



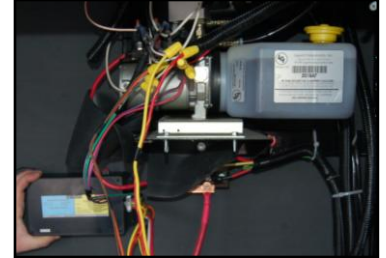
# Wireless Dual Remote Control System Installation Procedure

Model: AS-1000FR

**To Install:** The water resistant receiver box should be located in an accessible area. Side storage trunks or locations within cabinetry will work well. All electrical connections that are made to the receiver box should be made with properly sized connectors. All wiring should be routed in areas that will protect it from road hazards, sharp edges, and heat that may be generated by the engine or exhaust system. The system should be installed so that the electrical connections are protected from objects that may come in contact with them causing an electrical short.

*\* Shut-down and disconnect the battery during the installation.*

Good location to install the receiver box



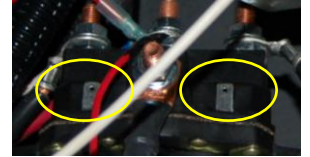
## SLIDE-OUT ROOMS (HYDRAULIC)

### Step 1 – Pump Solenoid

- A) Connect the purple and pink wires from the receiver box to the pump solenoid. (If you are also using this remote on the front jacks that are hydraulic, then connect the purple and pink wires to the hydraulic adapter before connecting to the pump solenoid).

### Step 2 – Wall Switch

- B) Connect the green and grey wires from the receiver box to the existing wall switch wires.



## FRONT JACKS (ELECTRIC)

### Step 1 - Automatic Reset Breaker

- A) Install a 20 to 30-amp in-line fuse, automatic, or manual reset breaker, within 18" of the battery and connected to the positive battery terminal. *This automatic reset breaker must not be installed in the battery enclosure or compartment. The breaker may produce a spark and as a battery charges it releases hydrogen gas which is explosive.*
- B) Run a red 10 gauge stranded copper wire from the load-side of the automatic reset breaker, just installed, to the red 10 gauge wire on the receiver box.

### Step 2 – Motor Wire

- A) Cut the wires that connect the motor to the existing wall switch. *Cut each wire individually (usually red and white wires).*
- B) The existing wires that are still connected to the wall switch will be used in Step 3.
- C) Connect the red motor wire to the 10 gauge yellow wire on the receiver box.
- D) Connect the white motor wire to the 10 gauge red/yellow wire on the receiver box.

### Step 3 – Wall Mounted Switch

- A) Connect the wall mounted switch wires from step 2, to the 14 gauge stranded copper (orange and brown) wires on the receiver box.
- B) This switch must be a normally open momentary type switch. A SPDT (closed/open/closed) or two SPST momentary normally open switches may be used.
- C) The switch must also be located so that positive 12volt dc power can be run to the switch. This is something that has probably already been completed by the RV Manufacturer.

### Step 4 – Ground From Vehicle

- A) Run a white 10 gauge stranded copper wire from the battery negative terminal to the 10 gauge white wire on the receiver box.

\* Cap off the existing Yellow light gauge wire – it is not used when connecting to the Electric Front Jacks.



# Wireless Dual Remote Control System Installation Procedure

Model: AS-1000FR

## FRONT JACKS (HYDRAULIC)

### Step 1 - Automatic Reset Breaker

- Install a 20 to 30-amp in-line fuse, automatic, or manual reset breaker, within 18" of the battery and connected to the positive battery terminal. *This automatic reset breaker must not be installed in the battery enclosure or compartment. The breaker may produce a spark and as a battery charges it releases hydrogen gas which is explosive.*
- Run a red 10 gauge stranded copper wire from the load-side of the automatic reset breaker, just installed, to the red 10 gauge wire on the receiver box.

### Step 2 – Pump Solenoid

- Cut the wires that connect the motor to the existing wall switch.
- The existing wires that are still connected to the wall switch will be used in Step 3.
- Connect the yellow and red/yellow wires from the receiver box to the Hydraulic Adapter and then connect the adapter to the Pump Solenoid. *(On one side of the adapter should be the pink wire from the slide room and the yellow wire from the front jacks. Then the other adapter should be used to connect the purple wire from the slide room and the red/yellow wire).*

### Step 3 – Wall Mounted Switch

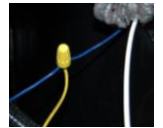
- Connect the wall mounted switch wires from step 2, to the 14 gauge stranded copper (orange and brown) wires on the receiver box.
- This switch must be a normally open momentary type switch. A SPDT (closed/open/closed) or two SPST momentary normally open switches may be used.
- The switch must also be located so that positive 12volt dc power can be run to the switch. This is something that has probably already been completed by the RV Manufacturer.

### Step 4 – Ground From Vehicle

- Run a white 10 gauge stranded copper wire from the battery negative terminal to the 10 gauge white wire on the receiver box.

### Step 5 – Jack Solenoid Valve

- Connect the existing yellow light gauge wire to the jack solenoid valve (usually blue). This is located at the off-door side hydraulic cylinder.



### Read Before Operating:

- Reconnect the battery,
- Turn the on/off switch, located on the receiver box, to the on position,
- Turn off the vehicles motor, and
- Depress the button on the key fob. Each button on the key fob controls one specific motor. By depressing a button on the key fob a motor will become powered as long as the button is depressed.

- By releasing one button and then depressing the same button again, the motor will stop and move in the opposite direction, as long as the button remains depressed.
- The landing gear or room(s) may also be controlled in the same manner as the key fob by the switches located on the wall.
- When the system is not in use, the on/off switch should be placed in the off position. This will deactivate the key fob only. You can still use the switches on the wall.
- Care should be taken to not overdrive the jack or slide room. When the jack or slide room reaches the end of travel, release the switch.
- In the event that the jack or slide room would need to be manually cranked, it may be necessary to unplug the motor wires as previously described. This is because, some motors will create excessive drag in the system when manually cranked and by unplugging the motor wires it will make it easier to operate.



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