SAFETY ALERT SYMBOLS
Safety Symbols alerting you to potential personal safety hazards. Obey all safety messages following these symbols.

⚠ WARNING
Avoid possible injury or death

⚠ CAUTION
Avoid possible injury and/or property damage

For your safety read all instructions before operating landing legs.

Installer: Provide these instructions to the consumer.
Consumer: Keep documents for future reference.

FIGURES ARE LOCATED ON PAGE 5 OF THIS MANUAL
NOTE: Atwood 5th Wheel Landing Legs are intended for use on recreation vehicle 5th wheel-type trailers only.

CAPACITY
DO NOT EXCEED THESE CAPACITIES

<table>
<thead>
<tr>
<th>Type</th>
<th>Manual ***</th>
<th>Electric **</th>
<th>** with gear box</th>
<th>Single Motor</th>
<th>Dual Motor</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Heavy-Duty</strong></td>
<td>3,000 lbs. per leg</td>
<td>2,500 lbs. per leg</td>
<td>Electric ***</td>
<td>3,000 lbs. per leg</td>
<td>6,000 lbs. system</td>
</tr>
<tr>
<td><strong>Super-Duty</strong></td>
<td>4,000 lbs. per leg</td>
<td>4,000 lbs. per leg</td>
<td>Electric ***</td>
<td>5,000 lbs. per leg</td>
<td>10,000 lbs. system</td>
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<tr>
<td><strong>Direct Drive</strong></td>
<td>5,000 lbs. per leg</td>
<td>5,000 lbs. per leg</td>
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<td><strong>Square Tube Leveler</strong></td>
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<td>7,500 lbs. per leg</td>
<td>Electric ***</td>
<td>4,000 lbs. per leg</td>
<td>6,000 lbs. system</td>
</tr>
</tbody>
</table>

**WARNING**
TRAILER CAN MOVE OR COLLAPSE

- Never exceed the rated capacity of 5th Wheel Landing Leg.
- **LANDING LEGS ARE NOT DESIGNED TO BE USED AS TRAILER JACKS.** Do not use the landings legs to lift the trailer during tire changes, axle work or trailer servicing (the trailer weight will exceed the capacity of the landing legs). The landing legs are designed to stabilize a portion of the trailer's weight. Support the front end of the trailer with structural stands rated for the GVWR of the trailer.
- The pin between the ram and drop tube must be the same diameter as the adjustment hole in the drop tube. Otherwise premature wear on drop tube and ram will occur.

INSTALLATION
Front Landing Legs and Direct Drive Legs

1. **LANDING LEGS:** Assemble the 3:1 Gear Box to leg.

   **NOTE:** The Direct Drive legs do not use the 3:1 gear box.

   Gear box can be oriented to three positions for different crank handle locations. Place gear box on the driver leg with the drive 'D' shaft (fig 1-A) through the 'D' diameter of large gear in gear box (fig 1-B). Slip the collar (fig 1-C) over the drive 'D' shaft.

2. **LANDING LEGS:** Assemble foot pad (fig 2-A) to drop tube (fig 2-B) with bridge pin clip (fig 2-C) and clevis pin (fig 2-D). For Standard and Heavy Duty Landing Legs, assemble drop tube to ram (fig 2-E) in a fully retracted position using lock pin (fig 2-F). For Super Duty, assemble drop tube to ram with the ball detent pin (fig 2-G). Mount footpad with its length running from front to rear of the 5th wheel trailer.

   **NOTE:** Optional spring-loaded pull pins are available to replace 2-F or 2-G. There must be a half-hole at the bottom of the ram in order to use the pull pin. If using a pull-pin, assemble it to the ram per its instruction manual. Use only the SNAPS™ pull pin on the Super Duty legs (fig 2-H).

   **DIRECT DRIVE:** Assemble the round foot pad (fig 2-I) to the ram (fig 2-J) with the supplied pin (fig 2-K).

3. Rotate drive shafts on both driver and driven legs to fully retract landing legs.

4. Attach mounting brackets (fig 3-A) to legs using carriage bolts and nuts (fig 3-B). Torque bolts to 18-20 ft.lbs. On each leg, position one bracket above and one below mounting tabs (fig 3-C) welded to landing leg housing.

5. Position legs against frame in a vertical position. Legs should not be more than 1/4˝ out of parallel with each other. Locate foot pads and lock pins for maximum ground clearance and to clear lower edge of trailer.

6. Mark mounting bracket location on trailer frame. Weld mounting bracket to trailer frame on both vertical sides and across either top or bottom (fig 3-D). **DO NOT** weld edges that contact mounting tabs on landing legs.

   **NOTE:** Use 5/16˝ fillet weld No. E6011 AWS welding rod 5/16˝ diameter. Machine amps (AC or DCRP) @ 160-180 with 50 volts.

7. **LANDING LEGS:** Assemble the cross shaft, if used, (fig 3-E), by placing undrilled end of 3/4˝ square tube into open end of 1˝ square tube.

8. **LANDING LEGS:** Place the collar (fig 1-C) between the 3/4˝ square tube and composite gear box.

9. **LANDING LEGS:** For leg sets with a cross shaft, fasten drilled end of 3/4˝ square tube to end of shaft through gear box with 1/4˝ x 1-1/8˝ long screw and lock nut. Bolt end of 1˝ square tube to shaft of
driven leg with 1/4” x 1-1/8” long screw and lock nut. To prevent rattle between tubes, tack weld 1” square tube to 3/4” square tube (FIG 3-F).

10. NOTE: Two motor landing leg sets may not need an outside access point for the manual override if you orient the legs so the drive shaft faces forward (toward the compartment door) or inward. Mark location for hand crank hole through frame (FIG 5-A) and side wall (FIG 5-B) and drill 1-3/32” minimum diameter hole for structural composite flange alignment tube (FIG 4-B & FIG 5). Slide alignment tube (FIG 5-C) through hole and over drive pin in crank shaft until it contacts the gear box (FIG 5-D or 1-B). Attach flange (FIG 5-E) of alignment tube to side wall with the three #8 sheet metal screws. If flange does not contact the side wall, shorten alignment tube to allow a flush fit. Use a tube cutter to shorten tube. Orient the weep hole on the flange so it is on the bottom.

NOTE: On open frame trailers, build a bracket to hold the alignment tube (FIG 3-G).

11. Check operation of landing legs by inserting slotted end of handle through alignment tube and engage the end of landing leg crank shaft. Rotate crank handle counter-clockwise. Check to see if both legs are extending equally.

**Electric Drive Motor**

NOTE: Use the Atwood Electric Motor on Atwood 5th Wheel Landing Legs only. Do not use on other manufacturer’s legs. The Direct Drive legs already have the motor installed.

1. LANDING LEGS: The 12VDC electric drive motor must be installed on the inside of the gear box located on the same side of the trailer from which the landing legs are now hand cranked (FIG 1). Two motor sets will have a motor on each leg.

2. Put slotted coupling of motor over end of shaft (FIG 1-A) on gear box.

3. Secure motor to gear box with two 1/4” dia. x 3-1/2” long rounded slot-head machine screws (FIG 1-D). Thread screws into the two tapped holes in gear box. Use lock washers (FIG 1-E) under screw heads.

**WARNING**

- Never exceed the rated capacity of the leveler as stated on its label.
- Levelers are not designed to be used as jacks. Do not use levelers to lift the vehicle during tire changes, axle work or other servicing. The tires must stay on the ground.

**Leveler Leg**

1. Prior to installation, retract the levelers so the foot pads are within 1/2” to 1” from the end of the outer housing (FIG 6-A).

2. Position leveler vertically against frame so base of foot is above the tires. The departure angle is an imaginary line between the bottom of the tires and the bottom of the rear bumper.

3. FOR SQUARE TUBE LEVELERS™, weld the frame bracket (FIG 6-E) to frame (FIG 6-F). Fit the Leveleg bracket (FIG 6-G) around the Leveleg, engaging one tab below the bracket (FIG 6-J) and the other tab above the bracket (FIG 6-K). Attach the Leveleg bracket to the frame bracket with a 3/8” carriage bolts and 3/8” nuts.

4. Lubricate the bolts and torque to 20 ft-lbs.

5. CROSS BRACE ATTACHMENT - Attach top cross brace brackets (FIG 6-L) to each landing leg under the tab on the landing leg using 3/8” carriage bolts and 3/8” nuts and torque to 20 ft-lbs. Have top cross brace brackets facing opposite directions. Attach each cross brace tube to each attached bracket using the 5/16-18 bolts and nuts. Do not tighten the bolts and nuts. Let the other ends of the tubes rest on the foot of the opposite landing leg. Put 5/16-18 bolt thru center of cross brace tubes and put the nut on the bolt, but do not tighten. Place lower cross brace bracket (FIG 6-M) on landing leg facing the opposite direction as the top cross brace bracket that is on that landing leg. Slide the lower bracket up and attach the cross brace tube end to the cross brace bracket with 5/16-18 bolt and nut. Put 3/8” carriage bolts and nuts on cross brace brackets and tighten to 20 ft-lbs. Insure lower brackets do not prevent landing leg from fully retracting. Tighten all 5/16-18 nuts to 12 ft-lbs.

6. Consult MPD 87920 for wiring instructions and integration with remote controls.

**Controls**

REMOTE CONTROL

2-motor and 4-motor Remote Control Systems are available to use in place of switches. Installation and Operation instructions refer to MPD 87920.

**SWITCHES**

- Most switches are not ignition protected. DO NOT install these in areas which require ignition protected devices (such as battery or propane tank storage compartments). Only the Ignition Protected Switch is approved for installation in these compartments.

1. Choose a smooth, flat surface on which to mount the electrical switch. Protect from environment by mounting inside an access door or protected exterior surface. Cut and deburr hole in panel through which wires will pass. Protect wires from edge of hole by using grommets or strain relief bushing (not furnished). Installing the switch on an uneven surface (for example “Mesa” aluminum siding) can cause binding between switch panel and switch. This binding can cause switch to stick. Make sure the switch panel does not bind or pinch the switch body.

**WARNING**

- Switches must be located so operator can not operate landing legs and be in contact with moving parts of cross shaft or motor at the same time.

2. For the single switch, cut either a rectangular hole or a 1-5/8” dia. hole. For the three switch panel, cut a 5-1/2” wide by 2-3/4” tall opening. Pass wires through hole from front.

3. Remove fuse from fuse holder until installation is complete and all connections are made.

4. Position panel with the gasket side against the mounting surface. It is recommended to use sealing screws to prevent moisture intrusion. Do not cut the wire tie located under the heat shrink tubing. Wires will spread and can pull off the terminals.

**LANDING GEAR SINGLE SWITCH WIRING CHART**

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>WIRE COLOR</th>
<th>POINT OF TERMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>RED</td>
<td>+12VDC BATTERY TERMINAL</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>CHASSIS GROUND OR - BATTERY TERMINAL</td>
</tr>
<tr>
<td>84”</td>
<td>RED</td>
<td>RED MOTOR LEAD</td>
</tr>
<tr>
<td>84”</td>
<td>BLACK</td>
<td>YELLOW MOTOR LEAD</td>
</tr>
</tbody>
</table>

**LANDING GEAR THREE SWITCH WIRING CHART**

<table>
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<tr>
<th>LENGTH</th>
<th>WIRE COLOR</th>
<th>WIRE NOMENCLATURE</th>
<th>POINT OF TERMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>RED</td>
<td>DRIVER MOTOR</td>
<td>RED MOTOR LEAD OF DRIVER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>DRIVER MOTOR</td>
<td>YELLOW MOTOR LEAD OF DRIVER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>BATTERY GROUND</td>
<td>CHASSIS GROUND OR - BATTERY TERMINAL</td>
</tr>
<tr>
<td>24”</td>
<td>RED</td>
<td>+12 VDC BATTERY</td>
<td>POSITIVE +12 VDC BATTERY TERMINAL</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>PASSENGER MOTOR</td>
<td>YELLOW MOTOR LEAD OF PASSENGER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>RED</td>
<td>PASSENGER MOTOR</td>
<td>RED MOTOR LEAD OF PASSENGER SIDE LANDING LEG</td>
</tr>
</tbody>
</table>

**DIRECT DRIVE LANDIN GEAR THREE SWITCH WIRING CHART**

<table>
<thead>
<tr>
<th>LENGTH</th>
<th>WIRE COLOR</th>
<th>WIRE NOMENCLATURE</th>
<th>POINT OF TERMINATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>24”</td>
<td>RED</td>
<td>DRIVER MOTOR</td>
<td>YELLOW MOTOR LEAD OF DRIVER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>DRIVER MOTOR</td>
<td>RED MOTOR LEAD OF DRIVER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>BATTERY GROUND</td>
<td>CHASSIS GROUND OR - BATTERY TERMINAL</td>
</tr>
<tr>
<td>24”</td>
<td>RED</td>
<td>+12 VDC BATTERY</td>
<td>POSITIVE +12 VDC BATTERY TERMINAL</td>
</tr>
<tr>
<td>24”</td>
<td>BLACK</td>
<td>PASSENGER MOTOR</td>
<td>RED MOTOR LEAD OF PASSENGER SIDE LANDING LEG</td>
</tr>
<tr>
<td>24”</td>
<td>RED</td>
<td>PASSENGER MOTOR</td>
<td>YELLOW MOTOR LEAD OF PASSENGER SIDE LANDING LEG</td>
</tr>
</tbody>
</table>
NOTE: If vehicle has auxiliary battery, connect terminals to auxiliary battery so that landing leg may be used when connected to 115V. If additional wire is needed, use no smaller than #10 stranded copper wire.

5. After reinstalling fuse in system, check installation by moving switch to RET (retract) position to raise landing legs and EXT (extend) position to lower legs.

**OPERATION**

**WARNING**

MOVING PARTS CAN CRUSH OR CUT

- Keep hands and clothing away from moving parts.

**WARNING**

TRAILER CAN MOVE OR COLLAPSE

- Never exceed rated capacity of landing legs. See CAPACITY CHART.
- **LANDING LEGS ARE NOT DESIGNED TO BE USED AS TRAILER JACKS.** Do not use the landings legs to lift the trailer during tire changes, axle work or trailer servicing (the trailer weight will exceed the capacity of the landing legs). The landing legs are designed to stabilize a portion of the trailer's weight. Support the front end of the trailer with structural stands rated for the GVWR of the trailer.
- Chock both sides of trailer wheels before operating landing legs.
- Both legs must touch the ground or the surface at the same time.
- Never drop the trailer off the hitch.
- Do not retract past the STOP label.
- Retract landing legs completely before towing trailer.
- Do not extend slideouts until trailer is level.

**CAUTION**

SECURE TRAILER BEFORE TRAVELING

- Securely latch hitch before raising landing legs.
- Apply trailer brakes and slowly pull the tow vehicle forward.
- The trailer should prevent the tow vehicle from moving.
- Lock pin spring clip must be positioned around landing leg and secured over end of pin on opposite side of leg tube. This prevents pin from coming out during travel (FIG 2-F).
- For SUPER DUTY LANDING LEGS insure the ball detent pin is fully extended through the leg (FIG 2-G).

**Electric Motor Operation**

**WARNING**

POTENTIAL DAMAGE TO LANDING LEGS

- When using power tools to drive system, do not over extend or retract system. Over extension or retraction can damage legs.
- Do not retract the legs past the STOP label.
- At leg's maximum extended or retracted length or maximum load, you will hear a clicking noise. This is the slip clutch built into the motor to prevent landing leg from over-extension or over-retraction.
- Release switch as soon as you hear the clicking. Continued operation with clutch slipping can damage legs.

**CAUTION**

POTENTIAL FRAME DAMAGE TO TRAILER

- **DUAL MOTOR APPLICATION** - when raising or lowering trailer, front of trailer must remain horizontal.

**TO EXTEND THE LEGS**, push switch to EXTEND position and hold until the ram (the middle tube) is halfway to the ground. EXT and RET on the switches refer to the travel direction of the legs, not of the trailer. This will optimize the overlap of all tubes, thus minimizing trailer sway. For just the landing legs, pull the pin or disengage the pull-pin and let the drop tube fall to the ground and re-pin in the nearest adjustment hole. Continue extending the landing legs until the pin box disengages from the hitch and the weight of the trailer is completely removed from the hitch. When there is sufficient clearance between the pin box and hitch, move tow vehicle clear of trailer. Move the tow vehicle clear of 5th wheel. Then lower the trailer until it is level side-to-side and back-to-front.

**TO RETRACT THE LEGS**, push switch to RETRACT position and hold until legs are fully retracted. Release the switch as the clevis pin in the inner ram tube nears the end of the outside tube to avoid unnecessary wear on motor clutch. Do not retract the legs past the STOP label. For Landing Legs only, remove lock pin and raise drop tube, re-pinning it in highest possible position.

**NOTE:** Landing Legs may be operated with override handle if electric drive motor is inoperative or if electricity is unavailable.

**CAUTION**

HANDLE COULD CAUSE INJURY

- Remove handle before using electric drive motor. Failure to do so will allow handle to jerk or spin around.

3. Before towing, check that the landing legs are within the angle of departure. The angle of departure is an imaginary line between the trailer tires and the rear bumper of the tow vehicle.

**Manual Operation of Front Landing Legs - REFER TO FIG 3**

**TO EXTEND THE LANDING LEGS**, insert handle into alignment tube until end engages crank shaft. Turn handle or drill adapter counterclockwise until the ram (the middle tube) is halfway to the ground. This will optimize the overlap of all tubes, thus minimizing trailer sway. Then remove the pin in the drop tube or, if you have a pull pin that doesn’t remove, pull the handle pin so the pin is disengaged. Let the drop tube fall to the ground and re-pin in the nearest adjustment hole. Continue extending the landing legs until the pin box disengages from the hitch and the weight of the trailer is completely removed from the hitch. When there is sufficient clearance between the pin box and hitch, move tow vehicle clear of trailer. Then lower the trailer until it is level, side-to-side and back-to-front. Remove and store the crank handle.

**TO RETRACT LANDING LEGS**, insert the handle into the alignment tube until the end engages the cross shaft. Turn the handle clockwise until the trailer is engaged in the hitch of the tow vehicle. Remove pin or disengage the pull pin and raise the drop tube, re-pinning it in the highest position. Fully retract the legs so that the foot pad is higher than the lowest point of the trailer, to prevent dragging while going over a curb. Do not extend the legs past the STOP label. Remove and store the handle.
Rear Leveler Operation

BEFORE OPERATING THE LEVELERS

**CAUTION**

PERSONAL INJURY

- Stand clear of the vehicle.

The following items must be done before operating the levelers.
1. Park the vehicle on a reasonably level site. Check for rocks, holes, or other obstructions. Warn all persons to stand clear of vehicle.
2. Do not extend the slideouts until coach is level.

**WARNING**

VEHICLE CAN TIP

- Soft/spongy ground may allow levelers to sink. Levelers must be on firm solid ground or surface prior to operation.
- Insure area below and around leveler is clear of obstructions.
- Do not place blocks under the leveler for additional ground clearance.

3. Refer to MPD 87920 for operation of controls for rear levelers.
4. To Manually Extend or Retract Leveler, use a 1/2˝ socket on Drive Nut on end of motor (fig 7-A). Rotate nut counter clockwise (looking from bottom end of nut [fig 7-B]) to extend leveler.

NOTE: It takes 500 revolutions of nut to extend/retract leveler 1".

MAINTENANCE

1. Before use, inspect drop tube and inner ram tube. Replace if bent or damaged.
2. **ONCE EACH YEAR**:
   a. Extend landing legs as far as possible, clean drop tube and inner ram tube. Coat exposed surface of tubes with silicone spray lubricant.
   b. Coat inside of handle alignment tube with silicone spray lubricant.
   c. Oil shaft bushing in gear box and leg gear heads with SAE 30 oil.
   d. Lubricate gears in gear box and landing leg gear heads with extreme pressure grease.
3. For Electric Drive Motor Landing Legs, twice each year, check wiring connections at battery. Clean terminals with a solution of baking soda and water. Cover with a thin coat of grease.
   **NOTE**: Electric Drive Motor is lubricated at factory and requires no further lubrication.
4. The Electric Drive Motor Landing Leg system is protected by a 30 amp fuse. If replacement is necessary, replace only with a Buss Type AGC-30 fuse or equivalent, available in automotive supply stores.
5. The 3:1 gear box is not repairable. Do not take it apart. If you have a problem with the gear box, replace it.

Should problems or questions arise, contact your dealer, the trailer manufacturer or Atwood’s Service Department at 866-869-3118.

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**ATWOOD LIMITED WARRANTY**

**HARDWARE SYSTEMS & COMPONENTS**

Atwood Mobile Products warrants to the original owner this product will be free of defects in material and workmanship for a period of two years from the date of purchase. Atwood’s liability hereunder is limited to the replacement of product, repair of product or replacement of product with a reconditioned product, at the discretion of the manufacturer. The warranty is void if the product has been damaged by accident, unreasonable use, neglect, tampering or other causes not arising from defects in material or workmanship. The warranty extends to the original consumer purchaser of the product only, and is subject to the following conditions:

1. For two (2) year commencing with the date of purchase, Atwood will replace or repair any Hardware System & Components that are found to be defective by Atwood Mobile Products.
2. In the event of a warranty claim, the Original Purchaser must contact the Atwood Consumer Service Department, 1120 North Main St., Elkhart, IN 46514, Telephone: 574-264-2131 Fax: 574-206-9713. Warranty claim service must be performed as approved by the Atwood Consumer Service Department. Warranty replacement hardware systems and components or parts will be furnished freight prepaid. Labor cost to repair or replace will be limited to the amount of the original purchase price of the systems and components. The replaced warranty products or parts become the property of Atwood Mobile Products and must be returned to the Atwood Consumer Service Department freight prepaid, unless prior arrangements have been agreed to.
3. This limited warranty is valid only when the product is applied, installed, maintained and operated in accordance with this Atwood Installation, Maintenance and Operating Manual. Any deviation from these recommended specifications must be approved in writing by Atwood.
4. Any implied warranties are limited to the duration of this limited warranty as stated above. Atwood does not assume responsibility for consequential damage or loss, including loss of use of vehicle, loss of time, inconvenience, expense for gasoline, telephone, travel, lodging, loss or damage to personal properties, or loss of revenues. Some states do not allow limitations on how long an implied warranty lasts or limitations on consequential damages, so the above limitations may not apply to you. This limited warranty gives you specific legal rights which may vary from state to state.
5TH WHEEL LANDING LEGS

STANDARD DUTY 2000 lbs / Landing Leg
HEAVY DUTY 3000 lbs / Landing Leg
SUPER DUTY 4000 lbs / Landing Leg
DIRECT DRIVE 4000 lbs / Leg
DIRECT DRIVE 5000 lbs / Leg

Direct Drive Landing Gear

Standard Duty Leg (Obsolete)

Super Duty Leg ONLY
- Optional Pull Pin -

Heavy Duty Leg - Optional Pull Pin -
<table>
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<th>ITEM</th>
<th>STD</th>
<th>HEAVY</th>
<th>SUPER</th>
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- The manual Standard and Heavy Duty landing legs include the cross shaft. Order the optional motor kit, #75391, to convert them to electric landing legs.
- For independently operated legs, the Heavy Duty can be ordered in a two-motor version.

N/A Not available

* These part numbers vary on non-standard sets. When ordering replacement parts, know the overall length and dimension between mounting stops if any.

- Les béquilles manuelles « Service Normal » et « Service lourd » comprennent un arbre intermédiaire. Commander le kit de moteur en option n° 75391 pour les convertir en béquilles électriques.
- Il est possible de commander les béquilles pour « Service lourd » en version à deux moteurs pour commander chaque béquille indépendamment.

N/A Non disponible

* Ces numéros de pièce sont différents sur les ensembles non standard. Pour commander des pièces de rechange, veiller à connaître la longueur totale et la distance entre les butées de fixation, le cas échéant.