PHRED SEZ.....

J. Fred Ettline, WBCCI #27910

Trailer Stabilizer Jack Procedures

John Plaxco, WBCCI # 4736, outlines his procedure for setting his stabilizer jacks without torquing or twisting the trailer frame. After leveling the trailer side-to-side, chocking/locking the trailer tires, unhitching, and leveling the trailer front-to-rear, he runs the electric jack *down to slightly below level*, lowering the front of the trailer. He lightly snugs down the rear stabilizer jacks, then runs the electric jack *up to slightly above level*. Next he lightly snugs down the front stabilizer jacks, and runs the electric jack *down to level*. Having stabilized the trailer with this method he finds that his entrance door never binds, so the trailer is not in any way twisted and he is always happy with the trailer stability.

Motorhome Hitches for Towed Vehicles

Gordon Gemeny, WBCCI # 2573, wants to advise others that his 1992 Classic Motorhome has an Airstream Sticker on the hitch indicating it is a Class 1 hitch with maximum towed weight capacity of 2000 pounds and maximum hitch weight of 500 pounds. His concern is that even compact cars may weigh more than 2000 pounds and owners towing those or heavier cars may be unknowingly exceeding their hitch rating.

The following information is from the Airstream factory:

1. The 1992 Classic Motorhomes came with a Class 1 hitch on 250-300-350 series models.
2. The 2000, 2001, 2002 models 35', 360, 365, 390, and 395 have Class 4 hitches with 5,000 pounds towing capacity and 500 pounds hitch weight.
3. The 2004, 2005, and 2006 motorhomes have Class 5 hitches with 10,000 pounds towing capacity and 1,000 pound hitch weight.

Motorhome Fuse Center Location for Towed Vehicle Lighting

Ernie Ward, WBCCI # 29335, had no tail lights on the vehicle he tows behind his 2004, 39 foot motorhome. The Airstream owner's literature was no help, since it was a Freightliner installed item. He took it to Freightliner service and the technicians could not find the fuse center. After about a half hour looking, they gave up and the service advisor spent about a half hour tracing wires, finally concluding the fuse center had to be behind the wall in the bin in front of the right rear tires (see photo #1). After taking out six sheet metal screws and dismounting the box, the 15 fuses and circuit breakers were finally located (see photo #2). Replacing a blown fuse cured his problems. He passes along this word to the wise for those of you that have a similar motorhome and may experience problems with towed vehicle lighting.

The new book, Phred Sez - the First Ten Years, is now available on computer CD (written in Microsoft Works and also Microsoft Word). Order by mail for yourself or for loved ones by sending a check for $15 each (includes shipping)

Help me with topics for the PHRED SEZ column. Send your creative experiences and ideas by US mail, E-Mail, Fax, or phone:

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The ideas expressed in this column are those of the author or fellow Airstreamer and should not be construed as those of a licensed technician. Implementation of any idea is entirely at your own risk. Consult a technician if you do not feel personally qualified.