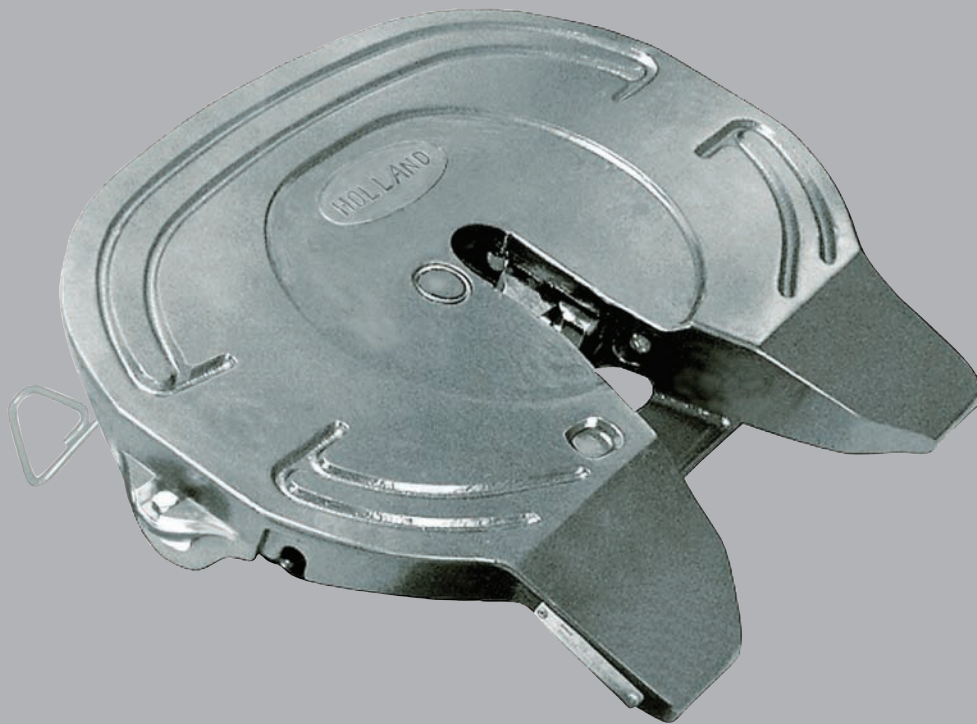
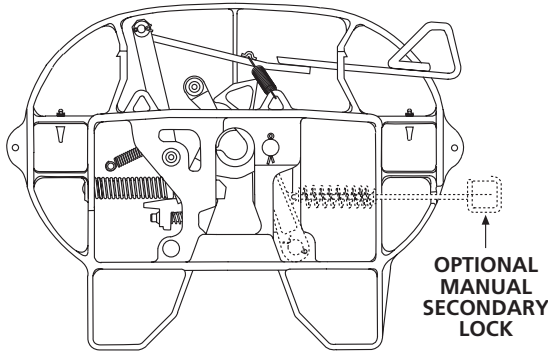


Rebuilding Procedures for FW 8 (Fleetmaster)

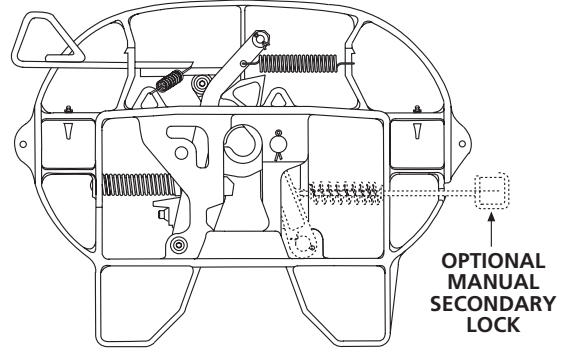
XA-201 Series Fifth Wheel Top Plate



**LEFT HAND (ROAD SIDE) RELEASE
RK-201-A3-L**



**RIGHT HAND (CURB SIDE) RELEASE
RK-201-A3**



Before rebuilding, review the trouble-shooting hints below. You may find that rebuilding is unnecessary. If rebuilding is required, refer to the figures above to be sure you have the correct kit for your fifth wheel.

TROUBLE SHOOTING HINTS

Kingpin feels loose in fifth wheel lock:

✓	POSSIBLE CAUSE	REMEDY
<input type="checkbox"/>	Lock is on first step. (For Gen. III components)	Check to see if the lock and plunger match FIGURE 30C on page 8. If they do, back the adjustment bolt out until the bolt is flush with the end of the nut. Then, follow adjustment procedure on page 8.
<input type="checkbox"/>	Fifth wheel lock requires adjustment.	Follow "Lock Adjustment Procedure" found on page 8 in this manual.

Fifth Wheel is Hard to Hook Up to Trailer:

✓	POSSIBLE CAUSE	REMEDY
<input type="checkbox"/>	Attempting to couple too fast.	Pick up the trailer with the fifth wheel. Stop. Then continue backing until the fifth wheel locks firmly to the kingpin. Stopping helps prevent hitting the kingpin too hard.
<input type="checkbox"/>	The trailer may be too high. The kingpin is not entering the locks properly.	Lower the trailer. (Use low gear on the landing gear.)
<input type="checkbox"/>	Locks are closed.	Manually pull the release handle out as far as possible and swing the hinged lock open.
<input type="checkbox"/>	Accumulated rust or grime interfering with the lock operation.	Spray a durable light lubricant — such as Lubriplate™ Chain and Gear Oil — on all moving parts, including the release handle and operate several times.
<input type="checkbox"/>	The locks are adjusted too tightly.	Check lock adjustments in accordance with the procedure in this manual.
<input type="checkbox"/>	Bent release handle or kingpin or damaged bolster plate may be interfering with lock movement.	Check release handle for damage. Check the kingpin with a SAF-HOLLAND TF-0110 Kingpin Gage and bolster plate with a 48" straightedge. Repair or replace as required. (Reference XL-SB20.)
<input type="checkbox"/>	The locks may be damaged.	The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.
<input type="checkbox"/>	The fifth wheel may need rebuilding.	The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.
<input type="checkbox"/>	Using lube plate with wrong kingpin length.	See SAF-HOLLAND Service Bulletin XL-SB004

Fifth Wheel is Hard to Unhook from Trailer:

✓	POSSIBLE CAUSE	REMEDY
<input type="checkbox"/>	The tractor may be putting pressure against locks.	Lock the trailer brakes and back the tractor tightly against the kingpin to relieve the pressure on the fifth wheel lock, set the brakes, then pull the release handle and hook it on the notch in the casting.
<input type="checkbox"/>	The optional manual secondary lock, if so equipped, is not released.	Pull out the manual secondary lock release handle. Move it forward and secure it on the top plate casting.
<input type="checkbox"/>	The primary release handle is not pulled out completely and hooked on the notch in casting.	Slide the primary release handle forward, then pull out the handle, slide it forward, and hook it on the notch of the top plate casting (see FIGURE 28).
<input type="checkbox"/>	Rust or grime on the locking mechanism.	Spray a durable lubricant — such as Lubriplate™ Chain and Gear Oil — on all moving parts, including the release handle, and operate several times.
<input type="checkbox"/>	Bent kingpin or damaged bolster plate.	Check the kingpin with a SAF-HOLLAND TF-0110 Kingpin Gage and bolster plate with a 48" straightedge. Repair or replace as required.
<input type="checkbox"/>	Using lube plate with wrong kingpin length.	See SAF-HOLLAND Service Bulletin XL-SB004.
<input type="checkbox"/>	The release handle will not stay out or must be held out when unlocking.	The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.

NOTE: After the fifth wheel is unlocked and disengages from the kingpin, it is normal for the release handle to come off the unlock notch of the casting and move into a "ready to couple" position.

Notes, Cautions, and Warnings

You must read and understand all of the safety procedures presented in this manual before starting any work on the SAF-HOLLAND product.

NOTE: In the United States, work shop safety requirements are defined by federal and/or state Occupational Safety and Health Act or equivalent laws in other countries. This manual is written based on the assumption that OSHA or other applicable employee safety regulations are followed by the location where work is performed.

Proper tools must be used to perform the maintenance and repair procedures described in this manual. Many of these procedures require special tools.

Throughout this manual, you will notice the terms “**NOTE**”, “**IMPORTANT**”, “**CAUTION**”, and “**WARNING**” followed by important product information. So that you may better understand the manual, those terms are as follows:

NOTE: Includes additional information to enable accurate and easy performance of procedure.

IMPORTANT: Includes additional information that if not followed could lead to hindered product performance.

CAUTION

Used without the safety alert symbol, indicates a potentially hazardous situation which, if not avoided, may result in property damage.

▲ CAUTION

Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

▲ WARNING

Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

Fifth Wheel Design and Intended Use

1. For pulling trailers with standard SAE kingpins which are in good condition and securely mounted or locked in position in the trailer.
2. Within the capacities stated in SAF-HOLLAND literature.
3. As recommended in SAF-HOLLAND literature (available from www.safholland.us).

Holland Fifth Wheels are NOT Designed or Intended For

1. Use with non-SAE kingpins, such as kingpins which are bent, improper size or dimensions, not secured to maintain SAE configuration, or which are installed in warped trailer bolster plates.
2. Tow-away operations which damage or interfere with the proper operation of the fifth wheel.
3. The attachment of lifting devices.
4. The transport of loads in excess of rated capacity.
5. Applications other than recommended.

Disassembly and Inspection

1. Remove the fifth wheel top plate from the tractor.
2. Place fifth wheel top plate upside down on a flat working surface.
3. Completely disassemble the fifth wheel top plate.

IMPORTANT: This rebuild procedure will result in several parts of your fifth wheel being replaced. “**NEW**” parts are included in the rebuild kit that came with this procedure. **DO NOT** reuse “**OLD**” parts that were removed during disassembly.

4. Thoroughly steam clean the top plate.
5. Inspect the top plate for cracks, damage, distortion and loose lock pin holes.

Fifth wheels with cracks or loose lock pin holes must be replaced.

IMPORTANT: **DO NOT** attempt to repair or rebuild the fifth wheel if the top plate is cracked, damaged or distorted, or if the lock pins do not fit tightly in the top plate.

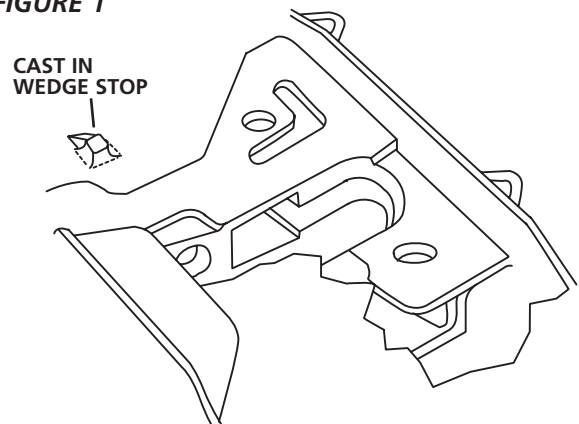
▲ WARNING

Failure to replace a cracked, damaged or distorted top plate could result in improper fifth wheel operation and trailer separation which, if not avoided, could result in serious injury or death.

Wedge Stop Block Check

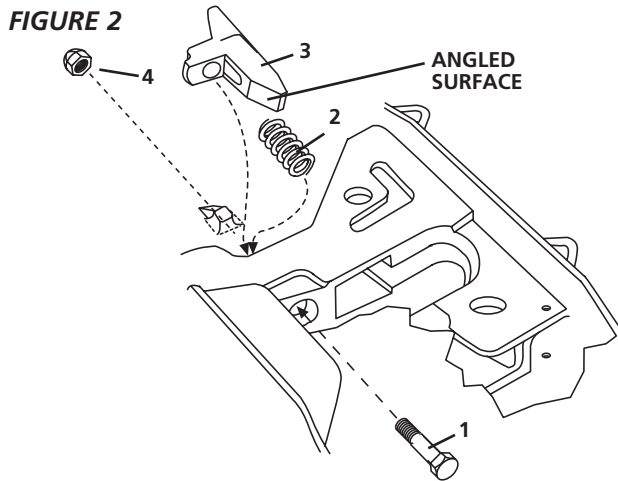
Visually check the underside of your top plate. If it is not equipped with a cast in wedge stop, as shown in **FIGURE 1**, the wedge stop block (**Item 27**) and locking plunger with strap (**Item 6B**) must be used (available in RK-09590-W, or else included in all kits ending in “-W”).

FIGURE 1



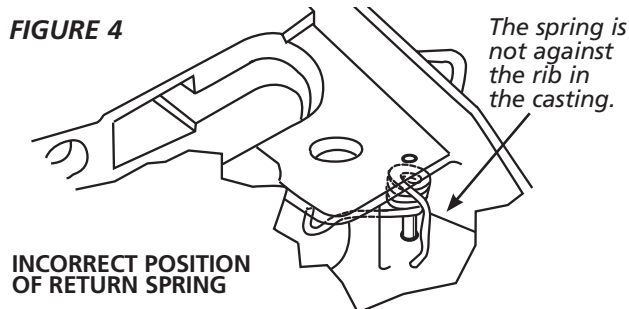
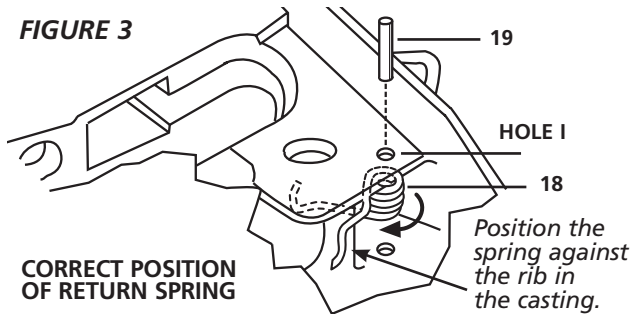
Adjusting Wedge Installation

1. Lubricate the adjustment wedge (**Item 3**) with a light grease on all surfaces. Then, set it in front of the wedge stop, as shown in **FIGURE 2**, with the angled surface of the wedge resting on the angled surface of the casting.
2. Place wedge spring (**Item 2**) between the wedge and the casting as shown in **FIGURE 2**.
3. Slide the adjustment bolt through the hole in the throat of the casting, through the wedge spring (**Item 2**), and through the wedge (**Item 3**) as shown in **FIGURE 2**.
4. Secure the assembly using the 5/8"-11 locknut (**Item 4**). Tighten finger tight only.



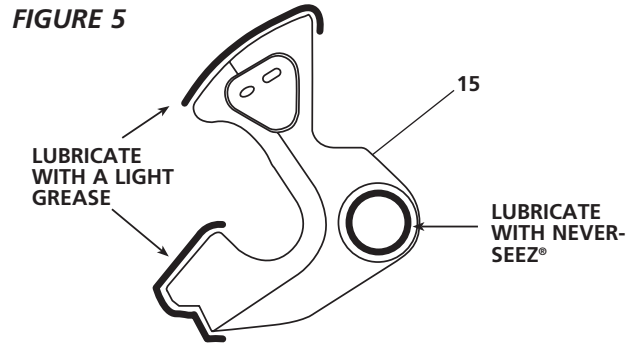
Lock Return Spring Installation

1. If your fifth wheel was equipped with a lock return spring (**Item 18**), position it in the casting as shown in **FIGURE 3**.
2. Now drive the roll pin (**Item 19**) into Hole I, through the lock return spring, and into the lower hole in the casting.

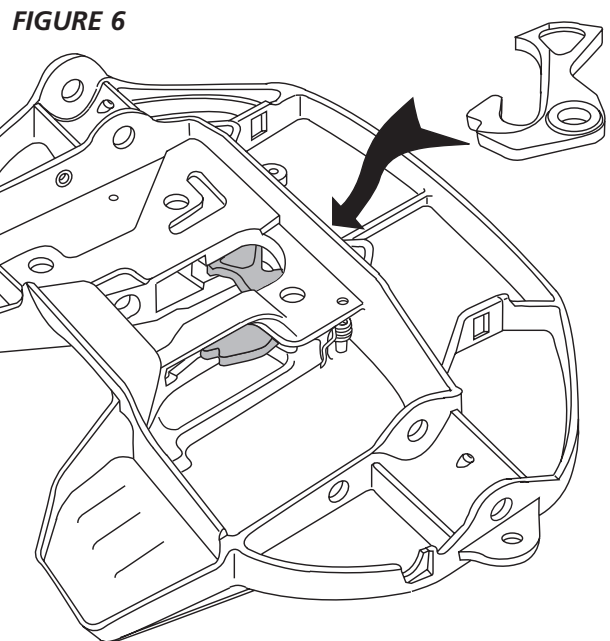


Lock Installation

1. Lubricate the contact surfaces of the lock (**Item 15**) with a light grease (see **FIGURE 5**).
Lubricate the lock pin holes of the lock and both lock pin holes of the casting with Never-Seez® (provided in kit).
DO NOT SUBSTITUTE.



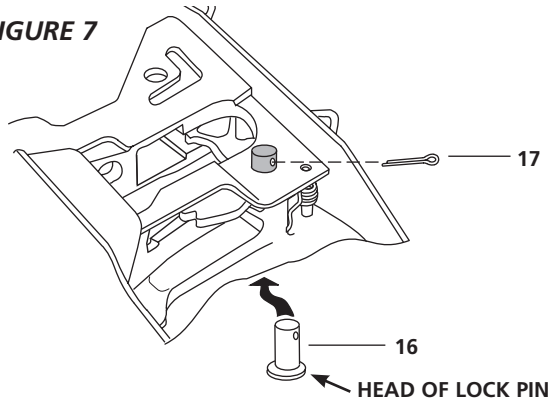
2. Slide lock (**Item 15**) from the front through the opening in the main rib (**FIGURE 6**).
Orient the lock in the open position as shown in **FIGURE 6**.



Lock Pin Installation

1. Push the lock up against the lock return spring to compress the spring. Align the lock pin hole in the lock with the hole in the casting.
2. Insert the lock pin as shown below in **FIGURE 7**.

FIGURE 7

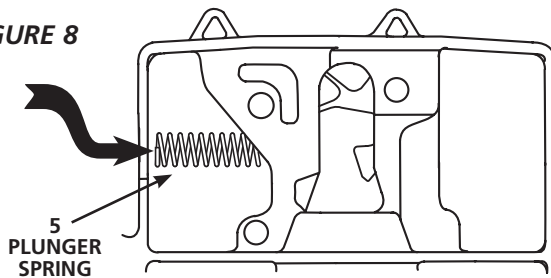


3. Align the hole in the lock pin (**Item 16**) so that the cotter pin (**Item 17**) can be inserted.
4. Slide the lock pin into the casting and through the lock until the head of the lock pin is flush with the casting. Then insert and spread the cotter pin (**Item 17**).

Plunger Installation

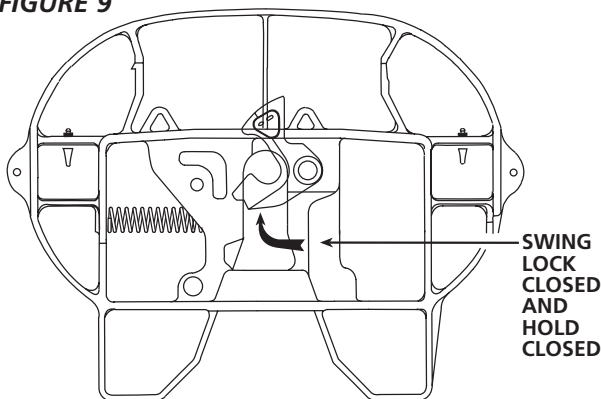
1. Install the plunger spring (**Item 5**) into the casting as shown in **FIGURE 8**.

FIGURE 8



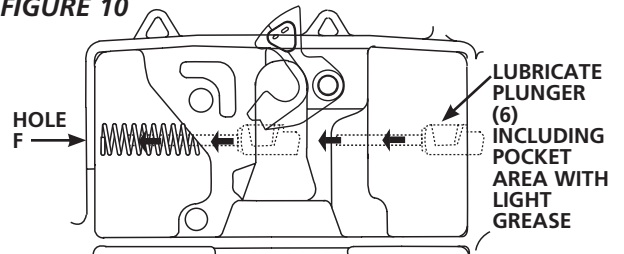
2. Thoroughly lubricate the plunger (**Item 6**), including the "pocket" area with a light grease. Rotate and hold the lock in the closed position as shown in **FIGURE 9**.

FIGURE 9



3. Then slide the plunger through the opening on the right side of the throat of the casting, through the plunger spring and through hole F in the rib of the casting as shown in **FIGURE 10**. (Refer to **FIGURE 35** on page 13 for another view of hole F.)

FIGURE 10



4. Using a helper block (**Item 39 or 40**) (*not provided in the kit**), compress the plunger until it is flush with the throat of the casting as shown in **FIGURES 11** and **12**. As you compress the spring, make sure that the tail of the plunger remains in line with hole F in the casting.

***NOTE:** Helper block information can be found on page 14 (see **FIGURE 36**).

FIGURE 11

KEEP PLUNGER TAIL ALIGNED WITH HOLE F IN CASTING

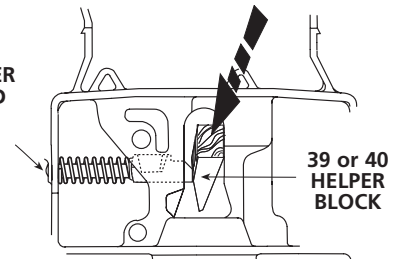
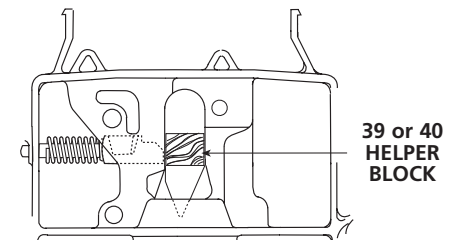


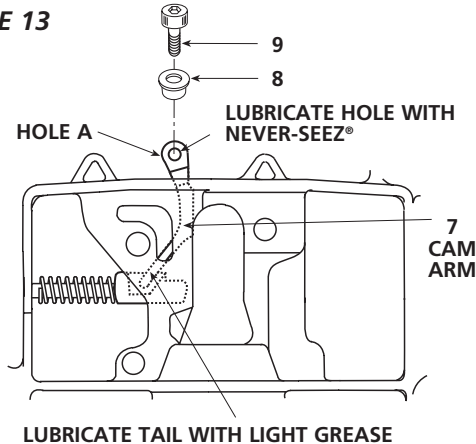
FIGURE 12



Cam Arm Installation

1. Lubricate the tail of the cam arm (*Item 7*) with a light grease. (See **FIGURE 13**.)
2. Lubricate the hole in the cam arm (*Item 7*) with Never-Seez®.
3. Install the cam arm so that the tail fits into the “pocket” of the plunger. Check that the hole in the cam arm is centered over bolt hole A in the casting as shown in **FIGURE 35**.

FIGURE 13

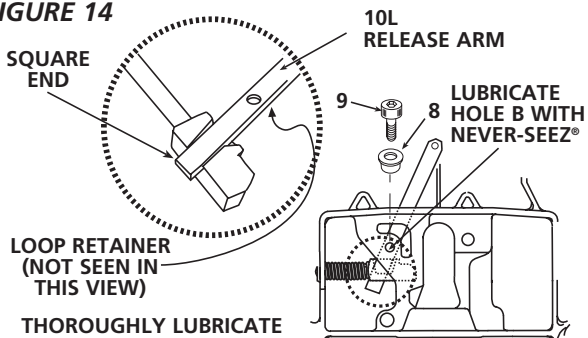


4. Now, insert the roller (*Item 8*) into the hole in the cam arm and secure the cam arm using the 1/2"-13 socket head cap screw (*Item 9*). Tighten the screw, using a torque wrench, to between 85 and 100 ft. lbs. maximum.

Left Hand Release Arm Installation

1. Lubricate casting hole B for the release arm with Never-Seez®. Lubricate the square end of the release arm (*Item 10L*) with a light grease and install it with loop retainer down, as shown in **FIGURE 14**.

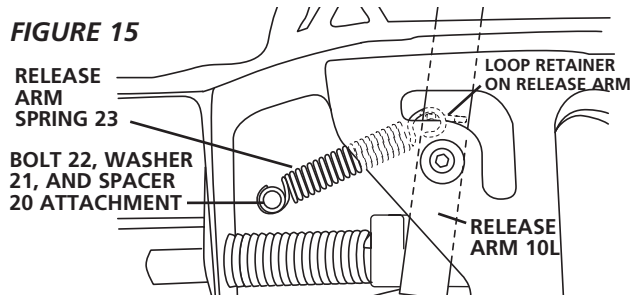
FIGURE 14



2. Insert the roller (*Item 8*) into the hole in the casting and align the roller with the threaded hole in the release arm (*Item 10L*).
3. Secure the release arm using a 1/2"-13 socket head cap screw (*Item 9*). Tighten the screw, using a torque wrench, to between 85 and 100 ft. lbs. maximum.

4. **Slowly** remove the helper block (*Items 39 or 40*) from the throat, allowing the release arm and cam arm to retain the plunger.
5. Attach the 4.5" long release arm spring (*Item 23*) to the loop retainer on the underside of the release arm as shown in **FIGURE 15**.

FIGURE 15

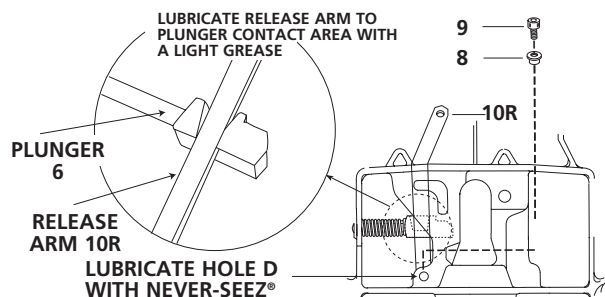


6. If your unit is equipped with a bolt (*Item 22*), washer (*Item 21*), and spacer (*Item 20*) — shown above in **FIGURE 15** — hook the other end of the release arm spring around the bolt (*Item 22*) as shown in **FIGURE 15**. You may use the spring attachment tool found in **FIGURE 37** on page 14.

Right Hand Release Arm Installation

1. Lubricate the center of the release arm (*Item 10R*) with a light grease and the casting hole D with Never-Seez® as shown in **FIGURE 16**.

FIGURE 16



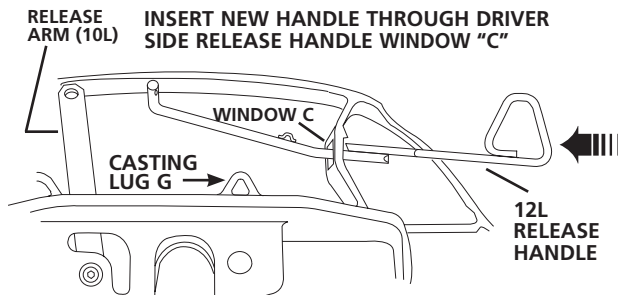
2. Slide the release arm (*Item 10R*) into the casting and through the plunger. Align the threaded hole in the release arm with hole D in the casting.
3. Now, drop the roller (*Item 8*) into hole D in the casting and secure the release arm using the 1/2"-13 socket head cap screw (*Item 9*).
Tighten the screw, using a torque wrench, to between 85 and 100 ft. lbs. maximum.
4. Slowly remove the helper block (*Items 39 or 40*) from the throat, allowing the release arm to retain the plunger.

Left Hand Release Handle and Spring Installation

- Slide the handle through the driver side release handle window C.

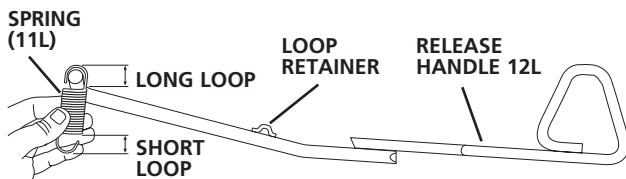
FIGURE 17

(as seen from the underside of the fifth wheel.)



- Install the 3.5" long spring (*Item 11L*) on the handle (*Item 12L*). To do this, start by inserting the spring on the handle with the opening of the spring loop away from the handle when the bent end of the handle is facing up (see **FIGURE 18**).

FIGURE 18



- Slide the spring along the handle towards the loop retainer (see **FIGURE 19**). Rotate the spring on the handle so that the loop opening is aligned with the loop retainer (see **FIGURE 20**). Align the end of the spring loop with the loop retainer (see **FIGURE 21**). Rotate the spring to engage the spring end in the loop retainer (see **FIGURE 22**).

NOTE: Steps 1 through 3 also place the other end of the spring in the desired position for attachment onto the fifth wheel casting lug G.

FIGURE 19

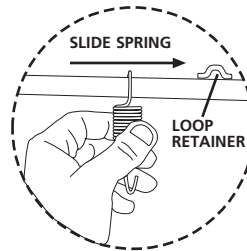


FIGURE 20

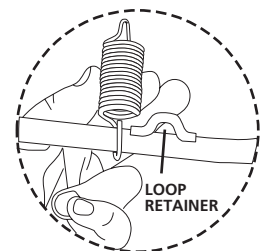


FIGURE 21

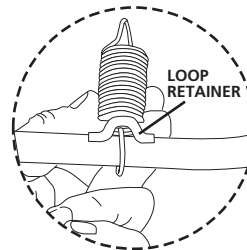
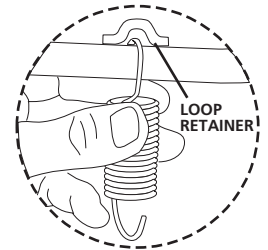
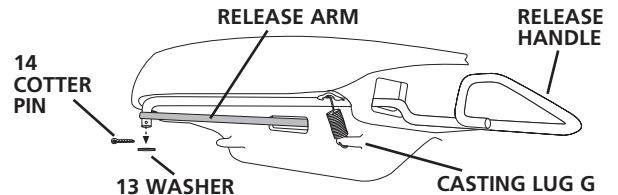


FIGURE 22



*ALL FIGURES ARE VIEWED AS SEEN FROM THE UNDERSIDE OF THE FIFTH WHEEL.

FIGURE 23



- Hook the spring through casting lug G and the handle end through the hole in the end of the release arm. (See **FIGURE 23**.)
- Place the washer (*Item 13*) over the end of the release handle and secure the handle using the cotter pin (*Item 14*). Spread the cotter pin.

Right Hand Release Handle and Spring Installation

1. Hook one loop of the 3" long release handle spring down through the bottom of casting lug H located on the right (curb) side of the fifth wheel (see **FIGURE 24**).
2. Insert the "L" bend of the release handle through the right (curb) side handle opening E in the rib of the casting, through the other loop of the 3" long release handle spring, then down through the .66" hole in the end of the release arm as shown (see **FIGURE 25**).

FIGURE 24

View from the right (curb) side of the fifth wheel

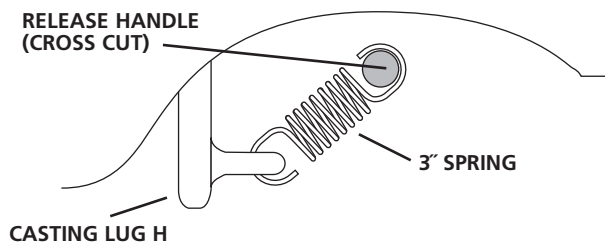
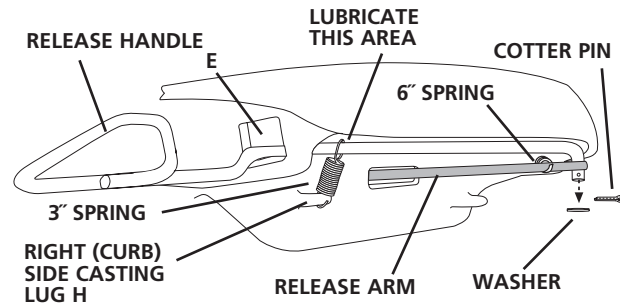


FIGURE 25

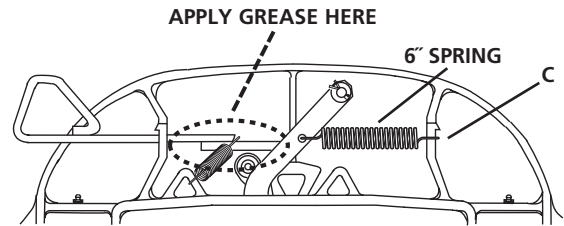
View from the right (curb) side of the fifth wheel



3. Secure the handle with a flat washer (**Item 13**) and cotter pin (**Item 14**). Spread the cotter pin (see **FIGURE 25**).

4. Hook one loop of the 6" long spring into the .50" dia. hole in the release arm and hook the other end over the bar that forms the bottom of the left hand handle opening C in the rib of the casting.
5. Apply grease along the release handle where it contacts the 3" long release handle spring (see **FIGURE 25B**).

FIGURE 25B



Manual Secondary Lock Installation

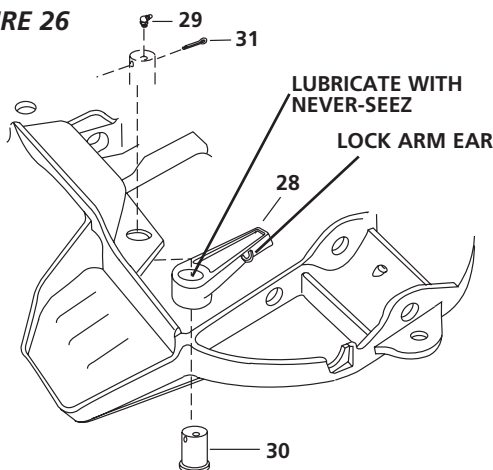
If your fifth wheel was equipped with a manual secondary lock follow the procedures below. If not, you must adjust the fifth wheel before using it (see **Lock Adjustment Procedure** on page 10).

IMPORTANT: The fifth wheel lock must be adjusted before placing in service.

WARNING Using an improperly adjusted fifth wheel may cause tractor and trailer separation which, if not avoided, could result in death or serious injury.

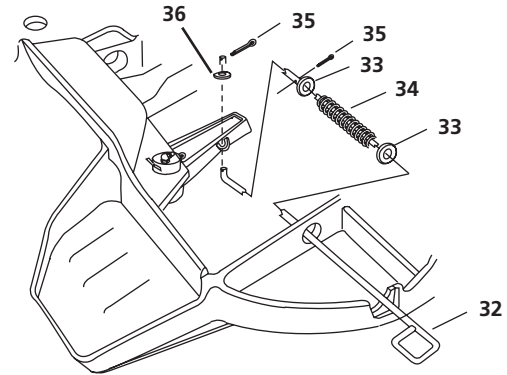
1. Lubricate the lock pin hole of the secondary lock (**Item 28**). See **FIGURE 26** with Never-Seez® grease.
2. Align the lock pin hole of the secondary lock (**Item 28**) with the lock pin holes in the casting as shown. Make sure the lock arm ear faces the outside of the casting.
3. Drive the secondary lock pin (**Item 30**) through the casting from the top plate surface, through the lock and then through the bottom of the casting as shown.
4. Secure the lock pin using a 1/4" cotter pin (**Item 31**).
5. Assemble the 45° lube fitting (**Item 29**) in to the lockpin.
6. Slide the "L" bend of the secondary lock handle (**Item 32**) through the hole in the rib of the casting as shown in **FIGURE 27**.

FIGURE 26



7. Now, in this order, slide a 7/16" washer (**Item 33**), the handle spring (**Item 34**) and a second 7/16" washer on to the handle spring. Compress the spring using the second 7/16" washer until the cotter pin hole is exposed. Finally, insert and spread the 1/8" cotter pin (**Item 35**).

FIGURE 27



8. Insert the "L" bend of the handle (**Item 32**) up through the hole in the tab on the side of the secondary lock (**Item 28**). Secure the handle using a clipped 3/8" washer (**Item 36**) and a 1/8" cotter pin (**Item 35**).
9. Check the secondary lock for proper operation by pulling the handle and hooking it on the casting, then unhooking the handle and allowing the spring to snap it closed.

IMPORTANT: The fifth wheel lock must be adjusted before placing in service.

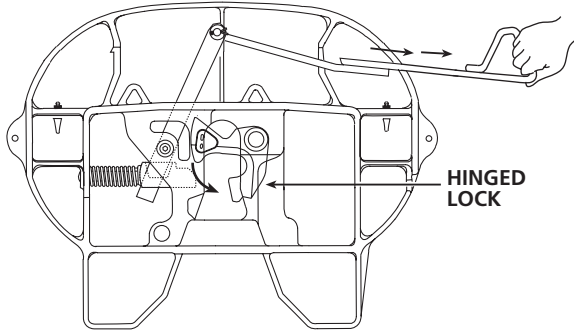
WARNING Using an improperly adjusted fifth wheel may cause tractor and trailer separation which, if not avoided, could result in death or serious injury.

IMPORTANT: Complete the "Lock Adjustment Procedures" found on page 10 before using the fifth wheel.

Lock Adjustment Procedure

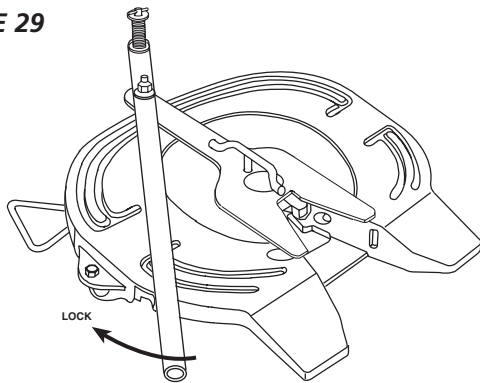
1. Pull the release handle all the way out to allow the hinged lock to swing open as shown in **FIGURE 28**.

FIGURE 28



2. Use **ONLY** a SAF-HOLLAND TF-TLN-5001 Lock Adjustment Tool. Set the tool on the fifth wheel and rotate handle to lock the fifth wheel as shown in **FIGURE 29**.

FIGURE 29



3. **IMPORTANT!** The lock must be properly closed before the following steps can occur (see **FIGURES 30A** through **30D**):

FIGURE 30A

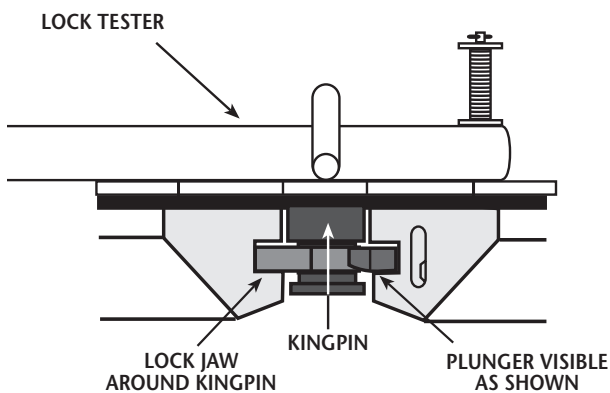


FIGURE 30B

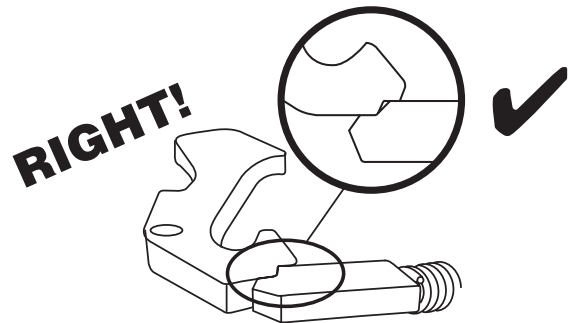


FIGURE 30C

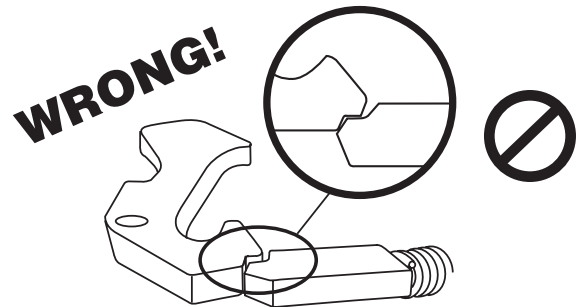
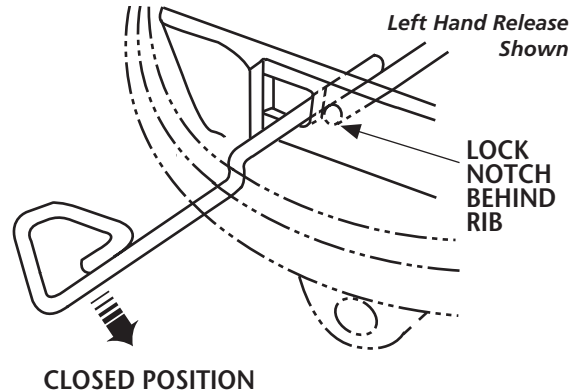


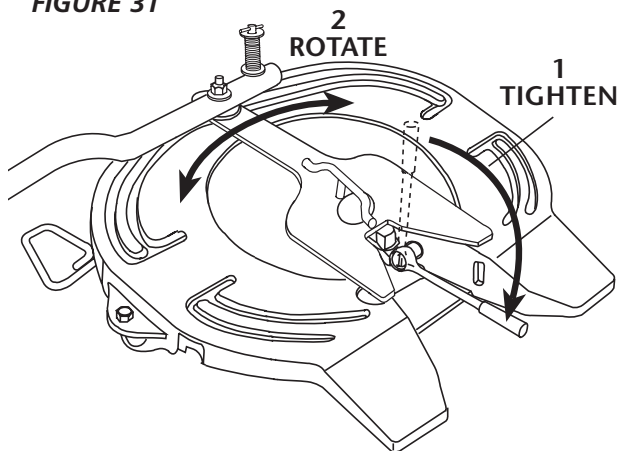
FIGURE 30D



Adjustment – Locking Mechanism

1. Check the plunger – it must be visible behind the lock (FIGURE 30A) and engaged on both steps (FIGURE 30B). If the plunger is not visible or not engaged on both steps (see FIGURE 30C), turn the adjustment bolt counterclockwise 1/2 turn, then try to lock the locks again.
2. Check the release handle – it must be fully retracted and the handle lock notch must be behind the rib as shown in FIGURE 30D.
3. Using a 15/16" socket, (1) tighten the locks by turning the lock adjustment bolt clockwise 1/4 turn at a time. Remove the socket wrench from the bolt and (2) rotate the lock adjustment tool, as shown in FIGURE 31, to check for resistance between the lock and lock adjustment tool.

FIGURE 31



4. Continue to alternate (1) tightening (clockwise) the adjustment bolt 1/4 turn at a time, removing the socket wrench, and (2) rotating the lock adjustment tool until you feel resistance against the lock adjustment tool. Once you begin to feel resistance, **STOP!**

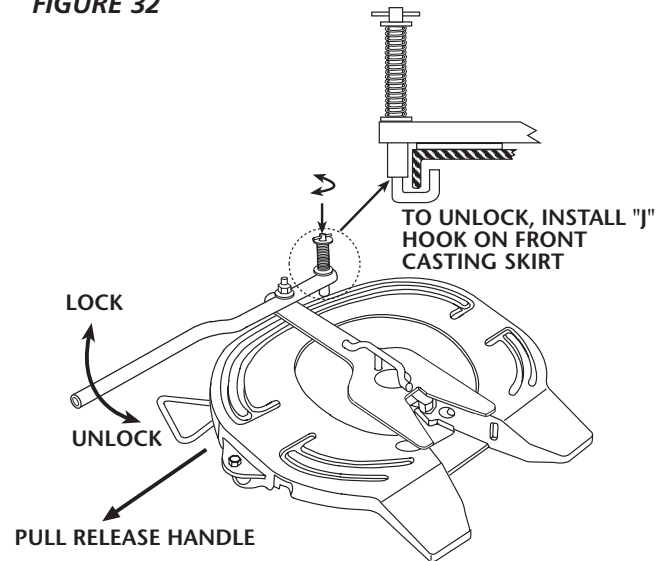
IMPORTANT: At this point, the fifth wheel is **overadjusted** and **NOT** useable.

WARNING Using an improperly adjusted fifth wheel could result in an improper couple that may cause tractor and trailer separation which, if not avoided, could result in death or serious injury.

5. Loosen the adjustment bolt counterclockwise **TWO FULL TURNS**. (For reference, one full turn is a 360° rotation of the socket.) The lock is now properly adjusted.

6. Verify this adjustment by locking and unlocking several times using the Lock Adjustment Tool (see FIGURE 32); check for proper locking (FIGURES 30A through 30D).

FIGURE 32



7. Verify that the lock completely closes each time by checking the plunger as shown in Figure 30B (on page 8). It must be visible behind the lock when properly adjusted (see FIGURE 30A).

IMPORTANT: If the fifth wheel locking mechanism does not operate properly, **DO NOT USE IT!** Repeat the above adjustment procedures or contact your local SAF-HOLLAND Representative for assistance.

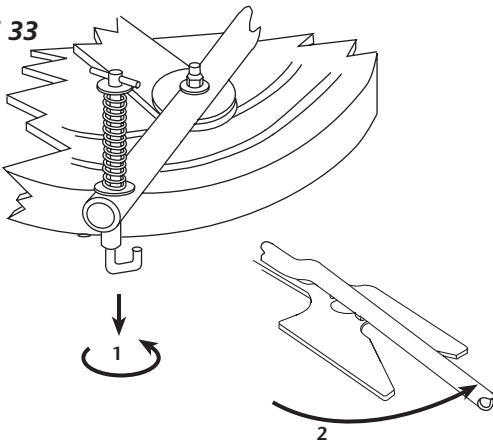
WARNING Using an improperly adjusted fifth wheel could result in an improper couple that may cause tractor and trailer separation which, if not avoided, could result in death or serious injury.

8. If there is a large amount of fore and aft movement with the adjustment tool when verifying the adjustment, check to make sure the lock is engaged on both steps as shown in FIGURE 30B.

If the locks engage only on step one as shown in FIGURE 30C on page 8, loosen the adjustment bolt until it is flush with the end of the nut. Then repeat steps 1 through 3 in the *Lock Adjustment Procedure* found on page 10 and steps 1 through 7 in the *Adjustment – Locking Mechanism* section, starting on this page.

- Remove the tool by unhooking the "J" hook from the front skirt and rotating the handle to the center of the tool as shown in **FIGURE 33**.

FIGURE 33



- Firmly grasp the tool with both hands, slide back and carefully lift it off the fifth wheel. Do not drop or throw the tool from the tractor.

IMPORTANT: Do not use any fifth wheel which does not operate properly. If your fifth wheel does not operate properly, contact your nearest SAF-HOLLAND Representative for assistance.

WARNING Failure to properly operate this fifth wheel may result in tractor separation which, if not avoided, could result in death or serious injury.

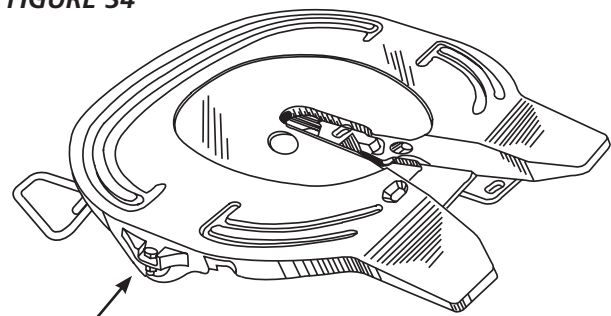
Required Inspections and Adjustments

Perform the following every six months or 60,000 miles, whichever comes first. Thoroughly steam clean all components before inspecting or adjusting.

General Fifth Wheel Inspection

- Inspect the fifth wheel mounting. Check torque and replace any missing or damaged bolts. Check for broken, worn or damaged parts, replace as needed.
- Thoroughly clean the fifth wheel locking mechanism every 6 months or 60,000 miles and relubricate (see **FIGURE 1** in the SAF-HOLLAND *FleetMaster Fifth Wheel Maintenance Procedure* publication XL-FW354). Re-check operation with TF-TLN-5001 Lock Adjustment Tool (**Item 42**).
- Inspect the fifth wheel for bent, worn or broken parts. Replace with only SAF-HOLLAND original parts.
- Make sure the bracket pin retention bolts and locknuts are in place and **tight**, as shown in **FIGURE 34**.

FIGURE 34



MAKE SURE BOLT AND NUT ARE IN PLACE AND TIGHT (BOTH SIDES)

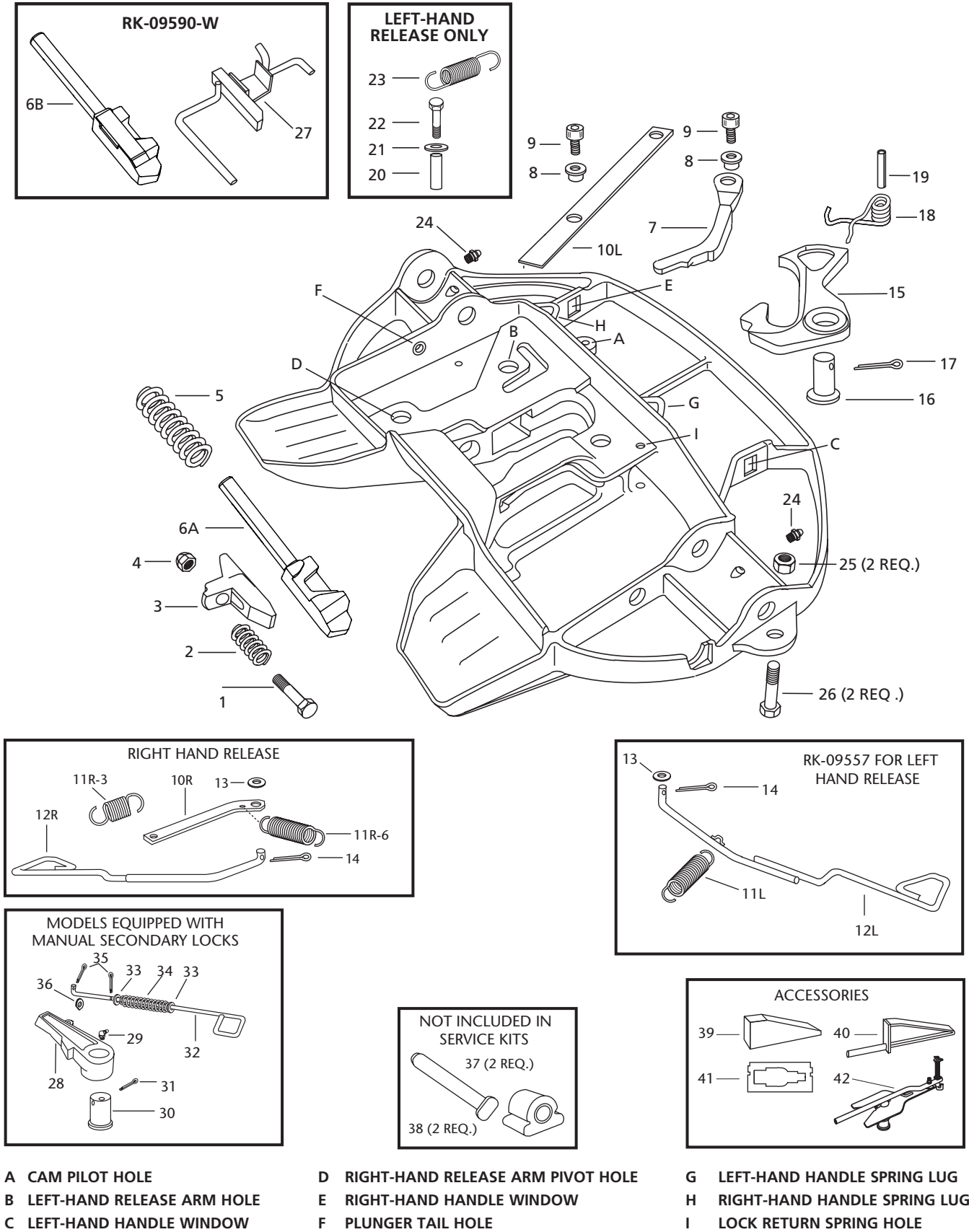
Check the Mounting Brackets Before Remounting the Top Plate

- Check the rubber cushions (**Item 38**) to make sure that they are secure in the bracket housing and that the nylon inserts are intact; if not, replace.
- Apply grease to the top bearing surface of the mounting brackets before mounting the top plate.
- Inspect the bracket pins (**Item 37**) for corrosion and wear. Replace as required when remounting.

Periodic Maintenance and Adjustment

For maximum service life, the fifth wheel should be steam cleaned, inspected and adjusted as necessary every 60,000 miles (100,000 kms) or 6 months, whichever occurs first. For additional specific instructions, refer to SAF-HOLLAND publication XL-FW354 or XL-SB41.

FIGURE 35



ITEM	PART NO.	NO.	PART NAME	ITEM	PART NO.	NO.	PART NAME
1	XB-06329-1	1	Hex hd. cap screw, 5/8" -11 x 4.25"	20	XA-09558	1	Spacer
†2	XB-09495	1	Spring	21	XB-1108	1	Washer
3	XD-06328	1	Adjusting wedge	22	XB-C-38-C-214	1	HHCS, 3/8" x 2.25"
4	XB-06179-2	1	Locknut, 5/8" -11	23	XB-09517-1	1	Extension spring, 4.5"
5	XB-06330	1	Plunger spring	24	XB-H-38	2	Grease fitting
†6A	XE-10474	1	Locking plunger without strap	25	XB-T-69-A	2	Locknut, 1/2" -20
†6B	XA-10474	1	Locking plunger with strap	26	XB-C-95	2	Hex hd. cap screw, 1/2" -20 x 1.25"
†7	XE-09415	1	Cam arm	*27	XA-09590	1	Wedge stop block
8	XA-08162	2	Roller	*28	XA-06349	1	Manual secondary lock arm
9	XB-08558	2	SHCS, 1/2" -13 x .75"	*29	XB-767-C	1	45° grease fitting
10R**	XA-09580	1	Right hand release arm	*30	XA-1016-C	1	Secondary lock pin
10L	XA-09514	1	Left hand release arm	*31	XB-5	1	Cotter pin, .25" x 2" (same as #17)
11R-3**	XB-09629	1	3" Extension spring	*32	XA-06345	1	Secondary lock release handle
11R-6**	XB-09581	1	6" Extension spring	*33	XB-1204	2	7/16" washer
†11L	XB-09408	1	Spring, 3.5"	*34	XB-1028-1	1	Spring
12R**	XA-09632	1	Right hand release handle	*35	XB-06377	2	Cotter pin, 1/8" x 1"
†12L	XA-09484	1	Left hand release handle	*36	XB-PWC-38-78	1	Washer, 3/8" clipped
13	XB-T-199	1	5/8" washer	*37	XE-06356	2	Bracket pin
14	XB-06336	1	Cotter pin, .19" x 1.25"	*38	XB-0011-2	2	Rubber bushing
†15	XA-09416	1	Hinged lock	*39	TF-TLN-08284	1	Helper block (wood)
16	XA-06344	1	Lock pin	*40	TF-TLN-4000	1	Helper block (steel)
17	XB-5	1	Cotter pin, .25" x 2"	*41	TF-0110	1	Kingpin gage
18	XB-08764	1	Lock return spring	*42	TF-TLN-5001	1	2" lock adjustment tool
19	XB-21-S-500-2750	1	Roll pin				

- * Not included in Rebuild Kit
- † These parts must be installed as a complete set and cannot be ordered individually
- ** Not available individually; order RK-09556

FIGURE 36

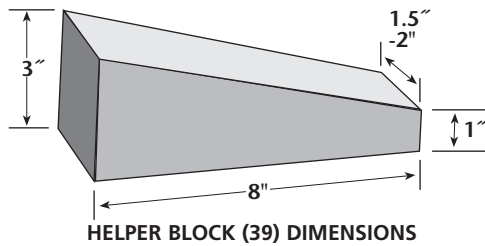
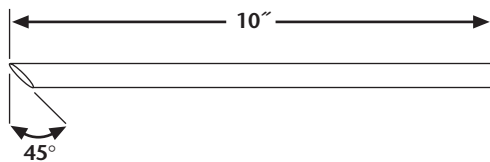


FIGURE 37





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From fifth wheel rebuild kits to suspension bushing repair kits, SAF-HOLLAND Original Parts are the same quality components used in the original component assembly.

SAF-HOLLAND Original Parts are tested and designed to provide maximum performance and durability. Will-fits, look-alikes or worse yet counterfeit parts will only limit the performance potential and could possibly void SAF-HOLLAND's warranty. Always be sure to spec SAF-HOLLAND Original Parts when servicing your SAF, Holland or Neway product.

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