



GO THE DISTANCE.

OPERATING, MAINTENANCE, and Repair Procedures and REPAIR PROCEDURES for Series CS615 Fruehauf Replaceable Landing Gear

DO NOT deviate from these instructions. Any changes or deviations will void all warranties, expressed or implied, unless written consent is first obtained from the factory.

OPERATION OF HOLLAND FORMULA 150 LANDING GEAR:

NOTE: Holland Formula 150 2-speed gearbox has high and low range gears. High range gear is to be used only for rapid traverse up from and down to the ground and is not intended to lift or lower any load. For additional information, see Holland publication XL-FW302-XX, entitled "Fifth Wheel Operating Instructions".



CAUTION

- Always grip crank handle securely.
- Always grip crank handle securely with both hands before shifting.
- Never shift landing gear under load.
- Never leave the crank unsecured.
- Never raise or lower a loaded trailer in high gear.

TO EXTEND:

On outside mounted landing gear, engage the crank with the crankshaft and turn the crank clockwise. Inside mounted landing gear are extended by turning the crank counterclockwise. Using high gear, lower the landing gear until the pads make contact with the ground. To reduce the load on the fifth wheel, shift to low gear and crank an additional four to eight turns. Leave the landing gear in low gear and store the crank handle in the holder provided.

TO RETRACT:

On outside mounted landing gear, engage crank with crankshaft and turn the crank counterclockwise. Inside mounted landing gear are retracted by turning the crank clockwise. Retract the landing gear using low gear until unloaded. Then shift to high gear and continue cranking until fully retracted. Leave the crankshaft engaged to prevent road vibration wind-down. Store the crank in the holder provided.

MAINTENANCE:

LUBRICATION:

Although Formula 150 landing gear are adequately greased and packed with high quality lubricants when manufactured, it may be necessary to periodically supplement this lubrication to maintain satisfactory performance for your particular application.

1. Lube both legs through the grease fittings and access holes provided in the legs two times a year or as required.
2. Lube 2-speed gears through the grease fitting in the gearbox two times a year or as required.



WARNING

DO NOT use lubricants containing teflon.

TROUBLE SHOOTING — HARD TURNING LANDING GEAR — CHECK THE FOLLOWING:

1. Binding cross shaft. Bolts in the cross shaft must not be overtightened to prevent lateral movement of the cross shaft.
2. To determine which leg turns hard, remove the cross shaft and operate each leg individually.
3. Landing gear may be bent or damaged.
4. Alignment – legs must be parallel and extend and retract evenly.
5. Legs and gearbox may need additional lubrication.
6. If crankshaft holder or extension are used, check for alignment with crankshaft.
7. If a through-axle is used, check for binding where the axle goes through the legs.
8. Binding shaft bushings – bushings must have adequate clearance for operation. Check mounting for proper clearance.
9. Examine nut and screw assembly for damage caused by dropping of the trailer.

TROUBLE SHOOTING — GENERAL:

Follow the dismantling and assembly instructions in this manual.

If crankshaft jams or skips while turning—examine parts (10 & 13) and all gearbox gears for worn, broken, or missing teeth.

If the landing gear will not stay in gear while cranking—check the condition of shifter spring (29), shifter grooves in crankshaft (27) and cluster gear (28). Replace as required.

SINGLE SPEED LEG DISMANTLING PROCEDURE:

1. Remove landing gear from trailer.
2. Remove rust from projecting end(s) of shaft (11), and lubricate for easy removal.
3. Remove screws (5), cover (6), and gasket (7).
4. Remove plug (8). Using plug hole, tap out pin (9) from gear (10).
5. Remove shaft (11), gear (10), and shims (12). Note the quantity and location of shims removed.
6. Remove bevel gear (13) from elevating screw.
7. Slip pin (14) out of elevating screw and remove. Remove washer (15).
8. Upper leg (2) and lower leg (1) can now be separated.
9. Remove bushing (16).
10. Remove bearing (17) and collar (18) from the screw in the lower leg.

2-SPEED GEARBOX LEG DISMANTLING PROCEDURE:

1. Remove landing gear from trailer.
2. Remove nut (19), bolt (20), washers (21), and crank handle (22).
3. Remove rust from shafts (27) and (32), and lubricate to ease removal.
4. Remove nuts (23) and bolts (24) from gearbox.
5. Remove gearbox cover (25) and gasket (26).
6. Remove shaft (27) with gear (28) assembled. To remove gear from shaft, remove roll pin (30), and slide gear from shaft (27). Remove pin (31) from shaft (27).
7. Remove screw (5) and shifter spring (29).
8. Remove screws (5), cover (6), and gasket (7).
9. Remove plug (8). Using plug hole, tap out pin (9) from gear (10). Remove shaft (32) with gear (33) assembled.
10. Remove gear (10) and shims (12). Note quantity and location of shims removed. To remove gear (33) from shaft, remove drive pin (9) and slide gear off shaft.
11. Follow procedures outlined in steps 6 through 10 in "Single Speed Leg Dismantling Procedure," to finish leg dismantling.
12. Remove bushings (34) or (35) if required.

SINGLE SPEED LEG ASSEMBLY PROCEDURE:

1. Replace all worn or broken parts.
2. Place collar (18) on elevating screw, followed by thrust bearing (17). **Note:** Contoured side of collar must face down.
3. Install bushing (16) into place in upper leg (2). Bushing must be flush with the top of the bearing block in the leg.
4. Place upper leg (2) over lower leg (1). Press down until hole in the elevating screw is clearly visible through the hole in the bearing block in the upper leg (2). Check position of bushing (16).
5. Install washer (15) and slip pin (14) in hole in the elevating screw. Install bevel gear (13) and position it so that the slot on the bottom of the gear captures pin (14).

6. Place the shims (12) and pinion gear (10) on top of the bevel gear with the roll pin hole in the pinion gear facing up.
7. Install shaft (11) in outer leg (2) through shims (12) and gear (10), making certain gear is oriented as shown in the exploded view. Initially start with two shims.
8. Align hole in shaft (11) with gear (10). Install drive pin (9). Check for free movement by rotating shaft (11) (minimum end play 1/32"). It may be necessary to add or remove shims.
9. Install plug (8) in top of leg (2) and fill with permanent type grease (1 pound capacity).
10. Install gasket (7), cover (6) and screws (5). Check to see that the gears turn freely.
11. Install landing gear on trailer. Adjust both legs to the same extended length and install cross shaft (36), bolts (37) and nuts (19). Cross shaft must have enough end play and must rotate freely—adjust bolts accordingly. Mounting bolts should be torqued to 100 ft-lbs minimum.

GEARBOX LEG ASSEMBLY PROCEDURE:

1. Replace all worn and broken parts.
2. Install bushings (34) or (35) if removed.
3. Follow steps 3 through 5 in "Single Speed Assembly Procedure," above.
4. Install gear (33) on shaft (32). Align hole in gear and shaft and secure with pin (9).
5. Insert shaft (32) through top hole in gearbox. Slide two shims (12) on shaft inside upper leg (3). Position gear (10) on top of gear (13), making certain gear is oriented as shown in the exploded view, with hole facing up. Push shaft through until alignment can be made with hole in gear (10) and shaft (32). Install drive pin (9). Check for free movement (minimum 1/32" end play).
6. Install plug (8) and fill with 1 pound of permanent type grease. Install gasket (7), cover (6), and screws (5).
7. Insert pin (31) in shaft (27). Slide gear (28) on shaft (27) until pin engages in slot on gear (28). Then insert pin (30) in front of gear (28).

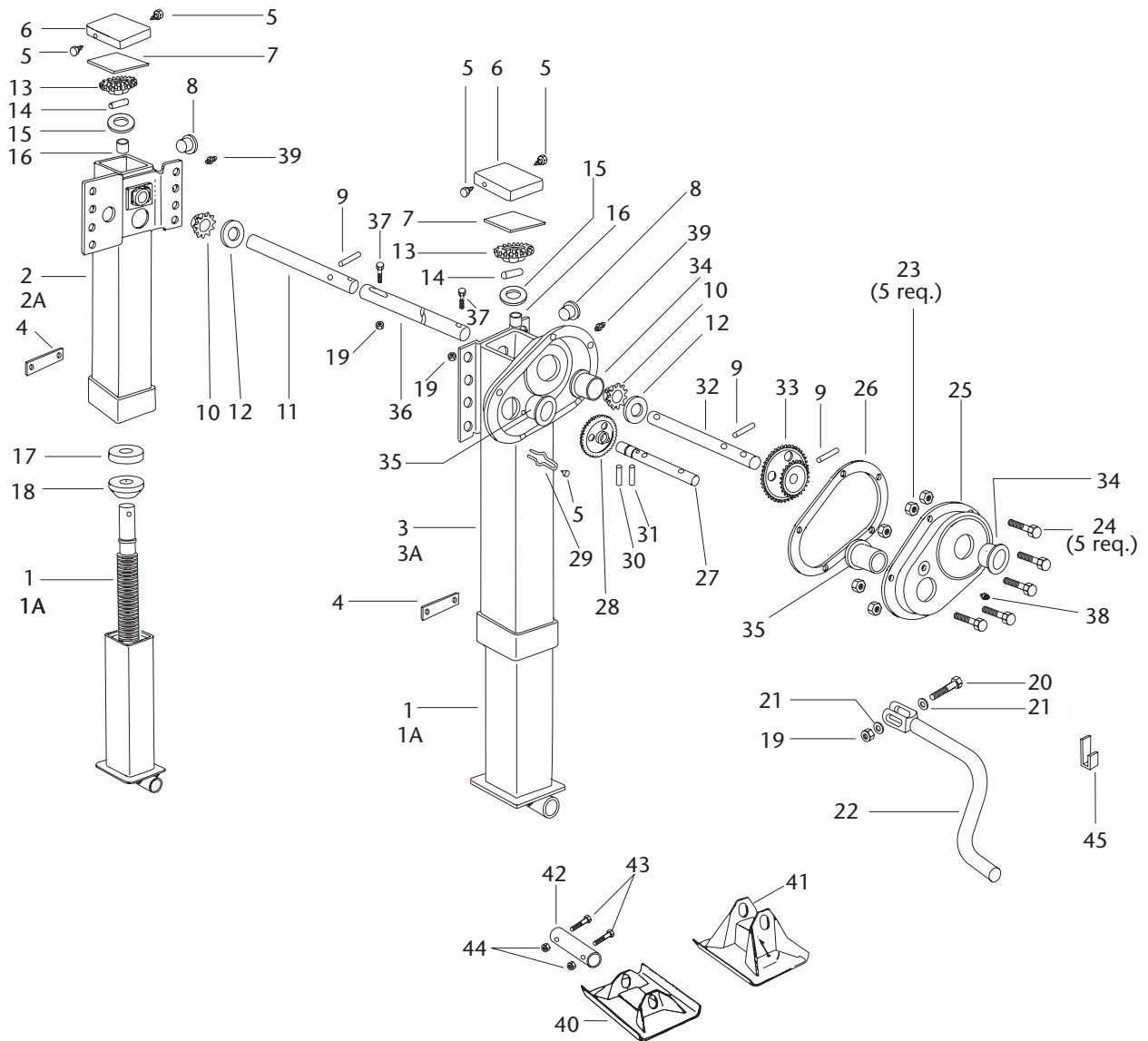


CAUTION

Pin (30) must not extend more than 1/8" above the shaft surface.

8. Install shifter spring (29) and locate with screw (5) installed loosely into gearbox.
9. Insert shaft (27) through shifter spring (29) and lower hole of gearbox. Tighten screw (5). Slide shaft (27) in until spring seats in either groove in shaft (27) and has full tooth engagement with gear (33).
10. Lubricate gears with 1 pound of permanent type grease. Install gasket (26), cover (25), bolts (24) and nuts (23). Tighten to 10 ft-lbs torque.
11. For installation, refer to step 11 in "Single Speed Leg Assembly Procedure."

SERIES CS615 FRUEHAUF EXPLODED VIEW



ITEM	PART NUMBER	NO.	PART NAME	ITEM	PART NUMBER	NO.	PART NAME
1	XA-06220-1-4-615	2	Inner leg & screw assy. 16" travel	22	XA-01918	1	Crank handle assy.
1A	XA-06220-2-4-615	2	Inner leg & screw assy. 18.5" travel	23	XB-3103	5	.25"-28 locknut
2	XA-06215-1L-402	1	Single speed outer leg 16" travel	24	XB-CX-14-28-F-58	5	.25"-28 x .62" hex bolts
2A	XA-06215-1L-402	1	Single speed outer leg 18.5" travel	25	XA-06224-A	1	Gearbox cover
3	XA-06215-1R-402	1	2-speed outer leg 16" travel	26	XB-01791	1	Gearbox cover gasket
3A	XA-06215-1R-402	1	2-speed outer leg 18.5" travel	27	XA-06226-C-402	1	Crank shaft
4	XA-S03473	2	Brace ear	28	XA-0306-1	1	Drive cluster gear .88" bore
5	XB-04112	5	Self-tapping screws	29	XB-03370-1	1	Shifter spring
6	XA-06218	2	Upper leg cover	30	XB-21-S-187-1000	1	Roll pin .19" x 1"
7	XB-06219	2	Leg cover gasket	31	XA-01792	1	Pin
8	XB-01789	2	Access plug	32	XA-06216-C-R-402	1	2-speed drive shaft
9	XB-GP-38-1-12-E	3	.38" x 1.5" groove pin	33	XA-02043-1	1	Driven cluster gear (1" bore)
10	XA-06217	2	Bevel pinion gear	34	XB-0307-PM	2	Bearing (1" diameter)
11	XA-06216-C-L-402	1	Single speed drive shaft	35	XB-0308-PM	2	Bearing (.88" diameter)
12	XB-01977		Shims	36	XA-V-1910	1	Cross shaft
13	XA-LG0570	2	Bevel gear	37	XB-V-444-1	2	.38"-16 x 1.75" hex bolts
14	XB-GP-38-2-E	2	.38" x 2" groove pin	38	XB-04113	1	Lube fitting
15	XB-PW-1916-2-18	2	Washer	39	XB-767	2	Lube fitting
16	XB-01744-1	2	Bushing	40	XA-02691	2	Skid foot (1.75" high)
17	XB-V-647-2	2	Thrust bearing	41	XA-02689	2	Skid foot (4.5" high) std. duty
18	XB-LG0544	2	Collar	42	XA-V-1901-1	2	Axle
19	XB-338	3	.38"-16 locknut	43	XB-06187	4	.38"-16 x .75" hex bolt
20	XB-02157	1	.38"-16 x 2.5" hex bolt	44	XB-06188	4	.38"-16 thick hex nut
21	XB-1108	2	.38" flat washer	45	XA-V-1914	1	Crank holder

This product is covered by Holland's Formula 150 5-year parts and 2-year labor warranty. Holland reserves the right, without giving prior notice, to change specifications and dimensions as designs are altered or improved.



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Holland USA, Inc. Facilities:

Dumas, AR Warrenton, MO
Holland, MI Wylie, TX
Muskegon, MI

Ph: 888-396-6501 Fax: 800-356-3929

Holland International, Inc.

Holland, MI
Phone: 616-396-6501
Fax: 616-396-1511

Holland Hitch of Canada, Ltd.

Woodstock, Ontario • Canada
Phone: 519-537-3494
Fax: 800-565-7753

Holland Equipment, Ltd.

Norwich, Ontario • Canada
Phone: 519-863-3414
Fax: 519-863-2398

Holland Hitch of Canada, Ltd.

Surrey, British Columbia • Canada
Phone: 604-574-7491
Fax: 604-574-0244