

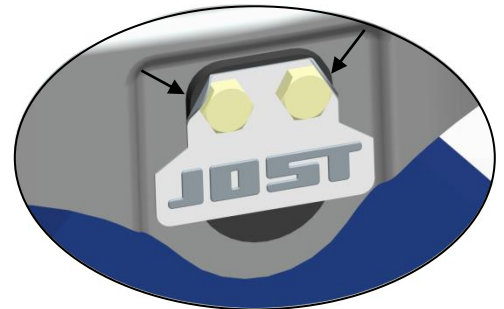


1. **FAILURE TO FOLLOW THESE INSTRUCTIONS COULD CAUSE A HAZARDOUS CONDITION!**
2. **PERFORM ALL MAINTENANCE WITH TRACTOR UNCOUPLED FROM TRAILER.**
3. **ALL PROCEDURES MUST BE PERFORMED BY QUALIFIED PERSONNEL.**
4. **DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY!**

A. INSPECTION:

(Perform the following every 3 months or 30,000 miles)

1. Clean the assembly of excess grease to view the topplate casting and components.
2. Remove all grease from the throat and lock bar areas.
3. Inspect the mounting – repair or replace any missing or damaged fasteners or broken components.
4. Inspect bracket pin bolts, make sure locking tabs are properly securing the bolts in place (see figure #1).
5. Inspect the fifth wheel for bent, worn or broken parts. Replace with genuine Jost parts.
6. If applicable, inspect retractable handle. The handle must freely extend and retract through the entire range. Replace with a new retractable handle if damaged.

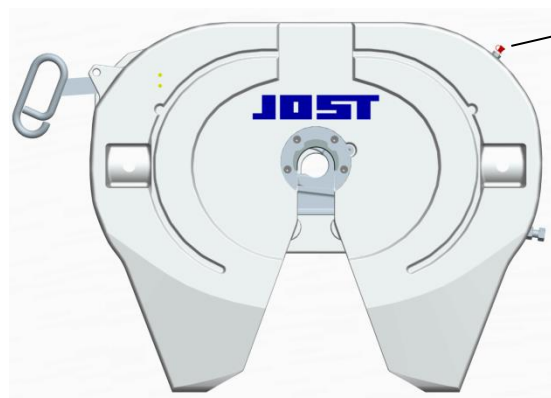


Locking tabs properly securing bolts

FIGURE 1

B. LUBRICATION (as required):

1. Lubricate the kingpin lock using a hand pump grease gun through the grease zerk provided on the skirt of the fifth wheel (see figure 2).
2. Apply a lithium-based grease with EP additive (extreme pressure) to the trailer contact surface of the fifth wheel.
3. Apply a light oil to all moving parts.
4. For sliding fifth wheels spray diesel fuel on slide path of the base plate.



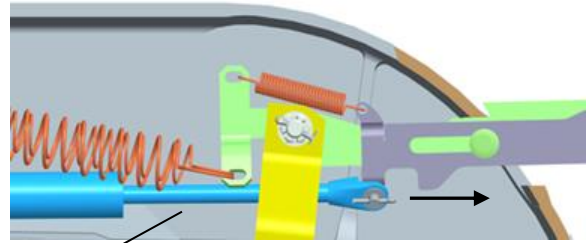
Grease using a hand grease gun.

CAUTION: DO NOT USE A POWER GREASE GUN. THE PRESSURE WILL DAMAGE THE LUBE LINE.

FIGURE 2

5. If applicable, lubricate the air release cylinder.

- a. Activate the air cylinder control to fully extend the piston rod.
(see figure 3)
- b. Clean the exposed piston rod with penetrating oil and a clean shop towel. Do not use abrasives on the exposed piston rod. Abrasives could damage the piston rod and the rod wiper.
- c. Using a lock tester, close the lock to fully retract the piston rod.
(see figure 4)
- d. Remove the air supply line. Add 2-4 drops of air tool oil into the cylinder through the air supply fitting. Reinstall the air supply line.
- e. Extend the release handle to remove the lock tester.



Piston Rod

FIGURE 3

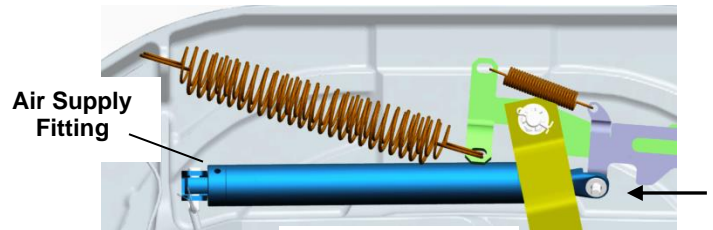


FIGURE 4

C. CHECK ADJUSTMENT:

Lock and unlock several times using a lock tester. Check that the locking mechanism functions properly (see operating instructions).

1. THE LOCK IS PROPERLY ADJUSTED IF: The wheel locks and unlocks easily each time and the lock tester rotates freely.
2. THE LOCK IS TOO LOOSE IF: You feel fore-aft play when pulling and pushing on the lock tester handle (see figure 5)
3. THE LOCK IS TOO TIGHT IF: The lock tester does not rotate freely when attempting to rotate it in the lock. (see figure 6)

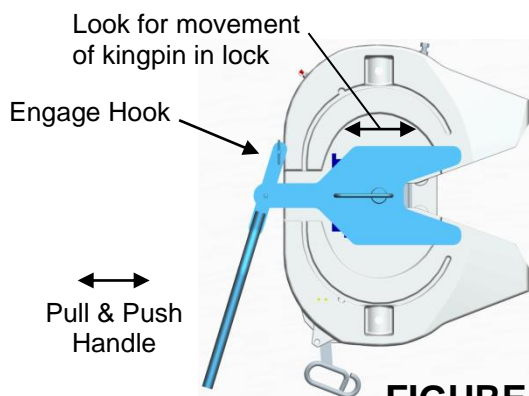


FIGURE 5

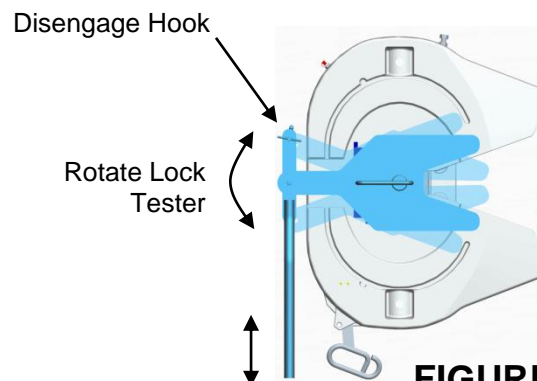


FIGURE 6

4. Correct improper adjustment

- a. **IF IT IS TOO TIGHT:** loosen the jam nut (see figure 7 item 1), turn the adjustment screw (see figure 7 item 2) clockwise one full turn and reset the jam nut. Then, lock and unlock several times, repeat if necessary.
- b. **IF IT IS TOO LOOSE:** loosen the jam nut, turn the adjustment screw counterclockwise one full turn and reset the jam nut. Then, lock and unlock several times, repeat if necessary.

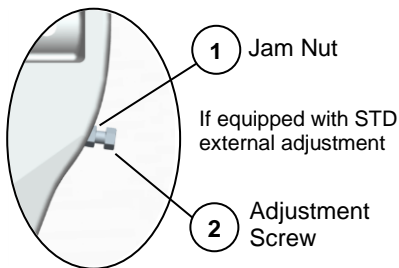
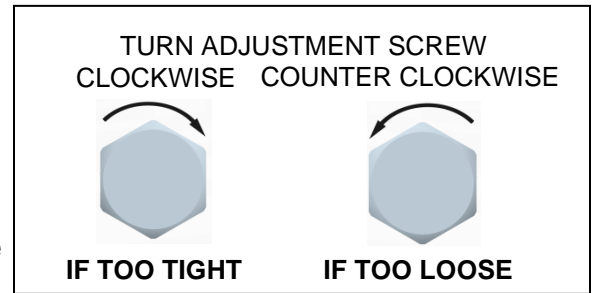


FIGURE 7A

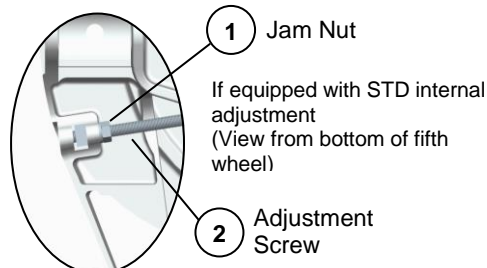


FIGURE 7B

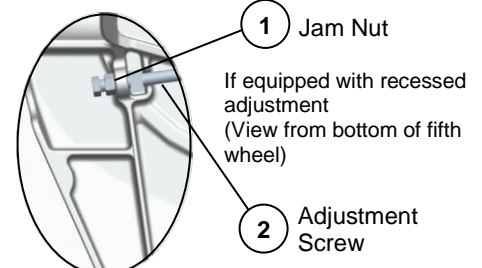


FIGURE 7C

SLIDING FIFTH WHEEL MECHANISM **INSPECTION**

A. Inspection

1. Inspect the bracket for any cracks or missing and damaged parts.
2. Inspect the locking plungers for full engagement.
3. Check the locking mechanism for proper operation.
 - a. If plungers won't release – check air cylinder or plunger adjustment.
 - b. If plungers are loose, inspect and replace locking mechanism parts as required.

For complete parts list and replacement kit order numbers refer to the Owner's Manual provided with your fifth wheel.

or

Contact our sales department at:
800-253-5105