



# LIPPERT COMPONENTS, INC.

## JT Strong Arm Jack Stabilizer Installation

### Fifth Wheels

#### Tools Needed:

- Tape Measure
- "Sharpie" felt-tip black marker or equivalent
- Hammer
- Center Punch
- Power Drill
- 1/8" drill bit (for pilot holes)
- 5/16" drill bit
- 3/8" drill bit
- 1/2" "Uni-bit" or step bit- preferred or standard 1/2" drill bit
- Counter-sink bit (for deburring)
- 9/16" deep socket and ratchet
- 9/16" box end wrench
- 5/8" box end wrench
- 11/16" box end wrench
- "Vice-Grips"
- 3" -4" C-clamp
- White grease
- Safety Glasses
- Face shield

1. Determine what style of jacks (Telescoping or Scissor) is on the chassis by comparing the pictures with the rear jacks.



Single-Arm "C" Type Telescoping Jack



Scissor Jack

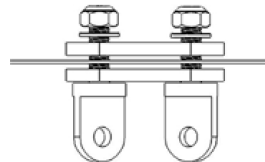
2. Locate a cross-member rearward of the rear jacks at a minimum of 6" to a maximum of 18". Under front half of chassis locate a cross-member or center compartment with a steel floor from 6"-18" from front of electric leveling jacks. If unable to locate a suitable mounting location at either front or rear of chassis, please call Customer Service toll free at 1-888-587-JTRV (5878) 9 AM to 5 PM PST.

3. At the front of the chassis, measure the inside distance between the front electric leveling jacks just below the frame of the chassis.

If measurement between front electric jacks is 58" to 66" and the chassis is insulated and has a center compartment with a steel floor located between the front jacks, refer to Step 4a. If measurement between the front jacks is 58" to 66" and the chassis is uninsulated with a "C" channel cross-member, refer to Step 4b. If the measurement between the front jacks is 66" or longer and the chassis is uninsulated with a "C" channel cross-member, refer to Step 4c. If the measurement between the front jacks is 66" or longer and the chassis is insulated and has a center compartment with a steel floor located between the front jacks, refer to Step 4d. If the measurement between the front jacks is 66" or longer and the chassis is insulated and the cross-member is constructed of tubular steel, refer to Step 4e. If the measurement between the front jacks is less than 58", a special order kit (SJS-100 Short) is required.

- 4a. Mark the bottom of the center compartment centered between the front electric jacks. Mark the center of one of the stiffening pads (P/N SJS-3009) between the mounting holes. Align the center marks on the stiffening pad and the bottom of the center compartment and place the stiffening pad 1/4" from the front edge of the center compartment. Mark the center of each mounting hole in the stiffening pad on the bottom of the center compartment and center punch the marks. To prevent accidental damage to personal property, clear the center compartment of any valuables. Drill a 1/8" pilot hole at each mounting hole location. Drill both of the mounting holes out to 3/8" and using a counter-sink bit, debur the inside of the holes. Sandwich the floor of the center compartment between two stiffening pads. Secure the pads using two 3/8" x 1 1/4" swing-bolts (P/N SJS-3001), two 3/8" washers (P/N SAEW-5031), and two 3/8"-16 locking nuts (P/N NLN-5021). Tighten nuts enough to ensure needing a screwdriver for leverage to pivot swing-bolts.

- 4b. Mark the bottom of the cross-member centered between the front electric jacks. Mark the center of one of the stiffening pads (P/N SJS-3009) between the mounting holes. Align the center marks on the stiffening pad and the bottom of the cross-member and clamp with a pair of Vice-Grips or "C" clamp. Drill both mounting holes with a 3/8" bit. Secure the stiffening pad to the bottom of the cross-member with two 3/8" x 1 1/4" swing-bolts (P/N SJS-3001), two 3/8" washers (P/N SAEW-5031), and two 3/8"-16 locking nuts (P/N NLN-5021). Tighten nuts enough to ensure needing a screwdriver for leverage to pivot swing-bolts.



- 4c. From the inside of both front jacks, measure toward the center of the cross-member 30" and place a mark. Mark the center of two of the stiffening pads (P/N SJS-3009) between the mounting holes. Align the center marks on the stiffening pad and the bottom of the cross-member and clamp with a pair of Vice-Grips or "C" clamp. Drill the mounting holes with a 3/8" bit. Secure the stiffening pads to the bottom of the cross-member with two 3/8" x 1 1/4" swing-bolts (P/N SJS-3001), two 3/8" x 1 1/2" bolt (P/N G5-5001), four 3/8" washers (P/N SAEW-5031), and four 3/8"-16 locking nuts (P/N NLN-5021). The swing-bolts should be inserted into the mounting holes closest to the electric jacks. Tighten nuts enough to ensure needing a screwdriver for leverage to pivot swing-bolts.

4d. From the inside of both front jacks, measure toward the center of the center compartment 30" and place a 2" mark 1/4" from the front edge of the compartment. Mark the center of two of the stiffening pads (P/N SJS-3009) between the mounting holes. Align the center marks on the stiffening pads and the bottom of the center compartment and place the stiffening pad 1/4" from the front edge of the compartment. Mark the center of each mounting hole in the stiffening pads on the bottom of the center compartment and center punch the marks. To prevent accidental damage to personal property, clear the center compartment of any valuables. Drill a 1/8" pilot hole at each mounting hole location. Drill the mounting holes out to 3/8" and using a counter-sink bit, debur the inside of the holes. Sandwich the floor of the center compartment between the stiffening pads. Secure the pads using two 3/8" x 1 1/4" swing-bolts (P/N SJS-3001), two 3/8" x 1 1/2" bolts (P/N G5-5001), four 3/8" washers (P/N SAEW-5031), and four 3/8"-16 locking nuts (P/N NLN-5021). The swing-bolts should be inserted into the mounting holes closest to the electric jacks. Tighten nuts enough to ensure needing a screwdriver for leverage to pivot swing-bolts.

4e. Insert a 3/8" x 1 1/4" swing-bolt (P/N SJS-3001) into a spacer mount (P/N SJS-4011) a secure with a 3/8" washer (P/N SAEW-5031) and 3/8" locking nut (P/N NLN-5021). From the inside of both front jacks, measure toward the center of the cross-member 27 3/4" and place a mark. Align one of the short edges of the spacer mount with the mark keeping the swing-bolt toward the center of the chassis. Mark the center of the mounting holes and center punch them. Drill 1/8" pilot holes at the four mounting hole locations. Drill out the holes closest to the electric jacks to 5/16" on both sides of chassis. Tap the 5/16" holes with either a 3/8"-16 tap or a 3/8"-16 x 1" self-tapping bolt (P/N STB-5010). Lubricate as needed. Remove tap or bolt and secure spacer mount with a 3/8"-16 x 1" self-tapping bolt, taking care to keep the remaining pilot hole centered in the mounting hole of the spacer mount. Tighten bolt securely. Drill remaining pilot hole to 5/16" and insert a 3/8"-16 x 1" self-tapping bolt and tighten. Repeat this step for opposite side.



5. Ensure the adjustment holes in the jack leg above the foot pad pin are 1/2". If not, drill out the second from the bottom holes on each jack leg with a step bit or standard 1/2" bit and debur holes with a counter-sink bit. Insert a 3/8" ID x 1/2" OD flanged bushing (P/N SJS-3008) into the second from the bottom holes in each jack leg. Apply a thin layer of white grease to the shaft of a 3/8" x 3 1/4" swing-bolt (P/N SJS-3003) and the flanges of the bushings. Align the mounting holes of the electric jack clevis (P/N SJS-2002) with the bushings from the rear of the jack leg and insert the swing-bolt through both sides with the shoulder and 3/8" washer on the inside of the jack leg. Apply a thin layer of grease to a 3/8" washer and place on outside of clevis over swing-bolt. Secure the swing-bolt and clevis with a 3/8"-16 extra heavy nut (P/N SBJN-5002). Tighten enough to eliminate side play.

**DO NOT OVERTIGHTEN.**



6. Thread a "Sliver Bullet" lifting handle (P/N SBLH-100) onto the outside of the swing-bolt and tighten against the 3/8" extra heavy nut. Repeat Steps 5 and 6 for the opposite side.

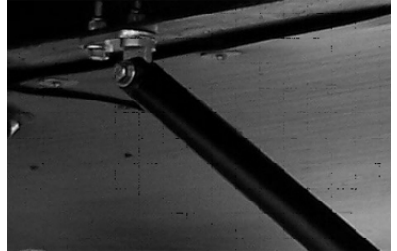
**For chassis that are constructed with "I" or "H" beam main rails (front-to-back) and are uninsulated, refer to Step 7a. For chassis that are constructed with "I" or "H" beam main rails or tubular frames and/or insulated, refer to Step 7b.**



7a. Measure from the rear side of the electric jack leg 30" and place a mark on the bottom of the main rails. Measure the bottom flange of the main rails and divide by 4 for center of mounting hole. Center punch at the intersection of the lines and drill a 1/8" pilot hole. Drill out the pilot hole to 3/8" and debur. Secure a stiffening pad to bottom of the main rail flange using a 3/8" x 1 1/4" swing-bolt, a 3/8" washer, and a 3/8" locking nut. The edge of the stiffening pad should be parallel to the edge of the main rail flange. Drill remaining mounting hole and secure with a 3/8"-16 x 1 1/2" bolt, 3/8" washer, and 3/8" locking nut. Repeat this step for opposite side.



7b. Measure from the rear side of the electric jack leg 27 3/4" and place a mark on the bottom of the main rails. Assemble a spacer mount as in Step 4e. Using the spacer mount as a template, mark the mounting holes by aligning one short edge with the 27 3/4" mark. Ensure the spacer mount is parallel to the outside of the main rail flange. Center punch and drill an 1/8" pilot holes at each mounting hole location. Drill out the hole closest to the front jacks to 5/16" and tap using either a 3/8"-16 tap or 3/8"-16 x 1" self-tapping bolt. Lubricate as needed. Secure spacer mount to bottom of mail rail flange with a 3/8"-16 x 1" self-tapping bolt, taking care to keep the remaining pilot hole centered in the mounting of the spacer mount. Tighten bolt securely. Drill the remaining pilot hole out to 5/16" and insert a 3/8"-16 x 1" self-tapping bolt and tighten. Repeat this step for opposite side.



8. Apply white grease to the threads of two "T"-bolts (P/N SJS-3007) and partially thread them into the top holes of the outer stabilizer tubes. Remove inner stabilizer tube from assembly and discard the plastic shipping bag. Reassemble stabilizer tubes with the inner tube sticking out past the end of the outer tube by 5". Tighten "T"-bolts until snug.

9. To ensure proper installation, make sure the warning labels are facing outward and right-side up. The "T"-bolts should also be on the top side of the stabilizers. Apply a thin layer of white grease to the swing-bolt tabs. Attach clevis of outer stabilizer tube to the swing-bolt tab under center of chassis with a 3/8" x 1 1/2" bolt, 3/8" washer, and 3/8"-16 locking nut. Tighten nut until the stabilizer tubes will swing to the ground with resistance. **DO NOT OVERTIGHTEN** Attach clevis of inner stabilizer tube to swing-bolt tab on jack leg with a 3/8" x 1 1/2" bolt, 3/8 washer, and 3/8-16 locking nut. Loosen "T"-bolt if needed. Repeat this step for opposite side.



10. Prepare stabilizer tube as described in Step 8. To ensure proper installation, make sure the warning labels are facing outward and right-side up. The "T"-bolts should also be on the top side of the stabilizers. Apply a thin layer of white grease to the swing-bolt tabs. Attach clevis of outer stabilizer tube to the swing-bolt tab under main rail of chassis with a 3/8" x 1 1/2" bolt, 3/8" washer, and 3/8"-16 locking nut. Tighten nut until the stabilizer tubes will swing to the ground with resistance. **DO NOT OVERTIGHTEN** Attach clevis of inner stabilizer tube to tab on electric jack clevis with a 3/8" x 1 1/2" bolt, 3/8 washer, and 3/8-16 locking nut. Loosen "T"-bolt if needed. Repeat this step for opposite side.

**For chassis with rear scissor jacks, refer to Step 11a. For chassis with telescoping rear jacks, refer to Step 11b.**

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11a. Starting with one of the rear scissor jacks, remove the existing lower, outside pivot bolt; replacing with a 3/8" x 3" swing-bolt. Install swing-bolt from back-to-front with the shoulder of the swing-bolt to the rear side of jack. Place 3/8" washer and 3/8"-16 locking nut on threaded end of swing-bolt. Tighten enough so that the swing-bolt will only pivot by using a screwdriver for leverage. Ensure swing-bolt tab is positioned horizontally. Prepare "T" bolts and stabilizer tubes as described in Steps 8, except the inner tube should be set at 1" instead of 5". After fully retracting rear scissor jacks, attach the clevis end of the stabilizer inner tube to the swing-bolt tab on the rear side of the jack using a 3/8"-16 x 1 1/2" bolt with a 3/8" washer on the top and bottom of the tab and a 3/8" locking nut. Tighten nut until tight. Repeat this step on the opposite side.



11b. Drill a 3/8" hole centered in telescoping channel and 1" up from the end.

**Note:** For 2006 or later telescoping jacks, replace existing 3/8" jack pad bolt with 3/8" x 3 3/4" swing-bolt. Use 3/8"-16 half nut (P/N NLN-5022) to secure. Insert a 3/8" x 1 1/2" swing-bolt with the tab pointing to the rear of the chassis. Secure with a 3/8" washer and 3/8" locking nut. Tighten as described in Step 11a. Prepare "T" bolts and stabilizer tubes as described in Steps 8, except the inner tube should be set at 1" instead of 5". After fully retracting rear telescoping jacks, attach the clevis end of the stabilizer inner tube to the swing-bolt tab on the rear side of the jack using a 3/8"-16 x 1 1/2" bolt with a 3/8" washer on the top and bottom of the tab and a 3/8" locking nut. Tighten nut until tight. Repeat this step on the opposite side.



**For chassis that are constructed with "C" channel rear cross-members and uninsulated, refer to Step 12a. For chassis that are constructed with "C" channel rear cross-members or tubular frames and/or insulated, refer to Step 12b.**

12a. Attach a 3/8" x 1 1/4" swing-bolt to the clevis end of the stabilizer outer tube with a 3/8"-16 locking nut and 3/8" washers. Tighten nut enough to allow the swing-bolt to point upwards. Rotate stabilizer tube toward center of chassis and up to cross-member identified in Step 2. Mark where center of swing-bolt meets the center of the cross-member front-to-back on the bottom of the cross-member. Align a stiffening pad with the outer hole centered on the mark for the center of the swing-bolt. Clamp the stiffening pad to the cross-member with a pair of Vise-Grips and drill mounting holes with a 3/8" bit. Secure stiffening pad to the cross-member with a 3/8" x 1 1/4" bolt, 3/8"-16 locking nut, and 3/8" washer in the inside mounting hole. After removing the Vise-Grips, attach swing-bolt to remaining mounting hole with a 3/8" locking nut and washer. Repeat step for opposite side.



12b. Prepare spacer mounts as described in Step 4e. Rotate stabilizer tubes toward center of chassis and upward to cross-member identified in Step 2. Using the spacer mount as a template, mark the mounting holes by aligning one short edge with the center of the cross-member. Ensure the spacer mount is parallel to the edge of the rear cross-member. Center punch and drill an 1/8" pilot holes at each mounting hole location. Drill out the hole closest to the rear jacks to 5/16" and tap using either a 3/8"-16 tap or 3/8"-16 x 1" self-tapping bolt. Lubricate as needed. Secure spacer mount to bottom of rear cross-member with a 3/8"-16 x 1" self-tapping bolt, taking care to keep the remaining pilot hole centered in the mounting of the spacer mount. Tighten bolt securely. Drill the remaining pilot hole out to 5/16" and insert a 3/8"-16 x 1" self-tapping bolt and tighten. Repeat this step for opposite side.

13. Place Warning Label (P/N S-1) in any available location that is visible while operating electric leveling jack switch. Clean mounting surface thoroughly. Remove backing from label and adhere to mounting surface using a squeegee or similar tool.



**WARNING!!** If warning label is not obviously visible to the electric jack operator or is not installed at all, all product warranties are voided.