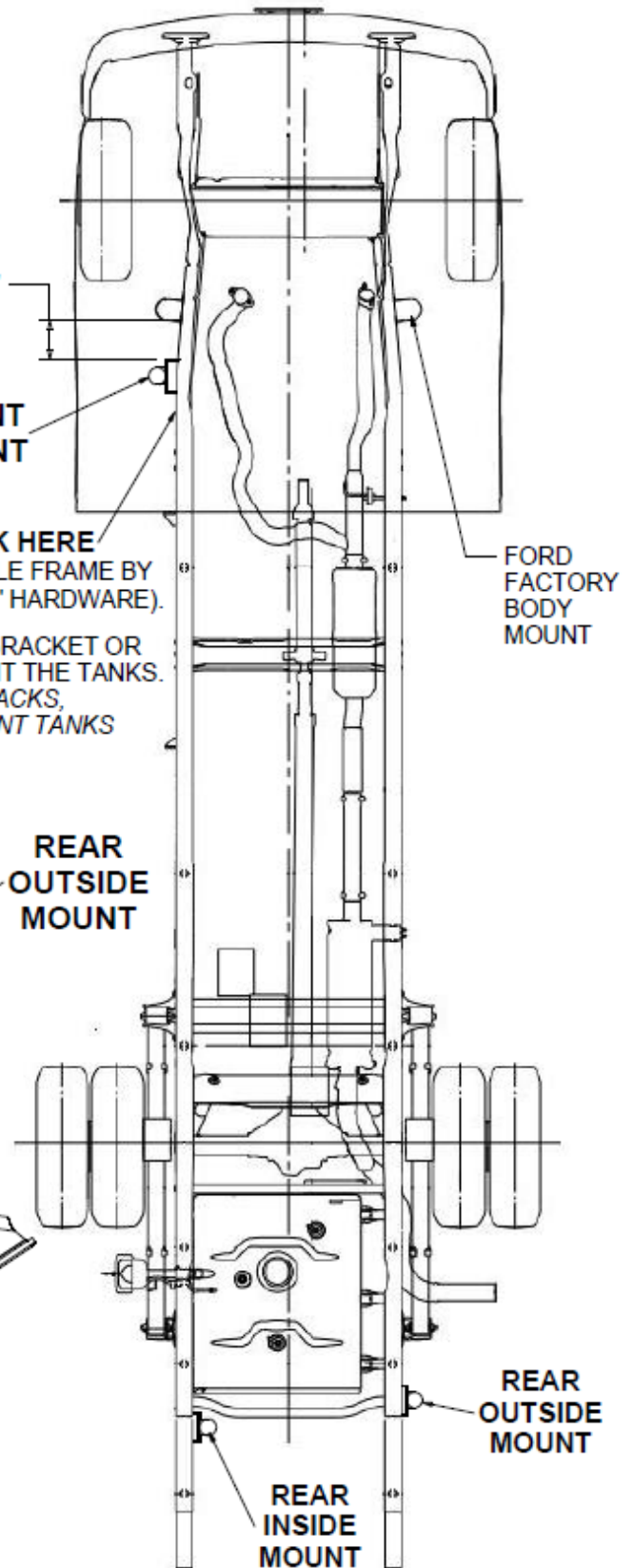
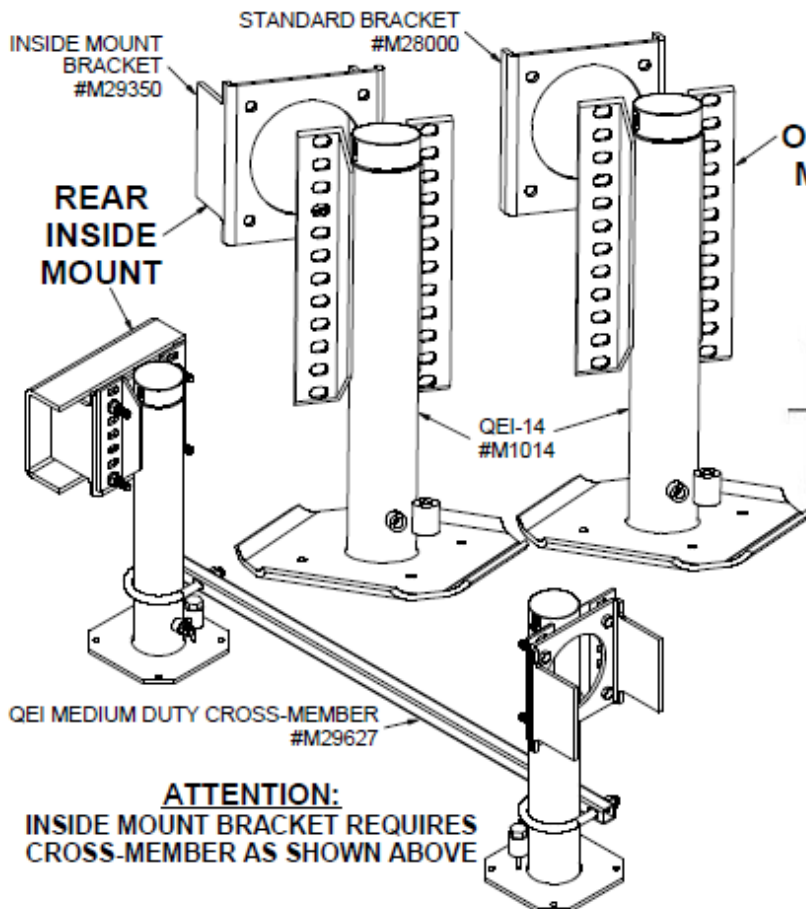
REAR ASSEMBLY TWO OPTIONS: INSIDE FRAME RAIL OR OUTSIDE FRAME RAIL WITHIN 5' OF REAR AXLE

BOLT TANK HERE

FRONT TANK ASSEMBLIES CAN BOLT DIRECTLY TO VEHICLE FRAME BY UTILIZING FACTORY HOLES OR DRILLING NEW HOLES (7/16" HARDWARE).

REAR TANKS MAY BE BOLTED DIRECTLY TO CYLINDER BRACKET OR USE THE OTHER BRACKETS SUPPLIED WITH KIT TO MOUNT THE TANKS.

*EXAMPLE: USED INSIDE MOUNT BRACKETS FOR JACKS,
USE REMAINING OUTSIDE MOUNT BRACKETS TO MOUNT TANKS*



Cylinders may vary from shown above. Typically Front: #M0213F, Rear: #M0213R

CHEVROLET 4500 EXPRESS CUTAWAY

4 POINT WELD-ON BRACKET LOCATIONS FOR JACKS

D1= DISTANCE FROM FRONT JACK BRACKET TO REAR FACE OF BODY MOUNT BRACKET.

D2= DISTANCE FROM REAR LEAF SPRINT PERCH TO REAR JACK BRACKET

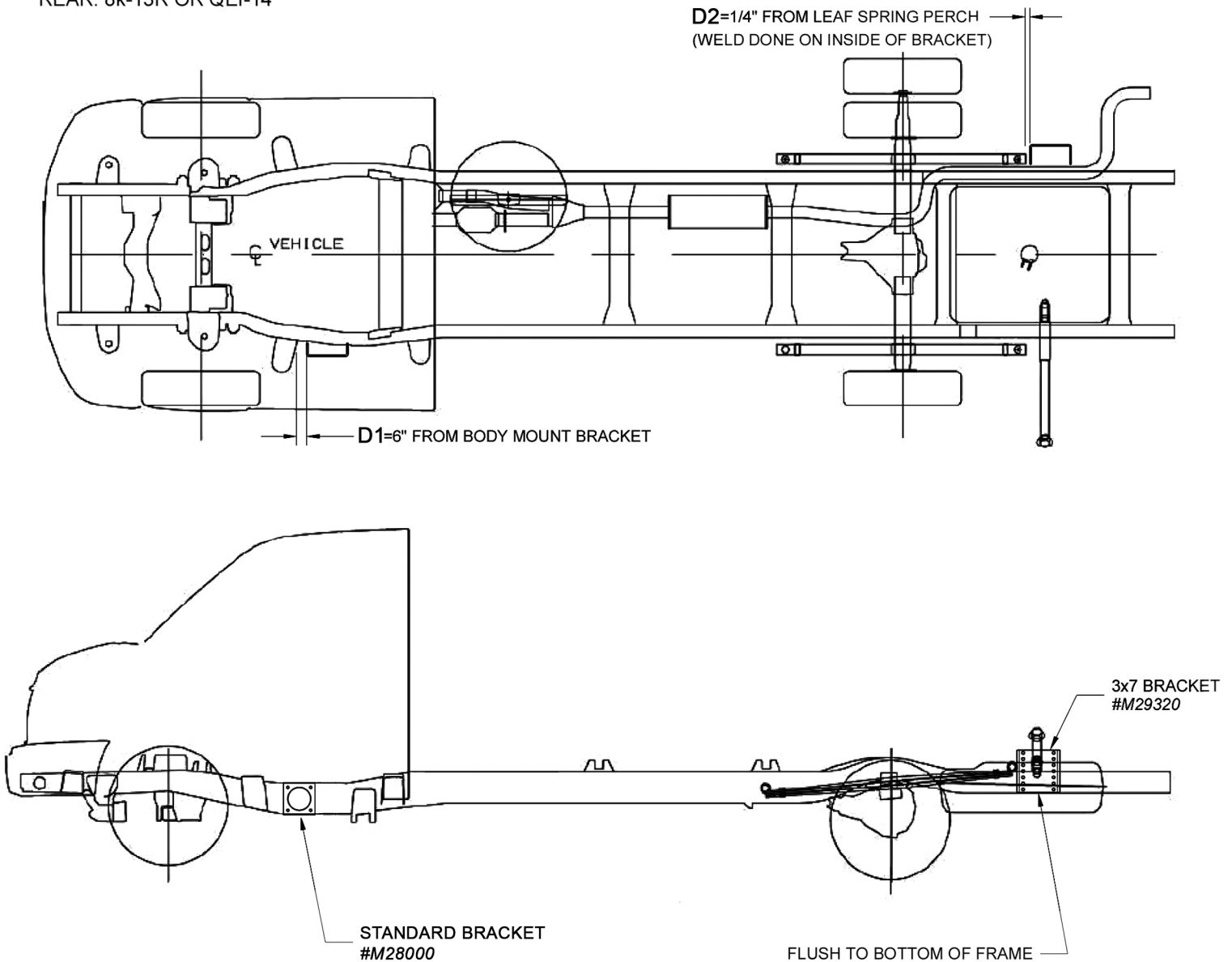
ALL BRACKETS SHOULD BE MIRRORED FROM EACH OTHER FROM PASSENGER SIDE TO DRIVER SIDE.

THESE MEASUREMENTS ARE BASED ON TYPICAL QUADRA INSTALLATION OF FOREST RIVER UNITS.

CYLINDERS USED:

FRONT: 8k-11 OR QEI-12

REAR: 8k-13R OR QEI-14



NOTE: Installations may require modifications...

Certain vehicles & RV models may require modifications to the following: Weld-on brackets, Extending limit switch wires & battery cables, Re-routing vehicle exhaust and RV plumbing or wiring, Modification to sub-floor brackets or joists, Storage boxes & Floors.

Make sure the proper hardware is used in the proper locations. Everything should be attached and level prior to tightening. All hardware to be fastened to following torque specs:

1/2" (5 1/2" & 9" Bolts) = Torqued to 80 ft/lbs.

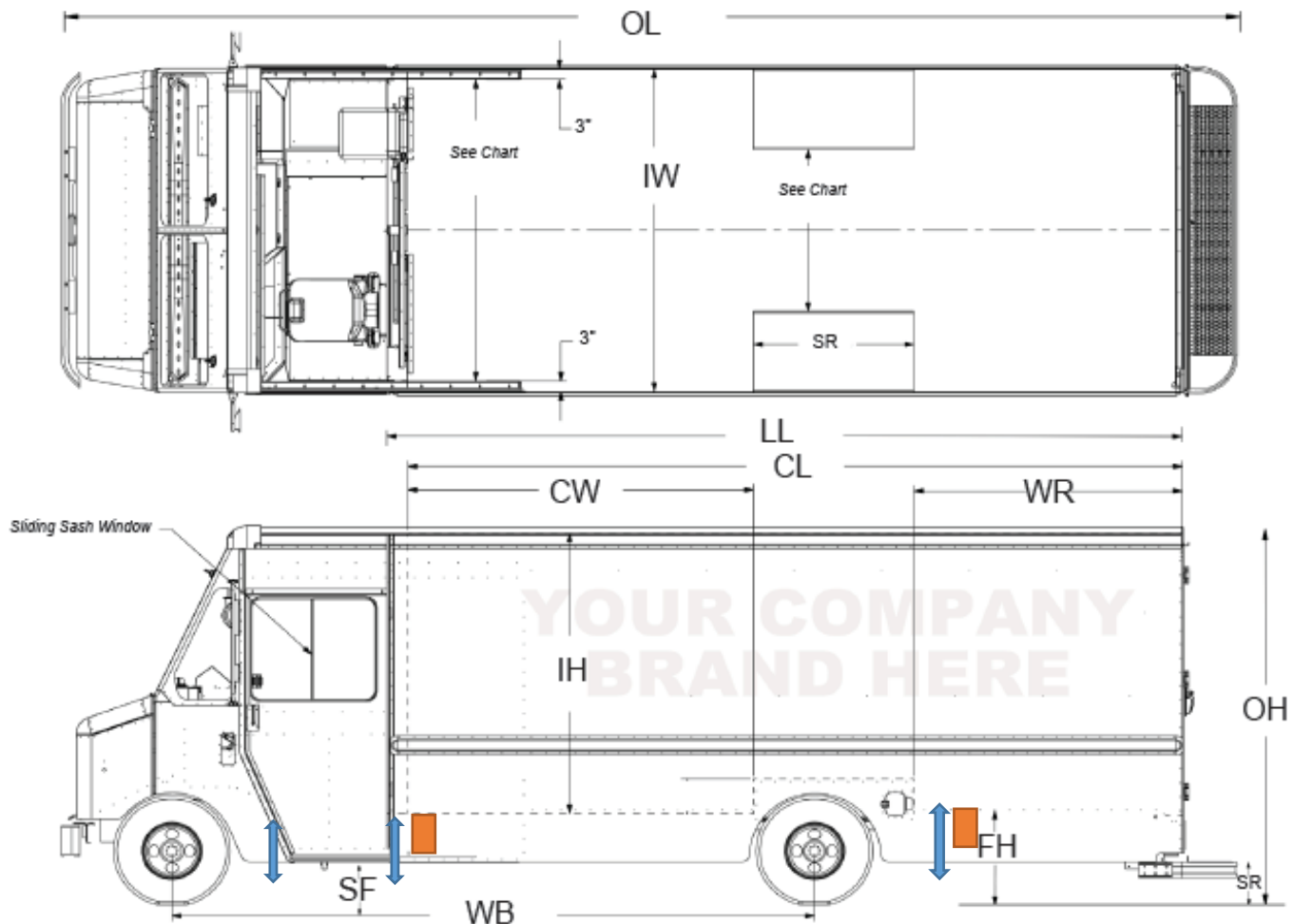
7/16" (1 1/2" Bolts) = Torqued to 70 ft/lbs.

3/8" (U-Bolts) = Torqued to 45 ft/lbs.

3/4" (Nuts for Foot Pads) = Impact must be used and one to two threads should be visible past nut.

Ford F59 or Freightliner MT45 (Food or Box Truck)

Front cylinders may have room in front, behind or rear of step on driver side. Passenger should be close to mirrored in position, can be up to 2' offset. Rear cylinders typically just behind rear axle. Ground clearance should be 8-10" from bottom of cylinder.



Not all RV's are manufactured equally.

Attention:

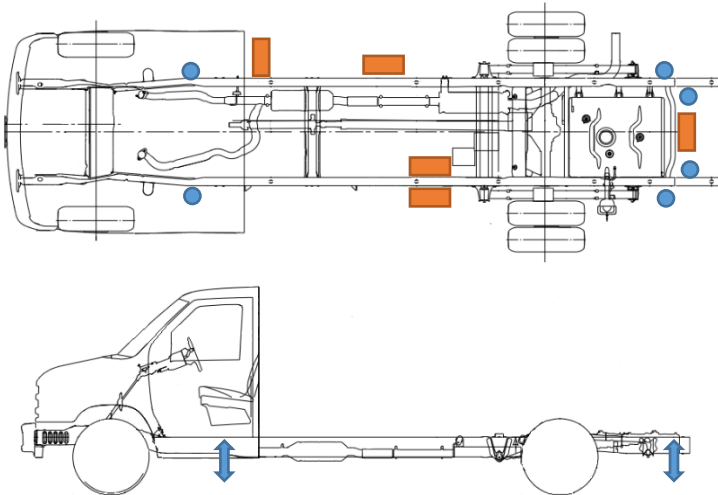
Modification to your RV or vehicle's storage boxes, body, floor, exhaust, interior, relocation of components, etc., may be required for the system installation.

Longer or shorter hose lengths, extension of wiring, additional hardware, modifications or custom brackets or methods of attachment to the vehicle frame may be required for your particular installation...

Typical class-C mounting locations

Possible Cylinder Locations (Blue)

Possible Pump Locations (Orange)

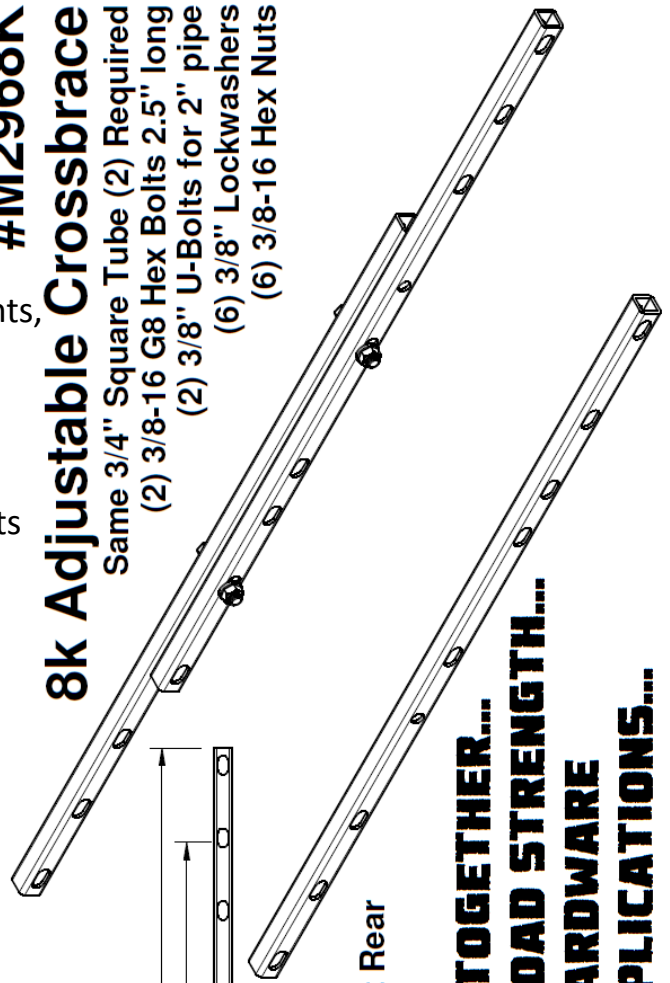


8

#M2968K

8k Adjustable Crossbrace

Same 3/4" Square Tube (2) Required
(2) 3/8-16 G8 Hex Bolts 2.5" long
(2) 3/8" U-Bolts for 2" pipe
(6) 3/8" Lockwashers
(6) 3/8-16 Hex Nuts

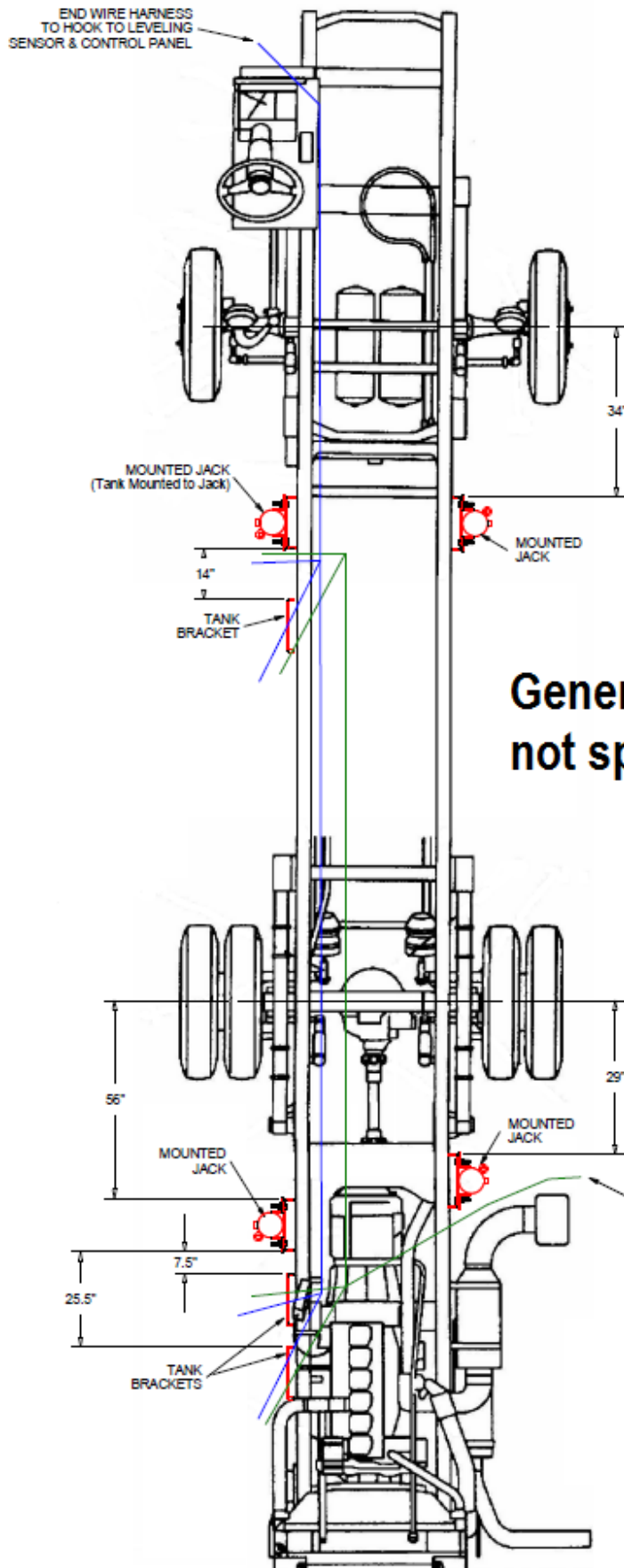


Applications:

Ford E-450 Inside Mount Rear,
Sprinter Channel Front, Sprinter Channel Staggered/Inside Mount Rear
Sprinter Universal 4pt 8k15 Rear (replaces crossplate)

-BOLTS PASSENGER & DRIVER CYLINDERS TOGETHER...
-ADDS STABILITY AND ADDITIONAL SIDE LOAD STRENGTH...
-DRILLING MODIFICATION OR DIFFERENT HARDWARE
MAY BE REQUIRED BASED ON CERTAIN APPLICATIONS...

DIESEL PUSHER EXAMPLE DIAGRAM/LAYOUT...



Freightliner XC/XCM Chassis (Diesel Pusher)

- Jack & Tank Locations
- Wire Harness Routing
- Battery Cable Routing
- Mounted Jack Pre-Assembly
- Tank Bracket Pre-Assembly

COLOR CODES:

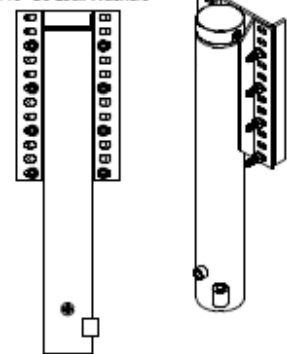
RED: CYLINDERS, CYLINDER BRACKETS & TANK BRACKETS
 BLUE: SYSTEM WIRE HARNESS (14-PIN)
 GREEN: SYSTEM POWER CABLE (4 GA.)

- FOUR CYLINDERS #M1300 PRE-BOLTED TO FOUR CYLINDER BRACKETS #M31001
 Bottom of cylinders to be 10-12" off the ground.
 Bracket & cylinder to be level prior to welding.
 As much vertical weld on the bracket to frame as possible.
- ONE WIRE HARNESS #M41000
 Controls end of harness to driver's area.
 Corner leads to each tank assembly area.
 Note: Driver front tank attached to jack.
- ONE BATTERY CABLE #M41100
 Each corner lead to tank assembly area.
 Main lead to coach's house battery location.

**Generic measurements,
not specific or required...**

MOUNTED JACK

- QTY: 4
 GEII-24 JACK #M1300
 LONG STD BRKT #M31001
 Flush w/ Top of Cylinder
 (8) 7/16-14 G8 Hex Bolts (Shoulder) 1"-1.5" Long
 Welded to backside of Long Standard Bracket
 (8) 7/16-14 G8 Hex Nuts
 (8) 7/16" G8 Lock Washers

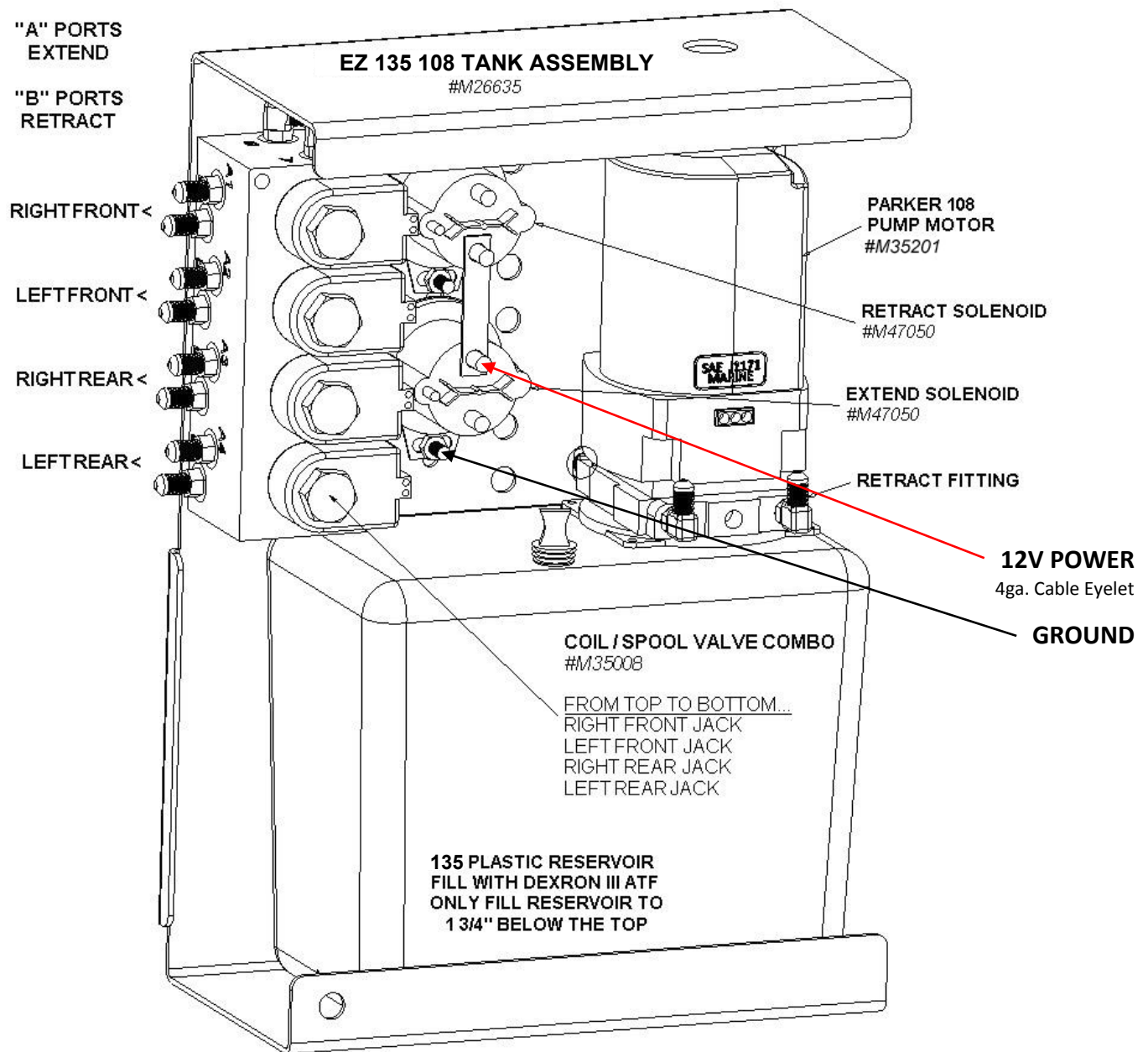


Reference only...

Vertical Tank Assembly for *Central Pump Systems*

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.
- Route the **ground cable** (attached to ground shown below) to a grounded surface on the vehicle frame.
- 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.



Central tank assembly is typically located near the "center" of the unit, Example: In front of rear axle on driver side frame rail (outside or between rails). Can be mounted to existing boxes, sub-frame, etc.

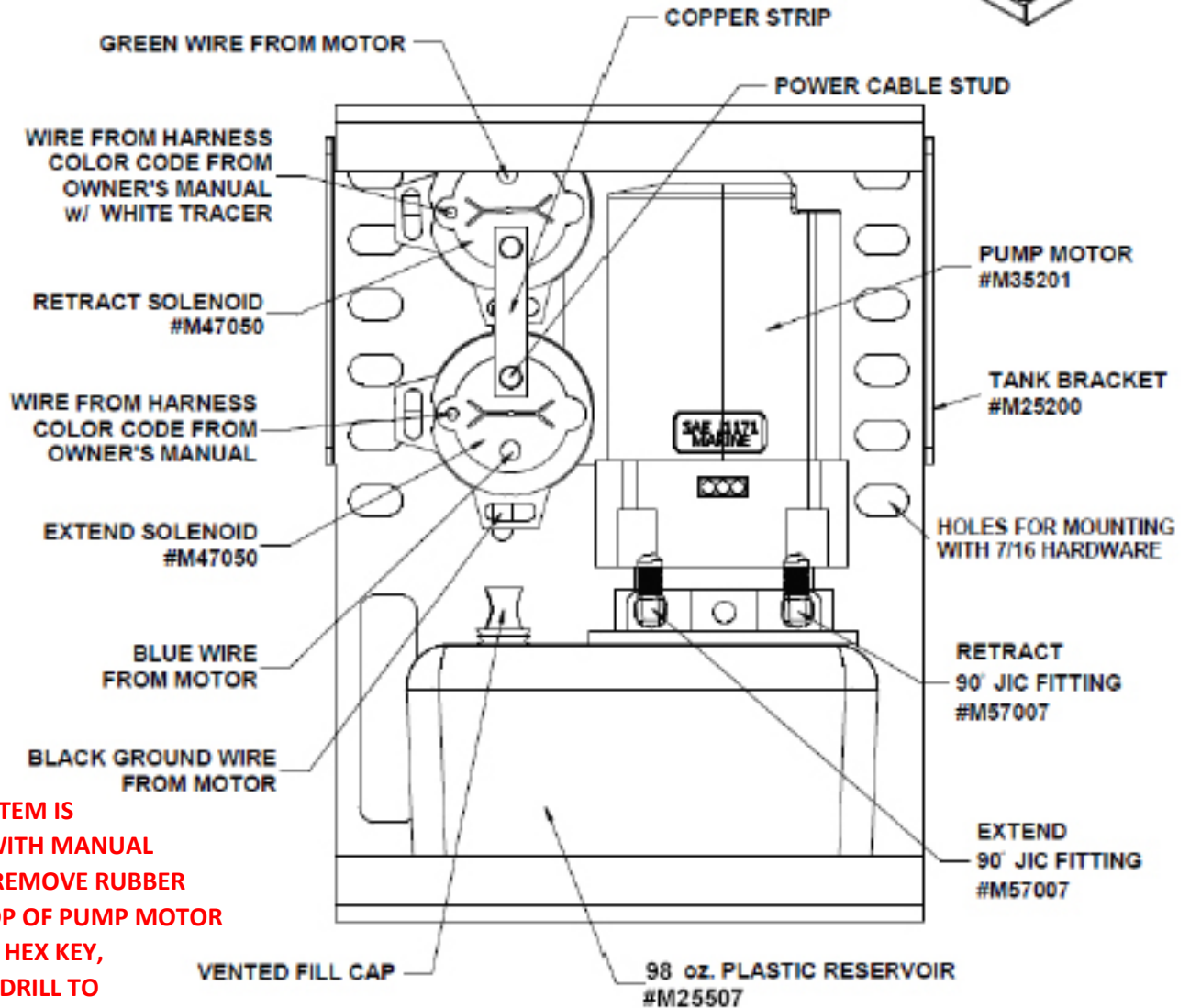
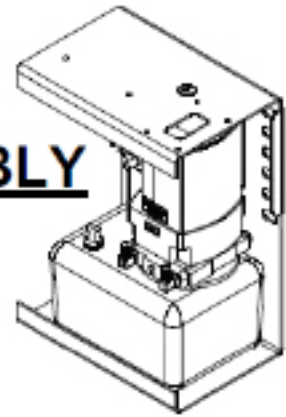
Quad Pump or 2pt Stabilizing Systems...

MEDIUM TANK ASSEMBLY

#M26850

OVERALL DIMENSIONS:

9" WIDE
12.5" TALL
5.75" DEEP



**IF YOUR SYSTEM IS
EQUIPPED WITH MANUAL
OVERRIDE, REMOVE RUBBER
PLUG ON TOP OF PUMP MOTOR
AND INSERT HEX KEY,
TURN WITH DRILL TO
OPERATE JACK UP/DOWN**

4 PT WIRING HARNESS COLOR CODE DIAGRAM:
LEFT FRONT: GREEN/WHITE & GREEN
RIGHT FRONT: BLUE/WHITE & BLUE
LEFT REAR: GREY/WHITE & GREY
RIGHT REAR: BROWN/WHITE & BROWN

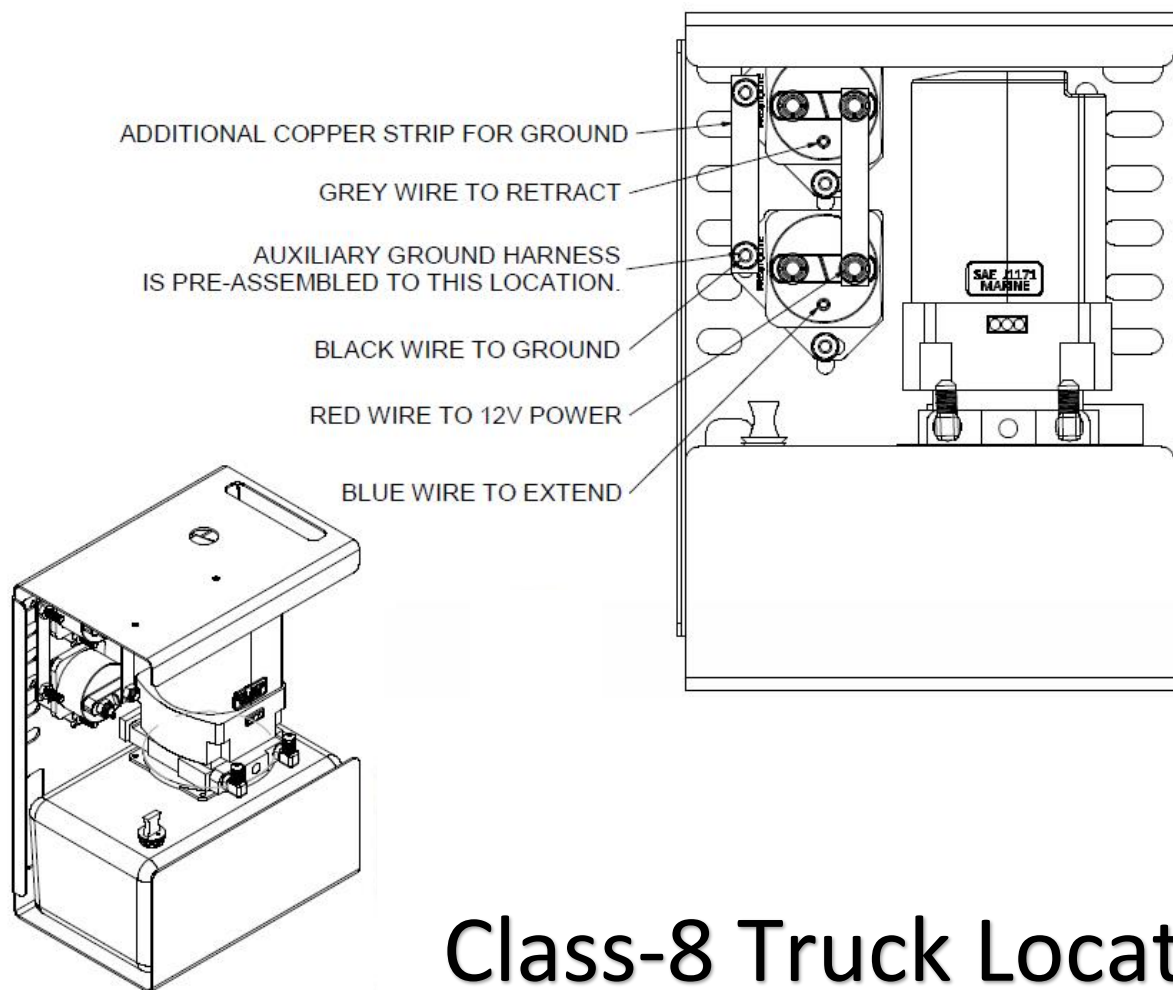
NOT PICTURED:
TANK COVER
(BLACK TEXTURED PLASTIC)
#M12002

Mounting Tank Assemblies

Our tank assemblies are weather resistant and must be mounted vertically and can be mounted externally on the vehicle's frame by drilling holes in the frame or welding a bracket, tanks can be mounted to a cylinder bracket or inside a storage box. Use at minimum two 7/16" or 3/8" bolts per tank assembly. Take care when mounting and running hydraulic lines & wiring to avoid moving parts, exhaust, etc.

Grounding your tank assembly... **Recommended!**

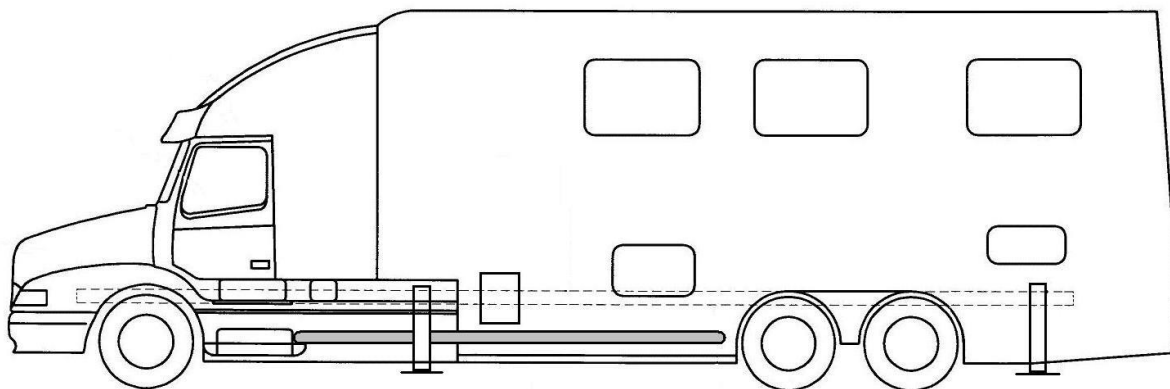
Each pump requires 12V power and sometimes an additional ground is required for the pump/motor to operate correctly. This is true for central pump, quad pump and 2pt systems. An auxiliary ground harness (optional) could come pre-wired to the tank assembly, otherwise attach a minimum 10 gauge wire from the location shown below (solenoid mounting stud for **both solenoids**) to a good grounded surface on the vehicle frame or directly to the negative terminal on the battery. Quad pump or 2pt assembly shown below, but the same solenoids are used on the vertical central pump assembly.



Auxiliary Ground Wire:
Loomed & Taped
60" long
10 gauge wire
1/4" eyelets each end
Weatherproofed
Pre-assembled

Class-8 Truck Locations:

set cylinder height accordingly to limit lift/stress on frame/body.



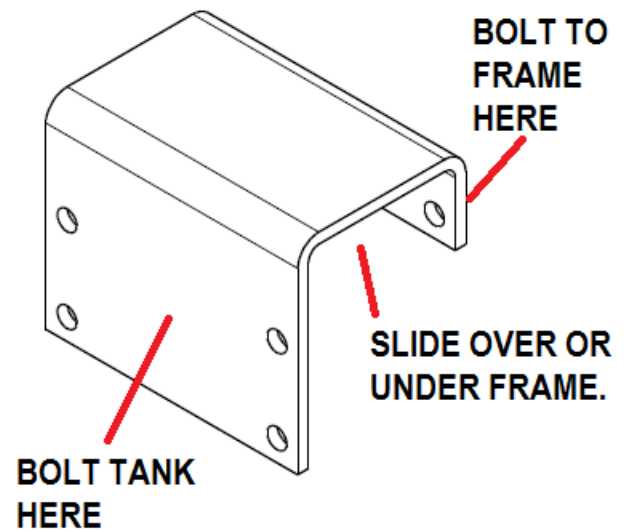
FORD E-350/450 TANK MOUNT BRACKET

part #M29310/#M29311

This #M29311 tank mount bracket (to the right) enables the tank assembly (quad pump or central pump assemblies) to mount in-between the frame rails on the Ford's channel frame. Typical open location is on the driver's side in front of the rear axle. For quad pump systems, maybe install both rear tanks or both front tanks.

This brackets slides over the top or underneath the channel, allowing a vertical surface over the "open" area of the channel style frame where the cables and wiring are attached. Take care not to drill into the wiring when mounting this to the frame.

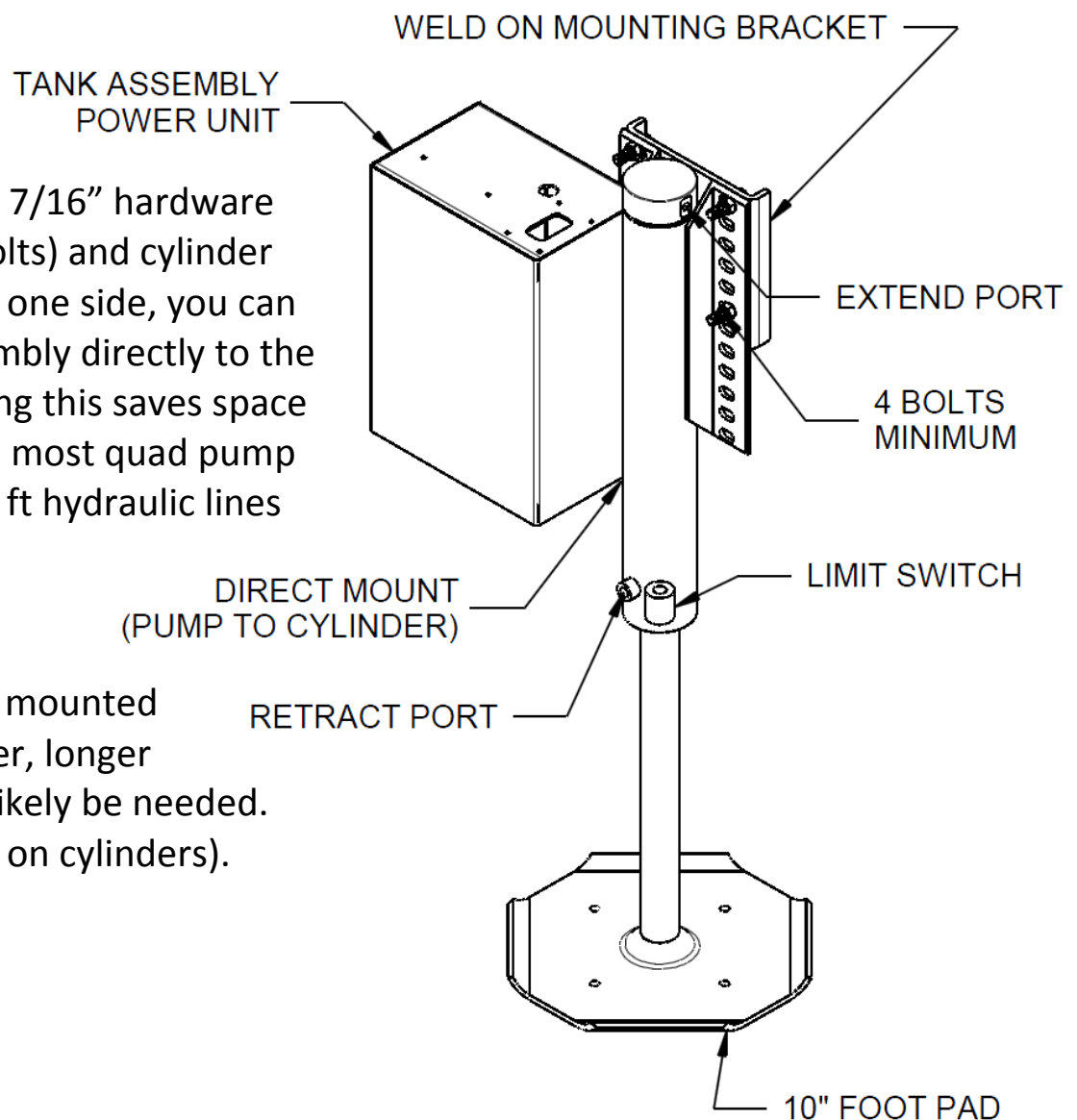
Simply bolt the tank to the other side using a minimum of two bolts. You can mount the tank using just one side of the bracket to the tank (Ex. To left holes on bracket and tank), the tank body is strong enough to support the weight of the assembly (7/16" hardware and lockwasher required, torque to 70 ft/lbs.).



MOUNT TANK ASSEMBLY DIRECTLY TO CYLINDER...

Utilizing the supplied 7/16" hardware (1.5" full threaded bolts) and cylinder mounting bracket on one side, you can mount the tank assembly directly to the cylinder bracket. Doing this saves space and installation time, most quad pump systems come with 2 ft hydraulic lines for this very reason.

If the tank cannot be mounted directly to the cylinder, longer lines will more than likely be needed. (1/4" JIC male fittings on cylinders).



Wiring Harness & Battery Cable/Harness Installation

Installing the 14-Pin Wiring Harness (Central Pump Systems)

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). Example diagram on next page...

Battery Cable Installation (Central Pump Systems)

- Mount an 80 amp breaker beside the coach/house batteries.
Do not connect the batteries to the breaker at this time - this will be final step of system installation.
- Connect one end of 4 gauge battery cable to the breaker.
- Route the cable along chassis, being sure to avoid heat sources and moving parts, to the Central Pump Tank Assembly and attach to the power stud on the lower solenoid (with the copper strip).

Ignition Safety (Central Pump Systems)

- The wiring harness for Central Pump Systems has a yellow 16 gauge wire extending from the end that plugs into the Control Panel or Sensor and needs to be tied to an ignition auxiliary/accessory wire. This allows the control panel to sound an alarm when the engine is started while the jacks are extended. A suitable wire will usually have 0 to 1.5 volts with the ignition in the off position and at least 5 volts with the ignition on or in the accessory position. *(Some vehicles may require the engine to be started for the voltage to increase.)*

Installing the 14-Pin Wiring Harness (Quad Pump Systems)

The main wire harness will have three wires for each corner.

- One wire goes to the limit switch (has spade connector - the limit switch has two wires coming from it, the wire with the eyelet goes to ground, the spade connects to harness).
- The other two wires (same color except one has a tracer) have female push-on connectors that plug into the operation posts on each solenoid. *See the “Medium Tank Assembly” diagram earlier in the booklet.*
- The main harness lead has a 14-pin connector at the end, this end will need to route to the sensor location or manual panel. Attach the wire harness to the frame rail (usually inside of driver’s side rail with other wiring) with p-clips or zip ties safely routing away from any moving suspension parts or exhaust (complying RVIA regulations). Example diagram on next page...

Battery Harness Installation (Quad Pump Systems)

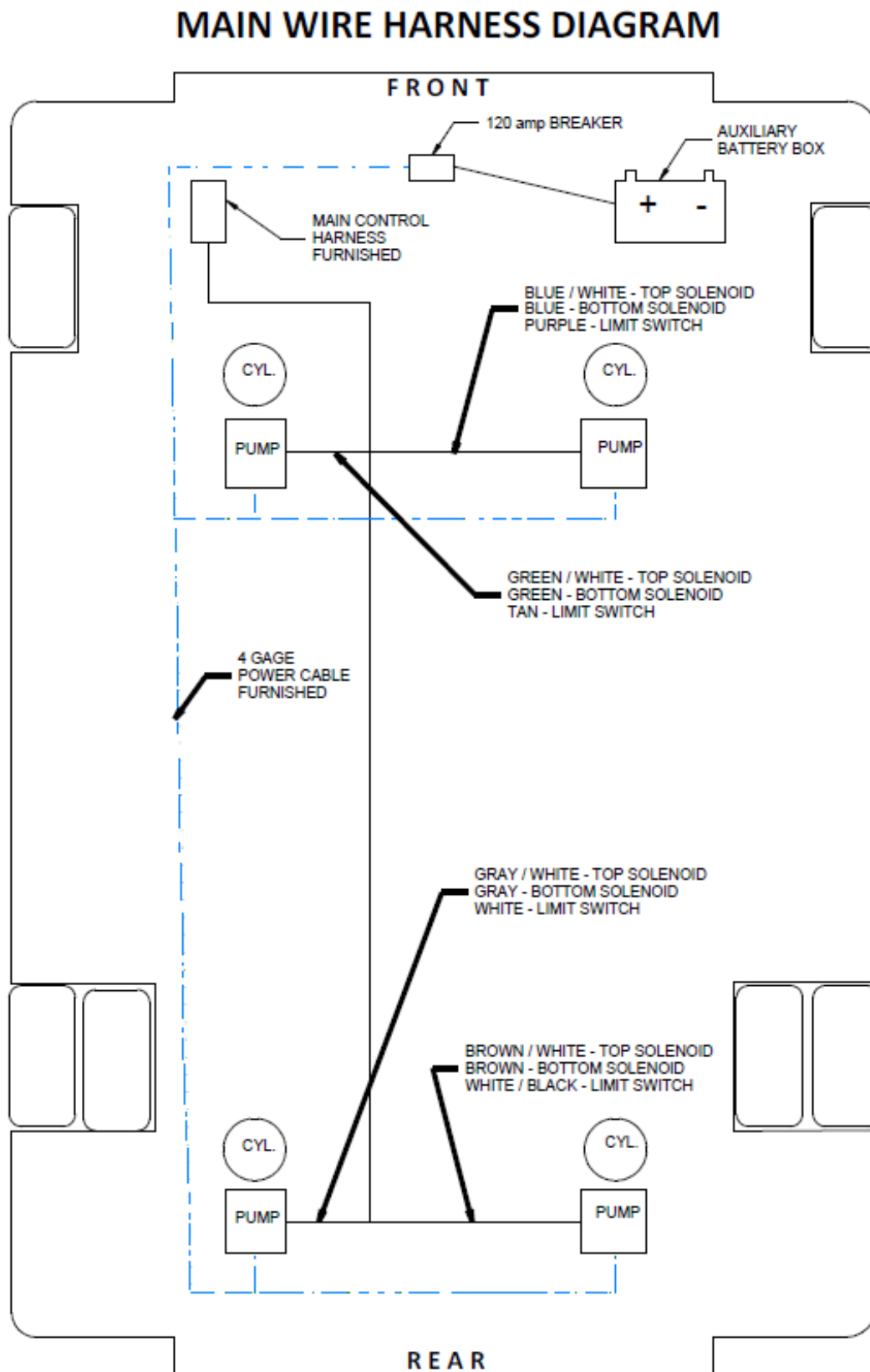
- Mount an 120 amp breaker beside the coach/house batteries.
Do not connect the batteries to the breaker at this time - this will be final step of system installation.
- Connect the eyelet at the beginning of the harness to the breaker.
- Route the harness along chassis, being sure to avoid heat sources and moving parts, so that each corners pump gets it's own leg of the 4 on the harness.
- Connect the eyelets at each of the pumps to the power stud on the lower solenoid (with the copper strip).

6-Pin Connector Wiring/Installation (Quad Pump Systems)

There are 3 wires on the 6-Pin pigtail that need hooked up - the **Red**, **Yellow** and **Black**. We recommend using a voltmeter to ensure connections are made to wires with the correct voltage.

- The **Red** wire needs to be connected to a constant +12V circuit.
- The **Black** wire needs to be grounded to the chassis.
- The **Yellow** wire needs to be connected to an ignition auxiliary/accessory wire. A suitable wire will have 0 to 1.5 volts running through it with the ignition in the Off position and with the ignition in the On/Accessory On position it will then have over 5 volts running through it. *(Some vehicles may require the engine to be started for the voltage to increase.)*

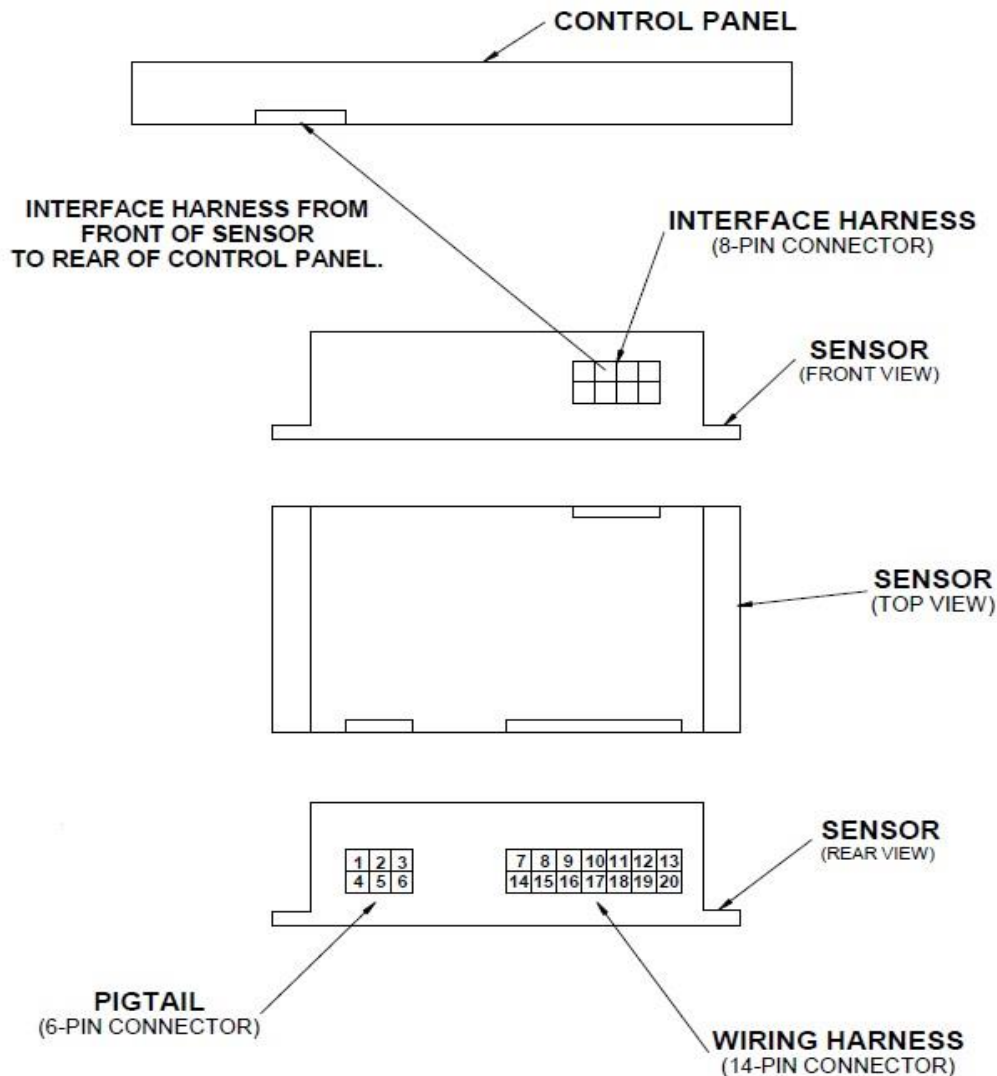
Example below of routing the Quad Pump Automatic & Manual systems 14-pin wire harness. The Central Pump Automatic & Platinum systems harness is similar except that the leads to each corner or jack have only a tan & black wire that plugs into the limit switch and the end of the harness with the 14-pin connector plugs into the pump while the end with the 14-pin & 6-pin connectors plug into the Automatic's Sensor or Platinum panel. Take care to avoid high heat areas and moving parts.



Leveling Sensor Installation

Automatic Quad and Central Pump Systems Only

- Fasten the sensor to a secure structure: Typical location would be inside the cabinet near the entry door.
- It must be inside the vehicle or dry storage area (not weatherproof controls).
- Ensure that it is mounted level and the arrow on top of the sensor is facing the correct way.
- Included in most kits is a sensor mounting bracket, attach the sensor with the included #8-32 bolts & nuts. The bracket allows you to mount the sensor off the floor and to vertical surfaces as well.
- Plug the 14-pin & 6-pin harnesses into the back side of sensor.
- Plug the 8-pin Interface harness into the front side of sensor and safely route the opposite end to the control panel.



Hydraulic lines are universal lengths and fit the majority of applications, however if they do not fit your exact model you will need to call and order longer lines.

***Central Pump* Final Extend Hose Installation & Bleeding the System**

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.

Bleeding Quad Pump systems

In Manual mode, extend all four jacks to complete extension and leave in this position for 20 to 30 minutes. This pushes all the air out of the lines by weight pressure. After turn panel back on and press Retract.

Troubleshooting - Hydraulic Cylinder/Plumbing Related

What fluid do we use in the system? Automatic Transmission Fluid Dexron III ATF

Cylinders running "choppy"... Bleed the system, if central pump system, try quad pump method first.

Cylinders make loud "squeaking" noise while operating... Spray rams with Teflon spray (dry lubricant).

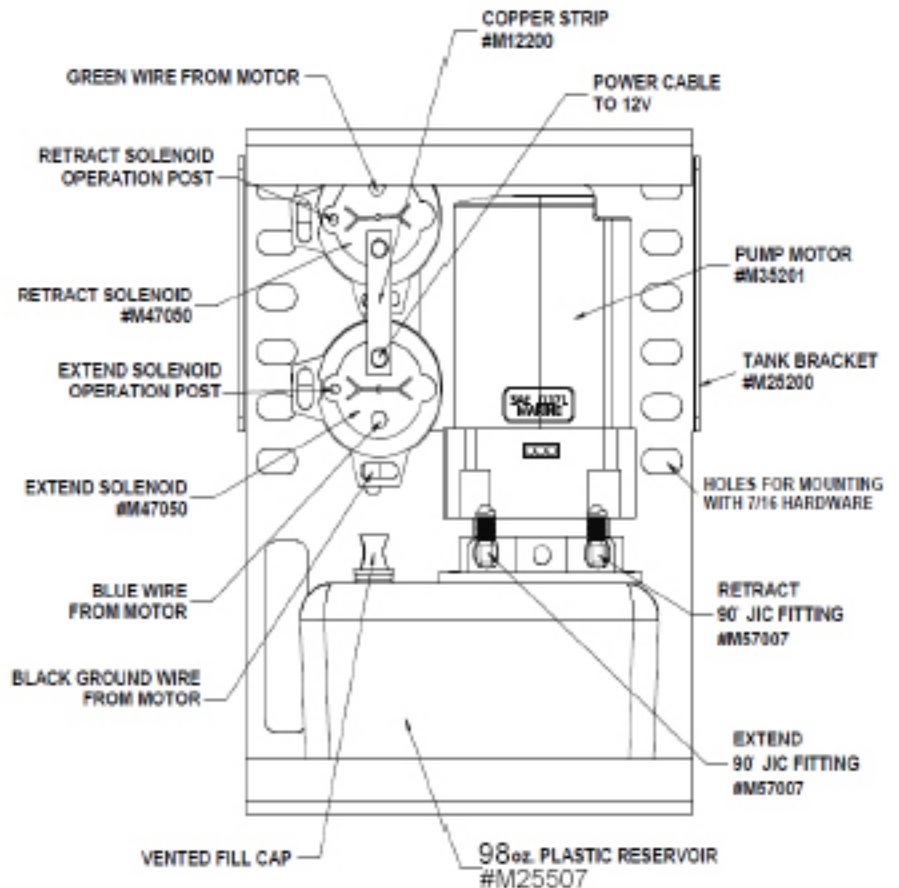
Hydraulic fluid on footpad or on ground around cylinder... Loose fitting or broken hydraulic line.

Cylinders "creep" down or don't hold pressure when lifting/holding coach...

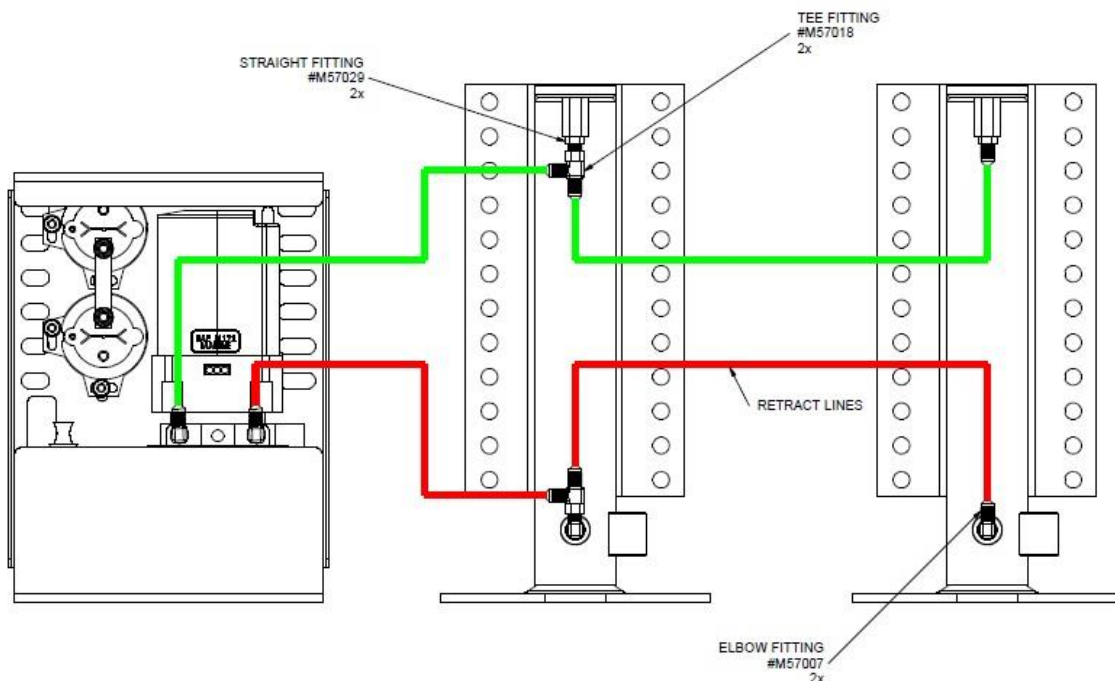
- Check fluid level, Check for leaks in hydraulic lines/fittings
- Possibly plumbed backwards... (Bottom port on cylinder tube connects to right port on pump, etc.)
- Relief Valves have failed on pump motor... replace motor/tank assembly
- Hydraulic seal failure, check for oil around bottom of cylinder or welds... replace cylinder

ROCKER SWITCH CONTROLS

Included is a harness (#M43800) that routes from the tank assembly to the rocker control switch. The red wire is the 12V power, this goes from the power stud on the tank assembly (on copper strip with 5/16" studs from solenoids) to the center post on the switch. The black wire is ground & is not needed for this switch. The grey wire goes from the retract operation post on the retract solenoid to the post labeled "1" on the switch. The blue wire goes from the extend post on the extend solenoid to the post labeled "3" on the switch. The switch is not waterproof & must be installed inside the coach.



Typical Plumbing For 2 Point "Slave" Systems (one pump, two jacks)



VERSION #1: (SHOWN) THE "TEE" FITTINGS MOUNTED TO THE DRIVE JACK.

VERSION #2: INCLUDES MOUNTING THE "TEE" FITTINGS TO THE PUMP FITTINGS.

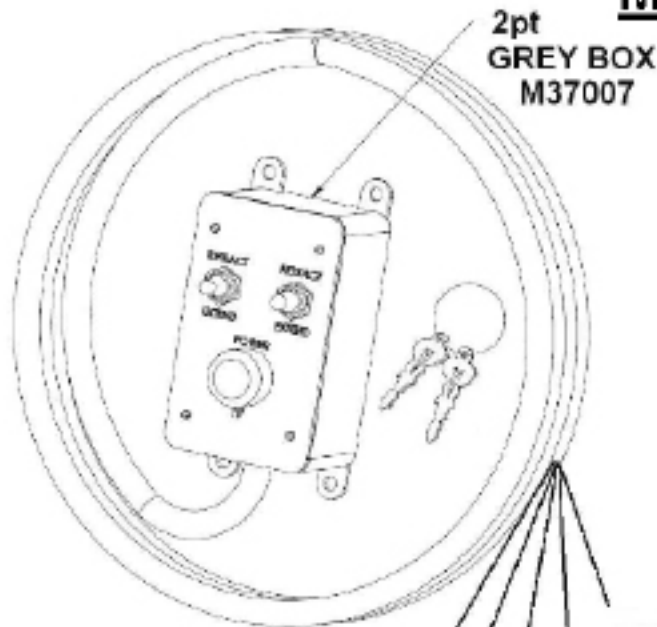
VERSION #3: RUNNING TWO LINES FROM THE PUMP AND PLACING THE "TEE" FITTINGS IN-LINE, THEN RUNNING INDIVIDUAL LINES TO EACH JACK FROM THE "TEE" FITTINGS.

WEATHER RESISTANT CONTROL BOX

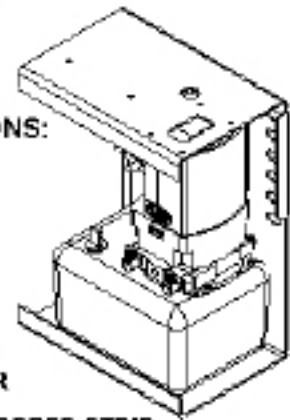
- Single or Dual Pump 1 & 2 Point Stabilizing System

MEDIUM TANK ASSEMBLY

#M26850



OVERALL DIMENSIONS:
9" WIDE
12.5" TALL
5.75" DEEP



GREEN WIRE
FROM MOTOR

COPPER STRIP
#M12200

PUMP MOTOR
#M35201

**GREEN w/ WHITE
OR BLUE w/ WHITE
WIRE FROM BOX**
RETRACT SOLENOID
OPERATION POST

**RED WIRE
FROM BOX**

4 GA. BATTERY CABLE
ONE END HERE THEN
TO BREAKER MARKED 'AUX'
THEN FROM POST MARKED 'BAT'
TO POSITIVE TERMINAL
ON BATTERY

**GREEN WIRE
OR BLUE WIRE
FROM BOX**
EXTEND SOLENOID
OPERATION POST

BLUE WIRE
FROM MOTOR

BLACK GROUND WIRE
FROM MOTOR

VENTED FILL CAP

1pt GREY BOX (#M37022)
WIRES UP THE SAME WAY
(ONLY ONE SWITCH & ONE SET OF WIRES)

98oz. PLASTIC
RESERVOIR
#M25507

EXTEND
90° JIC FITTING
#M57007

RETRACT
90° JIC FITTING
#M57007

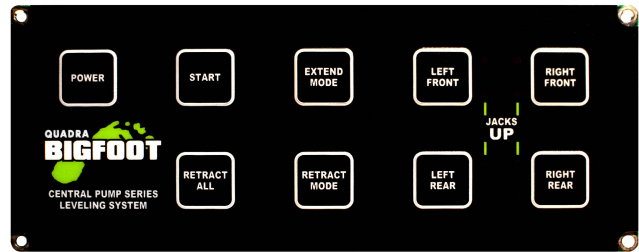
NOT PICTURED:

TANK COVER (BLACK TEXTURED PLASTIC) #M12002

QUADRA
MANUFACTURING

A1 CONTROL PANEL

• Central Pump 4 Point System



The Bigfoot A1 Control Panel contains a sensor for automatic leveling operation and needs to be properly installed, programmed and calibrated before use.

ATTENTION:

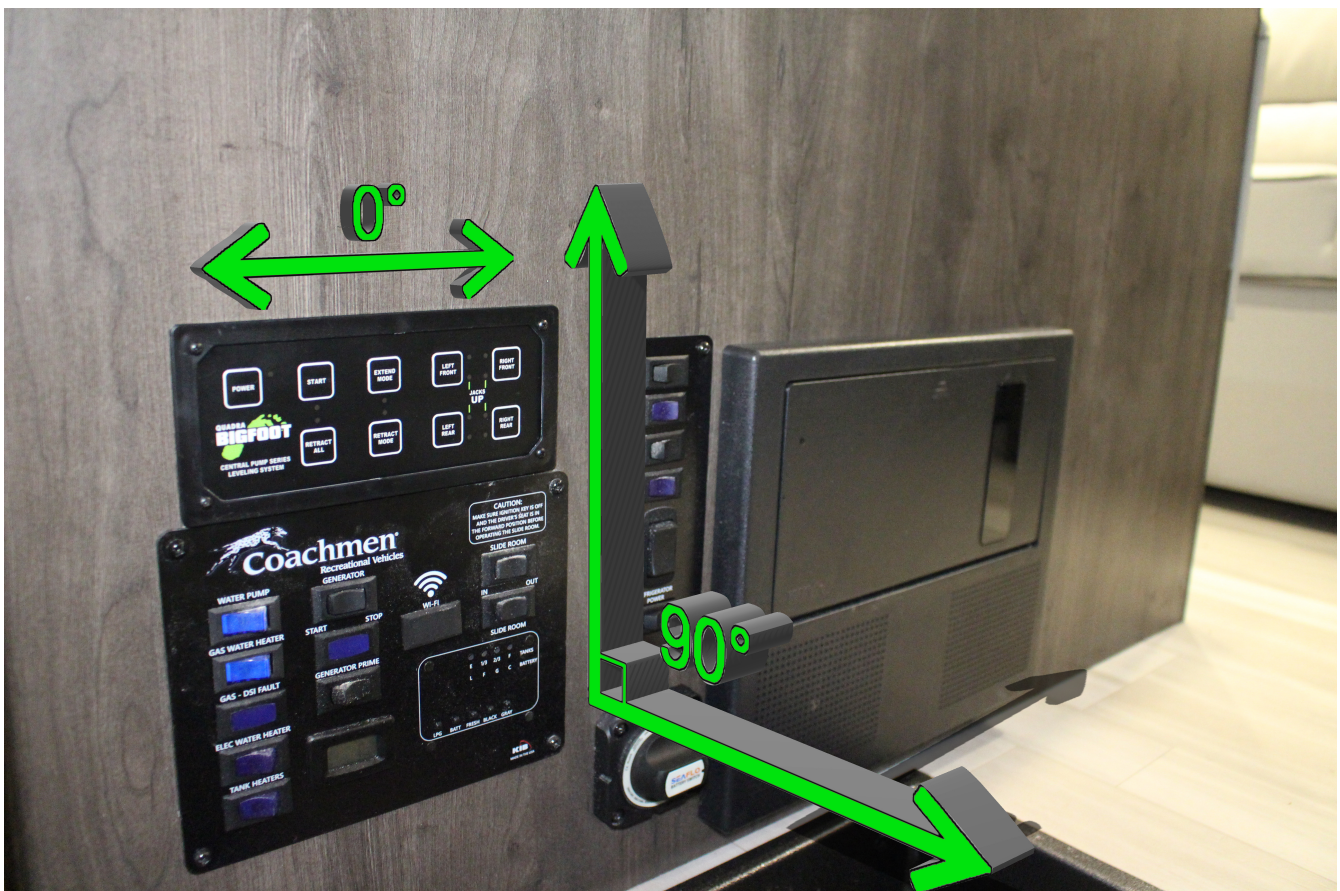
Improper installation and calibration could result in system and/or vehicle damage.

Control Panel Installation

Step #1. Mount Panel

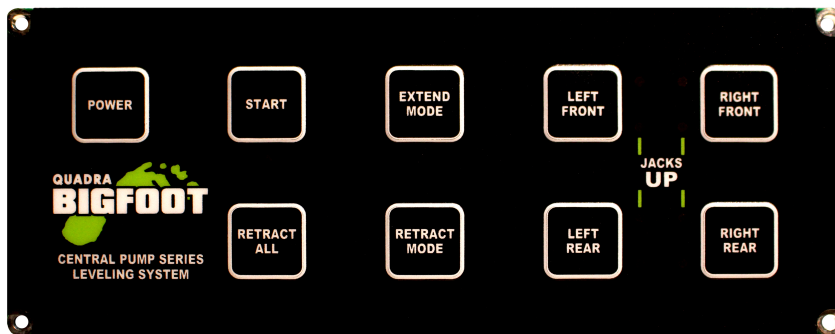
1. Plug the wiring harness into the rear of the control panel (14-pin and 6-pin plugs).
2. Place bezel on front of the control panel and proceed to mount with four #4 screws into **vertical** wall/cabinet directly facing the front, rear, left or right side of the vehicle. Panel must be mounted with face perpendicular to floor plane and as close to level horizontally as possible.

**Control panel cannot be mounted on an angled surface or in a handheld box on a tether.*



Step #2. Control Panel Orientation

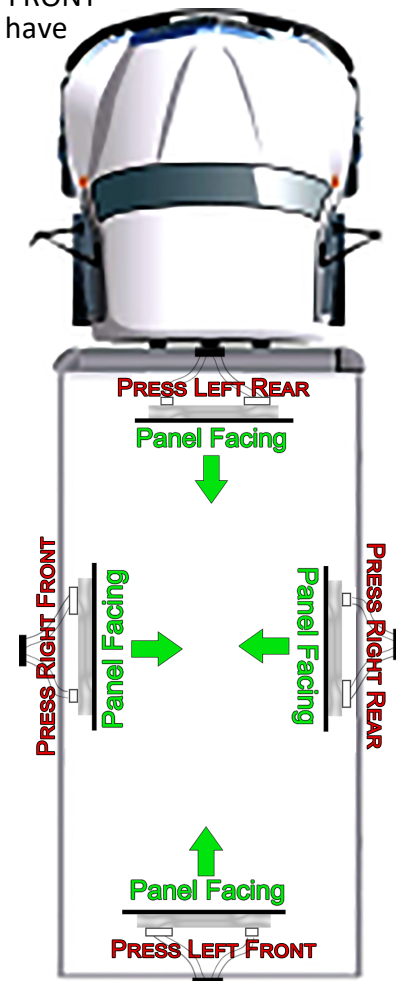
1. Panel to be on, but at rest (no modes active).
2. Turn vehicle ignition to accessory.
3. Press and hold LEFT FRONT and RIGHT FRONT button for 3 seconds, the LEFT FRONT and RIGHT FRONT amber LED's will start flashing at an interval of 1 second, you have now entered calibration mode for panel orientation.
4. The four different orientations of the panel face are shown below:
 - Press **LEFT FRONT** for **ORIENTATION #1** / Panel facing front of vehicle
 - Press **RIGHT FRONT** for **ORIENTATION #2** / Panel facing passenger side of vehicle
 - Press **LEFT REAR** for **ORIENTATION #3** / Panel facing rear of vehicle
 - Press **RIGHT REAR** for **ORIENTATION #4** / Panel facing driver side of vehicle
5. Once selected, turn vehicle ignition off, panel is now oriented.



Step #3. Calibrate Level Program

1. Panel on, enter EXTEND MODE to manually level the vehicle.
2. Press & hold both RIGHT FRONT and LEFT FRONT buttons until cylinder makes contact with the ground and starts to lift the coach, then release. Do the same with the RIGHT REAR and LEFT REAR buttons.
3. Now that all four cylinders are firmly on the ground, find the low end of the vehicle (front to rear) and raise the corresponding pair until the vehicle is level front to rear. Now check left to right, raise the low side pair or individually raise the low corner in small increments to get the vehicle level side to side. The key is to use as little as stroke as possible, and may need to have the nose slightly lower than the rear on some vehicles depending on ground clearance, cylinder travel, etc.
4. Exit EXTEND MODE once the vehicle is level.
5. Turn the vehicle ignition to accessory.
6. Press and hold RIGHT FRONT button for 3 seconds, the RIGHT FRONT amber LED will start flashing at an interval of 1 second, you have now entered calibration mode for level program, release button.
7. Press and hold RIGHT FRONT button again for 3 seconds to confirm calibration and release. Wait five seconds to see all four green LED's to flash once to indicate the calibration is completed.*
8. Turn ignition off, and press RETRACT ALL, panel is now calibrated.

**If both green and amber LED's next to the RIGHT FRONT button flash instead, this means the vehicle position is greater than 7 degrees different than the panel and cannot be stored. Re-level the vehicle or re-mount the panel, etc.*



System Operation

Automatic Leveling

1. With ignition key off, press POWER if the panel is not on already.
2. Press START, make sure there is no movement in the vehicle/trailer during this process. When the process is finished an audible alarm will sound with a single beep and the START LED will flash ten times after a successful level program is completed.

If the jack LED's on the right side of the panel flash instead and there is no audible beep, the system may have stroked out or timed out. This means there was not enough stroke in the cylinders to level where you are parked, OR someone moved in the vehicle/trailer during the process, OR the program ran out of time to level (cylinders to slow/low voltage/to much cylinder travel to reach ground/frame twist caused poor movement reading/etc.).

3. Press POWER to shut it off or wait 5 minutes for the panel to power off automatically.

Retract the cylinders

1. Press POWER, make sure the ignition is off.
2. Press RETRACT ALL, the pump will start retracting all four cylinders simultaneously, they may not all come up at the exact same time = this is normal. The pump will shut off once all four limit switches (found on each cylinder) are made which signals to the control that all four cylinders are safely retracted. The JACKS UP LED's will light up once this is done.

Before leaving it is recommended to visually inspect each cylinder to make sure they are indeed 100% retracted. If this is not the case, see below, if they are all retracted you are safe to travel.

Retract each cylinder in “retract mode”

1. Press RETRACT MODE, you are now in retract mode, LED will come on, you do not have to hold button.
2. **Press and hold** the cylinder button you want to retract, Example press and hold LEFT FRONT to retract the driver front cylinder.

This mode bypasses the limit switch so the pump will only stop retracting when you release the button. In low voltage situations, you may use this mode as well to get the cylinders retracted.

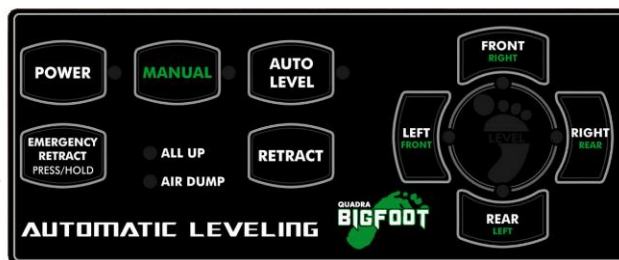
Extend each cylinder in “extend mode”

1. Press POWER if the panel is not already on, in this mode the ignition needs to be in the off position.
2. Press EXTEND MODE, you are now in extend mode, LED will come on, you do not have to hold button.
3. **Press and hold** the cylinder button you want to extend. Example, press and hold LEFT FRONT to extend the driver front cylinder. **NOTE: It is recommended to lift the vehicle/trailer in pairs to avoid damage to the vehicle/trailer frame or RV body.**

For example, if you wanted to raise the front end of the vehicle/trailer up, you would press and hold LEFT FRONT & RIGHT FRONT buttons until you reach the desired height and release the buttons. Same for the rear, left or right side of the vehicle/trailer. It is also recommended when raising an end of a vehicle so much where the tires leave the ground, to only operate the corresponding cylinder pairs. For example, if you were to lift the front tires off the ground with the front cylinders, do not operate the rear cylinders (leave them in retracted position). Same concept for the rear, left, right sides, however please note most vehicle manufacturer's never recommend lifting the rear tires off the ground, do so at your own risk.

AUTOMATIC LEVELING CONTROL PANEL

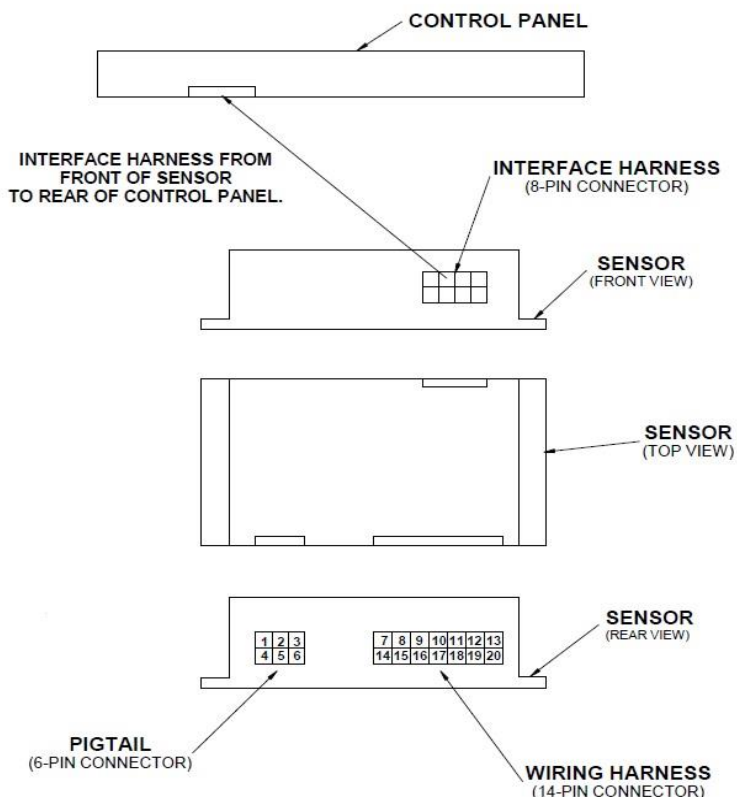
• Quad & Central Pump 4 Point Systems



**IF ALL LIGHTS ARE FLASHING,
SEE "PROGRAMMING OR ZERO
MODE"**

Operation:

- Vehicle ignition/accessory must be OFF in order to auto level or extend the jacks.
- Make sure slide outs are retracted prior to operating leveling system to avoid damaging slide outs.
- System is not tied to vehicle parking brake.
- Panel will shut off automatically after 5 minutes of no use.
- Panel will turn on automatically after ignition is turned on, safety feature to monitor that cylinders are retracted.



1. Turn panel/system on and let system run through its diagnostic mode. Lights will flash clockwise around the green foot on right side of panel.
2. To Auto level: When the lights stop flashing, simply press the AUTO button once and release. There can be no movement in the coach during this 60-90 second process, best if operated from outside vehicle or sitting still inside.
3. If choosing Manual Mode, press and hold the MANUAL button until light comes on. Now each button on the right will extend the corresponding cylinder. When in the MANUAL mode, each leveler may be operated individually. FRONT operates right front. RIGHT operates right rear. REAR operates left rear. LEFT operates left front. When using this feature it is important to level the coach by using two levelers at a time or small individual increments to avoid twisting the RV body. For example, right front and right rear, this puts less stress on the frame. To individually retract, press the RETRACT button and the cylinder button simultaneously. Turn panel off when finished.
4. To retract the levelers: Simply turn the panel on and press and release the RETRACT button. The pump will shut off when all four cylinders are fully retracted and the ALL UP light comes on. Always do a visual check to verify all four cylinders are completely retracted. If one or more cylinders are not fully retracted and the ALL UP light is on, press and hold the EMERGENCY RETRACT button until they are all retracted and see troubleshooting section to identify what may be going on.
5. The EMERGENCY RETRACT button, this is used to override the electronic safety features built in the control to retract all four cylinders simultaneously. You will need to press and hold this button until all four are retracted completely, once released the panel will shut off. As long as there is enough voltage in the house batteries to turn the motor, this button will retract the cylinders.

Programming mode or “all lights flashing on panel”

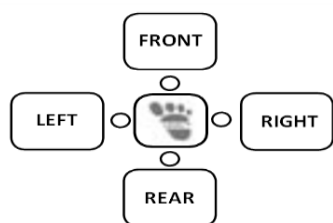
When all the lights are flashing on the panel, this means the control is in programming or zero mode. This is where the user sets the level program in the controller. When the panel is first installed or hooked to power, it will enter this mode automatically. To quickly get out of this mode (if program has already been set) just press the POWER button or EMERGENCY RETRACT button to shut panel off.

To Program Level Position

If all lights are flashing move to step 3.



1. Make sure all four cylinders are retracted, if they are move to step 2. If not, turn panel ON, let diagnostic lights flash until they stop (within 30 seconds). Press RETRACT button, when all up light comes, move on.
2. Enter zero or programming mode by turning the panel on, diagnostic lights will cycle, then press FRONT RIGHT (top button over Bigfoot logo) button five times, then REAR LEFT button five times (not too fast or too slow, standard second count).
3. All lights will come on, you are in zero mode. Press and hold each cylinder button (Ex. FRONT RIGHT) individually until the cylinder touches the ground, then STOP. Run the next cylinder, press and hold, stop once it touches the ground.



FRONT indicator operates the **right front**.

RIGHT indicator operates the **right rear**.

REAR indicator operates the **left rear**.

LEFT indicator operates the **left front**.

Keep in mind to avoid twisting RV body with individual adjustments.

4. Once all four are on the ground, you must choose a level reference point. This is where the controls will level to on your vehicle. Examples include corner of counter top near controller, floor just in front of step, etc. But you must only choose one spot. Place a bubble level on the reference point of the vehicle you want to level, Example: floor in front of the entry step. Place level so it is reading front to rear.
5. Find the low end and extend the corresponding cylinders individually until the bubble reads level front to rear, you can do small increments individually or in pairs, make sure you let coach settle before continuing to lift (coach will shake). Once bubble level is level front to rear do the same for left to right. Keep in mind, when programming you want to use as little of cylinder travel as possible.
6. Once level in both directions, verify that all four cylinders are touching the ground, if not bump a cylinder, re-check level. If satisfied, next step.
7. Press the RETRACT button three times, this stores the program. Wait until the Bigfoot icon LED comes on (AIR DUMP light will flash, just wait). Once the foot light comes on, press RETRACT to retract cylinders. If you do not want to store program, just turn panel off or press EMERGENCY RETRACT.
8. Panel is now programmed, now every time you press AUTO it will come to this position. Can always be re-programmed. If loss of power occurs or sensor is unplugged, sensor will still have program stored.

ALL UP Light

Light comes on when all four limit switches have been made. This is a normally closed circuit, limit switch mates and circuit opens, ALL UP light comes on. Wired in series so light will go off if only one switch is not made.

Bigfoot Light

Shaped like a footprint, it comes on solid when auto level process is complete or successful. Light will flash when coach is "near" level position, however auto level program may not be finished yet.

Audible Alarm

Alarm will sound (sounds like seat belt alarm) when the ignition or accessory is on and there is no ALL UP light. This means that one or more of the cylinders are not fully retracted. If this happens, press and hold EMERGENCY RETRACT until the alarm goes off or shut ignition off and retract the system. If the alarm does not shut off, this could mean that one of the footpads came up at an angle (pivoting dome design can interfere with solid connection if not straight) or that one of the pins are bent and are not making contact with the switch. Extend each cylinder individually, and inspect, then press RETRACT (not in manual mode) so that all cylinders retract. Check for ALL UP light. If not, repair switches by removing with 7/8" wrench and cleaning with WD40 (spherical ball switch), then try again.

To temporarily get rid of alarm: After retracting each cylinder with emergency retract button, temporarily disconnect (unplug) two spade connectors on switch at particular cylinder (located near footpad) OR unplug control panel or leveling sensor to eliminate alarm from beeping as long as you have confirmed cylinders are retracted. Then repair switches and return to proper installation. This is for disabling alarm only while camping, Quadra does not recommend putting the vehicle in gear with this setup.

Pump does not shut off when cylinders are fully retracted...

If you have an ALL UP light and pump will not shut off once light is on, then there may be damage to the harness during installation (screw or p-clip smashing wires causing short). Send replacement harness or inspect harness along subframe beams underneath coach (we have found this issue before with the p-clips smashing harness or screwed into looming/harness). User can shut pump off by pressing EMERGENCY RETRACT. If you do not have an ALL UP light, then a limit pin is bent or damaged not making contact with a limit switch, check pins near footpads on each cylinder. If one is bent, they can be straightened, remove with 7/8" wrench. OR for temporary solution the limit switch itself can be unplugged (two spade connectors) and use EMERGENCY RETRACT to completely retract all four cylinders.

One or two cylinder lights on right side of panel on or flashing...

FRONT RIGHT, RIGHT REAR, REAR LEFT, LEFT FRONT: any one or two of these buttons operate corresponding cylinders, the lights however will indicate the low points of the coach at all times, so when one or two of them are on or flashing, the control is just indicating to the user where the low point is. However, if FRONT & REAR or RIGHT & LEFT flash this means there is an error code (see troubleshooting) as opposite ends of the coach cannot both be the lowest points.

Panel Troubleshooting

The FRONT, RIGHT, REAR or LEFT cylinder lights are flashing. This is indicating the low points of the coach as it sits, nothing is wrong with the control; it is constantly monitoring the level status of the vehicle.

Our panel will shut off by automatically after five minutes of no use. Panel will also turn on automatically when the ignition turns on, this is a safety feature monitoring the cylinder position (making sure they are retracted) and is only drawing power for the two LED's. The panel will shut off again after five minutes by itself after no use or ignition shuts off. With the ignition on, the panel power lights can be shut off, but the ALL UP light will stay on for safety.

LOW VOLTAGE CODE: FRONT and REAR lights flashing, control is seeing low voltage (less than 9.5-10v). Shut the panel off. Charge the house batteries, when they supply enough voltage, try system again (at least 15 minutes). If low voltage code comes on again, or never goes away, you may have to unplug the interface harness (between the panel and sensor) at the back of the control panel or the front of the sensor to clear the error code. Repeat battery charging.

TIME OUT CODE: When AUTO leveling, if the **LEFT and RIGHT lights are flashing**, the system timed out, or there was movement in the coach during auto leveling or the cylinders ran out of stroke in order to reach level (re-park or add blocks to low corner cylinders).

If there is **no ALL UP light**, and the vehicle ignition turns on, the panel's alarm will sound. The alarm cannot be shut off until: The ignition is shut off **or** the ALL UP light comes on. The ALL UP light is tied to each cylinder's limit switches in the wire harness (grounded in-series circuit, normally closed limit switches, once limit switch mates circuit is broken and ALL UP light comes on). If one switch is not made the ALL UP light will not come on. Press the RETRACT button to retract the cylinders, pump will run until the ALL UP light comes on or 2 minutes.

If you get a **false ALL UP light (light on but one or more cylinders not fully retracted)**, check the wire connectors at all the limit switches, they are male and female spade connectors, they may have a poor connection or not plugged in all the way. If the connections are good then there may be moisture/rust in the limit switch or it is defective. Press and hold the EMERGENCY RETRACT button to retract the cylinders and override the limit switches, once button is released panel will shut off. Sometimes the limit switches can be taken off and cleaned, sprayed with WD40. Part #M50103FLAT to order replacement limit switch and pin, need 7/8" wrench only, wires are spade connectors (plug/unplug).

If you do not get an ALL UP light but cylinders are retracted, press and hold EMERGENCY RETRACT to see if that works. Otherwise, there could be a limit pin bent or missing/loose footpad not allowing pin to make contact with limit switch. Straighten pin or re-attach a footpad (if missing, disconnect limit switch wires to open the circuit). See Fig.4 for schematic or part #'s. If customer has access to hardware store, a ¼" vacuum cap can be placed under pin to help reach bent footpad. Customer can also disconnect wires on limit switch to open circuit (this will give you a false ALL UP light).

Limit Switches

We use a mechanical ball switch for our cylinder retract indication. This simple normally closed switch is on a grounded circuit, when the limit switch is made it breaks the circuit (for the light to come on). These switches can get road debris, rust, etc. inside the ball switch itself and make the switch stick. Also the pins can bend from contact with the footpad hitting a curb or parking lot during your drive. These parts are simple in design and replacement and fairly inexpensive compared to competition's internal pressure switch located inside the pump assembly on the manifold buried underneath the vehicle.

Panel won't turn on, system won't run, clicking noise, FRONT & REAR lights flash...

Battery low, panel won't turn on = coach battery, the system relies on the house battery. The battery needs to be nearly 100% charged for the system to work, it doesn't make a difference if the coach is new, that doesn't mean the battery is fully charged or even good. Batteries don't charge instantaneously, so one can't just expect to hook it up to a charger and the system will work immediately, if the battery is good, then the unit might have a ground issue. Auto systems may require user to un-plug/re-plug the interface cable to clear code on panel regardless, newer versions do this automatically and do not need to be unplugged.

Most tech support common calls

Most issues we receive are power related. Always check power and ground wire connections first. Check power level of battery under load (place volt meter on battery then press and hold EMERGENCY RETRACT on control to see if voltage drops).

Cylinders not lifting or holding pressure

This means there is more than likely air in the system (not bleed during installation). Two methods, easy method is to enter manual mode and completely extend all four cylinders to full extension and leave for an hour, then retract, wait another 30 minutes before operating again. If this does not fix the issue then the **secondary bleeding procedure** must be done, see below for instruction.

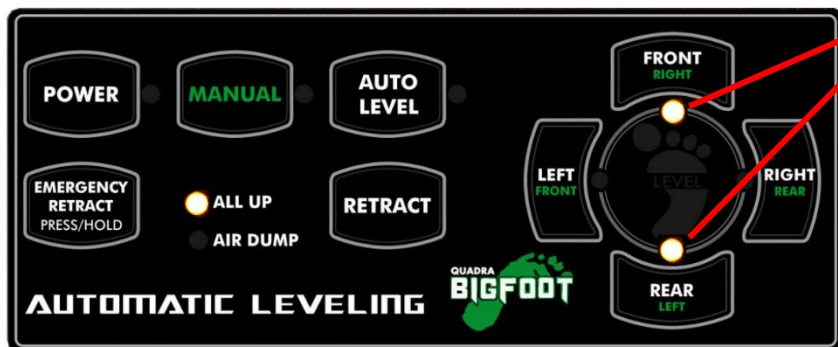
Cylinder will not operate, extend or retract...

Attempt to bleed system first, verify that it will not operate in either direction. Then check all wires at the leveling sensor to make sure they are inserted properly in the plug at the back of the sensor (wires may be loose in connector). If this is all good, then the corresponding valve/coil may be defective, in tank assembly check valve ground wire (to solenoid mounting bolt) and wire connection to wiring pigtail. If valve bad, part #M35008, take care replacing do to ease of crushing valve assembly on re-installation.

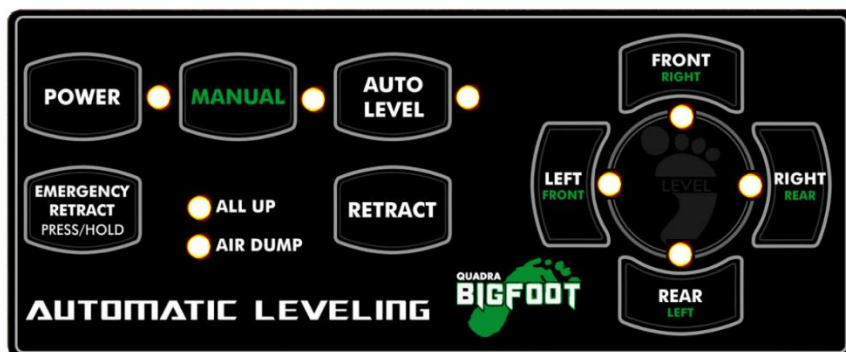
Secondary air bleeding process

If there is still air in the system, a more strategic method may be required. Loosen all four extend hose fittings (15mm wrench) on the jacks (located near the top of each cylinder), enough that fluid and air can escape. Enter manual mode on panel (press and hold MANUAL for 3 seconds until light comes on). Press and hold each cylinder until solid fluid comes out of each fitting. Tighten fittings and repeat for retract hose fittings to ensure all air is out, to retract cylinders in manual mode, press each cylinder and the RETRACT button simultaneously. Re-tighten all fittings and clean up mess. This method can also be done by placing each line in a bucket to minimize mess afterwards.

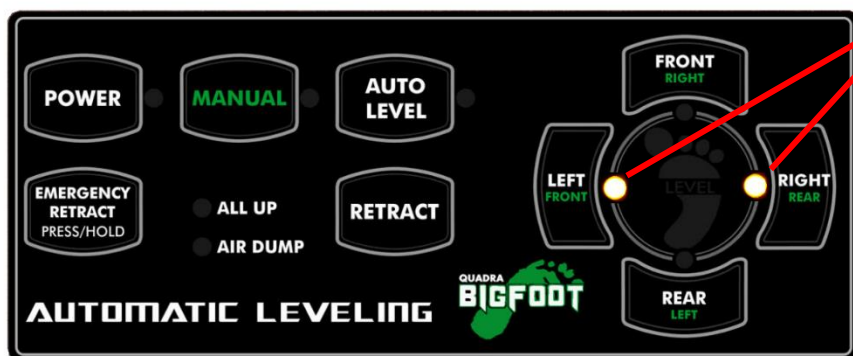
In some instances, the front jacks may need to be dis-mounted from underneath the cab to access the top extend ports during the bleeding procedure.



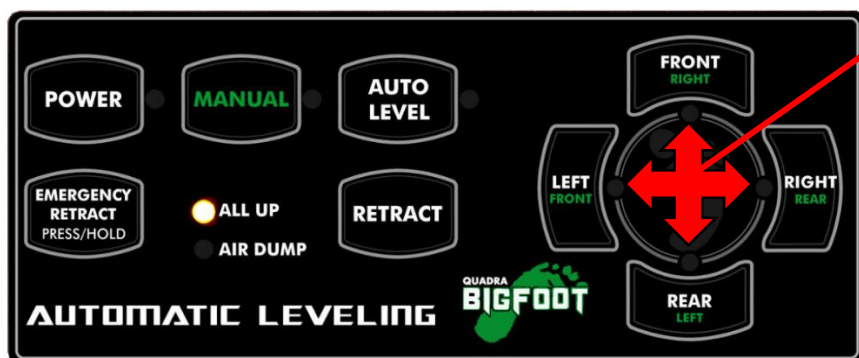
FRONT RIGHT & REAR LEFT LIGHTS FLASHING, THIS MEANS LOW VOLTAGE TO CONTROLS, PANEL INOPERABLE EXCEPT EMERGENCY RETRACT, SEE “LOW VOLTAGE CODE” ON NEXT FEW PAGES.



ALL LIGHTS ARE FLASHING, THIS MEANS PANEL IN ZERO OR PROGRAMMING MODE, SEE NEXT PAGES. SOME FUNCTIONS INOPERABLE UNTIL OUT OF THIS MODE. CAN PRESS EMERGENCY RETRACT TO QUICKLY EXIT.



LEFT FRONT & RIGHT REAR LIGHTS ARE FLASHING, THIS MEANS SYSTEM TIMED OUT, STROKED OUT, OR HAD MOVEMENT DURING AUTO LEVEL. PRESS RETRACT. SEE “TIMED OUT CODE” ON NEXT PAGES.



IF ONE OR MORE OF THESE LIGHTS ARE FLASHING IN ANY ORDER OTHER THAN LISTED ABOVE, NOTHING IS WRONG. THEY ARE INDICATING THE LOW POINTS OR “LEVEL STATUS” OF THE VEHICLE.

IF “AIR DUMP” LIGHT FLASHING...

STORING PROGRAM, WAIT FOR BIGFOOT LIGHT TO COME ON.

IF “AUTO LEVEL” LIGHT IS ON...

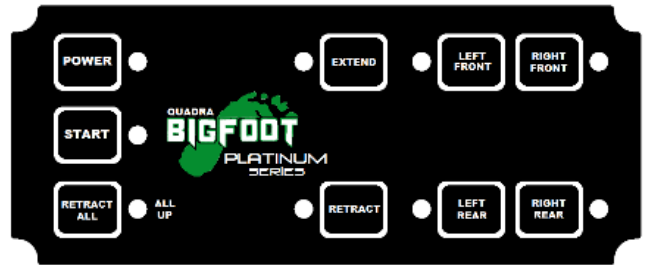
SYSTEM RUNNING AUTOLEVEL PROGRAM, WAIT TO FINISH OR RETRACT.

PANEL TURNS ON, WHEN IGNITION TURNED ON...

NORMAL, PANEL WILL SHUT OFF 5 MINUTES AFTER IGNITION IS OFF, EXTEND FUNCTIONS DISABLED.

PLATINUM CONTROL PANEL

• Central Pump 4 Point System



Installing the Platinum Control 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 (page 18).

The panel may be mounted on any flat surface, typically on vertical cabinet wall near entry door of coach (near other controls, switches, etc.) If you cannot find a location, we do offer a handheld plastic box that can be ordered separately (#M13601 from Quadra Mfg.) the panel would fit inside Quadra's plastic box assembly with the harness loosely coiled underneath the driver's seat for convenience.

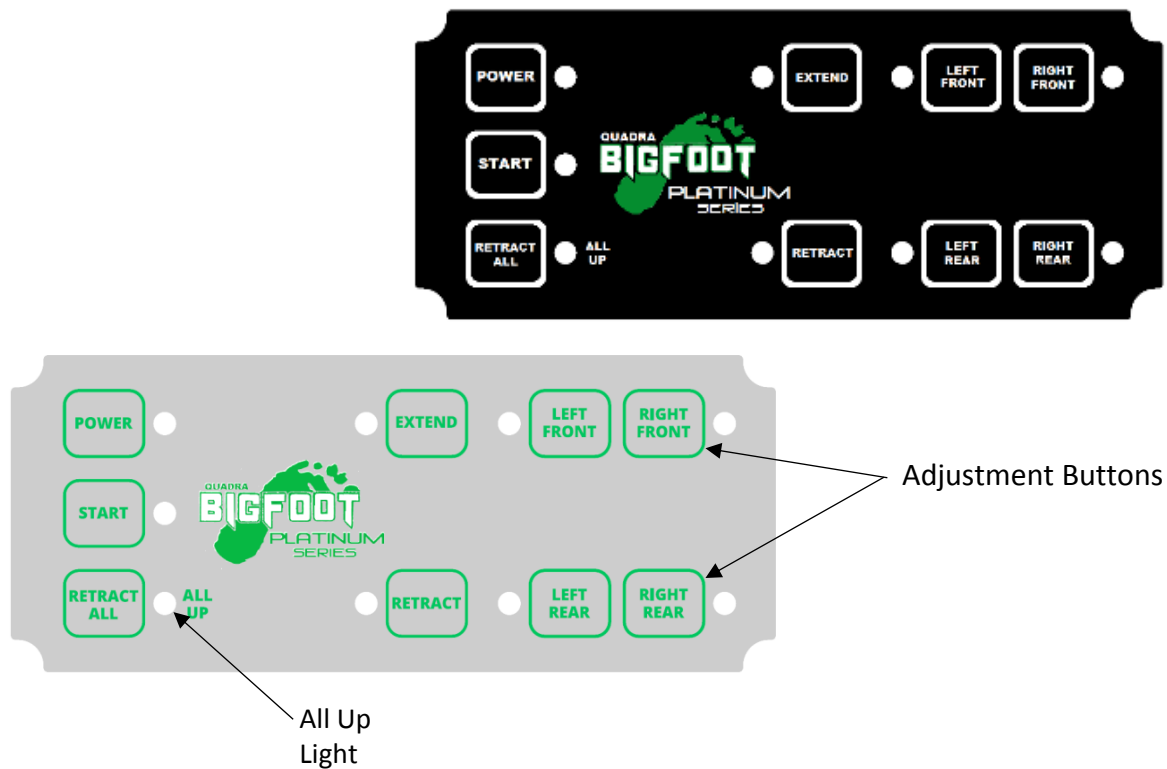
Fasten panel with four supplied small black #4 phillips screws (5/8" long).

Optional safety feature for Platinum panels

The manual EXTEND mode is active while the ignition is on (version A Platinum panels only). So one could turn the panel on, press EXTEND, and would have to press & hold one of the cylinder buttons to extend the corresponding cylinder, this could be possible while driving down the road. Safety option: Install an in-line on/off toggle switch to shut power off to the panel to prevent operation while driving down the road from children, etc. Find the red wire from the 6-pin harness that goes to the back of the panel. Cut and splice the included wires to route to the toggle switch that should be located near the Platinum panel for convenience.

Operation on next page, but here are some Platinum Panel operational notes...

- The START function (jacks automatically deploy) is disabled when the ignition is on.
- The panel will shut off automatically after 10 minutes when there are no buttons pressed.
- The panel will turn on automatically when the ignition is on, and will not power off until the ignition is off.
- The panel will shut off automatically after 10 minutes from the ignition is shut off.
- If all the LED's flash for one second and the panel turns off, the panel is receiving less than 9.5 Volts and you need to charge your house batteries.



System Operation

- Panel turns on when ignition turns on to inform user if jacks are up or down (alarm sounds).
- Due to another safety feature, to operate the “START” and “RETRACT ALL” buttons, press and hold the button for 1-2 seconds then release.

Extend System:

1. Press the **Power** Button (Red LED will come on constant).
2. Press the **Start** Button, this brings the front of the vehicle nearly level to the rear and stabilizes the rear as well. (LED will come on until program is finished, pressing any button during operation will cancel program, Vehicle Ignition must be OFF).
3. Done! Vehicle is now stabilized, *if* additional adjustments are desired:
 - Press **Extend** (now in “Extend Mode” LED will come on). Release button.
 - 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 individually or RIGHT FRONT & RIGHT REAR simultaneously until level, driver’s side is considered the left side for reference.)
4. **Power** Off (panel will automatically shut off after 10 minutes of no activity).

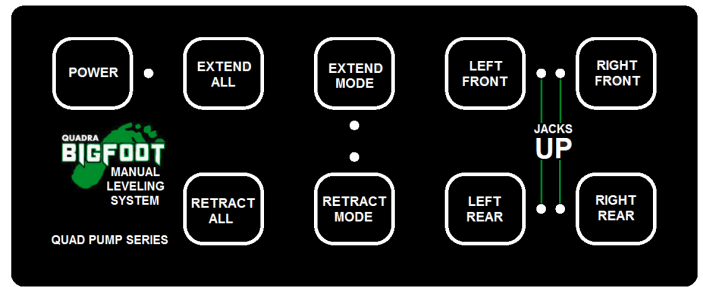
Retract System:

1. Press the **Power** Button (Red LED will come on).
2. Press 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) If you have a false all up light (one or more jacks are not fully retracted and the light is on, you may have defective limit switch) to retract override, press RETRACT, then press & hold the corresponding button for that particular jack (version B or later only).

Always do a visual check to verify that all the jacks are fully retracted prior to operating the vehicle.

MANUAL LEVELING SYSTEM CONTROL PANEL

• Quad Pump 4 Point System



System Operation

Extend All: Press & hold to extend all four jacks simultaneously.

Retract All: Retracts all four simultaneously, Always visually check that all jacks are fully retracted prior to operating the vehicle. If you have an all up light, but see one of the cylinders not fully retracted, enter Retract Mode, and operate that cylinder (see instructions below).

For individual operation: Press and release Extend Mode button, press and hold corresponding jack you want to extend. Do the same for retract function.

In case of limit switch failure or “false all up light” (jack not fully retracted but it’s “up” light is on)... Press Retract Mode and run that particular jack to override the limit switch, then replace switch and pin.

System Maintenance

For most Bigfoot landing gear and leveling systems...

#1. Check the power supply to the Bigfoot system, RV house batteries, diesel chassis battery, trailer battery, etc. Test the voltage under load by using a volt meter and test your voltage with the system pump operating, if this drops below 10-11 volts, you may need to look into replacing the battery or batteries. If voltage is good under load, you may need to replace or check other connections on the pump assembly, including the power wire (connected to copper strip) and the ground from the pump to the frame. Our pumps ground at the solenoid mounting flange and contact between the pump steel housing and the frame it is bolted to, and has a 10 ga. cable that connects the tank body to the frame, typically only 3-6 ft long.

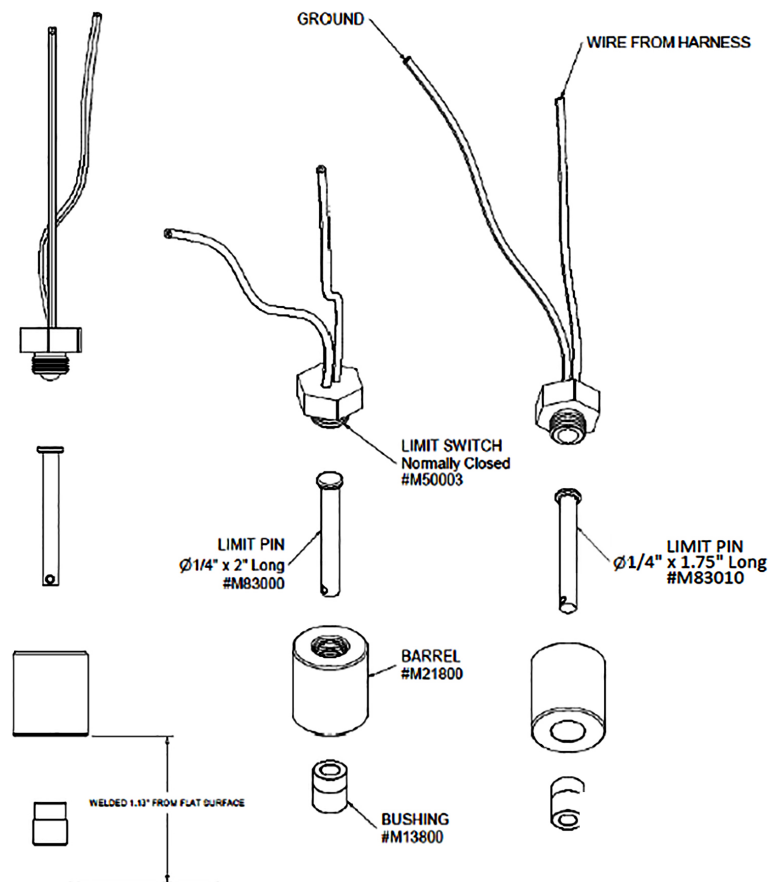
#2. Inspect and maintain the limit switches (if equipped) for each cylinder. See diagram on the right to identify the limit switch. These can be removed with a 7/8" wrench. To pro-long the life of the switch, remove and apply di-electric grease on the ball itself and the limit pin. These are normally closed switches and are tied to your "All Up" indication, Retract function, and ignition safety alarm on your panel (if equipped).

Replacement Limit Pins are available in 1.75" and 2" lengths, be sure to measure which you need before ordering.

#3. Check for fluid leaks on the ground, footpad, hose, fittings, etc. Our systems use ATF so the fluid should be red in color. If leak is found, locate the origin and check fluid level inside the pump assembly, fluid level should be between 1-1.5" below the top of the reservoir, central pump 4pt systems can be 1.5-2" below the top.

#4. If your cylinder chrome shaft/rod is exposed (not a square jack), spray dry teflon spray on the shaft when leaving for long period of time, more frequently if by the ocean or salty environment.

#5. After a few uses, check all the hardware for cylinder mounting and pump mounting, re-torque to proper specs to make sure the bolts did not come loose. 3/8" & 7/16" hardware to 70 ft/lbs., 1/2" hardware to 100 ft/lbs., if bolt-on system, note any frame or bracket deformation prior to reaching full torque spec. (some deformation is OK, as long as the structure & function of component is still intact).



Feel free to contact us with any questions or concerns!

Common Troubleshooting...

Most tech support common calls

Most issues we receive are power related. Always check power and ground wire connections first. Check power level of battery under load (place volt meter on battery then press and hold RETRACT ALL on control to see if voltage drops).

Alarm going off with engine on

Typically this means one of the cylinder limit switches sent the signal to the controller that it was “up” before it was 100% retracted (footpad tight to bottom). So when you hit a bump or vibration while driving, this caused the limit switch pin to loose contact and sound the alarm. First visually inspect and make sure they are all retracted, then do the following: *Enter RETRACT mode, then press and hold each cylinder button individually for a few seconds, listen for pump change tone or JACK UP LED'S to come on.*

System will not operate with engine on

Our systems are NOT designed to extend with the engine on for safety. They will also not automatically retract when the engine comes on.

Cylinders not lifting or holding pressure

This means there is more than likely air in the system (not bleed during installation). Two methods, easy method is to enter manual mode and completely extend all four cylinders to full extension and leave for an hour, then retract, wait another 30 minutes before operating again.

Attention:** If you have a Bolt-on System do not lift rear wheels off the ground. Bolt-on Systems should only be bleed using the **secondary air bleeding process.

If this does not fix the issue then the **secondary bleeding procedure** must be done, see below for instruction.

Cylinder will not operate, extend or retract...

Attempt to bleed system first, verify that it will not operate in either direction. Then check all wires at the leveling sensor to make sure they are inserted properly in the plug at the back of the sensor (wires may be loose in connector). If this is all good, then the corresponding valve/coil may be defective, in tank assembly check valve ground wire (to solenoid mounting bolt) and wire connection to wiring pigtail. If valve bad, part #M35008, take care replacing do to ease of crushing valve assembly on re-installation.

Secondary air bleeding process

If there is still air in the system, a more strategic method may be required. Loosen all four extend hose fittings (15mm wrench) on the jacks (located near the top of each cylinder), enough that fluid and air can escape. Enter manual mode on panel (press and hold MANUAL for 3 seconds until light comes on). Press and hold each cylinder until solid fluid comes out of each fitting. Tighten fittings and repeat for retract hose fittings to ensure all air is out, to retract cylinders in manual mode, press each cylinder and the RETRACT button simultaneously. Re-tighten all fittings and clean up mess. This method can also be done by placing each line in a bucket to minimize mess afterwards. *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.*

If power light flashes and panel shuts off

This means the control is receiving less than 9.5v from your house batteries, please check and charge your batteries and try again. If you need to leave, see retracting in “retract mode”.

WARRANTY GUIDE

Owner must activate warranty! Via Phone or Website

OEM Installed Quad/Central Pump Systems: 1 year parts and labor

Platinum Central Pump System: Lifetime Cylinders, 2 years parts, 1 year labor

Automatic Leveling System: Lifetime Cylinders, 2 years parts, 1 year labor

Manual Leveling Quad Pump System: Lifetime Cylinders, 2 years parts, 1 year labor

1 & 2 Point Round Leg Stabilizing Systems: 1 year 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, loose or bent brackets or fluids lost as a result of failure to maintain the system, Ex. loose/missing footpads, loose mounting brackets/hardware from not re-torquing after initial use, etc.
- Damages caused by abuse, misuse, negligence, misapplication, error of operation, accidental or purposeful damage or faulty installation, including but not limited to hoses, fittings & wiring components. Example, bent limit switch pins from hitting ground while driving, missing SnapPads, operating system with rear tires off the ground, modification to system, etc.
- 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: 1/21/2022

OWNERSHIP MUST BE REGISTERED WITHIN 30 DAYS FROM THE DATE OF PURCHASE TO ACTIVATE WARRANTY. Do it online at BIGFOOTLEVELER.com!

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.

Provide the system serial number here _____