A. **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 1)

2. Apply lithium-based grease with EP additive (extreme pressure) to the trailer contact surface of the fifth wheel.

3. Apply light oil to all moving parts.

4. For sliding fifth wheels, spray diesel fuel on slide path of the base plate.

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**WARNING**

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.

**FIGURE 1**

**FIGURE 2**

Grease here, using a hand grease gun.

CAUTION: DO NOT USE A POWER GREASE GUN. THE PRESSURE WILL DAMAGE THE LUBE LINE.
5. 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 supply airline. Add 2-4 drops of air tool oil into the cylinder through the air supply fitting. Reinstall the air line.
   e. Extend the release handle to remove the lock tester.

B. INSPECTIONS AND ADJUSTMENTS:
(Perform the following every 3 months or 30,000 miles)

1. Inspect the mounting – repair or replace any missing or damaged fasteners or broken components.

2. Inspect the bracket pin bolts. Make sure that the locking tabs properly secure the bolts in place. (see figure #5)

3. Inspect the fifth wheel for bent, worn or broken parts. Replace with genuine JOST parts.

4. Inspect the retractable handle. The handle must freely extend and retract through the entire range. Replace with a new retractable handle if damaged.
5. **Check adjustment** - Lock and unlock several times using a lock tester. Check that the locking mechanism functions properly (see operating procedures).

   a. **The lock is properly adjusted if:** The wheel locks and unlocks easily each time and the lock tester rotates freely.

   b. **The lock is too loose if:** You feel fore-aft play when pulling and pushing on the lock tester handle. (see figure 6)

   c. **The lock is too tight if:** The lock tester does not rotate freely when attempting to rotate it in the lock. (see figure 7)

6. **Correct improper adjustment.**

   a. **IF IT IS TOO TIGHT:** loosen the jam nut (see figure 2 item 1), turn the adjustment screw (see figure 2 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.

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**WARNING**

DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY!
SLIDING FIFTH WHEEL MECHANISM
INSPECTION AND ADJUSTMENT

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 – check plunger adjustment or plunger springs for proper compression. Replace if required.

B. Adjustment

1. The outboard slider assembly requires no adjustment. If the plungers are loose, inspect and replace locking mechanism parts as required.
2. The inboard slider is adjustable for frame width as well as plunger engagement. For adjustment, refer to the Fifth Wheel Installation Instructions (Jost Publication LT SK37U-01).
### Parts List

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Part No.</th>
<th>Item</th>
<th>Description</th>
<th>Part No.</th>
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<tr>
<td>1</td>
<td>Cushion ring bolt</td>
<td>SK-73121-55</td>
<td>16</td>
<td>Lock jaw spring</td>
<td>SK-847</td>
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<td>2</td>
<td>Retainer</td>
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<td>Eye bolt</td>
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<td>Cushion ring insert</td>
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<td>Ring</td>
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<td>4</td>
<td>Lock jaw pivot pin</td>
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<td>Air cylinder</td>
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<td>5</td>
<td>Collar</td>
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<td>3/8-16 x 1/2 lg. Low head screw</td>
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<td>Cylinder mount</td>
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<td>Cylinder clevis</td>
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<td>Retractable handle w/spring</td>
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<td>Flat washer</td>
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The right to alter specifications is reserved.