CUSTOM CYLINDERS INTERNATIONAL, INC.
SOCKET JENIE PRODUCTS

The ***SOCKET JENIE*** product line was developed for use with a 110V or battery operated drill motor to reduce the amount of time required to set up or tear down pop-up, travel trailer, or 5th wheel campers. This is especially important when it is late at night, the kids and spouse are making your life a little stressful, the mosquitoes love you, and the rain is running down your nose to fog your glasses.

LVSG-406 FOR STARCRAFT UNITS BUILT BEFORE 2005

This socket requires a ½" drill chuck, and can be used with a 110V or battery operated drill. If your current crank has an oval shaped hole in the end, this is the correct socket for this pop-up camper. If the crank is 7/8" square, see LVSG-625.

LVSG-416 FOR 5th WHEEL SLIDE OUT ROOM

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. This was designed for a 2001 Keystone Springdale room slide out and it is recommended that you contact CCI Engineering to confirm the part number. The dimensions of the crank will be required: Diameter of the end of the crank, distance that it goes into the body of the vehicle, width of the slots in the end, and length of slots.

LVSG-437 FOR TRAVEL TRAILERS & 5th WHEEL TRAILERS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. This socket was designed for use with the old style "**BAL**" type scissor jacks on travel trailers and the rear jacks of 5th wheel units. It is bent to be inserted into a hole in the end of the tube attached to the screw thread of the jack. See LVSG-750 for the newer style that uses a ¾" drive nut that replaces the tube design.

LVSG-500 FOR TRUCK CAMPERS THAT USE THE ATWOOD TYPE JACKS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. Used for jacks that has an outer shell or ring that holds a locking mechanism in the unlocked position while an inner tool engages the drive that raises and lowers the individual leg. The original design was made from a material that was easily broken if dropped. Our design is very rugged and will last the life of the vehicle.

LVSG-501 FOR TRUCK CAMPERS THAT USE THE NEW STYLE ATWOOD JACKS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. The socket is similar to the LVSG-500 except it does not require an outer safety ring.

LVSG-510 FOR TRUCK CAMPERS THAT USE THE TITAN TYPE JACKS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. The socket has a single slot machined into the side, with a "T" slot at the upper end. This "T" slot helps lock into the jack during the raising or lowering operation.

LVSG-516 FOR 5th WHEEL TRAVEL TRAILER FRONT LANDING GEAR

This socket requires a ½" drill chuck, and must be used with a low RPM/high torque drill motor. The body diameter is ¾" round, total length is 5 3/16" long, with 1 or 2 slots at the end. The slot is ¼" wide and has a ½" hole X 2" deep to accept the shaft. The 5 3/16" length includes the standard machined end to fit the drill chuck.

LVSG-625 FOR RAISING & LOWERING CAMPER ROOFS THAT USE A 7/8" SQUARE CRANK THAT FITS INTO A SQUARE RECEIVER

This socket requires a ½" drill chuck, and must be used with a low RPM/high torque drill motor. This is a combination design that not only fits the winch to raise and lower the roof, but will also operate the stabilizer jacks that crank up and down. NOTE: see the caution in the General Information section (note "C"). This design operates the most popular roof lift systems, manufactured by the GOSHEN STAMPING COMPANY. It is known to fit various models of Coachmen, Starcraft, Forest River, and Rockwood pop-up campers.

LVSG-626 FOR RAISING AND LOWERING CAMPER ROOFS THAT USE A ¾" (11/16") SQUARE CRANK THAT FITS INTO A SQUARE RECEIVER.

This socket requires a ½" drill chuck, and can be used with a 110V or battery operated drill. Designed originally to fit a Viking camper where the crank end fit OVER a square tube in the winch. This socket has been designed to fit INSIDE the square tube in the winch. If the camper has the "BAL" screw down stabilizers, use the LVSG-630 to raise and lower the jacks (see item "C" in the General Information section).

LVSG-627 FOR OPERATING THE STABILIZERS ON A PALOMINO BRONCO TRUCK INSERT CAMPER.

Due to the load typical for this type of jack, it requires a ½" drill chuck. A heavy duty battery powered or 110V drill should be adequate for this application. The length of this design is longer than most other designs, and is inserted at least 3" into the lifting tube for stability.

LVSG-628 FOR RAISING AND LOWERING THE ROOFS ON CAMPERS THAT USE A SQUARE CRANK THAT FITS INTO A SQUARE TUBE ON THE WINCH.

This socket requires a ½" drill chuck, and can be used with a heavy duty 110V or battery operated drill. This socket was designed for use on a Dutchmen camper that had a 7/8" crank end, and was a snug fit when pushed into the winch tube.

LVSG-630 FOR FOLD DOWN TRAILERS THAT USE "**BAL**" SCREW TYPE JACKS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. Fits the small BAL type stabilizer jack the uses an acme screw to move it from and return it to the stored position. Due to the pitch of the screw threads the use of this socket with a drill moves the jack extremely fast, and caution should be used when returning it to the storage position. Because of the jack geometry and the momentum of the drill motor it will *snap* back into the storage position, potentially breaking the ears of the socket or resulting in injury to the operator.

LVSG-631 FOR 1999 FLEETWOOD/COLEMAN MODELS THAT HAVE LOCATED THE ROOF WINCH ACCESS HOLE HIGH ON THE REAR RIGHT SIDE.

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. Caution-only a few of this design has been produced and it is important that the customer provide accurate dimensions to make certain that it will fit their camper. It has also been reported that this design has been used for operating the landing gear on a 5th wheel Springdale camper, however we have not confirmed it's use for that application.

LVSG-632 DESIGNED FOR OLDER MODEL APACHE POP-UP CAMPERS

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. Caution-this brand of camper is no longer produced and caution should be used in selling this design. Make certain that the customer provides accurate dimensions of the end of their crank before accepting an order. End dimensions are: 1 1/8" diameter, two ¼" wide slots, and slots are ½" deep.

LVSG-633 DESIGNED FOR THE RAMADA MODEL APACHE POP-UP CAMPERS.

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. Caution-this brand of camper is no longer produced and caution should be used in selling this design. Make certain that the customer provides accurate dimensions of the end of their crank before accepting an order. End dimensions are: 1 1/16" diameter, two ¼" wide slots, and slots are 5/8" deep.

LVSG-750 FOR TRAVEL TRAILERS, TRUCK CAMPERS (ATWOOD style), & 5TH WHEEL TRAILERS

This socket requires a 3/8" drill chuck, and can be used with a 110V or battery operated drill. In 1997 the industry started converting to this design, which replaced the stabilizing jacks the use the hook type crank (see LVSG-437 design). This design is formed to fit the ¾" hex head on the jack. The majority of today's travel trailer and 5th wheel vehicles have made the transition to this version of crank (see the caution note in item "C" of the General Information section).

LVSG-875 FOR RAISING & LOWERING CAMPER ROOFS THAT USE A 7/8" ROUND CRANK (6" total length)

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. The length of this socket represents the distance that the crank inserts into the camper body to operate the roof, leaving approximately 1" outside the body to attach the drill. This design fits a number of early Fleetwood/Coleman models (pre 2005) and a few 5th wheel models. The basic dimensions are: 7/8" body diameter, 5" of the body inserts into the camper body, two ¼" X 5/8" long slots in the end, and a 5/8" hole in the end that fits over the winch stub.

LVSG-876 THIS SOCKET HAS BEEN DISCONTINUED.

Use LVSG-875 or LVSG-877 for specific manufacturers. The only difference is the length that fits into the body of the trailer, primarily for the Coleman/Fleetwood and Coachmen pop-up campers.

LVSG-877 FOR RAISING & LOWERING CAMPER ROOFS THAT USE A 7/8" ROUND CRANK (9 5/8" total length)

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. The length of this socket represents the distance that the crank inserts into the camper body to operate the roof, leaving approximately 1" outside the body to attach the drill. The basic dimensions are: 7/8" body diameter, 8 5/8" of the body inserts into the camper body, two ¼" X 5/8" long slots in the end, and a 5/8" hole in the end that fits over the winch stub.

LVSG-878 FOR RAISING AND LOWERING THE FRONT LANDING GEAR JACKS ON 5th WHEEL TRAVEL TRAILERS (7" total length)

This socket requires a ½" drill chuck, and must be used with a low RPM/ high torque drill motor. Originally designed for a 1999 Forest River 5th wheel camper and only the prototype was shipped. Use caution when selling this socket—verify the body diameter of ¾", inserts 6" into the trailer body, has two ¼" X ¾" deep slots on the end, has a ½" hole X ¾" deep to accommodate the gear shaft stub end, and 1" outside the body to attach the drill chuck.

LVSG-879 FOR RAISING AND LOWERING THE FRONT LANDING GEAR JACKS ON 5th WHEEL TRAVEL TRAILERS (15" total length)

This socket requires a ½" drill chuck, and must be used with a low RPM/high torque drill motor. Use caution when selling this socket—verify the body diameter of ¾", inserts 14 ½" into the trailer body, has two ¼" X ¾" deep slots on the end, has a ½" hole X ¾" deep to accommodate the gear shaft stub end, and 1" outside the body to attach the drill chuck.

<u>GENERAL *SOCKET JENIE* SPECIFICATIONS AND INFORMATION:</u>

With the exception of the LVSG-500 Atwood type truck camper socket, which is a two piece assembly, all sockets are machined from a single piece of steel. The end that fits into the drill chuck has three flats machined to fit the three jaws of the drill chuck, and when properly tightened will not slip during use. After machining is complete, the socket is corrosion protected with a high quality coating. Due to the robust design of this product line we warrant our sockets for the lifetime of the original owner. If there is any failure of a socket, simply return it to the factory with the original invoice for a replacement. Abuse or misuse of the socket is exempted from this lifetime warranty.

The following general guidelines and cautions should be used when determining the correct socket for an application:

a) Due to the weight of a 5th wheel trailer this socket is used primarily to speed the process of lowering the jacks to ground level. Once they touch the ground the crank that is provided with the unit is used to finish the leveling process. Tests have not been made to determine the size of 110V or 24V battery drill that will handle the weight.

b) A recommended universal drill specification for roof systems would be: 110V drill should not be less than 6 amps, while a battery powered drill should be 24V. Due to the wide variety of roof system designs used for fold down camper vehicles, the universal recommendations may not be required for a specific vehicle. It is suggested that the 110V

or cordless drill have the extra front mounted handle to control the torque required to raise or lower the roof.

c) CAUTION: When using a combination roof system and crank type stabilizer jack, it can be dangerous to raise the jack and operate the drill motor a high speed. If the jack reaches the fully closed position with the drill operating at high speed, it could result in wrist injury or equipment damage. It is recommended that when reaching the end of the closed (retracted) position that the drill motor be slowed as much as possible to eliminate “snapping” closed, which will result in the drill violently turning.

d) If you are not certain which design is correct for the application, CCI will provide the necessary technical assistance. The basic dimensions need are: 1-the diameter of the end of the crank, 2-what is the total length that is inside the body of the camper, 3-what are the dimensions of the slots on the end (width and length), diameter of the hole in the end, and 4-the depth of the hole in the end. If possible the dimensions of the winch stub, diameter of the cross pin, and the distance from the end of the winch stub to the cross pin will provide a confirmation of the crank end. If there is not any design that fits the camper, a special prototype will be manufactured to fit the application. There is no extra charge for prototype sockets.

Contact Customer Service at 800-779-5544 for questions or assistance.