



GO THE DISTANCE.

FIETH WHEELS

CASTLOC & SIMPLEX SERIES Jaw Removal and Replacement on Tractor

Check the components of this package. The following parts should be included in this kit. If you didn't receive an item, please contact your dealer or distributor.

| Part Description | Qty. |
|------------------|------|
| Jaw | 1 |
| Eccentric Pin | 1 |
| Clinch Pin | 1 |

Disassembly

1. Lock the jaw mechanism using a bar or block (Figure 1).



Figure 1

CAUTION The lock is spring loaded. To avoid injury, keep hands away from lock and jaw. Use a bar or block to rotate jaw when opening or closing the locking mechanism. When locking the jaw, stand clear of the extended operating rod, as it retracts rapidly.

2. Remove the clinch pin (Figure 2) and completely remove the eccentric jaw pin.



Figure 2

(wheel shown removed from brackets and upside down for purpose of illustration.)

3. Slide the jaw away from the lock and remove from the underside of the fifth wheel plate casting (Figure 3).



Figure 3

Assembly

1. Clean and lubricate the fifth wheel plate jaw area and the replacement jaw.
2. Reassemble the parts in the reverse order of disassembly. **NOTE: Position the eccentric jaw pin with its arrow pointing to the arrow on the fifth wheel plate casting.**

3. Reinstall the clinch pin.

4. Be sure that the fifth wheel jaw is in the unlocked or open position (Figure 4). If not as illustrated, pull operating rod to extended position and use a bar or clock to rotate jaw to the open position (Figure 1).



Figure 4

5. Ram a kingpin gauge (Holland #4000171) into the open jaw to achieve a coupled and locked condition (Figure 5). The safety indicator must swing freely over the operating rod (Figure 6).



Figure 5



Figure 6

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Note: For complete instructions on a properly coupled condition, see the tag affixed to the side of the fifth wheel near the operating handle and the drivers card that is furnished with each fifth wheel.

6. Measure the longitudinal gauge movement. The gauge plate must be flat on the wheel.
7. If clearance exceeds 1/8", it should be **DIALED OUT** using the eccentric jaw pin on which the jaw pivots.

a. With the kingpin gauge still locked in the fifth wheel and the jaw in the locked position, rotate the kingpin gauge until the cutout in the gauge is in a position to allow access to the jaw pin (*Figure 7*).



Figure 7

b. Remove the clinch pin from the jaw pin (*Figure 2*)

c. Lift the jaw pin sufficiently to clear the indexing hexagon head (*Figure 8*), and rotate the pin to the next higher number position in a



Figure 8

clockwise direction for a left hand release wheel, and counter clockwise direction for a right-hand release wheel.

CAUTION DO NOT rotate the jaw beyond position 3. If more than 1/8" clearance remains at position 3, replace the jaw and jaw pin. ALWAYS recheck using a gauge to assure that a positive lock (safety indicator down or safety indicator horizontal) can be achieved. Remember to secure the jaw pin by installing a clinch pin. DO NOT overadjust, or the fifth wheel will not lock to a kingpin. The eccentric jaw pin can be reused. If excessive wear occurs in the plate casting jaw pin head cavity, an oversize eccentric jaw pin (left hand kit 4000502 and right-hand kit 4000523) can be used.

d. Remeasure the clearance at the kingpin. If the clearance remains excessive, repeat Steps 7a-7d until the clearance allows approximately 1/16" movement of the kingpin gauge.

e. After the final adjustment, reinstall the clinch pin in the jaw pin.

f. Remove the gauge*. When removing the gauge two people are usually required. The operating rod must be fully extended and held out



Figure 9

beyond lockset, while the gauge is pulled straight back out of the fifth wheel jaw opening towards the rear (*Figure 9*). Considerable force is required for removal.

g. Check for a positive locking condition by coupling to a trailer, equipped with a new kingpin, several times. For complete instructions, see the operating instructions manual. Also see the tag affixed to the side of the fifth wheel near the operating handle and the driver's card that is furnished with each fifth wheel.

*The kingpin gauge tester (Holland Gauge Number 4000171) is used to test fifth wheel coupling. It is NOT used to test uncoupling.



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