

Random notes from Paul Smith's presentation at the HWH seminar Winnebago Grand National Rally – 2008

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Disclaimer: This document is a reflection of my note taking and my memory, both of which aren't as reliable anymore ; -)

- Paul (not Paul Smith) HWH owner is an ex-John Deere engineer
- HWH manufacturers everything it uses! (This was a big surprise to me!!)
- The restaurant (ooh - wonderful pies) is **CLOSED!** (HWH always treats customers to a free lunch)

Jacks:

- Jack shafts are stainless steel and jacks may be left extended for long periods of time – no need to retract jacks while in storage
- Jack shaft has an outer and an inner seal – sometimes dirt or a small pebble will get caught in the outer seal and cause (oops – I don't remember.) Chances are good the dirt/pebble will be expelled after six jack operation cycles
- Do **NOT** lubricate jack shafts in spite of what anybody says
- Level side-to-side first, then front-to-rear
- Do not lift wheels off the ground
 - Parking brake - diesel models lock both rear tires, gassers lock drive shaft
- Jack body will move 7° to stop the frame from flexing
- If you need to use wood to level (like at the GNR), the same board should across from jack to jack (i.e., the front jacks share the same board)
- Must dump air before jacks are lowered

- When retracting jacks, let the system shut itself off (do **NOT** manually turn it off!)
- Retract procedure: start engine first, let air pressure build, then hit store. Air bags will immediately get an inrush of air to prevent pinching since you let air build up
- Excessive slope indicator – jack has reached full travel
- There are only grounds coming from the control panel (apparently solenoids are operated by applying a ground instead of 12V positive)
- When storing your coach, extend the jacks until you take the “bulge” out of the tires. You will reduce the load on the bearings, tires, suspension parts and extend the life of the chassis
- Jacks and slides are two completely different systems
- Slide/jack system uses Dexron III transmission fluid which will expand with heat (like after a day on the road)
 - Do **NOT** check the fluid unless you have driven the coach for two hours
 - The fluid should be approximately at the “add” mark when cold
 - When you level after a day on the road, you might need to ‘bump’ (extend) the jacks a little after the fluid cools. Cooling fluid will cause a pressure drop which will cause a slight jack retraction

Slides:

- Do **NOT** use any spray on rams
- Never use a jack under the slide to “prop” up the slide box
- Keep sides of slides clean and waxed to avoid scratches when the gasket runs against the finish
- You can use 3M silicon spray (special silicon spray with no oil – 3M 08897) on slide gaskets

- To check to see if a silicon spray contains oil, spray on a piece of glass and let dry. If there is oil in the spray, you will see a film or residue left
- Creeping slides – probably leaky solenoid. Could be crud in the valve. Operate slide several times to purge lines
- There are two slide solenoids – one for retraction, one for extension. There are **NO** adjustments on the solenoids!
- If your slide came with a lock strap – **use it when on the road to prevent movement in the top of the slide due to wind!** (Yes – I did copy this down correctly. The top of the slide box could move in and out if the wind is the right direction and is strong enough
- Do **NOT** lubricate the slide arms with anything. They have lifetime Teflon bearing surfaces
- If you have a dirty carpet from slide movement, the shoe under the slide has collected dirt (I have no idea where this 'shoe' is located)
- When retracting slides, keep switch depressed until the pump motor sounds labored, count to three, then stop
- If one slide operates and one doesn't, the fluid is probably low

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