TRAILER STABILIZING JACKS
BFSJ-2748; CJ-BEAM; H-LO-J-BEAM; LO-J; SJ; SP-TOP-R

BFSJ **CJ-BEAM** **LO-J-BEAM** **LO-J & HI-J** **SJ** **SP-TOP**

Receiving Instructions

After delivery, remove the packaging from the product. Inspect the product closely to determine if it sustained damage during transport. If damage is discovered, record a complete description of it on the bill of lading. If the product is undamaged, discard the packaging.

NOTE: The end-user is solely responsible for confirming that product design, use, and maintenance comply with laws, regulations, codes, and mandatory standards applied where the product is used.

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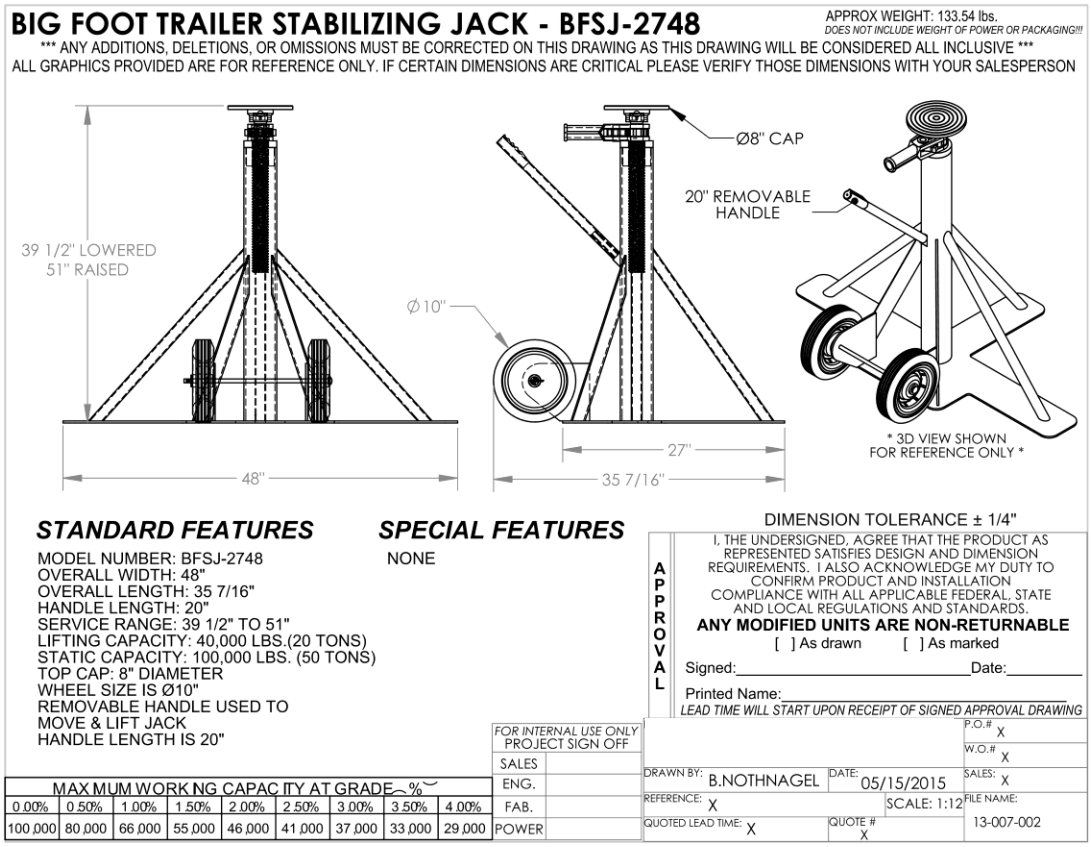
I. SPECIFICATIONS



CAPACITY BY MODEL

MODEL	UNIFORM STATIC CAPACITY	UNIFORM LIFTING CAPACITY	MODEL	UNIFORM STATIC CAPACITY	UNIFORM LIFTING CAPACITY
BFSJ-2748	100,000LB.	50,000LB.	**LO-J-BEAM-100**	100,000LB.	50,000LB.
BFSJ-2748-100	100,000LB.	50,000LB.	**SJ-35**	50,000LB.	5,000LB.
CJ-BEAM-PN	100,000LB.	50,000LB.	**SJ-35-2H**	50,000LB.	5,000LB.
CJ-BEAM-SN	100,000LB.	50,000LB.	**SJ-35-EF**	50,000LB.	5,000LB.
H-LO-J-BEAM	100,000LB.	40,000LB.	**SJ-40**	50,000LB.	5,000LB.
HI-J	100,000LB.	40,000LB.	**SP-TOP**	100,000LB.	40,000LB.
HI-J-100	100,000LB.	50,000LB.	**SP-TOP-100**	100,000LB.	50,000LB.
LO-J	100,000LB.	40,000LB.	**SP-TOP-BEAM**	100,000LB.	40,000LB.
LO-J-100	100,000LB.	50,000LB.	**SP-TOP-BEAM-100**	100,000LB.	50,000LB.
LO-J-125	100,000LB.	50,000LB.	**SP-TOP-R**	100,000LB.	40,000LB.
LO-J-BEAM	100,000LB.	40,000LB.	**SP-TOP-R-100**	100,000LB.	50,000LB.

NOTES: Pounds to kilograms conversion: 2.2LB. = 1KG
Static capacity = maximum weight the jack can stabilize; and
Lifting capacity = maximum weight the screw mechanism of the jack can *lift*.
DO NOT exceed the load ratings!

II. SIGNAL WORDS

This manual uses SIGNAL WORDS to draw readers' attention to risks that could cause personal injuries, as well as the probable seriousness of those injuries, if the product is misused in the ways described. The *NOTICE* signal word calls attention to uses of the product likely to result only in property damage. The following are signal words used in this manual and their definitions.

⚠ DANGER	**Identifies a hazardous situation which, if not avoided, WILL result in DEATH or SERIOUS INJURY. Use of this signal word is limited to the most extreme situations.**
⚠ WARNING	**Identifies a hazardous situation which, if not avoided, COULD result in DEATH or SERIOUS INJURY.**
⚠ CAUTION	**Indicates a hazardous situation which, if not avoided, COULD result in MINOR or MODERATE injury.**
NOTICE	**Identifies practices likely to result in product/property damage, such as operation that might damage the product.**

III. SAFETY INSTRUCTIONS

⚠WARNING

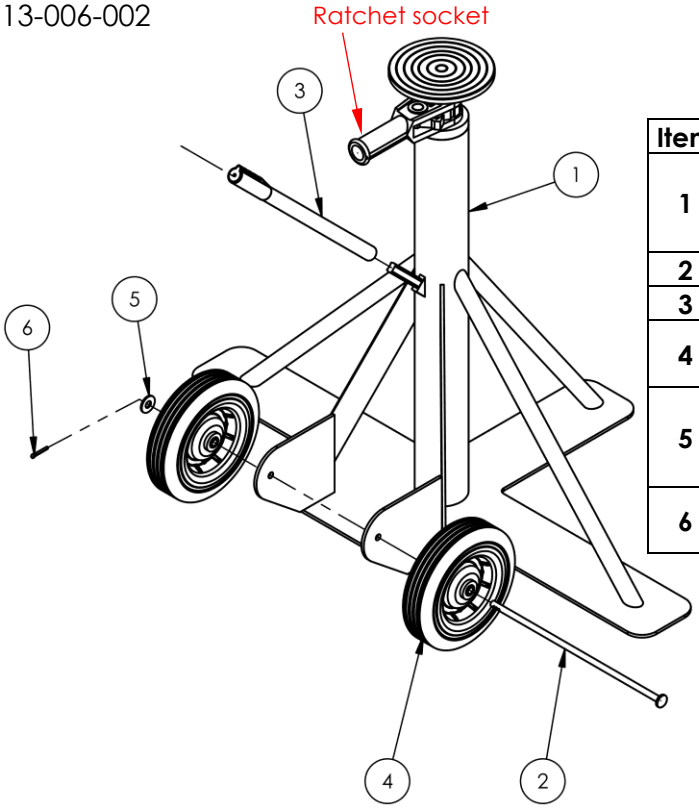
Risks of serious personal injuries or death.

- **Read this manual in its entirety before assembling, using, inspecting or servicing the product.** A copy of this manual should always be available to any person who assembles, installs, uses, inspects, or maintains this stabilizing jack.
- DO NOT use this jack to *support* trailers. It is a stabilizing jack and is not intended to support the weight of a trailer. ONLY use this jack in conjunction with trailer landing gear in nominal condition.
- DO NOT exceed the maximum rated load.
- Inspect the jack as instructed in *INSPECTING & MAINTAINING YOUR STABILIZING JACK* on p. 12-13. Remove the jack from service if an inspection reveals changes from *SATISFACTORY CONDITION*. DO NOT use the jack until it is restored to satisfactory condition. ONLY use manufacturer-approved replacement parts to repair your stabilizing jack.
- DO NOT use a damaged jack. ONLY use a jack that is in satisfactory condition. See *RECORD OF SATISFACTORY CONDITION* on p. 12; also see *INSPECTING AND MAINTAINING YOUR STABILIZING JACK* on p. 12-13.
- DO NOT perform maintenance on, or attempt to repair, a jack that is stabilizing a trailer. If you suspect that a first jack that is currently in use requires maintenance/repairs, deploy a replacement jack before removing the first jack.
- ONLY qualified maintenance personnel should maintain and repair this product. An improperly maintained jack could become unsafe to use.
- ONLY use a stabilizing jack on compacted, improved surfaces (concrete) that are even and level. This jack cannot be used to stabilize trailers parked on unimproved, uneven, or sloping surfaces. *EXCEPTION: IF a loading dock ramp is sloped, stabilizing jacks may be used to stabilize a trailer parked on the ramp. All jacks used to stabilize the trailer must stand on the ramp so that jacks are perpendicular to the underside of the trailer.*
- DO NOT use a jack unless all labels are in place, undamaged, and easily readable from a reasonable, safe distance. DO NOT remove or obscure labels.
- DO NOT modify this jack in any way. Modifications automatically void the *LIMITED WARRANTY* (see p. 15) and might make the jack unsafe to use.

IV. EXPLODED VIEWS & BILLS OF MATERIALS

BFSJ-2748 & BFSJ-2748-100 EXPLODED VIEW AND BILL OF MATERIALS

13-006-002

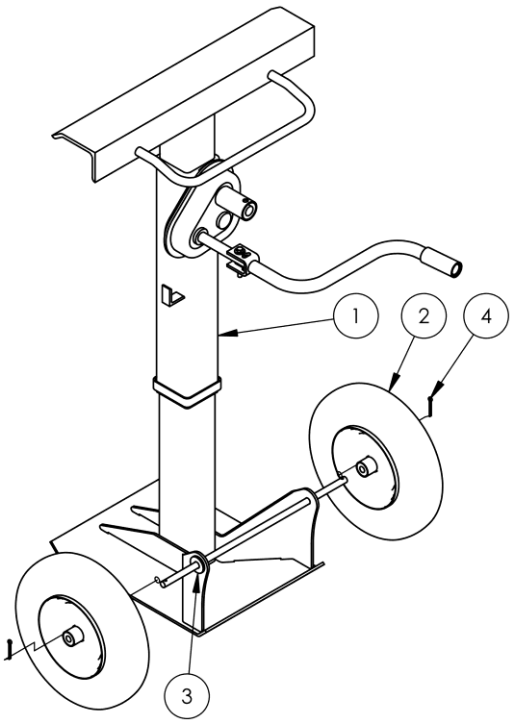


Item	Part no.	Description	Qty.
1	13-514-007 13-514-044	FRAME, WELDMENT BFSJ-2748 BFSJ-2748-100	 1 1
2	13-112-001	PIN, AXLE	1
3	13-525-001	HANDLE ASS'Y	1
4	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
5	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
6	65125	COTTER PIN Z PLATED, 3/16" x 1 1/2"	1

CJ-BEAM-PN; CJ-BEAM-SN; CJ-BEAM-SN-AH EXPLODED VIEW AND BILL OF MATERIALS

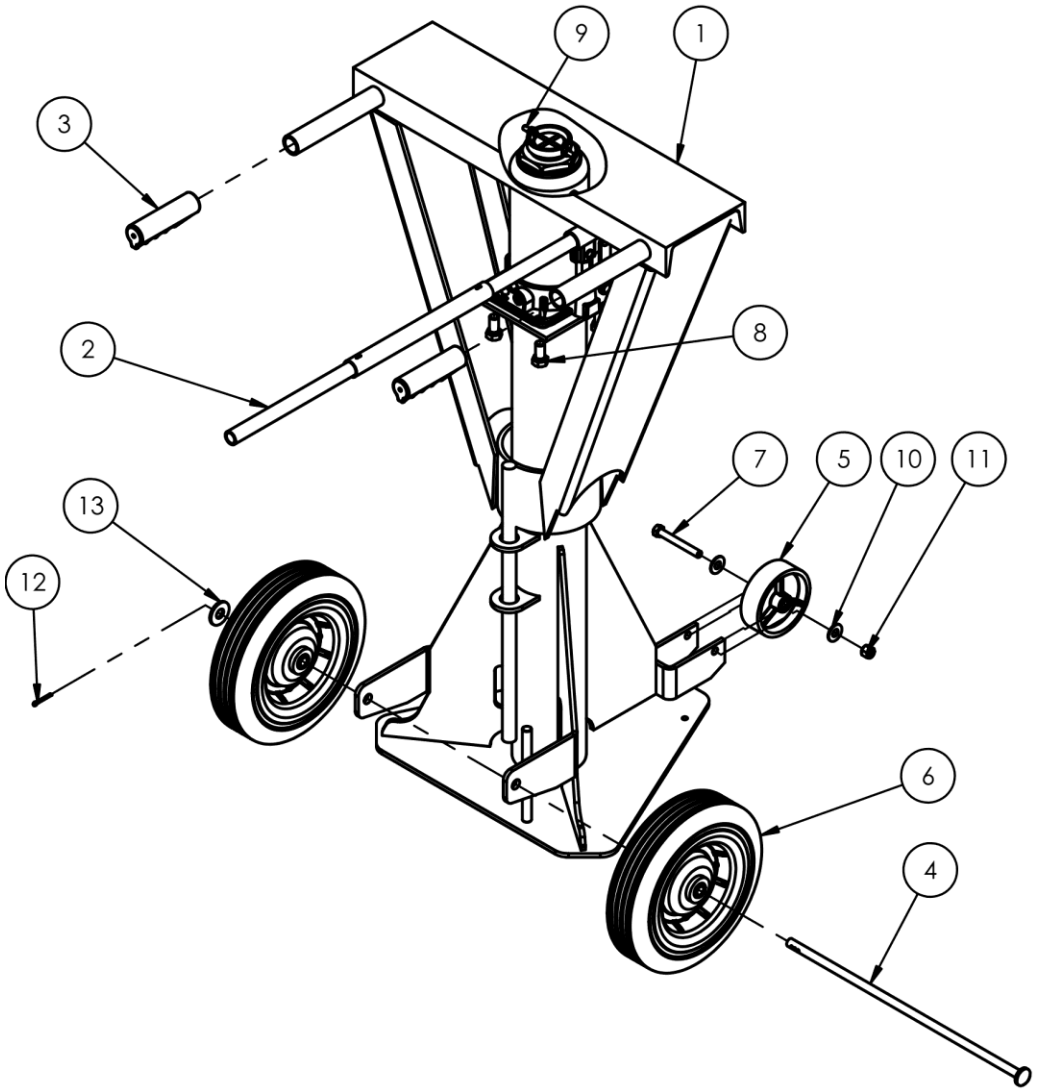
13-006-076

Item	Part no.	Description	Qty.
1	13-514-055 13-514-070	WELDMENT, FRAME CJ-BEAM-PN & CJ-BEAM-SN CJ-BEAM-SN-AH	 1 1
2	16-132-126 16-132-246 16-132-246	WHEEL SUBASSEMBLY CJ-BEAM-PN: PNEUMATIC TIRE, 4" X 16" CJ-BEAM-SH: FOAM FILLED TIRE, 4" X 16" CJ-BEAM-SN-AH: FOAM FILLED TIRE, 4" X 16"	 2 2 2
3	33016	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 5/8"	4
4	65127	COTTER PIN Z PLATED, 3/16 x 2	2



H-LO-J-BEAM EXPLODED VIEW AND BILL OF MATERIALS

13-006-007

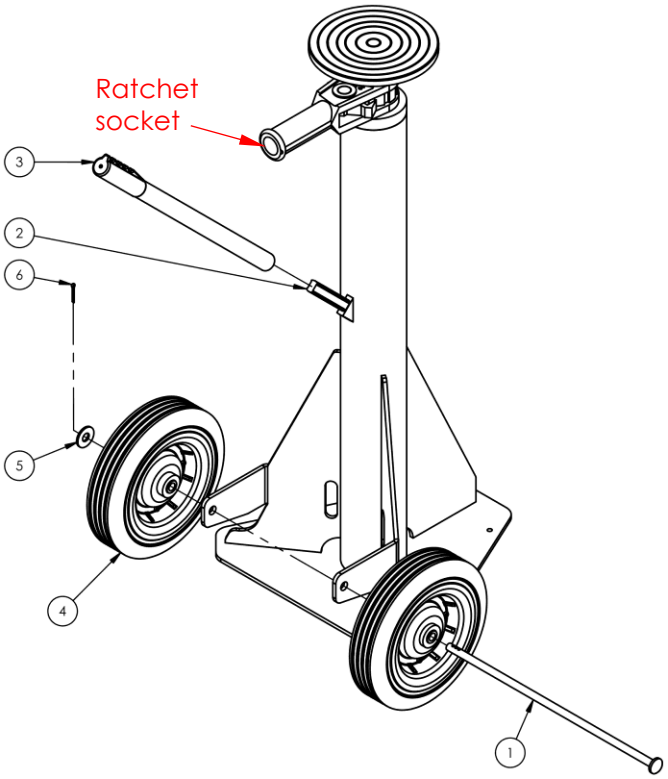


Item	Part no.	Description	Qty.
1	13-514-010	WELDMENT, FRAME	1
2	13-543-001	ASSEMBLY, J-20 TON JACK & HANDLE	1
3	13-025-023	HANDLE, GRIP, 1 1/8" I.D., RED	2
4	13-112-001	PIN, AXLE	1
5	16-132-007	4 X 1-1/4 SEMI STEEL WHEEL (3/8" PLAIN BORE)	1
6	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
7	11115	HHCS, #2 Z PLATED, GRADE A, 3/8 - 16 x 3 LG.	1
8	11205	HEX BOLT, GRADE A, ZINC PLATED, 1/2"-13X 1"	3
9	25334	1/4-20 X 1" LG SOCKET SET SCREW	2
10	33008	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 3/8"	2
11	37024	NYLON INSERT LOCK NUT, GRADE 2, ZINC FINISH, 3/8"-16	1
12	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1
13	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1

HI-J; HI-J-100; LO-J; LO-J-100; LO-J-125 EXPLODED VIEW AND BILL OF MATERIALS

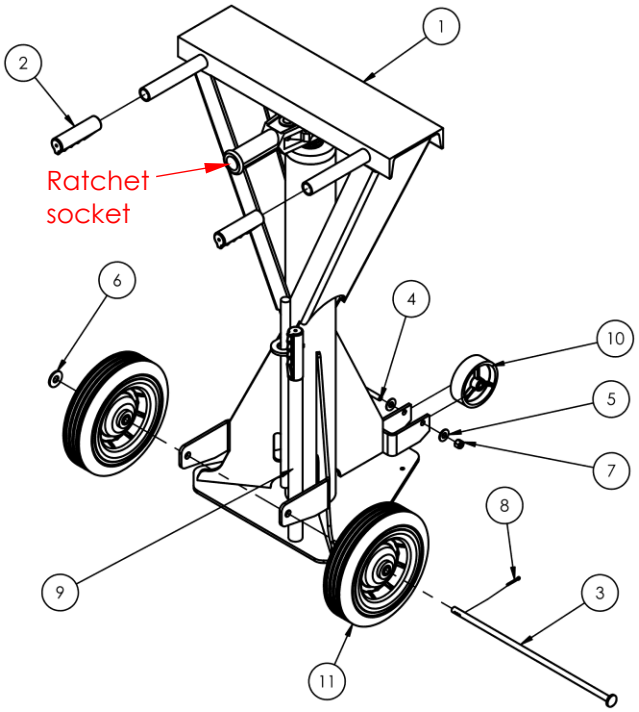
13-006-005

Item	Part no.	Description	Qty.
1	13-112-001	PIN, AXLE	1
2		WELDMENT, FRAME	
	13-514-058	HI-J	1
	13-514-073	HI-J-100	1
	13-514-001	LO-J	1
	13-514-019	LO-J-100	1
	13-514-019	LO-J-125	1
3	13-525-001	HANDLE ASS'Y	1
4	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
5	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
6	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1



LO-J-BEAM & LO-J-BEAM-100 EXPLODED VIEW AND BILL OF MATERIALS

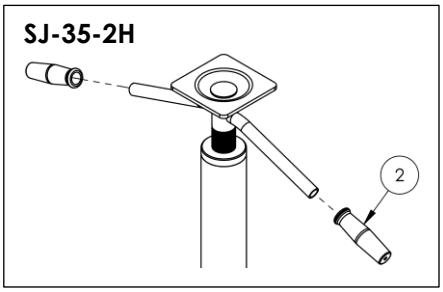
13-006-027

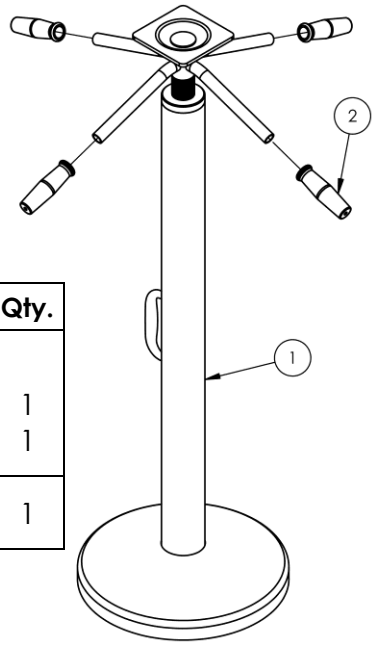


Item	Part no.	Description	Qty.
1		WELDMENT, FRAME	
	13-514-043	LO-J-BEAM	1
	13-514-026	LO-J-BEAM-100	1
2	13-025-023	HANDLE, GRIP, 1 1/8" I.D., RED	2
3	13-112-001	PIN, AXLE	1
4	11115	HHCS, #2 Z PLATED, GRADE A, 3/8 - 16 x 3 LG.	1
5	33008	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 3/8"	2
6	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
7	37024	NYLON INSERT LOCK NUT, GRADE 2, ZINC FINISH, 3/8"-16	1
8	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1
9	13-525-001	HANDLE ASS'Y	1
10	16-132-007	4 X 1-1/4 SEMI STEEL WHEEL (3/8" PLAIN BORE)	1
11	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2

SJ-35; SJ-35-2H EXPLODED VIEW AND BILL OF MATERIALS

13-006-004

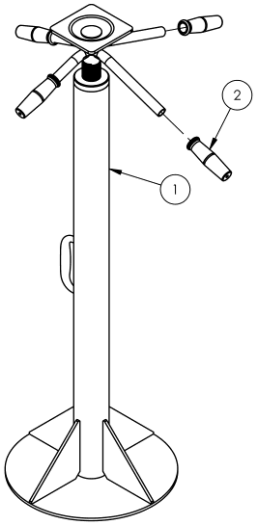




Item	Part no.	Description	Qty.
1	13-514-023 13-514-024	WELDMENT, FRAME SJ-35 SJ-35-2H	1 1
2	13-514-001	HANDLE/GRIP /KNOB	1

SJ-40 EXPLODED VIEW & BILL OF MATERIALS

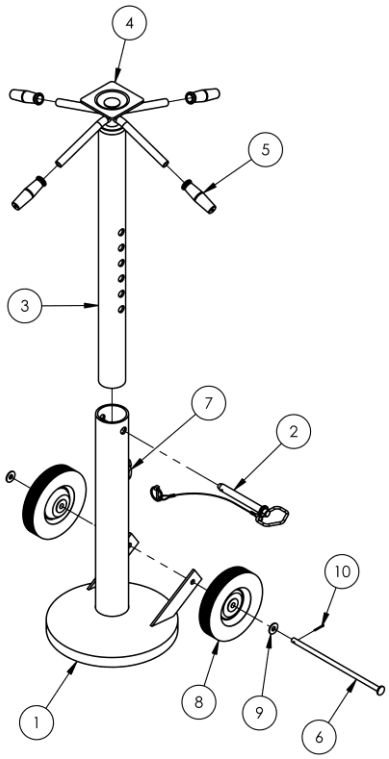
13-006-016



Item	Part no.	Description	Qty.
1	13-514-016	WELDMENT, FRAME	1
2	13-025-043	HANDLE/ GRIP/KNOB	4

SJ-35-EF EXPLODED VIEW AND BILL OF MATERIALS

13-006-015

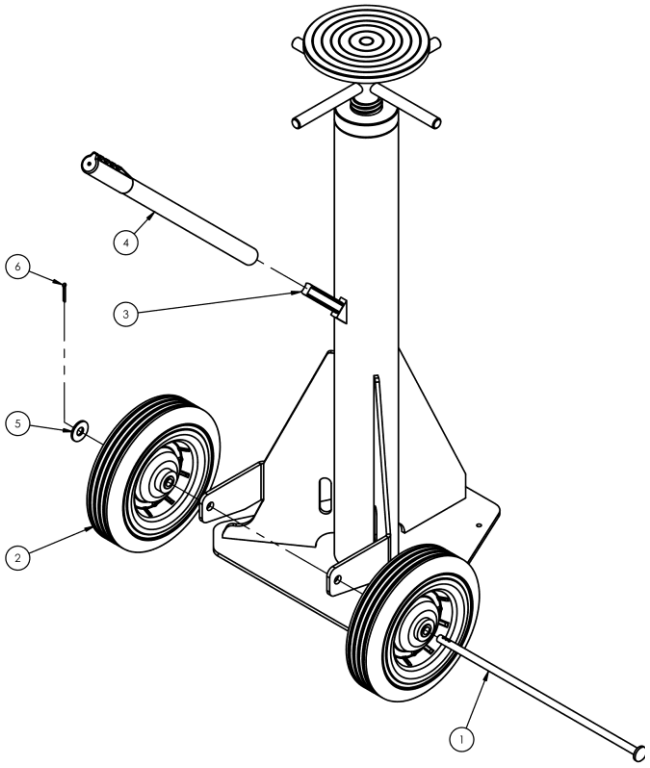


Item	Part no.	Description	Qty.
1	13-514-046	WELDMENT, TRAILER STABILIZING JACKS	1
2	99-112-057	PIN HEIGHT ADJUSTMENT	1
3	13-014-019	FRAME, ADJUSTABLE PIPE, INNER	1
4	13-036-003	HEAD ASSEMBLY, 4 HANDLES	1
5	13-025-043	HANDLE/GRIP/KNOB	4
6	13-112-006	PIN, 8" WHEEL	1
7	08-145-008	SPECIALTY HARDWARE, SNAP HOOK, Ø1/4	1
8	16-132-254	WHEEL, 8" HARD RUBBER	2
9	33010	WASHER, FLAT	2
10	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1

SP-TOP & SP-TOP-100 EXPLODED VIEW AND BILL OF MATERIALS

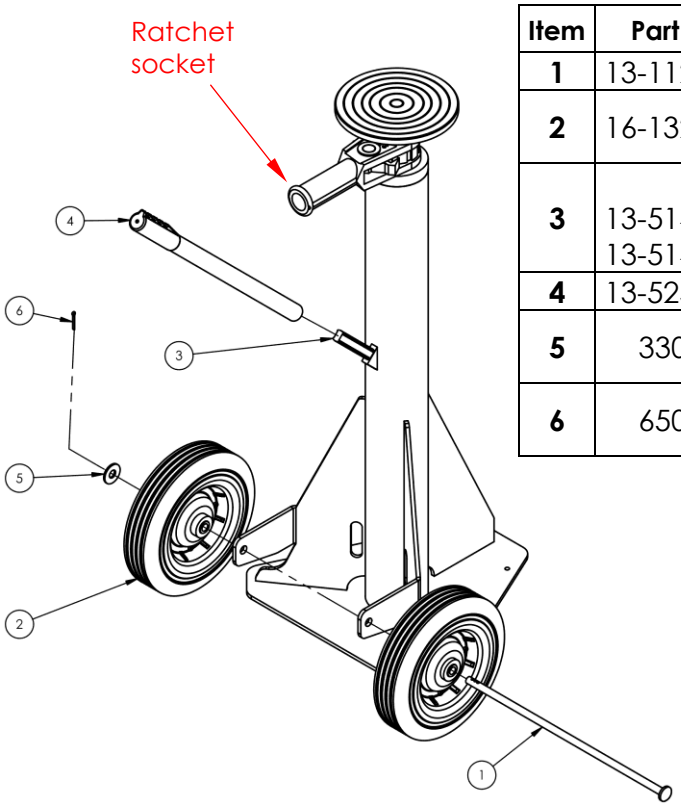
13-006-008

Item	Part no.	Description	Qty.
1	13-112-001	PIN, AXLE	1
2	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
3	13-514-012 13-514-059	WELDMENT, FRAME SP-TOP SP-TOP-100	 1 1
4	13-525-001	HANDLE ASS'Y	1
5	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
6	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1



SP-TOP-R & SP-TOP-R-100 EXPLODED VIEW AND BILL OF MATERIALS

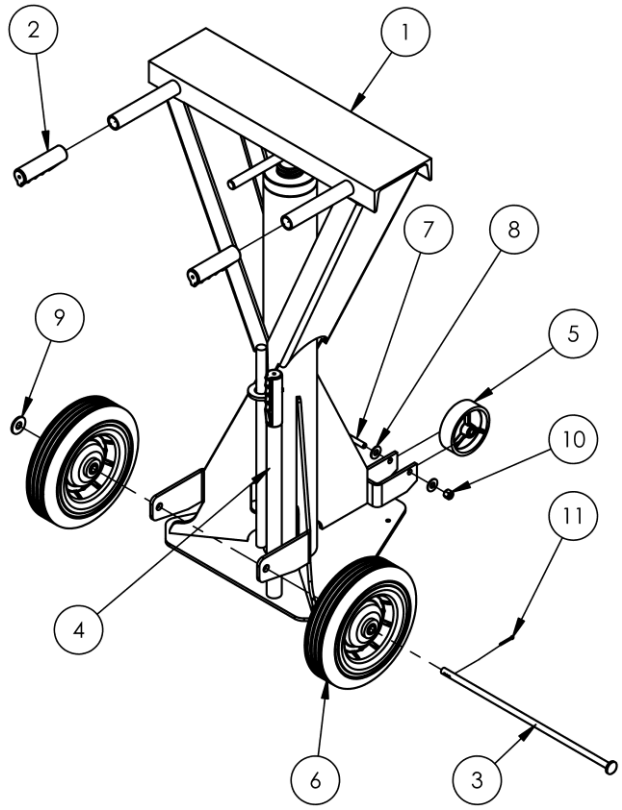
13-006-028



Item	Part no.	Description	Qty.
1	13-112-001	PIN, AXLE	1
2	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
3	13-514-001 13-514-019	WELDMENT, FRAME SP-TOP-R SP-TOP-R-100	 1 1
4	13-525-001	HANDLE ASS'Y	1
5	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
6	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1

SP-TOP-BEAM EXPLODED VIEW AND BILL OF MATERIALS

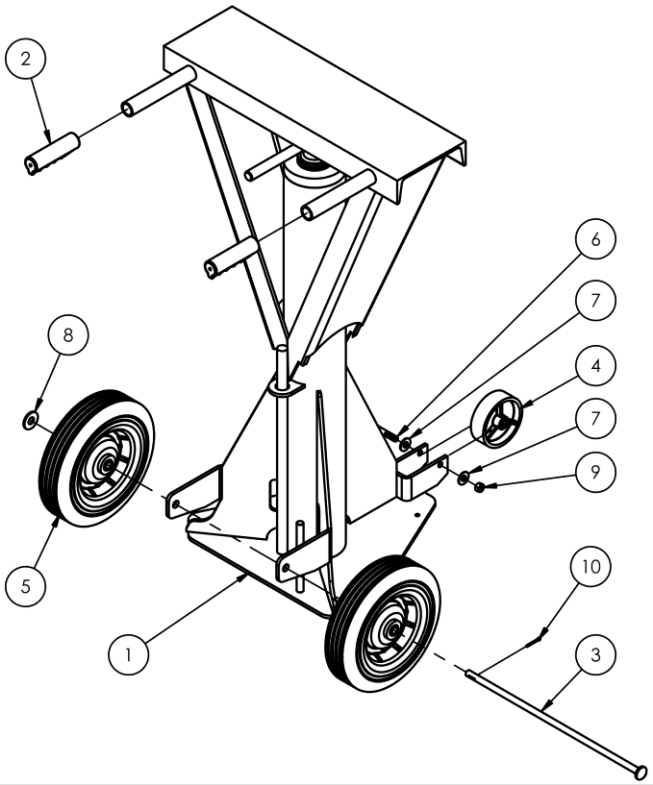
13-006-039



Item	Part no.	Description	Qty.
1	13-514-027	WELDMENT, FRAME SP-TOP-BEAM	1
2	13-025-023	HANDLE, GRIP, 1 1/8" I.D., RED	2
3	13-112-001	PIN, AXLE	1
4	13-525-001	HANDLE ASS'Y	1
5	16-132-007	4 X 1-1/4 SEMI STEEL WHEEL (3/8" PLAIN BORE)	1
6	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
7	11115	HHCS, #2 Z PLATED, GRADE A, 3/8 - 16 x 3 LG.	1
8	33008	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 3/8"	2
9	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
10	37024	NYLON INSERT LOCK NUT, GRADE 2, ZINC FINISH, 3/8"-16	1
11	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1

SP-TOP-BEAM-100 EXPLODED VIEW AND BILL OF MATERIALS

13-006-040



Item	Part no.	Description	Qty.
1	13-514-028	WELDMENT, FRAME	1
2	13-025-023	HANDLE, GRIP, 1 1/8" I.D., RED	2
3	13-112-001	PIN, AXLE	1
4	16-132-007	4 X 1-1/4 SEMI STEEL WHEEL (3/8" PLAIN BORE)	1
5	16-132-287	WHEEL, Ø10" x 2 1/2", 13mm STEEL HUB	2
6	11116	HHCS #2 Z PLATED, GRADE A, Ø3/8 x 3 1/4 LG	1
7	33008	FLAT WASHER, LOW CARBON, USS, ZINC PLATED, 3/8"	2
8	33012	FLAT WASHER, LOW CARBON, ZINC FINISH, 1/2"	1
9	36106	HEX NUT, GRADE A, ZINC PLATED, 3/8-16	1
10	65077	COTTER PIN, ZINC PLATED, 1/8" X 1-1/4"	1

V. USING A STABILIZING JACK

Personnel with a great deal of experience loading and unloading trailers should determine whether the use of trailer stabilizing jacks is necessary on a case-by-case basis as well as the necessary number of jacks and the optimal location for each jack. Compelling reasons to us stabilizing jacks include, but are not limited to the following:

- Reducing the risk of semitrailer landing gear failure.
- Preventing the front (hitch end) of a semitrailer from lifting off of the ground when a fork truck enters the trailer. Tipping/lifting can occur if the trailer's wheels and axles are shifted forward. A wheels forward configuration places the wheels farther away from the dock when the trailer is parked at the dock than is typical. Deploying stabilizing jacks beneath the rear corners of the trailer greatly reduces the risk of trailer tipping.
- Stabilizing trailers when heavy fork trucks are used to unload them.

Trailer stabilizing jacks are vertically adjustable. This adjustability allows the top of a jack to be brought into solid contact with the underside of a semitrailer. The trailer should be parked at a loading dock and be disconnected from its semi-tractor. The semitrailer must be parked on even, flat, level concrete and be supported by its own, integral landing gear. Stabilizing jacks are not capable of supporting semitrailers and must not be used in place of landing gear. *IF a loading dock ramp is sloped, stabilizing jacks may be used to stabilize a trailer parked on the ramp. All jacks used to stabilize the trailer must stand on the ramp so that jacks are perpendicular to the underside of the trailer. NEVER use a stabilizing jack unless it is oriented perpendicularly to the underside of the trailer.*

Vestil recommends that stabilizing jacks be used *in pairs*. Best practice is to deploy pairs of jacks symmetrically about the centerline (long axis) of the trailer. For example, arrange a pair of jacks with 1 jack under each corner of the same end of the trailer. Symmetrically deployed jacks most effectively stabilize a trailer against rolling/tipping. Before deploying a stabilizing jack under a trailer, inspect the jack as described in the *INSPECTING & MAINTAINING THE JACK* section of this manual on p. 12-13. Confirm that the selected jack is in satisfactory condition before installing it under a trailer.

Be aware of your jack's load ratings. Load ratings (capacities) are provided in the *CAPACITIES BY MODEL* section on p. 2, as well as on a label applied to the side of the jack. See *LABELING DIAGRAM* on p. 14. Two types of ratings appear on the label:

1) Static capacity = maximum weight the jack can stabilize; and
2) Lifting capacity = maximum weight the screw mechanism of the jack can *lift*.

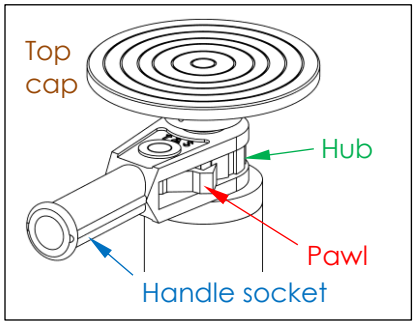
DO NOT exceed the load ratings!

Before installing stabilizing jacks beneath a semitrailer:

1) The trailer must be entirely supported by integral landing gear in nominal condition.
2) Trailer wheels must be properly immobilized to resist creep or roll, for instance, by using chocks.
3) The surface on which the jack(s) will be used must be even, level, intact concrete to prevent the jack from sinking into the ground. Asphalt is somewhat malleable, especially when hot. Using stabilizing jacks on asphalt surfaces is not recommended because asphalt can compress beneath the jack and thereby cause the trailer to wobble during loading/unloading operations.
4) Confirm that the underside of the trailer is sound especially where there will be contact with the top cap of each stabilizing jack. If a point of contact is unsound, the jack might break through or otherwise damage the trailer.

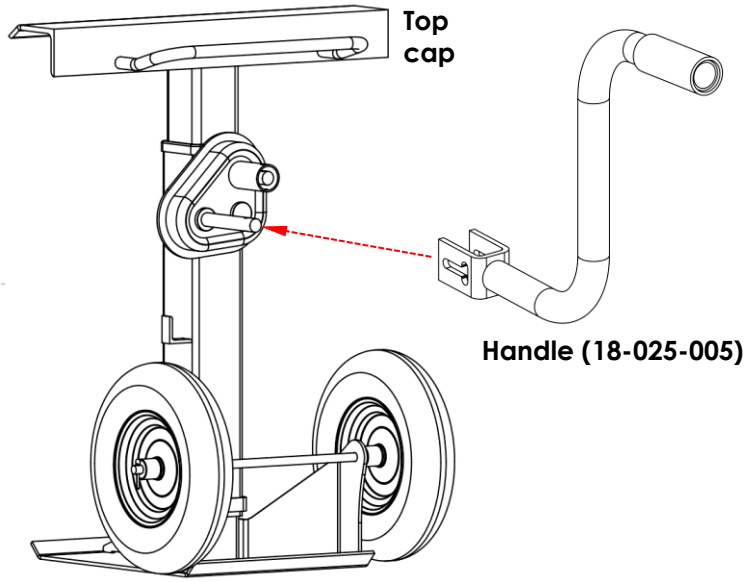
V(A). RAISING AND LOWERING THE TOP CAP OF YOUR STABILIZING JACK

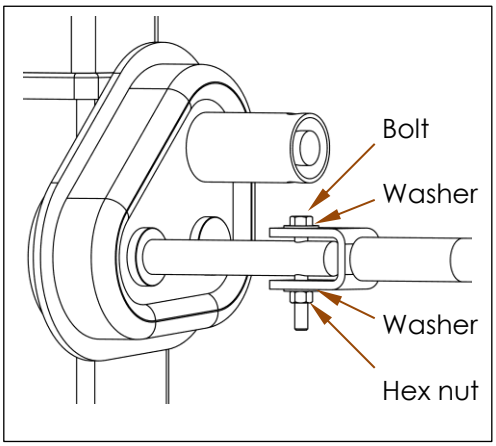
BFSJ-2748, LO-J-BEAM, LO-J, HI-J, and SP-TOP-R model jacks utilize ratcheting mechanisms to raise and lower the top cap. Refer to the appropriate *EXPLODED VIEW* on p. 4-9. Insert the handle assembly (13-525-001) into the ratchet socket. This same handle is used to move the jack from place-to-place. How the pawl of the ratchet interacts with the screw hub determines whether the jack extends or retracts as the handle is moved. Moving the handle to the right, and then back to center, causes the jack to extend. Moving the handle to the left, and then back to center, causes the jack to retract.



Models SP-TOP, SJ-35, and SJ-35-EF utilize handles that are affixed to the screw hub. Use the hub handles to turn the screw clockwise or counterclockwise to raise or lower the top cap, respectively.

Model CJ-BEAM integrates a hand-cranked gear box mechanism to raise and lower the top cap. Attach the end of the handle to the drive shaft with a 3/8'-16 x 3" hex head bolt (11115), 2 flat washers (33008), and 3/8"-16 nut (36106). Turn the handle clockwise to raise the top cap; turn it counterclockwise to lower the top cap.





Model H-LO-J-BEAM utilizes a hydraulic jack. To raise the top cap of the jack, remove the handle from the storage socket. The handle consists of 2 short sections of steel tubing. There are 2 small, square notches in the free end of the wider segment. These notches receive the release valve pin. By sliding the wider end of the handle over the release valve and seating the pin in the notches, the release valve can be opened and closed. Open the valve by turning the handle counterclockwise. Close the valve by turning the handle clockwise. The valve must be closed in order for the cylinder to extend and raise the top cap. Open the valve to lower the top cap. Insert the wider end of the handle into the handle receiver and move the handle up and down to extend the cylinder.

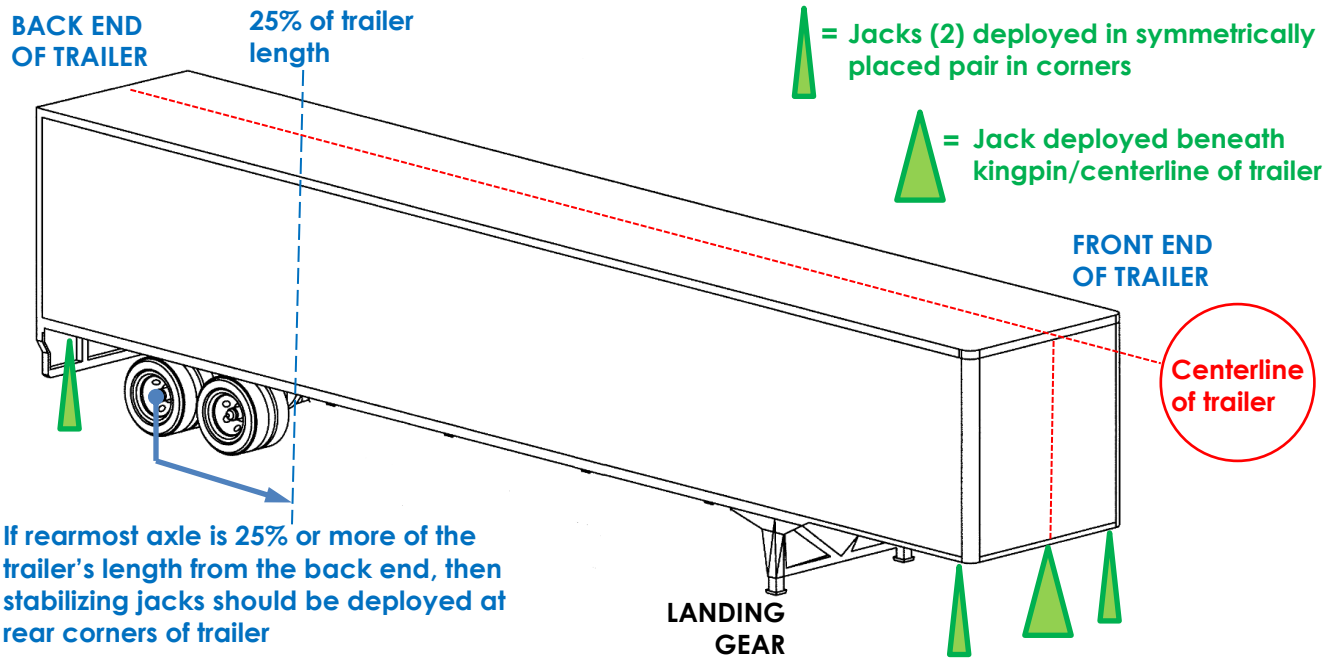
Release valve & valve pin: Put notched end of handle over release valve and seat valve pin in notches; then turn clockwise to close or counterclockwise to open. Valve must be closed in order to extend the cylinder and raise the top cap.

Seat release valve pin in handle notches; turn handle clockwise to close release valve; turn counterclockwise to open valve.

Insert wider end of handle into handle receiver; move handle up-&-down.

V(B). STABILIZING A TRAILER

Move your jack by tipping it onto its wheels. Confirm that the trailer's landing gear is deployed and solidly supporting the trailer. Then, roll the jack under the hitch-end (front) of the semitrailer. If using a single jack, position the center of the jack's top cap on the centerline of the trailer, i.e. midpoint of the width of the trailer. If using a pair of jacks, place one under each *front* corner.



NOTE: Additional stabilizing jacks must be installed under the *rear* corners of the semitrailer if the distance from the rearmost axle to the back end of the semi-trailer is more than ¼ of the overall length of the trailer. Best practice, if there is any doubt whether jacks are needed at the rear corners, is to deploy a stabilizing jack under each of the 4 corners of the trailer.

Adjust the height of the jack so that the top cap (of the jack) presses firmly against the underside of the semitrailer frame. Do not raise the top cap any higher than is necessary for it to firmly contact the underside of the trailer. If the top cap is raised too high, the landing gear could be lifted off of the ground. The landing gear must at all times remain in solid contact with the ground in order to provide support for the front end of the trailer.

Jacks must be removed before a trailer can be connected to a semi-tractor. To remove a stabilizing jack, lower the top cap out of contact with the bottom of the trailer. Continue lowering the top cap until the jack can be tipped onto its wheels and rolled out from underneath the trailer.

VI. RECORD OF SATISFACTORY CONDITION

Record the condition of the jack before putting it into service for the first time. Include observations about all mechanisms and features, including the handle, handle grip(s), welds, the frame, ratchet mechanism (if applicable), top cap, wheels, and axle. Thoroughly photograph the unit so that all features are clearly imaged. Take close range photographs of all labels applied to the unit. Take a video that shows how the top cap extension-retraction process works. Describe the amount of force/effort necessary to operate the extension-retraction mechanism. Collect all writings, recordings, and photographs in a file. This file is a Record of the unit in satisfactory condition. During all future inspections, compare the condition of your jack to the Record to determine if the unit is in satisfactory condition. See *INSPECTIONS & MAINTENANCE* on p. 12-13.

VII. INSPECTING & MAINTAINING THE STABILIZING JACK (ALL MODELS)

Inspections and repairs should only be performed by qualified persons. Compare the results of each inspection to the *RECORD OF SATISFACTORY CONDITION* (the "RECORD"). Do not use the jack unless all parts are in satisfactory condition. Replace parts that are not in satisfactory condition before using the

jack again. **DON'T GUESS! If you have any questions about the condition of your jack, speak with** *TECHNICAL SERVICE* ***personnel.*** The phone number is provided on the cover page of this manual.

Never make temporary repairs of damaged or missing parts. Only use manufacturer-approved replacement parts.

Make a dated record of each inspection that includes a written account of your observations as well as a description of repairs made.

(A) Each day inspect the jack for the following conditions:

1) Visible damage to the screw, base, or screw hub.
2) Free movement of the top cap.
3) Oil leaks (H-LO-J-BEAM only).

(B) At least once per month, inspect the following components. DO NOT use the jack until it is restored to satisfactory condition.

1) Screw threads
   a) Inspect threads for severe wear or damage: If the screw wobbles inside the screw hub/jack body, the screw threads are significantly worn. The screw assembly should be replaced before returning the jack to service.
   b) Determine if threads are adequately greased: Apply a standard bearing grease to the screw threads. Fully extend the screw & apply grease liberally to the threads; then wind the screw back into the jack body to coat the threads. In colder climates, synthetic grease will reduce the amount of effort required to extend and retract the screw. Remove grease from the frame and handles before returning the jack to service.
2) Height adjustment mechanism: The screw or cylinder (hydraulically actuated units) should extend and retract smoothly.
3) Jack frame: Examine the jack for cracked welds or metal fatigue.
4) Wheels, axles, or wheel bearings: Inspect for looseness, significant wear, punctures, dry rot, or other damage. Damaged wheels should be replaced
5) Handle grips: examine each grip for damage, looseness, etc. Install adhesive to the inside of a loose grip and reinstall it.
6) Hydraulic oil (H-LO-J-BEAM only): the oil level should be just below the fill hole of the reservoir with the jack in the lowered position. Replace the oil with hydraulic oil of viscosity grade 70 to 85 SUS at 100°F, (ISO 15 at 40°C).
7) Labels (refer to *LABELING DIAGRAM* on p. 14): the jack should be labeled at all times as shown in the diagram. Replace any label that is damaged or not easily readable.

TRAILER STABILIZING JACKS

252, both sides

ALL OTHER JACKS

233, 234, 265, OR 266

BEAM JACKS

LABEL 234
40,000 LB. LIFTING CAPACITY
100,000 LB. STATIC CAPACITY

H-LO-J-BEAM	SP-TOP-BEAM
HI-J	SP-TOP
LO-J	BFSJ-2748
LO-J-BEAM	

LABEL 233
5,000 LB. LIFTING CAPACITY
50,000 LB. STATIC CAPACITY

SJ-35
SJ-35-2H
SJ-35-EF
SJ-40

LABEL 265
50,000 LB. LIFTING CAPACITY
100,000 LB. STATIC CAPACITY

HI-J-100	BFSJ-2748-100
LO-J-100	SP-TOP-100
LO-J-BEAM-100	SP-TOP-BEAM-100
SP-TOP-R-100	CJ-BEAM-PN
CJ-BEAM-SN	

LABEL 266
50,000 LB. LIFTING CAPACITY
125,000 LB. STATIC CAPACITY

LO-J-125

Label 1072 is to be applied to the outside of individual packaging

TRAILER STABILIZING JACKS

01/07/2025