

JT's Strong Arm Jack Stabilizer™

5th Wheel Trailer



HAPPIJAC®

A Division of Lippert Components Inc.



Installation Instructions

**JT's Strong Arm Jack Stabilizers™ are protected under
US patent laws by patent number: # 7,188,842.**

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Dear JT's RV Accessories Customer:

Congratulations on your purchase and welcome to the world of JT's RV Accessories! You're now part of the growing number of people who enjoy the ease of use and enhanced comfort and stability they get from using the original and patented JT's Strong Arm Jack Stabilizer system on their Fifth-wheel or Travel Trailer.

We build quality and value into every accessory that we produce and JT's Strong Arm Jack Stabilizers are no exception. JT's Strong Arm Jack Stabilizer system will provide you with years of trouble free use and you'll really come to appreciate the many benefits it provides, such as:

- A Rock Steady RV!
- Tremendous time saver!
- One-time permanent installation
- Nothing to tear down or stow away!
- Enhanced Comfort and Stability for your RV lifestyle!
- Easy to set-up: telescopes into place when jacks are lowered-all you do is twist the "T"!

We'd love to hear about your experience with JT's Strong Arm Jack Stabilizer system, and how it has enhanced your RV's comfort and stability.

If you should ever have any questions or problems, feel free to give us a call. We're here to help you from 8 AM to 5 PM Monday through Friday with the knowledge and experience to answer any technical questions you may have. Thanks again and happy RVing!

Kind regards,

Don Payne

Product Manager

dpayne@lci1.com

Happijac Company and JT's RV Accessories-*Enhanced Comfort and Stability for your RV Lifestyle*

www.jtrv.com

Corporate Offices: 801-544-2585

PS: JT's RV Accessories is proud to announce the debut of three new products for 2007: JT's LVL-1 Wireless Digital Level™, JT's Elephant Foot Jack Pads and Shoes™ and JT's "T"-Handler™ - a helpful wrench for reaching the "T"-bolts on JT's Strong Arm Jack Stabilizer system.

Please see the home page of our website for more details on these new innovative products. Just choose the tab labeled **Our Products** and make your choice.

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1. 5th Wheel Kit Identification / Product Inventory List

Item #	Old Part Number And New Part Number	Kit # SJS-100S/T	PART DESCRIPTION
		Quantity Per Kit	
1.	SJS-3008, 196225	4	Flanged Bushing 3/8" ID 1/2" OD x 3/8" ID
2.	NLN-5021, 118044	26	"Nylock" Nut 3/8"-16
3.	NLN-5022, 196243	2	3/8"- 16 Half Nut
4.	SAEW-5031, 119075	42	Washer 3/8" SAE
5.	G5-5001, 135835	18	Bolt 3/8"-16 x 1 1/2"
6.	SJS-3001, 196226	6	Swing-bolt 3/8" x 1 1/4"
7.	SJS-3003, 196227	4	Swing-bolt 3/8" x 4"
8.	SBJN-5002, 191019	2	Jam Nut 3/8"-16 Extra Heavy
9.	SBLH-100, 196228	2	"Silver Bullet" Lifting Handles
10.	SJS-3007, 196234	6	"T"- Bolt
11.	SJS-3009, 196240	6	Stiffening Pad
12.	STB-5010, 196235	8	Bolt 3/8"-16 x 1" (self-tapping)
13.	SJS-4011, 196229	4	Spacer Mount
14.	SJS-2002, 196230	2	Clevis for Front Electric Landing Jacks
15.	SJS-4003, 196231	6	Stabilizer Outer 1 1/4" O.D.
16.	SJS-4004, 196232	6	Stabilizer Inner 1" O.D.
17.	S-1	1	Front Electric Landing Jacks "Warning Sticker"

Please match parts and corresponding item numbers on the following pages with item numbers listed above

Parts Inventory

SJS-3008, 196225



NLN-5021, 118044



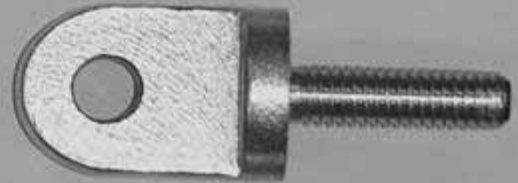
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G5-5001, 135835



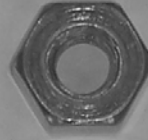
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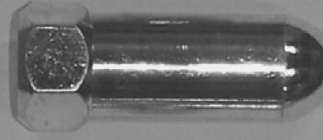
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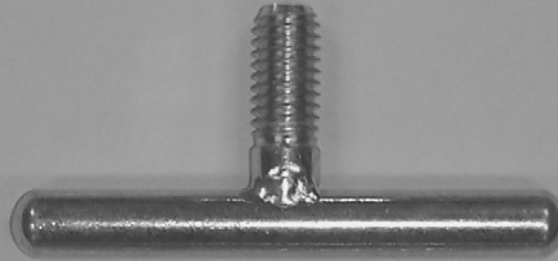
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SBLH-100, 196228



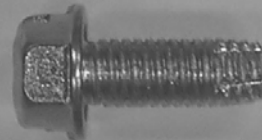
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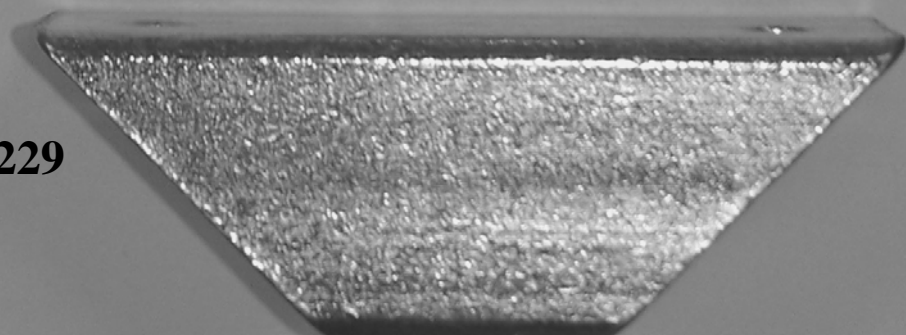
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STB-5010, 196235



SJS-4011, 196229

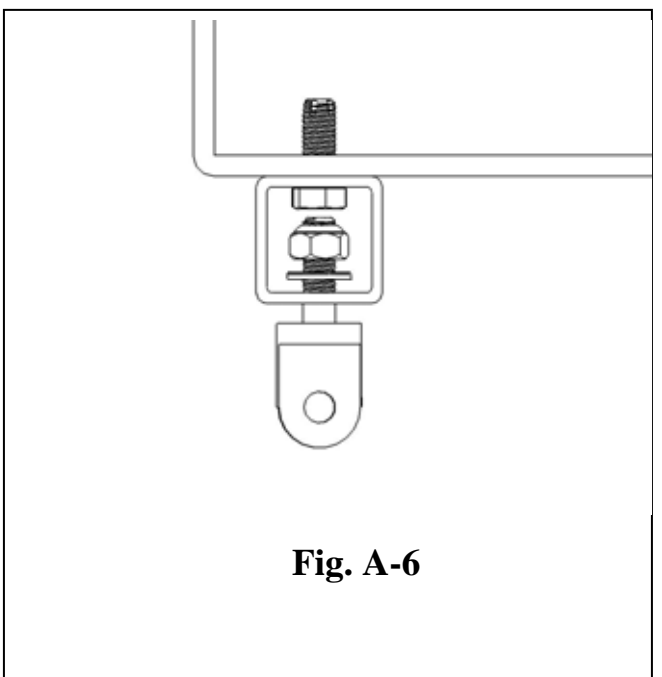
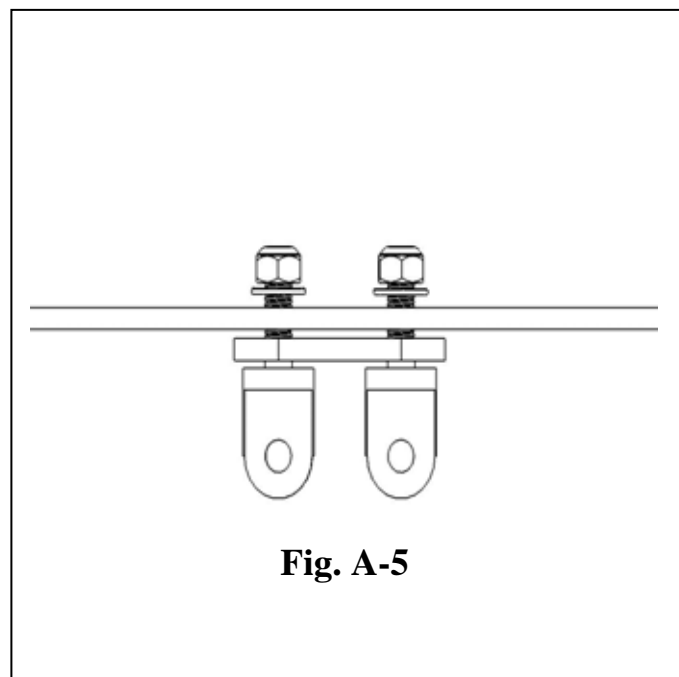
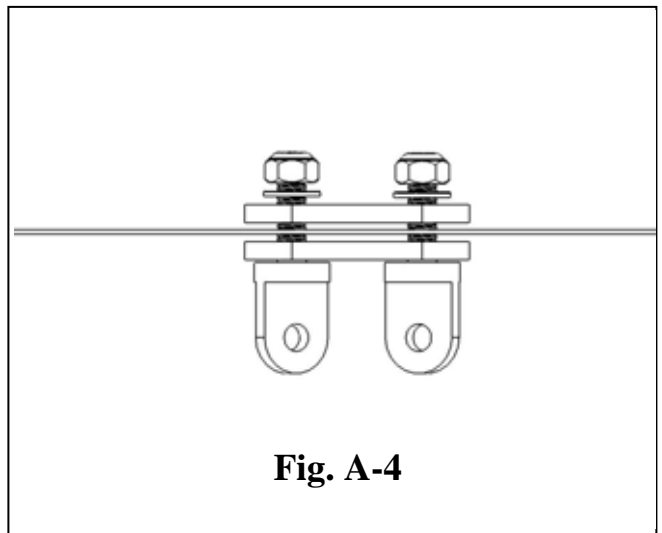
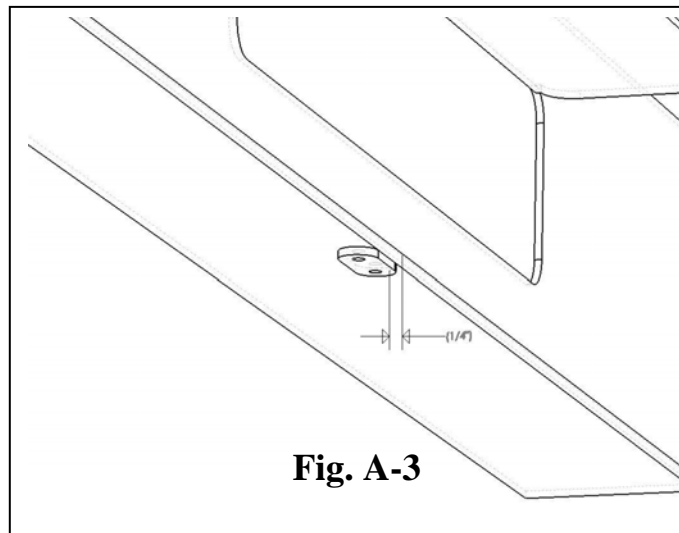
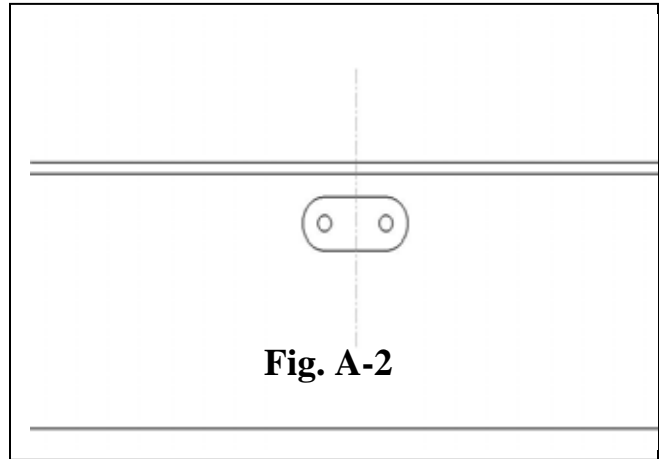
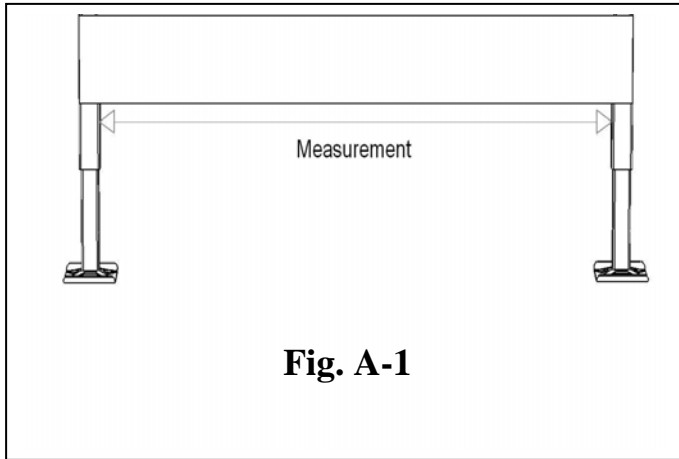




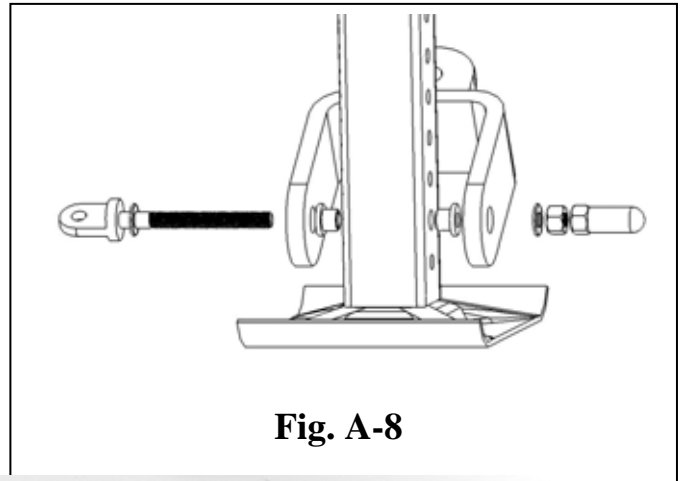
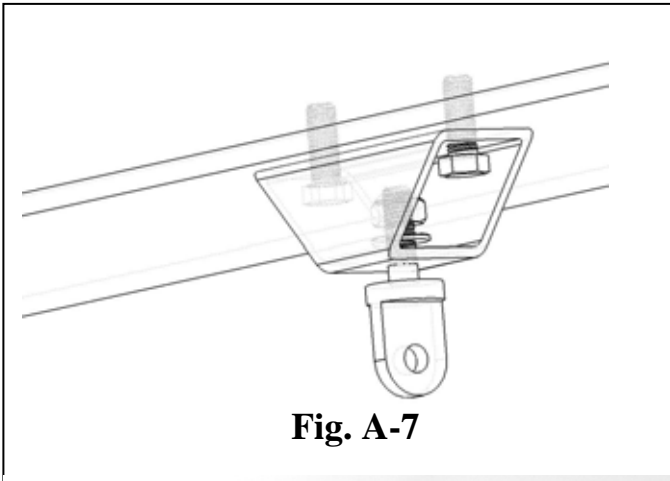
SJS-2002, 196230

SJS-4003, 196231
SJS-4004, 196232

2. Parts Line Drawings



2. Parts Line Drawings Continued



The Original Patented
JT's Strong Arm Jack Stabilizer™ Kit
(Each kit contains 6 Stabilizers)

3. Tool List

1. Tape Measure
2. "Sharpie" felt tip black marker or equivalent
3. Hammer
4. Center punch
5. Drill Motor
6. 1/8" drill bit (for pilot holes)
7. 5/16" drill bit
8. 3/8" drill bit
9. 1/2" "Uni-bit" or step drill is preferred- but a standard 1/2" drill bit is OK
10. Counter sink for deburring
11. 9/16" deep socket and ratchet
12. 9/16" box end wrench
13. 5/8" box end wrench
14. 11/16" box end wrench
15. "Vise-Grips"
16. 3"- 4" "C"-Clamp
17. White grease
18. Safety glasses
19. Face shield
20. Mat to lay on
21. Patience!

4. Planning the Installation-5th Wheel Trailer

- A. Look under the front half of your coach and locate the two main frame rails.
Note: Most coaches manufactured today are insulated underneath and the insulation tends to cover the frame rails. One easy way to locate the frame is to see where the front spring from the axle is mounted to the frame, and follow the rail forward. Also, the manufacturers mount the insulation skin to the frame, so you may see a line of screws going down the frame.
- B. Locate a front cross-member between, or in front of, the front electric leveling jacks on 5th wheel trailers, or scissor jacks on travel trailers. If there is no cross member, there is sometimes a front compartment with a steel floor between the front jacks. If there is a front compartment, that will work fine. If the cross-member is behind the jacks, up to about 6 inches, this will work also. You will find the Strong Arm Jack Stabilizer kit to be very versatile in mounting. If you cannot find a cross member, or do not have a front compartment with a steel floor, it is not the end of the world. Call us 801-544-2585 8AM to 5PM MST and we can help solve any problem you may encounter. When all else fails, we do make custom cross members and will ship anywhere in the US.
- C. Go to the back half of the coach and locate the rear leveling jacks.
- D. Determine the style of jacks you have: Telescoping or Scissor are most common.



**Single-Arm
“C”-Type
Telescoping jack**



Scissor jacks

- E. Locate a cross-member behind the rear leveling jacks- preferably a minimum of 6 inches and a maximum of 18 inches. If the cross-member is in front of the jacks, that will work also. It just makes it a little harder to get to the stabilizer “T”-bolts when locking the Strong Arm Jack Stabilizers in place. Again, if you have any problems locating a cross member, or have any questions, please call us 801-544-2585 8AM to 5PM MST and we can help solve any problem you may encounter. Remember, when all else fails, we do make custom cross members and will ship any where in the U. S.
- F. Once you have located all the mounting areas, then you are ready to proceed to item #6, The Installation Instructions. JT's Strong Arm Jack Stabilizers have been mounted successfully on 99% of all makes of coaches. Remember, if you have any trouble locating any of the mounting points in the items listed above, please call our tech support line 801-544-2585 8AM to 5PM MST and we can help solve any problem you may encounter. We will be glad to walk you through any part of the procedure.

ON THE NEXT PAGE, YOU WILL BEGIN THE INSTALLATION PROCESS BY MEASURING THE DISTANCE BETWEEN THE FRONT ELECTRIC JACKS. IT IS IMPORTANT TO NOTE THAT IF THE MEASUREMENT BETWEEN THE ELECTRIC JACKS IS LESS THAN 58”A SJS-100 “SHORT KIT” IS REQUIRED. IF THIS APPLIES TO YOUR COACH, PLEASE CONTACT YOUR LOCAL RV DEALER OR CALL JT’S RV ACCESSORIES AT 1-801-544-2585.

5. Installation Instructions - 5th wheel trailer: Front, upper, side-to-side stabilizer mounts.

Now that you have completed section #4; "Planning the Installation", you are ready to go to work.

IT IS IMPORTANT TO NOTE THAT IF THE MEASUREMENT BETWEEN THE ELECTRIC JACKS IS LESS THAN 58" A SJS-100 "SHORT KIT" IS REQUIRED. SEE PREVIOUS PAGE.

5-1. Installing front side-to-side upper stabilizers mounts.

- A. Starting under the front of the coach measure the distance between the inside of the two front electric leveling jacks just below the frame of the coach. See fig. A-1 on Parts Line Drawings, page 7 and 8.

If the measurement is 58 inches to 66 inches and...

If the coach frame is insulated and if the coach has a center compartment with a steel floor located between the front electric leveling jacks refer to:-----Section 5-2

If the measurement is 58 inches to 66 inches and the coach is un-insulated with a "C"-channel cross-member refer to:-----Section 5-3

If the measurement is 66 inches or *longer* and the coach is un-insulated with a "C"-channel cross-member refer to:-----Section 5-4

If the measurement is 66 inches or longer and the coach frame *is* insulated and the coach has a center compartment with a steel floor located between the front electric leveling jacks, refer to:-----Section 5-5

If the measurement is 66 inches or longer and the coach frame is insulated and the cross-member is square or rectangular tube you will have to use spacer mounts with self-tapping bolts to mount the stabilizers to the cross member. Refer to: -----Section 5-6

Once you have completed the section (listed above) that applies to your coach, please proceed to section 6.

- 5-2.** The measurement on your coach between the two front electric leveling jacks (as in fig. A-1) is 58 to 66 inches. The coach has a center compartment with a steel floor. Most coaches have the door opening from the front.

For the next step you will need the following parts: (Quantities required will vary).

1. Stiffening pads, part # SJS-3009.
2. 3/8"-16 x 1½" bolts, part # G5-5001.
3. 3/8" SAE washers, part # SAEW-5031.
4. 3/8"-16 "Nylock" nuts, part # NLN-5021.
5. 3/8" x 1¼ inch swing-bolts, part # SJS-3001.

5-2. Continued

- A. Divide the measurement and mark the center line on the bottom side of the steel floor of the center compartment, under the coach, between the front electric landing jacks. Part # SJS-3009, “Stiffening Pad” is now needed. It helps to take a sharpie felt marker and mark a nice center line between the two holes in the stiffening pad. Take the stiffening pad and put it up to the bottom side of the steel floor that you marked the center line on and match the center lines (as in fig A-2).

Make sure the holes are equally spaced on each side of the line. At the same time you are lining up the center lines, slide the stiffening pad forward to within ¼ inch from the front edge of the compartment (as in fig. A-3), then mark the center of both holes on the floor underneath the coach compartment. Then center punch them.

- B. Before drilling any holes, make sure to clean the compartment out so no damage will occur to any valuables. Now you may proceed to drill 1/8 inch pilot holes through both punch marks.
- C. Drill one hole out to 3/8 inch. Make sure to deburr the inside of the hole.
- D. Take the stiffening pad, one of the 3/8 inch bolts, a washer, and a nut. Insert the bolt through the stiffening pad and into the 3/8 inch hole you just drilled into the steel floor of the compartment. Put the washer on the bolt, then the 3/8 inch nut, and tighten. Make sure the open hole in the stiffening pad is centered over the other pilot hole as you are tightening the bolt. The stiffening pad has now become a template for drilling the second hole.
- E. Drill the second 3/8 inch hole. Make sure to deburr this one also.
- F. Remove the 3/8 inch nut and bolt from the stiffening pad.
- G. Insert (2) 3/8 inch x 1¼ inch swing-bolts, part # SJS-3001, through both holes in the stiffening pad, then push the swing-bolts through the two holes in the floor from the bottom up into the compartment. Hold with one hand.
- H. Take a second stiffening pad and put it on over the two swing-bolts on the *inside* of the compartment, sandwiching the floor of the compartment between the two stiffening pads. (See fig. A-4).
- I. Put a 3/8 inch washer, part # SAEW-5031, on both swing-bolts, then put a 3/8”-16 “Nylock” nut, part # NLN-5021, on each of the swing-bolts. (See Fig. A-4).
- J. Tighten the swing-bolts tight enough so that you have to put a screw driver in the hole of the swing-bolt to make the swing-bolt swivel.

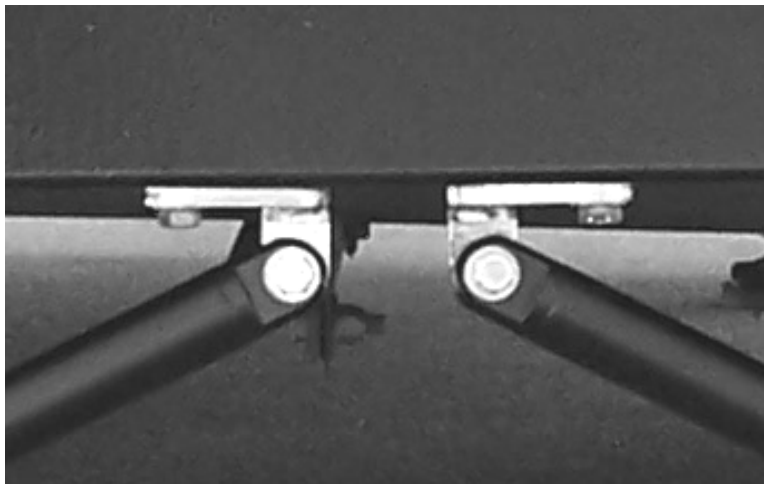
Now that you have completed the section that applies to your coach, please proceed to section 6.

5-3. The measurement on your coach between the two front electric landing jacks (as in fig. A-1) is 58 to 66 inches, and the frame is un-insulated with a “C” channel cross member. For the next step you will need the following parts: (Quantities required will vary).

1. Stiffening pads, part # SJS-3009.
2. 3/8”-16 x 1½” bolts, part # G5-5001.
3. 3/8” SAE washers, part # SAEW-5031.
4. 3/8”-16 “Nylock” nuts, part # NLN-5021.
5. 3/8” x 1¼” Swing-bolts, part # SJS-3001.

- A. Divide the measurement and mark a center line on the bottom side of the “C” channel cross member. If the cross-member is not real close to the jacks you may have to measure the outside to outside of the frame, divide the measurement and mark the center line under the channel to get an accurate center line.
- B. A stiffening pad, part # SJS-3009 is now needed. It helps to take a sharpie felt marker and mark a center line between the two holes in the stiffening pad. Take the stiffening pad and put it up to the bottom of the cross-member and line up the center line of the stiffening pad with the center line of the cross member. The holes in the stiffening pad should be spaced equally on each side of the cross-member center line. If so, clamp the stiffening pad into place with a pair of “Vice-grips” or a “C”- clamp. With the stiffening pad clamped in place, it makes a good template to drill the holes.
- C. Drill both to 3/8 inch using the stiffening pad as a guide so the drill bit won’t wander.
- D. Insert two, 3/8 x 1¼ inch swing-bolts, part # SJS-3001, up through the stiffening pad and cross-member and hold with one hand. (See Fig A-5).
- E. Put a 3/8 inch washer, part # SAEW-5031, on both swing-bolts, then put a 3/8 – 16 “Nylock” nut, part # NLN-5021 on each of the swing-bolts. (See Fig. A-5).
- F. Tighten the swing-bolts tight enough so that you have to put a screw driver in the hole of the swing-bolt to make the swing-bolt swivel.

Now that you have completed the section that applies to your coach, please proceed to section 6.



5-4. The measurement is 66 inches or longer and the bottom of the coach is un-insulated with a “C”- channel cross member. For the next step you will need the following parts: (Quantities required will vary).

1. Stiffening pads, part # SJS-3009.
2. 3/8”-16 x 1½” bolts, part # G5-5001.
3. 3/8” SAE washers, part # SAEW-5031.
4. 3/8”-16 “Nylock” nuts, part # NLN-5021.
5. 3/8” x 1¼” Swing-bolts, part # SJS-3001.

- A. From the inside of the leg of both front electric leveling jacks, measure toward the center of the coach 30 inches, and mark a line on the bottom side of the cross-member from each side.
- B. A stiffening pad, part # SJS-3009 is now needed. It helps to take a sharpie felt marker and mark a center line between the two holes in the stiffening pad. Take the stiffening pad and put it up to the bottom of the cross member. Line up the center line of the stiffening pad with one of the lines marked on the bottom of the cross member. The holes in the stiffening pad should be spaced equally on each side of the line. Once done, clamp the stiffening pad into place with a pair of “Vice-grips” or a “C”-clamp. With the stiffening pad clamped into place it makes a good template to drill the holes.
- C. Drill both holes to 3/8”, using the stiffening pad as a guide so the drill won’t wander.
- D. Insert one 3/8” x 1¼ inch swing-bolt, part # SJS-3001, up through the hole in the stiffening pad and the cross-member nearest to the electric jack. At the same time, insert one 3/8–16 x 1½ inch bolt, part # G5-5001 into the other hole and hold both with one hand.
- E. Put a 3/8 inch washer, part # SAEW-5031, on both bolts, then put a 3/8-16 “Nylock” nut, part # NLN-5021 on each of the bolts, (See Fig. A-5).
- F. Repeat instructions B, C, D, and E on the other side. When you are ready for instruction G, you should have a swing-bolt 29 inches toward the center of the coach, from the inside of the electric jack leg to the center of the swing-bolt, on both sides of the coach.
- G. Tighten the swing-bolts tight enough so that you have to put a screw driver in the hole of the swing-bolt to make the swing-bolt swivel. Tighten the 3/8”-16 x 1½” bolts tight.

Now that you have completed the section that applies to your coach, please proceed to section 6.

- 5-5.** The measurement is 66 inches or longer, and the coach frame is insulated, and the coach has a center compartment with a steel floor located between the front electric leveling jacks.

For the next step you will need the following parts: (Quantities required will vary).

1. Stiffening pads, part # SJS-3009.
 2. 3/8"-16 x 1½" bolts, part # G5-5001.
 3. 3/8" SAE washers, part # SAEW-5031.
 4. 3/8"-16 "Nylock" nuts, part # NLN-5021.
 5. 3/8" x 1¼" Swing-bolts, part # SJS-3001.
- A. From the inside of the leg of both front electric leveling jacks, measure toward the center of the coach, 30 inches and mark a line on the bottom side of the steel floor. Make sure to do both sides. If the steel floor is covered with plastic or, as they sometimes use, corrugated plastic. (looks like cardboard), just mark on it. Transfer the lines toward the front of the compartment to within ¼ inch of where the floor bends up toward the door. The lines need to be about 2 inches long. (See Fig A-2).
- B. A stiffening pad, part # SJS-3009, is now needed. It helps to use a sharpie felt marker and mark a center line between the two holes in the stiffening pad. Take the stiffening pad and put it up to either the left or right line on the bottom of the steel compartment floor that you marked. Match the center line of the stiffening pad to the line, making sure the holes are equally spaced on each side of the line. At the same time you are lining up these lines, slide the stiffening pad forward to within ¼ inch from the front edge of the compartment (as in fig. A-3). Then mark the center of both holes on the floor underneath the coach compartment and center punch them. Repeat the process on the other side.
- C. Before drilling any holes, make sure to clean out the compartment so that no damage will occur to any valuables. Now you may proceed to drill 1/8 inch pilot holes through all 4 punch marks.
- D. Drill one hole on each side closest to the inside, to 3/8". Make sure to deburr the inside of the holes.
- E. Take the stiffening pad, one of the 3/8 x 1½ inch bolts, a washer, and a 3/8 inch nut. Insert the bolt through the stiffening pad and into one of the 3/8 holes you just drilled on either side of the bottom of the steel floor of the compartment. Put a washer on, then the 3/8 inch nut and tighten. Make sure the open hole in the stiffening pad is centered over the other pilot hole as you are tightening the bolt. The stiffening pad has now become a template for drilling the second hole up through the steel floor.
- F. Drill the second 3/8 inch hole. Make sure to deburr also. Repeat E. and F. for other side.
- G. Remove the 3/8 inch nut and bolt from the stiffening pad.

5-5. Continued

- H. Insert a 3/8" x 1¼" swing-bolt, part # SJS-3001, through one of the holes in the stiffening pad, then through the hole in the floor closest to the outside of the coach. While holding the swing-bolt in place with one hand, insert a 3/8 x 1½ inch bolt, part # G5-5001, up through the stiffening pad, through the hole in the floor toward the center of the coach, holding both bolts with one hand.
- I. Take a second stiffening pad and put it on the bolts from the inside of the compartment, sandwiching the floor between the two stiffening pads.
- J. Put a washer, part # SAEW-5031, on each bolt, then a 3/8-16 "Nylock" nut, part # NLN-5021, on each of the bolts. (See Fig. A-4).
- K. Repeat instructions H, I and J on the other side.
- L. Tighten both 3/8" x 1½" bolts tightly. Tighten the swing-bolts tight enough so that you have to use a screw driver through the hole to make the swing-bolt swivel. (See Fig. A-4).

Now that you have completed the section that applies to your coach, please proceed to section 6.

5-6. The measurement is 66 inches or longer and the coach frame is insulated, and the cross-member is square or rectangular tube, you will have to use spacer mounts with self-tapping bolts to mount the stabilizers. For the next step you will need the following parts: (Quantities required will vary).

1. 3/8" SAE washers, part # SAEW-5031.
 2. 3/8"-16 "Nylock" nuts, part # NLN-5021.
 3. 3/8" x 1¼" Swing-bolts, part # SJS-3001.
 4. Spacer mounts, part # SJS-4011.
 5. 3/8 -16 x 1" Self-tapping bolt part # STB-5010
- A. You will need two spacer mounts, part # SJS-4011, two 3/8" x 1¼ inch swing-bolts, part # SJS-3001, two 3/8" washers, part # SAEW-5031, and two 3/8"-16 "Nylock" nuts, part # NLN-5021. Insert a swing-bolt into the hole in the spacer mount, leaving only a couple of threads on the inside showing. Slide a washer onto the swing-bolt on the inside, then put a 3/8 inch nut on over the washer. (See Fig. A-6). You will have to use a 9/16 inch box end wrench to tighten the nut. Make sure to slide the open end part of the wrench onto the nut inside the spacer mount, then put a screw driver or a center punch through the hole in the swing-bolt and rotate to the right and tighten. It is a much easier to install the swing-bolts in the spacer mounts off the coach than on the coach. Do both swing-bolts and spacer mounts.
 - B. Measure from inside of the leg of the electric jack toward the center of the coach, 27 ¾" and mark a line across the cross member. Do the same from the other side. Measure 27 ¾ inches from the inside of the electric jack leg toward the center of the coach and make a line.

5-6. Continued

- C. Using the 27 ¾ inch line as the outside line, take one of the spacer mounts and put it up to the bottom side of the cross-member tube going toward the middle of the coach. With the spacer mount in place you should have a measurement of 30 inches from inside the jack leg to the center of the swing-bolt in the spacer mount. If you have that measurement, then mark the center of the two holes in the spacer mount onto the cross member. Repeat the same process on the other side.
- D. Center punch the four holes. If the insulation is the plastic corrugated type, it's okay to punch through it. When the mounts are installed, they will install over the top of it.
- E. Drill 1/8" pilot holes through the punch marks in all four holes.
- F. Drill the holes closest to the jack legs on each side first, to 5/16 inch.
- G. You will need four 3/8"-16 x 1 inch self-tapping bolts, part # STB-5010. Take one of the self-tapping bolts and pre-tap the two 5/16 inch holes. A 9/16 inch deep socket and ratchet wrench should work fine to do the job. If you can't put enough upward pressure to get the self-tapping bolt to start, then use a 3/8" - 16 tap. It also helps to use a drop of oil on the thread before starting to tap the holes. Note: if you've used the self-tapping bolt to pre-tap the hole, you must remove it before proceeding to the next step.
- H. Take one of the spacer mounts, and put it up to the bottom side of the cross-member where you just tapped one of the holes. Insert a self-tapping bolt through the spacer mount, screw it into the cross-member and tighten the bolt. As you are tightening the bolt, make sure to center up the hole on the other side of the spacer mount, over the pilot hole, then finish tightening. Repeat on the second spacer mount.
- I. Drill the two 1/8 inch pilot holes centered in the holes in the spacer mounts, to 5/16 inch.
- J. Insert the other two self-tapping bolts and tighten, (See Fig. A-7). Remember to use a drop of oil on each bolt before tapping. When finished, the swing-bolt on the spacer mount should measure 30 inches from inside the edge of the electric jack leg toward the center of the coach, to the center of the swing-bolt on the spacer mount on each side.

Now that you have completed the section that applies to your coach, please proceed to section 6.



6. Installation instructions: Electric Jack Stabilizer mounts – Lifting Handles

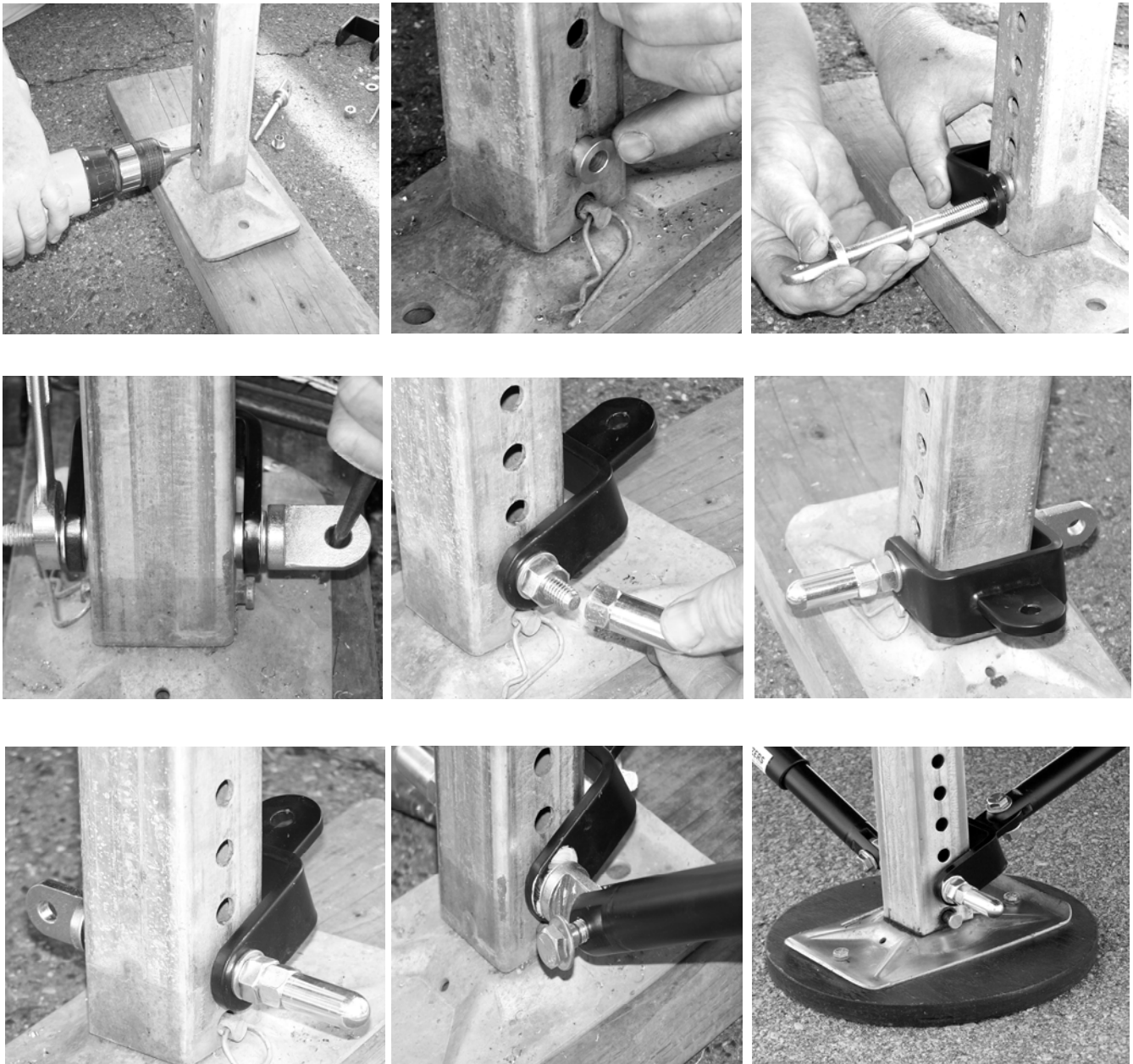
Now that you have completed section 5: “Installation of the front upper stabilizer mounts”, you are ready to take on the most important part of the installation. For the next step you will need the following parts: (Quantities required will vary). Please use photos on the next page for reference and clarification.

1. 3/8” x 4” Swing-bolts, part # SJS-3003.
 2. 3/8 inch ID x 1/2 inch OD Flanged bushings part # SJS-3008.
 3. 3/8” SAE washers, part # SAEW-5031.
 4. 3/8”-16 “Extra Heavy” jamb nuts, part # SBJN-5002.
 5. “Silver Bullet” lifting handles, part # SBLH-100.
 6. Electric jack clevises, part # SJS-2002.
-
- A. In your kit, you will find a bag with two 3/8” x 4” swing-bolts, part # SJS-3003, four, 3/8 inch ID x 1/2 inch OD Flanged bushings, part # SJS-3008, four 3/8” washers, part # SAEW-5031, two 3/8”-16 extra heavy nuts, and two “Silver Bullet” lifting handles, part # SBLH-100. In another bag, you will find two electric jack clevises, part # SJS-2002. You will need these parts for this portion of the installation.
 - B. The first thing you must check is the size of the adjustment holes above the pin holding the foot pad onto the electric jack leg. The holes on most coaches are just over 3/8 inch. If your holes are not 1/2 inch in diameter then you must drill them out to 1/2 inch. The best method we have found is to use a “Uni-bit” or step drill. They tend to keep the holes right on 1/2 inch. So, a 3/16” to 1/2” “Uni-bit” or a regular 1/2 inch drill bit will work. Drill the second holes up from the bottom of the leg. You will have to drill all four holes, two on each leg. If you have a counter sink, so you can deburr the holes, please do so.
 - C. Next insert the four 3/8 inch ID x 1/2 inch OD flanged bushings into the holes you just drilled out to 1/2 inch.
 - D. Next you will need one of the 3/8 inch x 4 inch long swing-bolts. Put a 3/8 inch washer onto the bolt and slide it all the way up to the flange of the bolt.
 - E. Put a thin layer of white grease, if you have it, on the shaft and the washer that’s on the swing-bolt. If you don’t have white grease, regular bearing grease will work fine. Also, put a little bit of grease on the outside of each of the flanges on the bushings.
 - F. Take one of the electric jack clevises and slide it over the flanges on the bushings from the back of the coach to the front with the open end of the clevis looking to the front. Hold the clevis with one hand and insert the swing-bolt with the other hand pushing the stem of the bolt from the inside of the coach to the outside of the coach. The swing-bolt tab should be on the inside of the leg on the coach, with the tab of the clevis facing toward the back of the coach. (See Fig. A-8).

6. Continued

- G. Put a little grease on another washer and put it on the swing-bolt on the outside of the electric jack clevis. Then put a 3/8 inch extra heavy nut on the swing-bolt. Tighten the nut until you take the side play out of between the clevis and flanged bushings. Note: **DO NOT TIGHTEN TOO TIGHT.** Tighten just until the side play is gone- and no more!
- H. Put a “Silver Bullet” lifting handle on the rest of the threads on the outside of the swing-bolt. Using a 5/8 inch and an 11/16 inch open end wrench, tighten them against each other; jamming them against each other. Make sure not to open up any side play between the clevis and bushings. Repeat D thru H on other side. (See Fig. A-8).

NOTE: Installation of Stabilizer tubes will be described in section 9. Don't worry, it's coming!



7. Installation instructions: Upper, Front-To-Rear, Chassis Stabilizer Mounts.

Now that you have completed section 6, you are ready to install the upper, front-to rear, stabilizer mounts located on the left and rights sides of the coach.

If the two main frame rails that run the length of the coach (front-to-back), are made of a wide flange or “H” beam or “I” beam style of frame material, and if the frame is uninsulated,

Refer to:-----Section 7-1.

If the two main frame rails that run the length of the coach (front-to-back) are made of a wide flange, or “H” beam, or “I” beam style of frame material, and if the frame is insulated and / or if the frame is made of rectangular tubing,

Refer to:-----Section 7-2.

The two main frame rails that run the length of the coach (front-to-back) are made of a wide flange, or “H” beam, or “I” beam style of frame material, and the frame is uninsulated. For the next step you will need the following parts: (Quantities required will vary).

1. Stiffening pad SJS-3009.
2. 3/8” x 1¼” Swing-bolts, part # SJS-3001.
3. 3/8” washers, part # SAEW-5031.
4. 3/8”-16 “Nylock” nuts, part # NLN-5021.

7-1.

- A. Choose one of the two sides and measure from the back side of the electric jack leg, 30 inches toward the rear of the coach, on the bottom side of the frame rail, and make a mark across the frame. This will be your center line for the swing-bolt.
- B. Stiffening pad, part #SJS-3009, is now needed. Measure the width of the bottom side of the frame rail flange, and divide by four. This will give you the location of the center line of the hole that you will be drilling for the swing-bolt. For example, if the measurement of the bottom flange is 4 inches, dividing that by 4 gives you the dimension that will be used for the center hole of the swing-bolt. In this example, that would be 1 inch from the outside edge of the flange.
- C. Make a punch mark at the two intersecting lines. Line 1 is the 30 inch line that was drawn in step “A” above. Line 2 will be the point that was determined to be one fourth of the width of the flange (from the outside edge) as determined in step “B” above.
- D. Drill a 1/8 inch pilot hole through the punch mark that was determined in step “C” above.
- E. Now drill the 1/8 inch pilot hole out to 3/8 inch diameter. Make sure to deburr the hole.

7-1. Continued

- F. Using the stiffening pad, and a 3/8 x 1¼ inch swing-bolt, part #SJS-3001; from the bottom, insert the swing-bolt through the stiffening pad and into the hole that you just drilled through the frame. Install a washer, part #SAEW-5031, over the bolt threads then a 3/8-16 “Nylock nut, part #NLN-5021, and tighten. Make sure that the stiffening pad is running parallel with the edge of the frame; front-to-back.
- G. Repeat steps A-F on the other frame on the opposite side of the coach.
- H. Now you have created a template to drill the second 3/8 inch hole through each of the frame rails. Drill both holes (both sides of the coach) through the frame, through the stiffening pads, to 3/8 inch and deburr.
- I. Put a washer on each bolt. From the bottom up, insert bolt through stiffening pad, up through the frame. Put another washer on the bolt after it goes through the frame and then the lock nut. Tighten the lock nut.
- J. Repeat step “I” for the opposite side.

Now that you have completed the section that applies to your coach, please proceed to section 8.

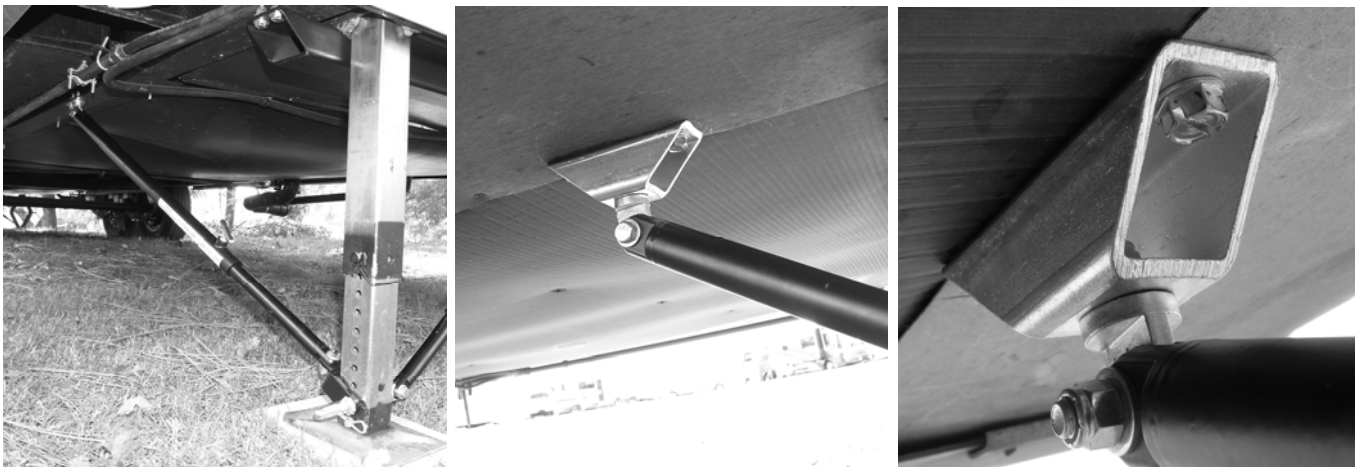
7-2. The two main frame rails that run the length of the coach (front-to-back) are made of a wide flange, or “H” beam, or “I” beam style of frame material, and the frame is insulated and or the frame is made of rectangular tubing. For the next step you will need the following parts: (Quantities required will vary).

1. Spacer mounts, part # SJS-4011.
 2. 3/8” x 1¼ inch swing-bolts, part # SJS-3001.
 3. 3/8” washers, part # SAEW-5031.
 4. 3/8”-16 “Nylock” nuts, part # NLN-5021.
- A. Choose one of the two sides and measure from the back side of the electric jack leg, 27¾ inches, toward the rear of the coach. On the insulation (bottom side of the frame rail), make a mark with a “Sharpie” felt-tip marker at the dimension above.
 - B. Insert a swing-bolt into the hole in the spacer mount, leaving only a couple of threads on the inside showing. Slide a washer onto the swing-bolt on the inside, then put a 3/8 inch nut on over the washer (see Fig. A-6). You will have to use a 9/16 inch box end wrench to tighten the nut. Make sure to slide the open end part of the wrench onto the nut inside the spacer mount, then put a screw driver, or a center punch through the hole in the swing-bolt and rotate to the right and tighten. It is much easier to install the swing-bolts in the spacer mounts off the coach than it is when they are on the coach. Do both swing-bolts and spacer mounts.

7-2. Continued

- C. Now take one of the spacer mounts and place one edge along the line that you made in step “A” above. Make sure that the spacer mounts run lengthwise, parallel to the outer edge of the frame rail from the front to the rear. The front edge of the spacer mount should be on the line that was marked in step “A” above. Holding the spacer mount in place, mark the location of the holes of the spacer mounts onto the frame rail / insulation with a “Sharpie” felt tip marker.
- D. Center punch the holes that you just marked and drill a 1/8 inch pilot hole through each punch mark. Repeat process on the other side of the coach.
- E. Drill the holes closest to the jack legs on each side first, to 5/16 inch.
- F. You will need four 3/8”-16 x 1 inch self-tapping bolts, part # STB-5010. Take one of the self-tapping bolts and pre-tap the two 5/16 inch holes. A 9/16 inch deep socket and ratchet wrench should work fine to do the job. If you can’t put enough upward pressure to get the self-tapping bolt to start, then use a 3/8” -16 tap. It also helps to use a drop of oil on the threads before starting to tap the holes.
- G. Take one of the spacer mounts, and put it up to the bottom side of the frame rail where you just tapped one of the holes. Insert a self-tapping bolt through the spacer mount and screw it into the frame rail and tighten the bolt. As you are tightening the bolt, make sure to center up the hole on the other side of the spacer mount, over the pilot hole, then finish tightening. Repeat on the second spacer mount.
- H. Drill the two 1/8 inch pilot holes centered in the holes in the spacer mounts, to 5/16 inch.
- I. Insert the other two self-tapping bolts and tighten (see Fig. A-7). Remember to use a drop of oil on each bolt before tapping. When finished, the swing-bolt on the spacer mount should measure 30 inches from the backside of the electric jack leg toward the rear of the coach to the center of the swing-bolt on the spacer mount on both frame rails, on each side of the coach.

Now that you have completed the section that applies to your coach, please proceed to section 8.



8. Installation instructions: Side-to-Side and Front-to-Back Stabilizer Tubes.

Now that you have installed the front upper side-to-side and lower electric jack Stabilizer mounts and lifting handles, you are ready to install the side-to-side stabilizer tubes onto the front electric jacks. For the next step you will need the following parts: (Quantities required will vary)

1. 3/8" SAE washers, part # SAEW-5031.
2. 3/8"-16 "Nylock" nuts, part # NLN-5021.
3. Strong Arm Jack Stabilizer tube s- outer and inner Parts #s SJS-4003 and 4004.
4. 3/8" "T"-bolts part # SJS-3007.
5. 3/8"-16 x 1½" bolts, part # G5-5001.

8-1. Side-to-Side Stabilizer Tubes.

- A. Get two "T"-bolts and apply white grease to the first few threads and insert into the threaded "spud" of the outer Strong Arm Jack Stabilizer tube s. Note: Be sure when choosing Strong Arm Jack Stabilizer tube s that you get the correct sides-there is a left and a right-you will need one of each. NOTE: The warning label should face outward so that the label is visible and is right side up and able to be read. The "T"-bolts must be on the top side of the tube.
- B. Remove Strong Arm Jack Stabilizer inner tube from outer tube and remove plastic bag. Reinsert inner tube fully (minus the bag) and then pull out 5 inches of inner tube and snug the "T"-bolt so that the tube does not slide. Repeat this process for both the left and right Strong Arm Jack Stabilizer tube s prior to crawling back under the coach...it is much easier now!
- C. Using white grease, place a small amount on both sides of the tabs of each of the four front swing-bolts. Take one 3/8"-16 x 1½" bolt, and place a washer on it and have a second washer and one locknut in hand and ready. Now take one of the Strong Arm Jack Stabilizer™ units and slide it into place over the tab of one of the swing-bolts. Make sure that the Warning Label is facing towards the front of the coach and that the "T"-bolts are pointing upwards. Insert the 3/8"-16 x 1½" bolt from front-to-back, put the washer on the back side and then the Nylock nut.
- D. Tighten the bolt to the point that the stabilizer tube will swing towards the ground on its own with the force of gravity. If the stabilizer tube does not swing freely, you've got the nut too tight. NOTE: You do not want the nut too loose! Tighten the nut just to the point where the tube begins to resist falling, but still will fall on it's own. This process is important in order to remove all potential slop in connection points AND you must also be able to lift the electric jack leg by hand when striking camp.

8-1. Continued

- E. Take a 3/8"-16 x 1½" bolt and place a washer on it and have it ready in hand. Grab the small end of the stabilizer tube, loosen "T"-bolt and slide the end of the stabilizer tube over the tab of the swing-bolt on the electric jack clevis and insert bolt from front-to-back. Put on a washer and nut and tighten. Be careful not to tighten too tight. You can check for proper tightness by twisting / shaking the end of the stabilizer tube at the clevis connection point and checking for play. Use your hand, NOT a wrench.
- F. Repeat steps C-E for the other side.

8-2. Front-To-Back Stabilizer Tubes

- A. Get two "T"-bolts and apply white grease to the first few threads and insert into the threaded "spud" of the outer Strong Arm Jack Stabilizer tube s. Note: Be sure when choosing Strong Arm Jack Stabilizer tube s that you get the correct sides-there is a left and a right-you will need one of each. NOTE: The warning label should face outward so that the label is visible and is right side up and able to be read. The "T"-bolts must be on the top side of the tube.
- B. Remove Strong Arm Jack Stabilizer inner tube from outer tube and remove plastic bag. Reinsert inner tube fully (minus the bag) and then pull out 5 inches of inner tube and snug the "T"-bolt so that the tube does not slide. Repeat this process for both the left and right Strong Arm Jack Stabilizer tube s prior to crawling back under the coach...it is much easier now!
- C. Using white grease, place a small amount on both sides of the upper swing-bolt tabs. Take one 3/8"-16 x 1½" bolt, and place a washer on it and have a second washer and one locknut in hand and ready. Now take one of the Strong Arm Jack Stabilizer units and slide it into place over the tab of one of the upper swing-bolts. Make sure that the Warning Label is facing towards the outside of the coach and that the "T"-bolts are pointing upwards and towards the front of the coach. Insert the 3/8"-16 x 1½" bolt from the outside towards the inside of the coach. Put the washer on the back side and then the Nylock nut.
- D. Tighten the bolt to the point that the stabilizer tube will swing towards the ground on its own with the force of gravity. If the stabilizer tube does not swing freely, you've got the nut too tight. NOTE: You do not want the nut too loose either! Tighten the nut just to the point where the tube begins to resist falling, but still will fall on it's own. This process is important in order to remove all potential slop in connection points AND you must also be able to lift the electric jack leg by hand when striking camp.

8-2. Continued

- E. Take a 3/8"-16 x 1 1/2" bolt and place a washer on it and have it ready in hand. Grab the small end of the stabilizer tube, loosen "T"-bolt and slide the end of the stabilizer tube over the tab of the swing-bolt on the electric jack clevis and insert bolt from the top down. Put on a washer and nut and tighten. You may tighten this quite a bit as this connection point does not move. You can check for proper tightness by twisting / shaking the end of the stabilizer tube at the clevis connection point and checking for play. Use your hand, NOT a wrench.
- F. Repeat steps C-E for the other side.

9. Installation instructions: Rear Swing-bolts and Stabilizers for Scissor Jacks.



9. Continued

Now that you have completed section 8 , you are ready to install the swing-bolts and stabilizers on the rear scissor jacks to attain side-to-side stabilization. For the next step you will need the following parts:

1. Two 3/8" x 4" swing-bolts part # SJS-3003.
 2. Six 3/8" SAE washers, part # SAEW-5031.
 3. Four 3/8"-16 "Nylock" nuts, part # NLN-5021.
 4. Two Strong Arm Jack Stabilizer tubes-
Outer and inner Parts, #s SJS-4003 and 4004.
 5. Two 3/8" "T"-bolts part # SJS-3007.
 6. Two 3/8"-16 x 1½" bolts, part # G5-5001.
- A. Choose a side; this procedure will be repeated on both left and right hand scissor jacks. Remove existing bottom outboard pivot bolt on scissor jack and replace with one 3/8"x 4 inch swing-bolt with the shoulder of the swing-bolt facing the rear of the coach. Put on washer, nut and tighten. Tighten the swing-bolt tight enough so that you have to use a screw driver through the hole to make the swing-bolt swivel. Make sure to align swing-bolt tab horizontally to accommodate installation of Strong Arm Jack Stabilizer tube.
- B. Get both "T"-bolts and apply white grease to the first few threads and insert into the threaded "spud" of the outer Strong Arm Jack Stabilizer tube s. Note: Be sure when choosing Strong Arm Jack Stabilizer tube s that you get the correct sides-there is a left and a right-you will need one of each. IE: The warning label should face outward so that the label is visible and is right side up and able to be read. The "T"-bolts must be on the top side of the tube.
- C. Remove Strong Arm Jack Stabilizer inner tube from outer tube and remove plastic bag. Reinsert inner tube fully (minus the bag) and then pull out 1 inch of inner tube and snug the "T"-bolt so that the tube does not slide. Align the slot of the clevis-end 90 degrees to the "T"-bolt so that it is horizontal and ready to fit properly over the end of the swing-bolt that you've just installed onto the scissor jack. Repeat this process for both the left and right Strong Arm Jack Stabilizer tube s prior to crawling back under the coach...it is much easier now!
- D. Take one 3/8"-16 x 1½" bolt, and place a washer on it and have a second washer and one locknut in hand and ready. Now take one of the Strong Arm Jack Stabilizer units and place the smaller end (inner tube end) onto the swing-bolt tab that you've installed on the scissor jack, making sure that the warning label is right side up (as mentioned above) and insert bolt through the hole in the clevis end of the tube from the top down with the threads of the bolt going down towards the ground. When installed correctly, the "T"-bolts will be on the top side of the Strong Arm Jack Stabilizer tube. Place the second washer on the bolt and then put on the locking nut and tighten.
- E. Repeat procedure on the other side of the coach.

10. Installation instructions: Rear Swing-bolts and Stabilizers for Telescoping Jacks.

Now that you have completed section 8, you are ready to install the swing-bolts and stabilizers on the rear telescoping jacks to attain side-to-side stabilization. For the next step you will need the following parts:

1. Two 3/8" x 1 1/4" swing-bolts part # SJS-3001.
 2. Six 3/8" SAE washers, part # SAEW-5031.
 3. Four 3/8"-16 "Nylock" nuts, part # NLN-5021.
 4. Two Strong Arm Jack Stabilizer tube s- outer and inner Parts #s SJS-4003 and 4004.
 5. Two 3/8" "T"-bolts part # SJS-3007.
 6. Two 3/8"-16 x 1 1/2" bolts, part # G5-5001.
 7. Two 3/8" x 4" swing-bolts with 3/8"-16 half nut for 2006 BAL telescoping jacks-electric or manual.
- A. Choose a side; this procedure will be repeated on both left and right-hand telescoping jacks. Drill a 3/8" hole, up 1" from the end of the telescoping jack centered on back side of the telescoping jack channel that faces the rear of the coach. **Note:** For 2006 and later BAL telescoping jacks-remove existing 3/8" jack pad bolt and replace with 4" swing-bolt. Insert from rear to front as swing-bolt tab must face rear of coach. Use 3/8" - 16 half nut to secure.
- B. Insert threaded end of 3/8" x 1 1/4 inch swing-bolt into the hole that you've just drilled, with the shoulder of the swing-bolt facing the rear of the coach. Put on washer, nut and tighten. Tighten the swing-bolt tight enough so that you have to use a screw driver through the hole to make the swing-bolt swivel. Make sure to align swing-bolt tab horizontally to accommodate installation of Strong Arm Jack Stabilizer tube .
- C. Get both "T"-bolts and apply white grease to the first few threads and insert into the threaded "spud" of the outer Strong Arm Jack Stabilizer tubes. Note: Be sure, when choosing a Strong Arm Jack Stabilizer tube that you get the correct side-there is a left and a right-you will need one of each. IE: The warning label should face outward so that the label is visible and is right side up and able to be read. The "T"-handles must be on the top side of the tube.
- D. Remove Strong Arm Jack Stabilizer inner tube from outer tube and remove plastic bag. Reinsert inner tube fully (minus the bag) and then pull out 1 inch of inner tube and snug the "T"-bolt so that the tube does not slide. Align the slot of the clevis-end 90 degrees to the "T"-bolt so that it is horizontal and ready to fit properly over the end of the swing-bolt that you've just installed into the telescoping jack. Repeat this process for both the left and right Strong Arm Jack Stabilizer tubes prior to crawling back under the coach...it is much easier now!



10. Continued

- E. Take one 3/8"-16 x 1 1/2" bolt, and place a washer on it and have a second washer and one locknut in hand and ready. Now take one of the Strong Arm Jack Stabilizer units and place the smaller end (inner tube end) onto the swing-bolt tab that you've installed on the telescoping jack, making sure that the warning label is right side up (as mentioned above) and insert bolt through the hole in the clevis end of the tube from the top down with the threads of the bolt going down towards the ground. When installed correctly, the "T"-bolts will be on the top side of the Strong Arm Jack Stabilizer tube. Place the second washer on the bolt and then put on the locking nut and tighten.
- F. Repeat procedure on the other side of the coach. For attachment to chassis refer to step 11.

11. Installation instructions: Rear, Upper Side-To-Side, Chassis Stabilizer Mounts. Scissor or Telescoping Jacks.

Now that you have completed section 9, you are ready to install the unattached end of your Strong Arm Jack Stabilizer tube to the chassis. There are two types of cross members that you may encounter, and we will address these two scenarios below.

If the rear cross-member, running from side-to-side, is made of "C"- channel, and if the frame is uninsulated,
Refer to:-----Section 11-1.

If the rear cross-member, running from side-to-side, is made of rectangular tubing or "C"- channel, and if the frame is insulated,
Refer to:-----Section 11-2.

11-1. The rear cross-member running from side-to-side is made of "C"- channel, and the frame is uninsulated. For this step you will need the following parts:

1. Two 3/8" x 1 1/4" swing-bolts, part # SJS-3001.
 2. Ten 3/8" SAE Washers, part # SAEW-5031.
 3. Six 3/8"-16 "Nylock" nuts, part # NLN-5021
 4. Two Stiffening Pads, part # SJS-3009
 5. Two 3/8"-16 x 1 1/2" bolts, part # G5-5001.
- A. Choose a side; this procedure will be repeated on both left and right hand scissor jacks. Take a 3/8"-16 x 1 1/2" bolt, put a washer on it. Now take a swing-bolt, and insert the tab end into the unattached clevis end of the Strong Arm Jack Stabilizer that was just attached to the scissor jack. Insert the 3/8"-16 x 1 1/2" bolt through the clevis end of the Strong Arm Jack Stabilizer tube, and swing-bolt and put a washer and nut on the end. Tighten the nut and align the swing-bolt so that the threaded end is pointing upwards. Tighten the nut and bolt until there is some resistance, but you are still able to swivel the swing-bolt by hand.

11-1. Continued.

- B. Fully retract the scissor or telescoping jack. Now push the Strong Arm Jack Stabilizer all the way together, then pull out the inner tube 1" for clearance. Rotate the Strong Arm Jack Stabilizer tube inward and upward, toward the center of the coach, until the threaded end of the swing-bolt centers up (front-to-back) on the cross-member to which it will be attached.
- C. On the cross member, mark a line that represents the center line of the swing-bolt. This is the place where the center of the swing-bolt's threaded end intersects the center of the flange of the cross-member, front-to-back.
- D. Take a stiffening pad and place it on the bottom side of the flange of the cross-member, aligning the outside hole of the stiffening pad with the centerline that you just made on the cross-member. The second hole of the stiffening pad will be toward the center of the coach. The stiffening pad should be centered on the cross-member, front-to-back. Clamp it in place with a pair of vise grips, between the two holes on the stiffening pad, when attaching it to the cross member. This will become a template for drilling the two holes in the cross member.
- E. Rotate the Strong Arm Jack Stabilizer tube out of the way and drill both 3/8" holes through the cross-member, using the stiffening pad as a drilling guide.
- F. With the stiffening pad and vise-grips still in place, take a 3/8"-16 x 1/2" bolt, put a washer on it and insert it upwards through the stiffening pad and cross member. Put on a second washer and a locknut and tighten.
- G. Remove vise-grips. Swing the Strong Arm Jack Stabilizer tube back toward the hole and insert the swing-bolt up through the hole that you just drilled through the cross member. Note: this should be the outside hole – the one nearest the outside of the coach. Put a washer on the end of the bolt and then a lock nut and tighten.
- H. Finish tightening the 3/8" nut and bolt holding the Strong Arm Jack Stabilizer onto the swing-bolt that was previously hand tightened –see last comment in step "A" above.
- I. Repeat steps A-I for installation of the other rear Strong Arm Jack Stabilizer on the opposite side of the coach.

Now that you have completed the section that applies to your coach, please proceed to section 12.

11-2. The rear cross-member running from side-to-side is made of rectangular tubing or "C"- channel, and the frame is insulated. For this step you will need the following parts:

- 1. Two 3/8" x 1 1/4" swing-bolts, part # SJS-3001
- 2. Two 3/8"-16 x 1/2" bolts, part # G5-5001.
- 3. Six 3/8" SAE Washers, part # SAEW-5031.
- 4. Two spacer mounts, part # SJS-4011
- 5. Four 3/8" x 1" self-tapping bolts, part # STB-5010

11-2. Continued.

- A. Insert a swing-bolt into the hole in the spacer mount, leaving only a couple of threads on the inside showing. Slide a washer onto the swing-bolt on the inside, then put a 3/8 inch nut on over the washer (see Fig. A-6). You will have to use a 9/16 inch box end wrench to tighten the nut. Make sure to slide the open end part of the wrench onto the nut inside the spacer mount, then put a screw driver, or a center punch, through the hole in the swing-bolt and rotate to the right and tighten. It is much easier to install the swing-bolts in the spacer mounts off the coach than it is when they are on the coach. Do both swing-bolts and spacer mounts.
- B. Take one of the 3/8"-16 x 1½" bolts, put a washer on it and keep it ready in-hand. Take one swing-bolt / spacer mount assembly (that you just made in step "A") and slide the swing-bolt tab into the clevis-end of the Strong Arm Jack Stabilizer tube and secure with the 3/8"-16 x 1½" bolt. Put a second washer and a lock nut on and tighten enough so that you can still swivel the swing-bolt assembly by hand with some resistance.
- C. Fully retract the scissor or telescoping jack. Now push the Strong Arm Jack Stabilizer all the way together, then pull out the inner tube 1" for clearance. Rotate the Strong Arm Jack Stabilizer tube inward toward the center of the coach, and upward to the cross-member, with the spacer mount assembly facing upward, with the long side of the spacer mount running parallel with the cross-member to which it will be attached. Note: be sure the narrow dimension of the spacer mount is centered front-to-back on the cross-member so that the holes are centered on the cross member. The long dimension of the spacer mount must be parallel with the cross-member side-to-side.
- D. While holding the spacer mount up tightly against the cross-member, mark both holes. Slide Strong Arm Jack Stabilizer tube assembly out of the way and center punch the two holes. If the insulation is the plastic corrugated type it's okay to punch through it. When the mounts are installed they will install over the top of it.
- E. Drill 1/8" pilot holes through the punch marks in both holes.
- F. Drill one of the holes out to 5/16".
- G. You will need two 3/8"-16 x 1 inch self-tapping bolts, part # STB-5010 in the kit. Take one of the self-tapping bolts and pre-tap the 5/16 inch hole. A 9/16 inch deep socket and ratchet wrench should work fine to do the job. If you can't put enough upward pressure to get the self-tapping bolt to start, then use a 3/8" – 16 tap. It also helps to use a drop of oil on the thread before starting to tap the hole. Note: if you've used the self-tapping bolt to pre-tap the hole, you must remove it before proceeding to the next step.
- H. Rotate the Strong Arm Jack Stabilizer assembly with spacer mount back to the bottom side of the cross member, where you just tapped the hole and realign the holes. Insert the self-tapping bolt back through the spacer mount and into the hole that was just pre-tapped and tighten it. While tightening the bolt, but sure to keep the spacer mount centered over the remaining 1/8" pilot hole.
- I. Drill the remaining 1/8" pilot hole out to 5/16".
- J. Insert second self-tapping bolt and tighten (see fig. A-7) and repeat steps A-J for opposite side.

Now that you have completed the section that applies to your coach, please proceed to section 12.

12. Installation of Warning Label for Electric Jack Switch.

For the next step you will need the following parts:

1. Warning Label.

Location of Warning Label will vary based on available space. Warning Label must be visible while operating electric leveling jack switch. If you place the Warning Label in a hidden area you may forget to loosen the “T”-bolts before raising or lowering the electric jacks which may damage your electric jacks.

- A. It is very important to clean the surface area where the Warning Label is to be mounted. Using a soft cloth and cleaner (Good ol’ spit actually works best!) thoroughly clean the area where the Warning Label is to be located.
- B. Remove the backing on the Warning Label and carefully apply it to the cleaned surface using a small squeegee (a credit card works well if you don’t have an actual squeegee).

Note: If your electric jack switch is mounted in an enclosed area, such as behind an access panel door, mount the Warning Label on the inside of the access panel door. If the door is too small to accept the Warning Label, then mount the Warning Label below the access panel door.

WARNING!!! IF WARNING LABEL IS NOT OBVIOUSLY VISIBLE TO THE OPERATOR OF ELECTRIC JACKS OR IS NOT INSTALLED AT ALL, ALL PRODUCT WARRANTIES ARE VOIDED.



JT's Strong Arm Jack Stabilizer System SET-UP INSTRUCTIONS

1. Level your coach side-to-side.
2. Lower the front of the coach $\frac{3}{4}$ inch to 1 inch below level.
3. Lower and set rear jacks evenly.
4. Tighten the "T"-bolts on the 2 rear Strong Arm Jack Stabilizers.
5. Raise the front of the coach to make it level, front-to-back.
6. Tighten the "T"-bolts on the 4 front Strong Arm Jack Stabilizers.
7. "Bump" the electric jack switch so the jacks lift the front of the coach very slightly. This eliminates the play (movement) at the bolts and bolt holes between the stabilizers and the coach.
8. Enjoy your Rock-Steady RV from JT's RV Accessories!

TROUBLESHOOTING

Sometimes the lay of the land and the type of surface that your coach is setting on may present some challenges for you during setup. The following are some of the most common situations you may encounter and how to deal with them.

1. **Condition:** Setting up on sand, gravel or any type of loose soil conditions, you find that the surface will compress or move overnight causing the leveling jacks to loosen up and allow movement of your coach. You may have to reset after the first night and then again 2-3 days later.

Solution: Place a larger diameter pad (such as a 2"x12"x 12") between the foot of the jack and the surface and then starting with step 1 on the set-up instructions go back through the set-up process.

2. **Condition:** You've gone through the set-up instructions and the coach still has unwanted movement.

Solution: Check to see that all of the "T"-bolts are tight. Next, push on the front of the coach and see if there is movement at the connection point of the electric jacks and JT's Strong Arm Jack Stabilizer clevis. If there is, see item #7 on the setup and be sure that you have done this.

3. **Condition:** You've gone through the set-up instructions and the coach still has unwanted movement.

Solution: You've done item two above, and there is still movement. Loosen all "T"-bolts and go back through entire setup making sure that you pay special attention to steps 2-5.



PRODUCT WARRANTY

JT's RV Accessories, (hereinafter referred to as JT's), warrants JT's Strong Arm Jack Stabilizers, against manufacturer's defects for two (2) years .

This warranty does not extend to damage to a product or part resulting from accident, misuse, alteration, neglect, abuse, improper installation or normal wear and tear to the exterior appearance and color. This warranty extends only to the original use of the product. Proof of purchase may be required.

If a defect is determined to be present in a product or part within the warranty period, the owner of the product is to contact JT's and report the defect. JT's will determine whether the claimed defect is covered by the warranty.

If the product is determined to be covered by this warranty, JT's will repair or replace, at its option, the product or the defective part. Allow 4-6 weeks for completion of repairs or replacement and return of the product or part. Shipment costs for any replaced parts or products is the responsibility of the consumer and are FOB Kaysville, UT.

If a product or part is replaced, JT's warrants the replacement only for the remainder of the original warranty period.

This warranty provides the consumer with specific legal rights and these rights may vary from state to state. JT's does not authorize any person to create for it any other obligation or liability in connection with JT's products.

JT's Strong Arm Jack Stabilizers™ are protected by US Patent # 7,188,842

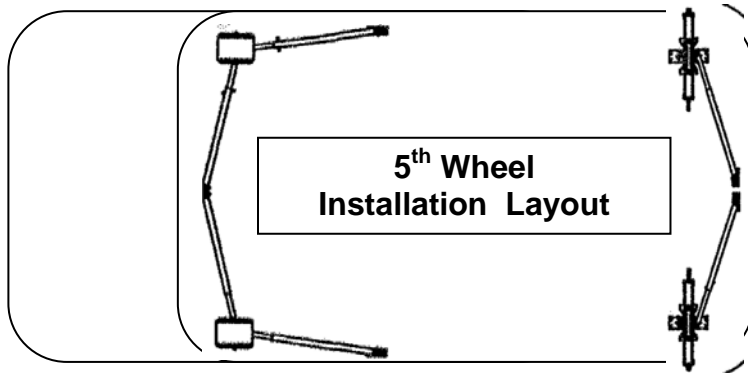
1-800-544-2585

www.jtrv.com

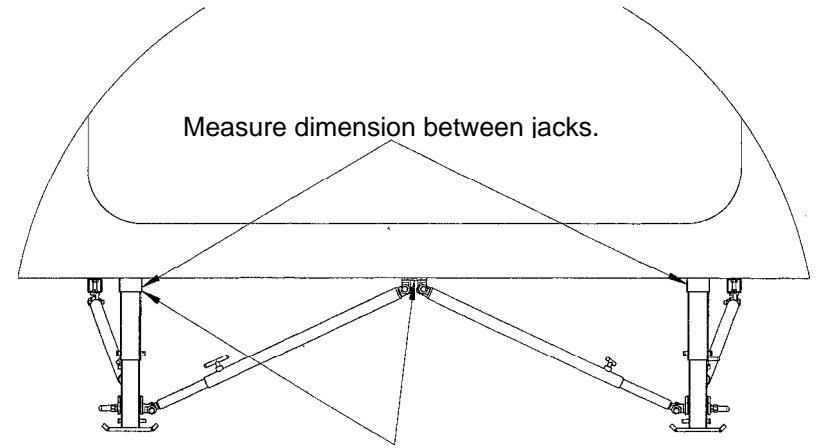
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Installation Drawings 5th Wheel Trailer



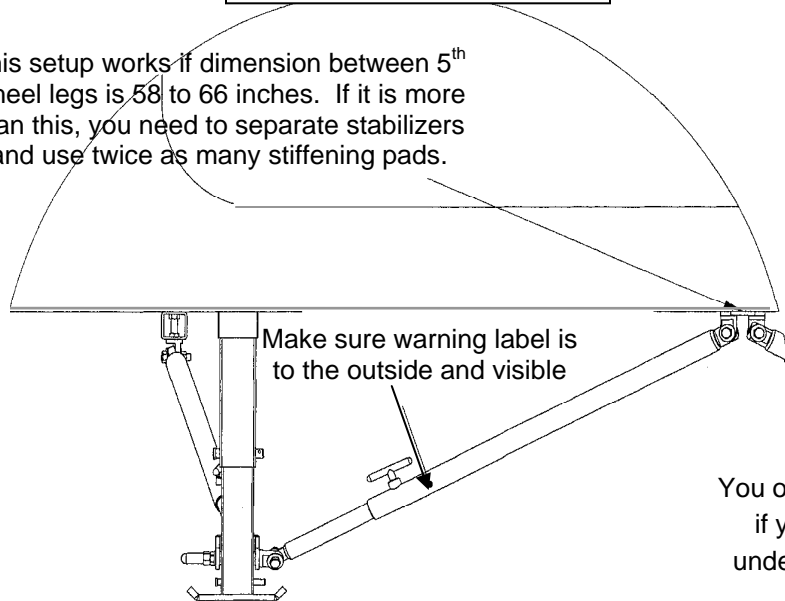
Front View



If dimension is 58"-66" this measurement should be 1/2 the distance. Example: (58"=29")

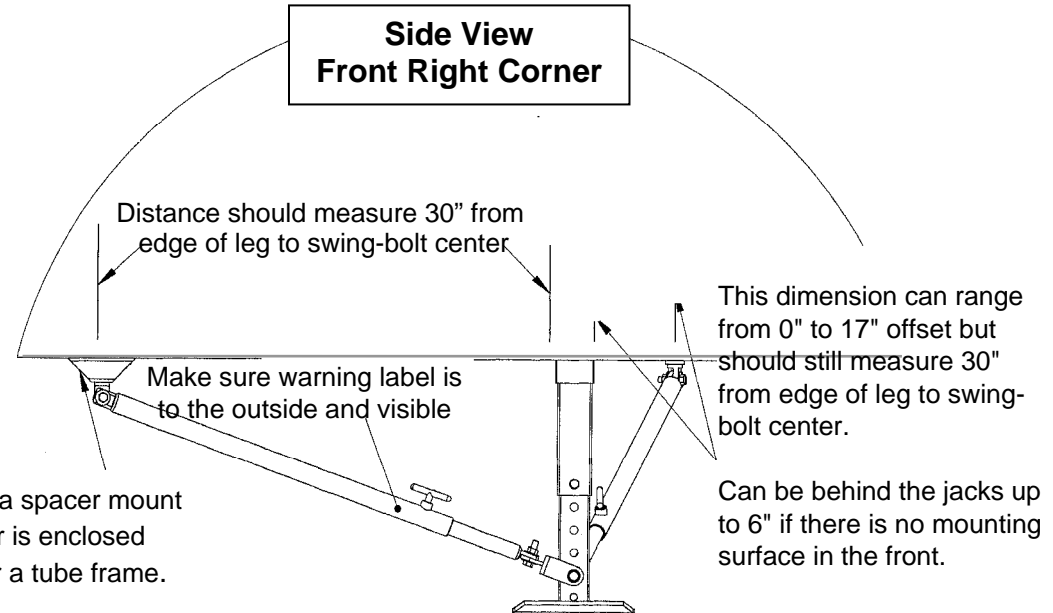
**Front View
Front Right Corner**

This setup works if dimension between 5th wheel legs is 58 to 66 inches. If it is more than this, you need to separate stabilizers and use twice as many stiffening pads.

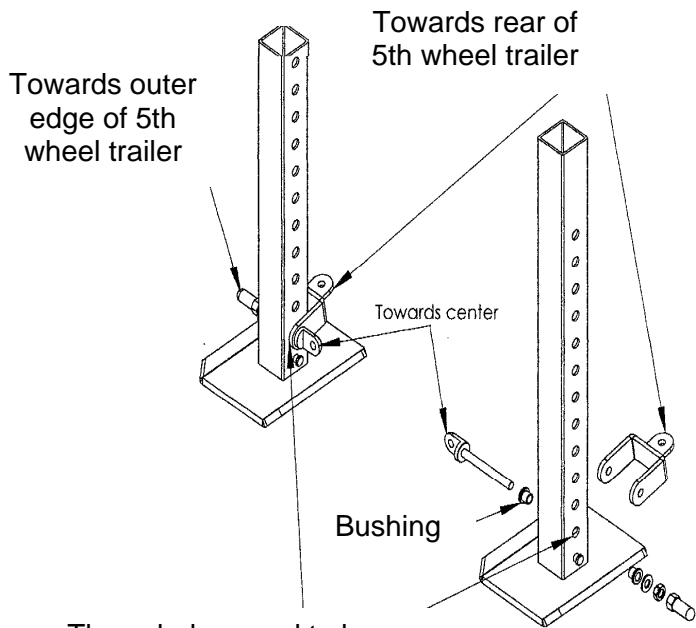


You only need a spacer mount if your trailer is enclosed underneath or a tube frame.

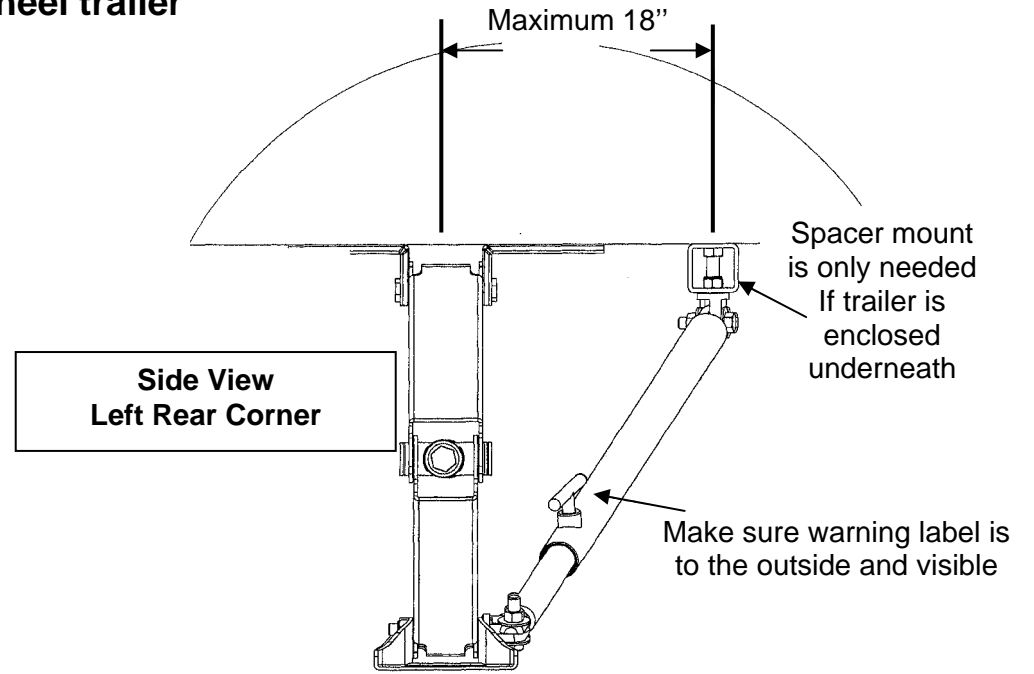
**Side View
Front Right Corner**



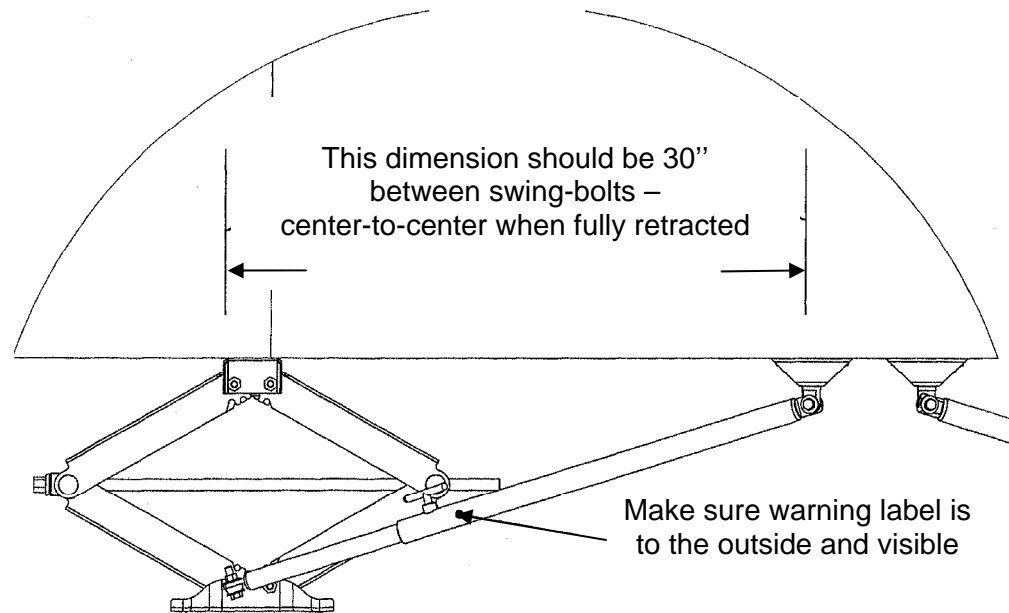
Installation Drawings 5th wheel trailer



These holes need to be drilled out for the bushings.
.500 Diameter. (1/2")



**Side View
Left Rear Corner**

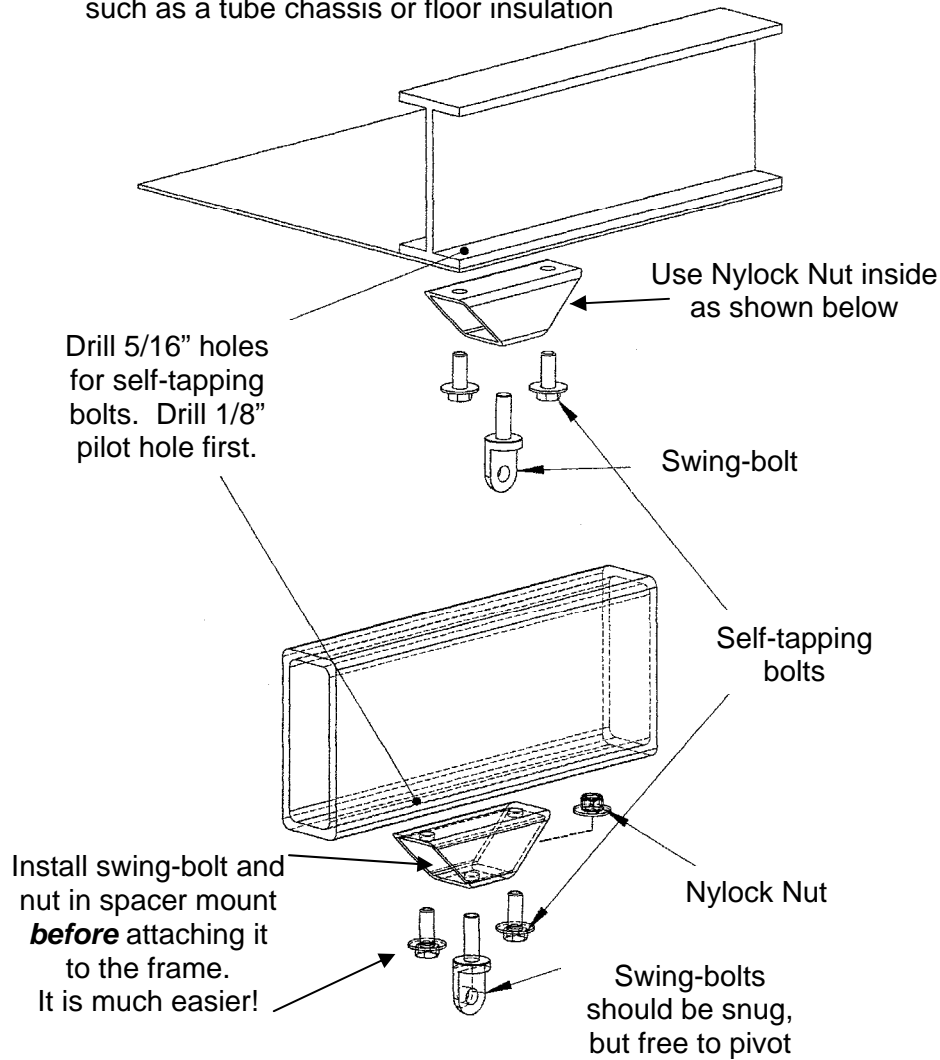


**Rear View
Left Rear Corner**

Spacer Mounts and Stiffening Pads

Spacer Mounts

Use a spacer mount when you can't put a Nylock nut on the end of the bolt due to restricted access such as a tube chassis or floor insulation



Stiffening Pads

