Contents

Identify Top Plate

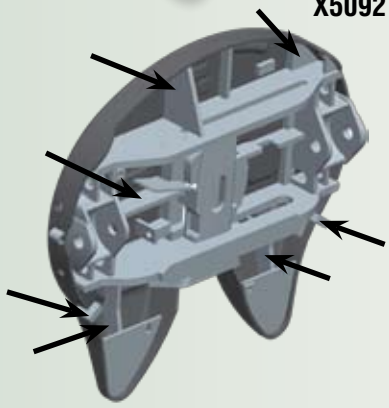
H5092 Series
Stamped Steel
No-Slack®

X5092 Series
Stamped Steel
No-Slack®

Note: from the top view the H5092 and X5092 look the same, however underneath fifth wheel there are more braces on the X5092 ... see below.

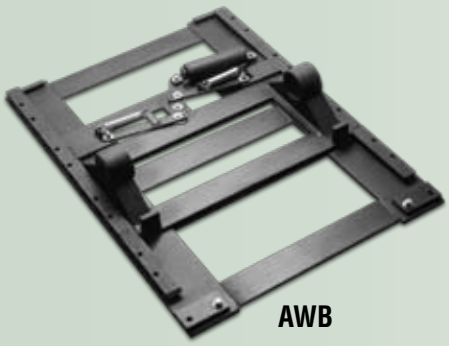
H5092 bottom

X5092 bottom

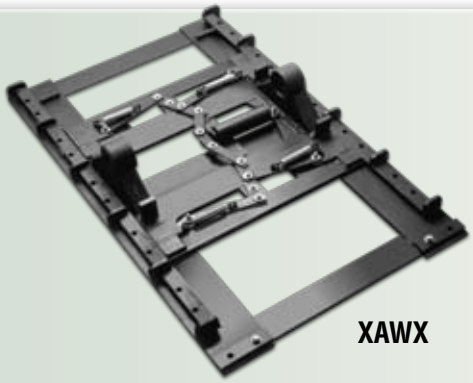


Note: extra bracing on X5092 compared to H5092 at left.

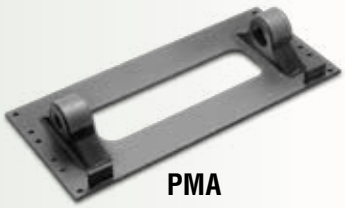
Identify slides and brackets (Note: see Slides and Bracket section for more information)



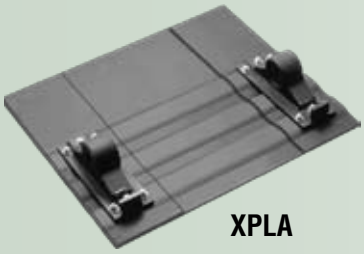
AWB



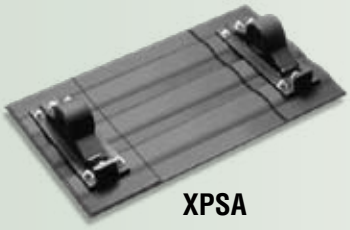
XAWX



PMA



XPLA



XPSA

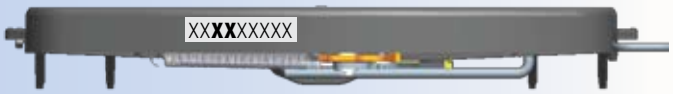
FMA

H5092/X5092 top plates

Identify your fifth wheel

Serial number locations

Old style serial number (before 11/27/00). Serial number located on small rectangular tag on front of top plate. Note: position 3 and 4 of the serial number indicates the year built.



No-Slack® front view

New style serial number (after 11/27/00). Serial number engraved directly into the right side of fifth wheel skirt. Note: position 5 and 6 of the serial number indicates the year built.

No-Slack® right side view

Part number nomenclature

Fontaine International complete assembly part numbers. Example: **SLHATB675012**

1. Top plate

SL Release
SL = Side left
SR = Side right
AA = Air actuated
BL = Blocked left

H Top plate model
H = 5092 No-Slack®
X = X5092 No-Slack®

2. Mounting bracket

AWB Mounting bracket model
AWB = Air slide bracket
PSA = Short plate mount
PLA = Long plate mount
FMA = Frame mount
AWX = Xtra® heavy duty air wedge slide

6750 Mounting height
Actual height from truck frame to top of fifth wheel.
Examples: 7125 = 7-1/8"
7250 = 7-1/4"
8375 = 8-3/8"
9750 = 9-3/4"

3. Slide rail

12 Slide travel
For sliding fifth wheels only.
Example: 12 = 12" slide
24 = 24" slide
36 = 36" slide
48 = 48" slide

Duty class restrictions

Standard duty

weight:	Less than 95,000 lbs (43,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	More than 30 miles between each stop
Axle limitation:	Maximum number of towed axles equals 2
Top plates:	3000 (van trailers flatbeds, stretch and skate trailers only), 6000, 7000, 7000CC

Moderate duty (on-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	100% on-highway application on maintained concrete or asphalt roads
Travel type:	No minimum mileage between stops.
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000, 7000, 7000CC, H5092

Moderate duty (off-highway)

Weight:	Less than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	Maximum number of towed axles equals 4
Top plates:	6000 (van trailers only), 7000, 7000CC, H5092

Severe Duty (on-highway)

Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Less than 10% off-highway application on maintained concrete, asphalt, gravel or crushed rock roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitations
Top plates:	7000 (van trailers only), 7000CC, H5092

Severe duty (off-highway)

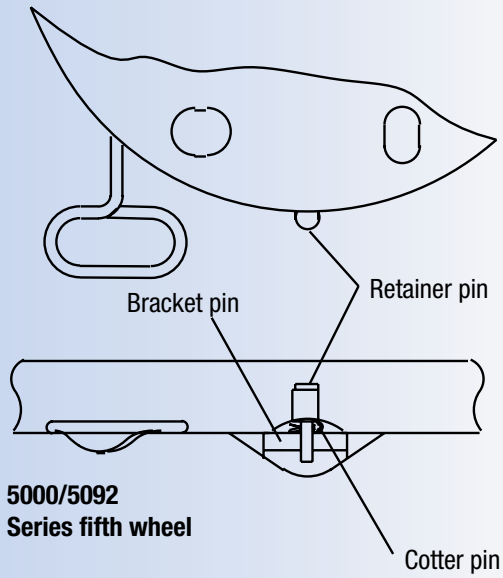
Weight:	More than 115,000 lbs (52,000 kg) gross combination weight (GCW)
Road type:	Any off-highway application on all road types including non-maintained roads
Travel type:	No minimum mileage between stops
Axle limitation:	No axle limitation
Special applications:	All logging, mining and oil field applications fall into this category regardless of anticipated weight, road type or number of axles
Top plates:	H5092, X5092

See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

A. Check fasteners

Make sure all nuts and bolts are in place and properly tightened.

Check to see if both bracket pins are in place and secured by retainer pins and cotter pins.



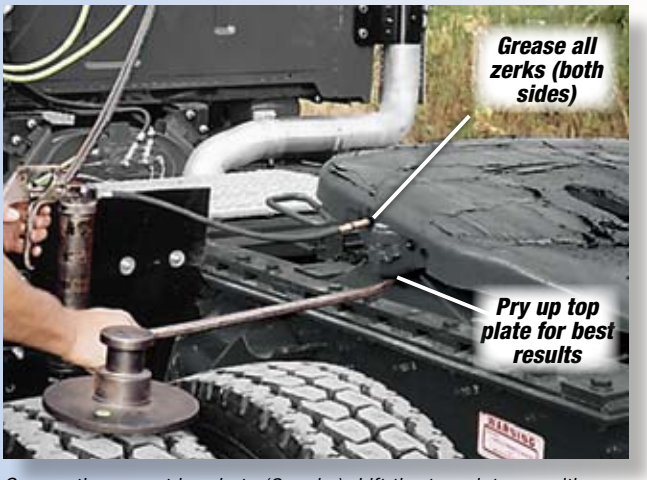
5000/5092 Series fifth wheel

B. Lubricate fifth wheel.

Lubricate the fifth wheel prior to opening and closing.

Pre-service lubrication

1. On models ***WITHOUT*** bracket liners lift the top plate forward (front of the fifth wheel down) and apply grease to each bearing area through the zerk fitting (No-Slack® has two fittings each side) located on each side of the top plate just to the front of the bracket pins. Continue to apply grease until it is coming out of the back of the bearing. It may be necessary to raise the rear of the fifth wheel with a pry bar to open up the pocket slightly and allow the grease to flow through.



Grease the mount brackets (2 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets. If your model features bracket liners skip this step, but check for free rocking motion (note 6000 top plate shown).

A substantial amount of grease may be required initially to fill the reservoir. Tilt the wheel to the rear (rear of the wheel down) and repeat the procedure. Rock the top plate back and forth several times to spread the grease over the bearing surface.

Inspect the trailer kingpin plate and top surface of the fifth wheel to make sure each is properly greased. A liberal coating of grease should be applied to the complete surfaces of both the trailer kingpin plate and the top surface of the fifth wheel. A paddle or brush will make this job easier.

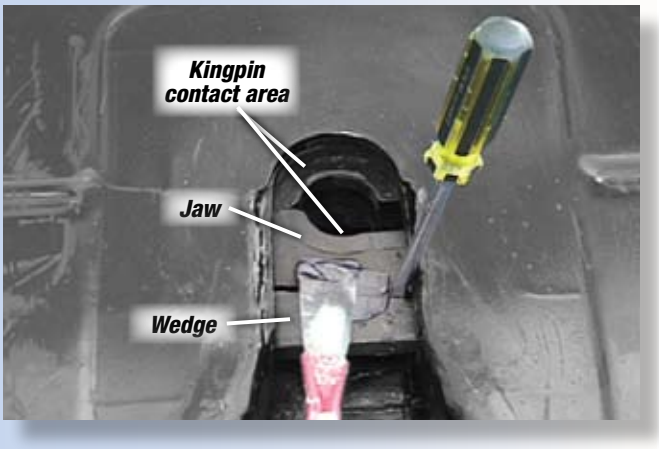
Do not use a lube plate (high-density polyethylene) on top of the fifth wheel or on the kingpin in lieu of grease without prior approval by Fontaine International. The additional thickness of this material can prevent the proper operation of the fifth wheel and can cause a dangerous condition.

Prior to greasing jaw and wedge in step 2, trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

2. Lubricate the fifth wheel prior to opening and closing. Referring to jaw and wedge photo below, grease the jaw and wedge on top and bottom. Separate the jaw and wedge with a large screwdriver and distribute the grease along the full length of the jaw and wedge mating surfaces. Open and close the fifth wheel several times to further distribute the grease.

   Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge.

   Lightly oil other moving parts in the fifth wheel.

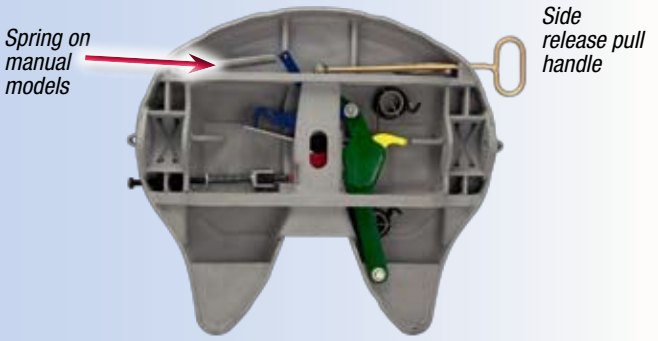


Separate the jaw and wedge with a screwdriver and press a moly based lubricant between the serrated surfaces (moly-based lubricant such as Mobilgrease XHP320 or equivalent). Also press the lubricant in the kingpin contact area on both the stationary jaw and the moveable jaw. Work the action of the pull handle back and forth to spread the lube over all the surfaces.

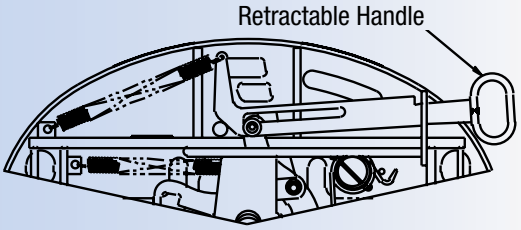
3. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism (air or manual) several times to ensure it is functioning properly.
4. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full of grease.

C. Operation

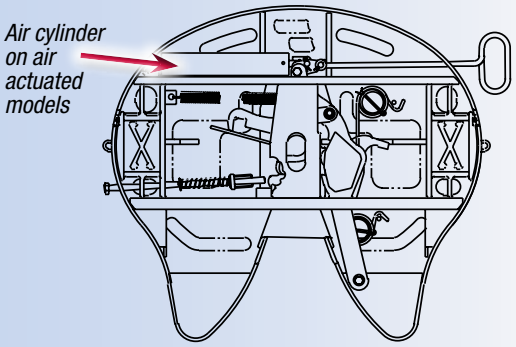
1. **Manual model:** Fontaine 5092 series offers several types of pull handles. The side release pull handle is shown below. To open, lift the pull handle and pull (a slight jerk on the handle makes the opening easier).



Below is a diagram of a retractable handle. To open, move the handle to the rear and pull.



2. **Air actuated model:** A diagram of the air actuated fifth wheel is shown below. They open with a release valve located on the dash or in a lock box mounted on the rear of the cab. To open, set the tractor parking brake and pull the release valve. Hold the valve open until the locking mechanism is locked in the open position. The pull valve will not activate the air cylinder unless the tractor parking brakes are set.



3. Close the locking mechanism using a test kingpin or 2" diameter pipe. Repeat several times making sure that all moving parts have adequate lubrication.
4. The pull handle should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and resulting in injury.

D. Wedge-stop Rod Setting

Close the fifth wheel on a standard 2" kingpin or a 2" diameter shaft inserted vertically. Push on the wedge-stop rod (extends from the side of the top plate and looks like the head of a bolt). It should move in 1/4" with hand pressure, then spring back. To obtain a proper setting, turn the wedge-stop rod clockwise to reduce the dimension and counter-clockwise to increase it. Adjust until the free travel is 1/4" (see right). This will allow the automatic slack adjustment feature of the Fontaine fifth wheel to function properly.

This wedge-stop Rod can also be used to release a tight wedge (hard to pull handle) by tapping the rod with a hammer to release the wedge.

Wedge-stop rod setting

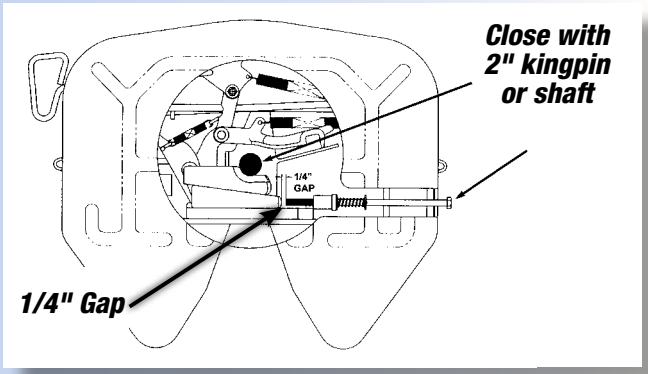
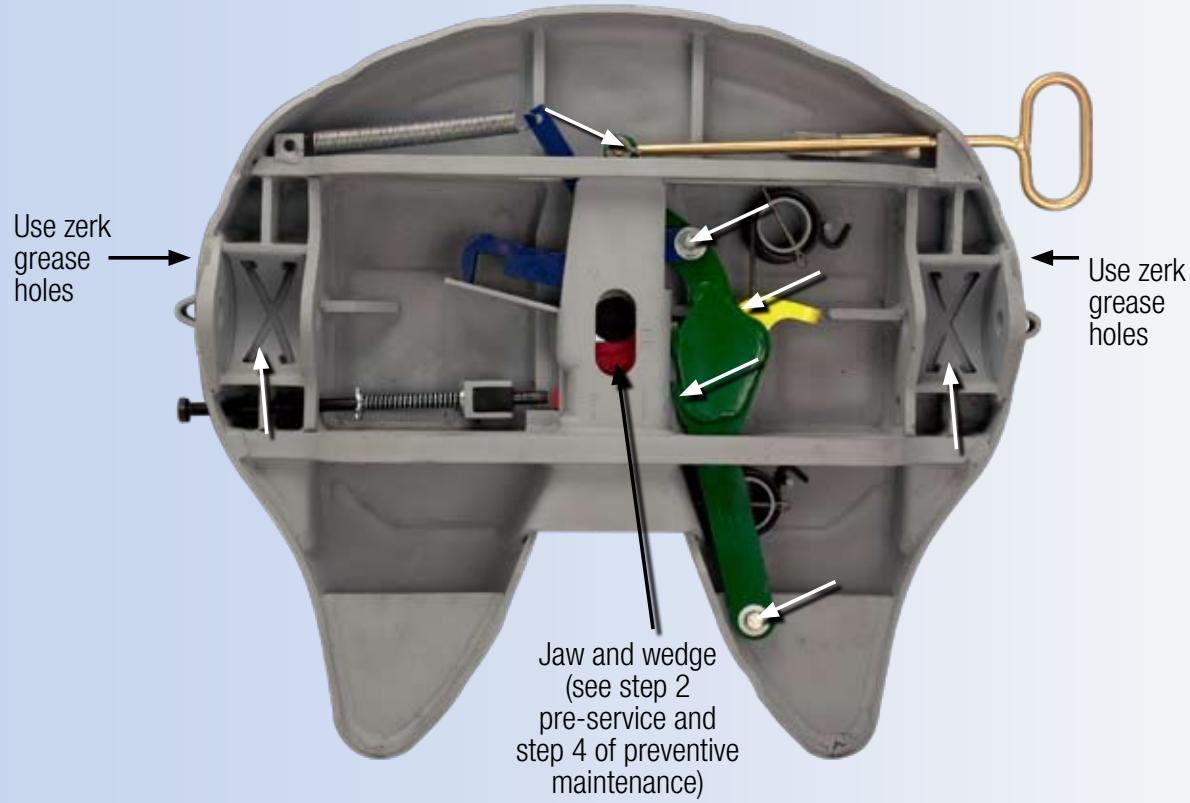


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft. 6000 plate shown but principle is same on 5092 models.

Lubrication points: No-Slack® (H5092/X5092)

Black arrows are lube points when the fifth wheel is on a mount. However, for proper maintenance it is recommended you clean it and re-grease the pivot points ... see white arrows.



See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

Fontaine International's preventive maintenance procedures for No-Slack fifth wheels

This section covers the recommended steps for performing the 90 day / 30,000 mile PM and includes Visual Inspection, Function, Wedge-stop Rod Adjustment and Lubrication.

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Step 1. Visual inspection

Begin the visual inspection by cleaning the fifth wheel. To degrease properly, the lock should be in the closed position. To close the lock, push the bumper off its seat with a pry bar. This provides cleaning access to the jaw and wedge.

To close the lock push the bumper off its seat with a pry bar.

Be careful. When the mechanism closes, the handle moves in quickly.

After cleaning, check the top plate, mounting brackets, mounting angles and all moving parts for cracks, excessive wear, loose or missing bolts or any other damage. Check for securely fastened and properly working springs.

Look under the fifth wheel and make sure that nothing is hanging loose.

Check and make sure the bracket pins on both sides of the fifth wheel are in place and secured by retainer pins and cotter pins.

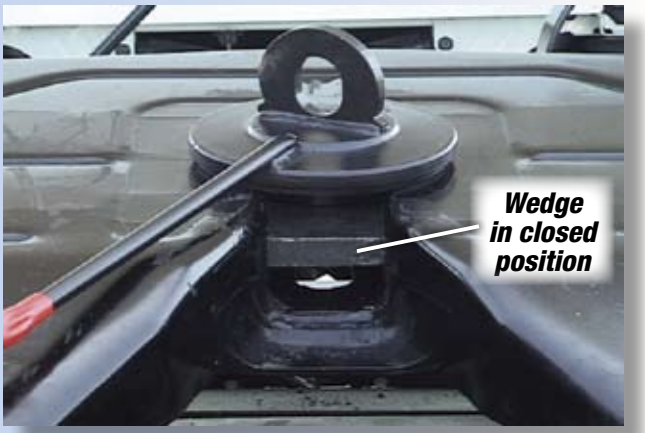
Step 2: Function Inspection

Begin with the fifth wheel in the unlocked position. Pull handle to unlock fifth wheel if it is not open.

Insert a test kingpin, such as Fontaine Kingpin Tool MSC-712, to close the lock.

Only minimal force is required to couple your Fontaine fifth wheel.

Make sure the jaw and wedge are engaged behind the kingpin and the pull handle is fully retracted. Verify that the pull handle is in fully locked position (see step 3).



Open and close the wheel again. Look for a quick, crisp closing action.

If the action is slow or sluggish, it may be due to a build up of old grease or a bent part causing binding (see trouble shooting section).

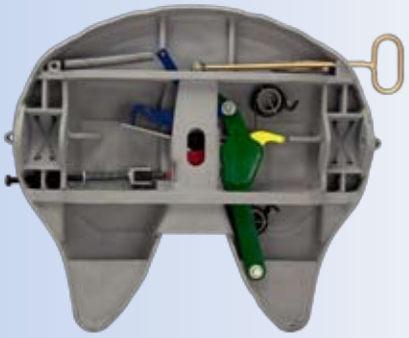
On air actuated models activate air slide cylinder from the cab and check for proper operation and leaks.

Lightly lubricate the pivot points on the mechanism with a spray lubricant.

Be sure switch is in the locked position and the locking members are fully extended (locked) into the slider rail on both sides before the truck leaves the shop!

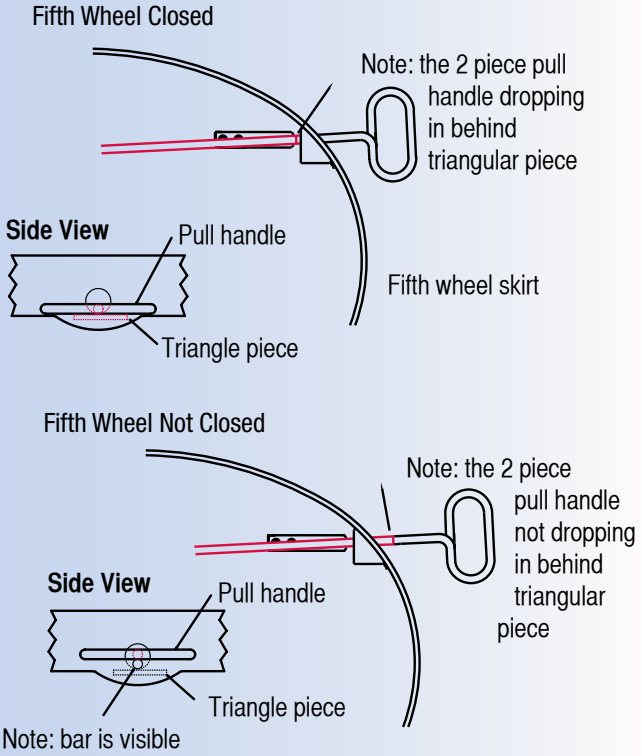
For more information on fifth wheel mounts and brackets see mounting section.

5092 top plate - bottom view



Step 3: Adjustment

Verify that the pull handle is in fully locked position.



Note: bar is visible

Adjust the wedge-stop rod

With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***

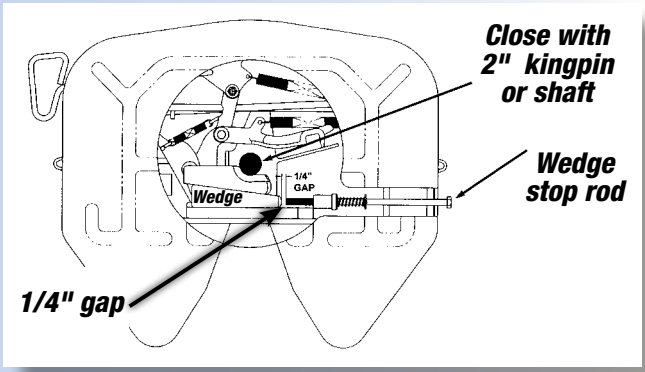


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft (6000 shown)

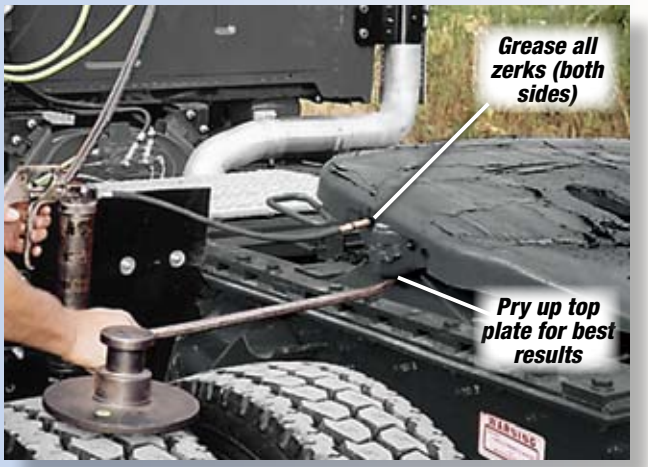
Step 4: Lubrication

On models ***WITHOUT*** bracket liners, apply grease to the two zerk fittings on each side of the top plate. These supply lubricant to the bracket bearings. Bearings should be greased with the fifth wheel in an unloaded condition.

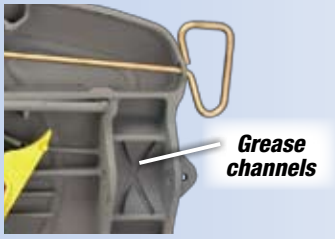
Rock the wheel back and forth while applying grease.

Some grease should flow from the bearing pockets.

If you do not see grease coming from the bearing pocket, use a crow bar to lift the top plate while applying grease.



Grease the mount brackets (2 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets.



Hint: if the zerks will not take grease, remove top plate and clear the grease channels.

On models ***WITH*** bracket liners, it is **not** necessary to lubricate the fittings on each side of the top plate, but free rocking motion is important. If the fifth wheel does NOT rock freely, remove the top plate to inspect the liners. Initial inspection of the bracket liners should be made at 200,000 miles and every 100,000 miles there after. If necessary see bracket liner inspection and installation on next page.

All models require the remaining lubrication steps. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a large screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

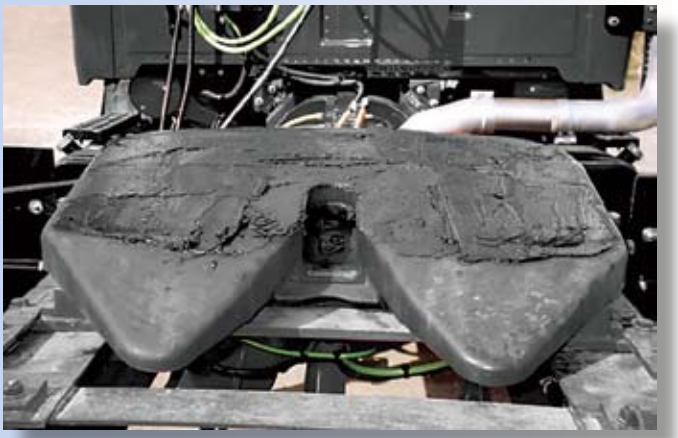
Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

Now lubricate the top of the fifth wheel.

A liberal coating of grease should be applied to the top surface of the fifth wheel. A wide putty knife or brush will make this job easier.

Apply liberal amounts of grease to the entire surface of the fifth wheel making sure the grease grooves in the surface are full of new grease.

You have now completed Fontaine's recommended 90 day / 30,000 mile preventive maintenance and your truck is ready to be returned to service.



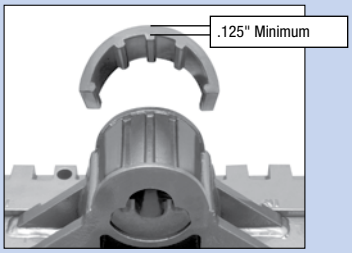
6000 top plate shown

Bracket liner inspection and replacement

Inspection criteria:

1. Initial inspection of bracket liners should be made at 200,000 miles and every 100,000 miles there after.
2. Bracket liners should be replaced when liner thickness measures 0.125" or less. Measurement should be made at the thinnest point of the bracket liner. This is typically at the top portion of the liner.

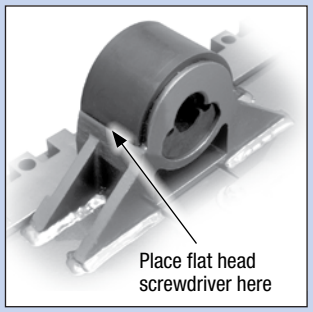
Part number
LNR-BKT-107



Installation instructions

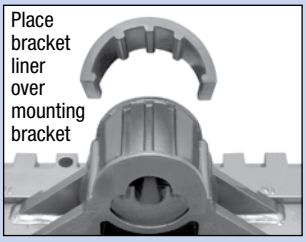
Removal of a bracket liner:

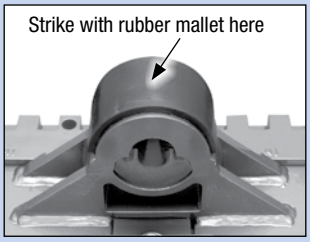
1. Remove fifth wheel from the mounting bracket. Fifth wheel removal includes:
   a. Removing cotter pins from the retainer pins
   b. Removing the retainer pins
   c. Removing the bracket pins from the fifth wheel
   d. Remove fifth wheel from mounting bracket
2. Using a flat head screwdriver, pry – in an upward force – on the end of the bracket liner. Bracket liner should release from the mounting bracket.



Installation of a new bracket liner:

1. Place the new bracket liner directly over the mounting bracket.
2. Using a rubber mallet, strike the top of the bracket liner. The new bracket liner should lock into place.
3. Once both new liners are installed, reinstall the fifth wheel onto the mounting bracket.
4. Insert the bracket pins back into the fifth wheel (Note: placing some grease on the end of each bracket pin is recommended). Reinstall the retainer pin and cotter pins.
5. Tilt the fifth wheel to the front and back of the mounting bracket to ensure that the bracket liners are properly installed.



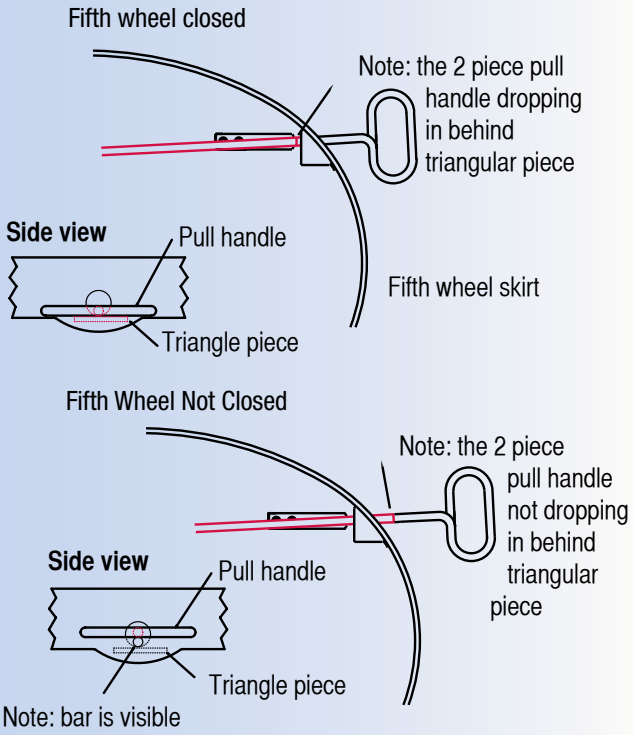


Slack

1. Check your pull handle.
If it is bent replace it.

2. Check your adjustment.

Verify that the pull handle is in fully locked position.



With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***

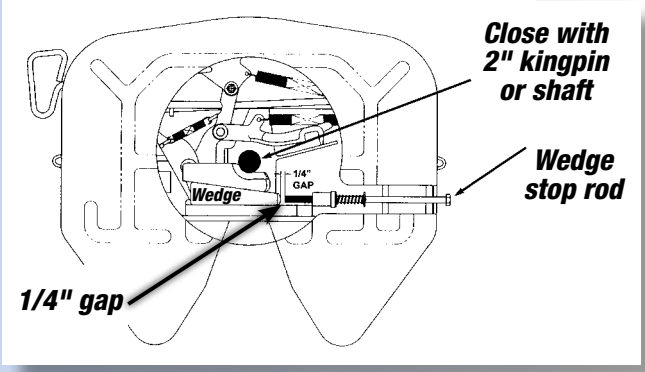
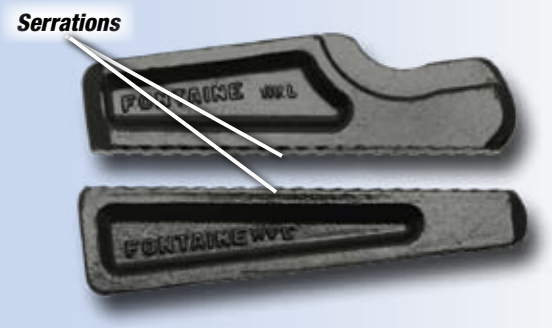


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft (6000 shown).

3. Check the serrations between the jaw and wedge.
Close the wheel by using a long pry bar. Separate the jaw and wedge using a flat head screw driver. Run the screw driver between the jaw and wedge to feel serrations. If the serrations are smooth the fifth wheel needs to be rebuilt (see rebuild instructions).



If serrations are not worn grease jaw and wedge. First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the

jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

4. Check your trailer kingpin using a Fontaine kingpin gauge MSC-GAUGE

If the kingpin is worn out replace it (see SAEJ2228).

Hard to open

1. All pressure must be removed from the lock before it will open.

2. Check the pull handle.

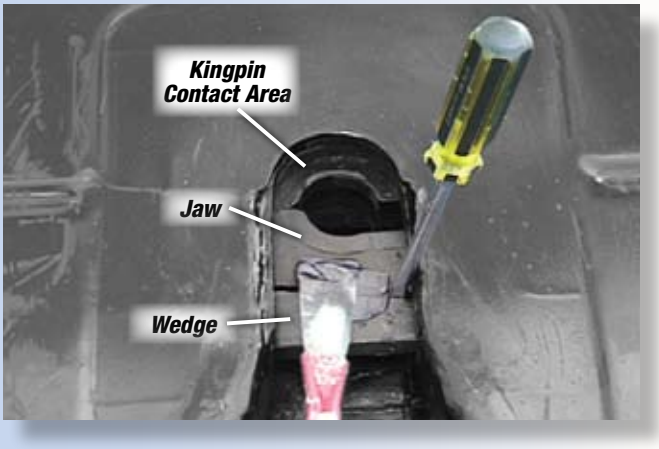
If the pull handle is bent replace it.

3. Check for proper lubrication

First trip the wheel closed by pushing the bumper off its seat with a pry bar. Be careful. When the mechanism closes, the handle moves in quickly.

Prior to greasing jaw and wedge trip the locking mechanism with a pry bar by pushing the bumper off its seat. Keep your hands and arms out of the fifth wheel throat.

Next, pull back slightly on the pull handle, separate the jaw and wedge with a big screw driver, and distribute grease between the jaw and wedge pressing it between the serrated surfaces. Fontaine recommends a moly-based lubricant such as Mobilegrease XHP320 or equivalent.

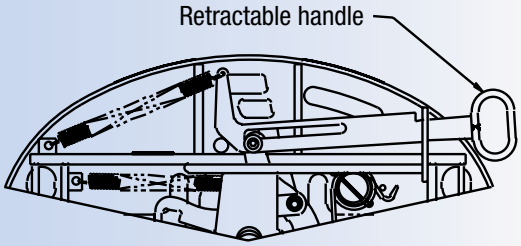


Also apply grease to the stationary jaw at the front of the throat.

Now, work the lock mechanism back and forth several times to further distribute the grease.

Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page B:5.

4. Check adjustment on wheels with wedge-stop rod.

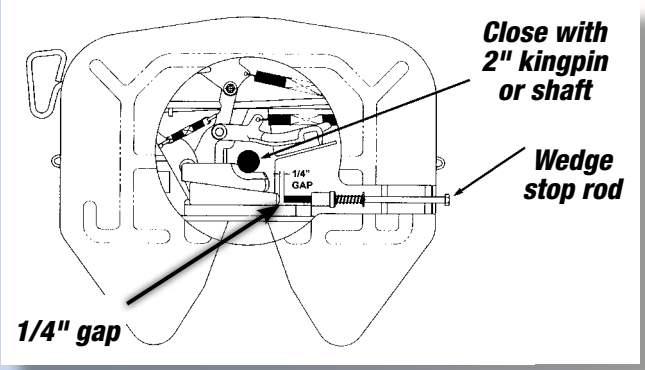


Verify that the pull handle is in locked position.
See Sec B:12 for complete illustration.

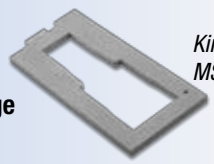
With the wheel still closed on the kingpin tool, push on the wedge-stop rod until it touches the end of the wedge and let it spring back. (the wedge-stop rod is spring-loaded and should spring back out after you push it in).

This movement or free play should be one quarter of an inch when coupled to a 2" kingpin.

To adjust, turn the wedge-stop rod counter clockwise to increase the free travel or clockwise to reduce free travel. ***Turning it in too far will result in slack and cause premature wear, but any mis-adjustment can cause the fifth wheel to bind and become very hard to open.***



5. Check the trailers kingpin using Fontaine kingpin gauge MSC-GAUGE.



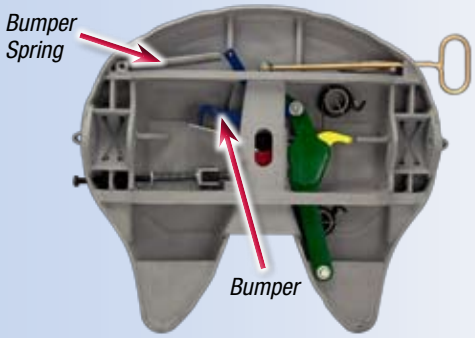
- If the kingpin is worn out replace it (see SAEJ2228).

Hard to close

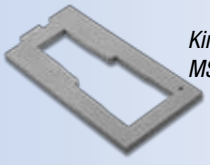
1. Check the bumper.
With the fifth wheel in the open position check the upper tip of the bumper. If the bumper is damaged replace it.

2. Check the bumper spring.
Replace springs if damaged.

3. Close the fifth wheel using your test kingpin. If the fifth wheel closes refer the driver to the proper Coupling procedure guide (LT-071) and the Fontaine International instructions booklet (LT-001).



4. Check the bottom flange of the kingpin for damage.
You can use a Fontaine kingpin gauge MSC-GAUGE
If the kingpin is worn out replace it (see SAEJ2228).

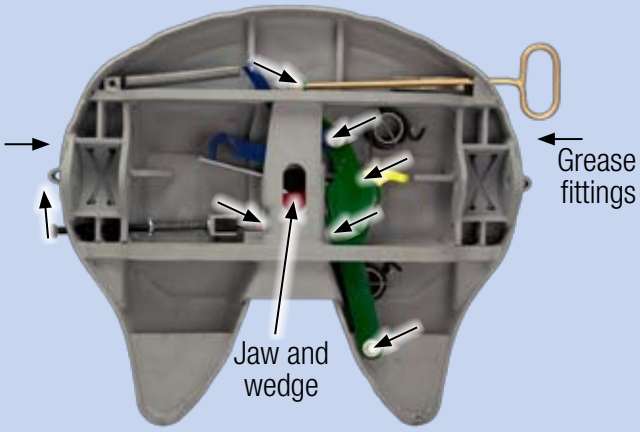


Cold weather hints

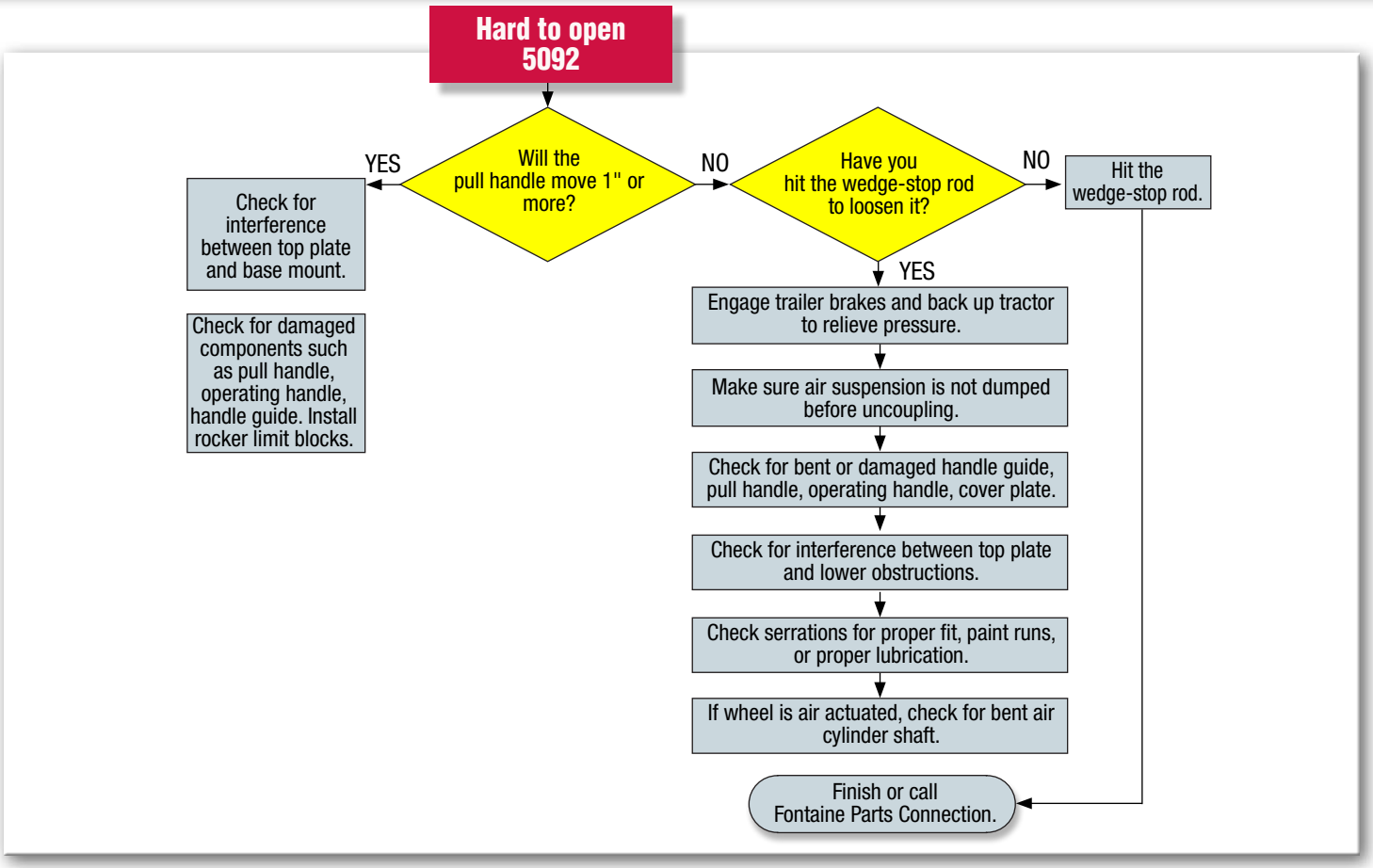
When the temperature drops below freezing, Fontaine recommends a thorough cleaning of the latching mechanism using a suitable cleaner or degreaser. Lubricate the fifth wheel prior to opening and closing. Refer to figures below. Open and close the fifth wheel several times to distribute the grease. Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent. Areas or regions that experience extreme and/or prolonged freezing temperatures should consider using a less viscous substance such as: 90-weight oil, diesel fuel, kerosene, motor oil, etc. Fontaine recommends contacting your specific lubricant manufacturer for guidelines on mixing compatibility of any lubricant.

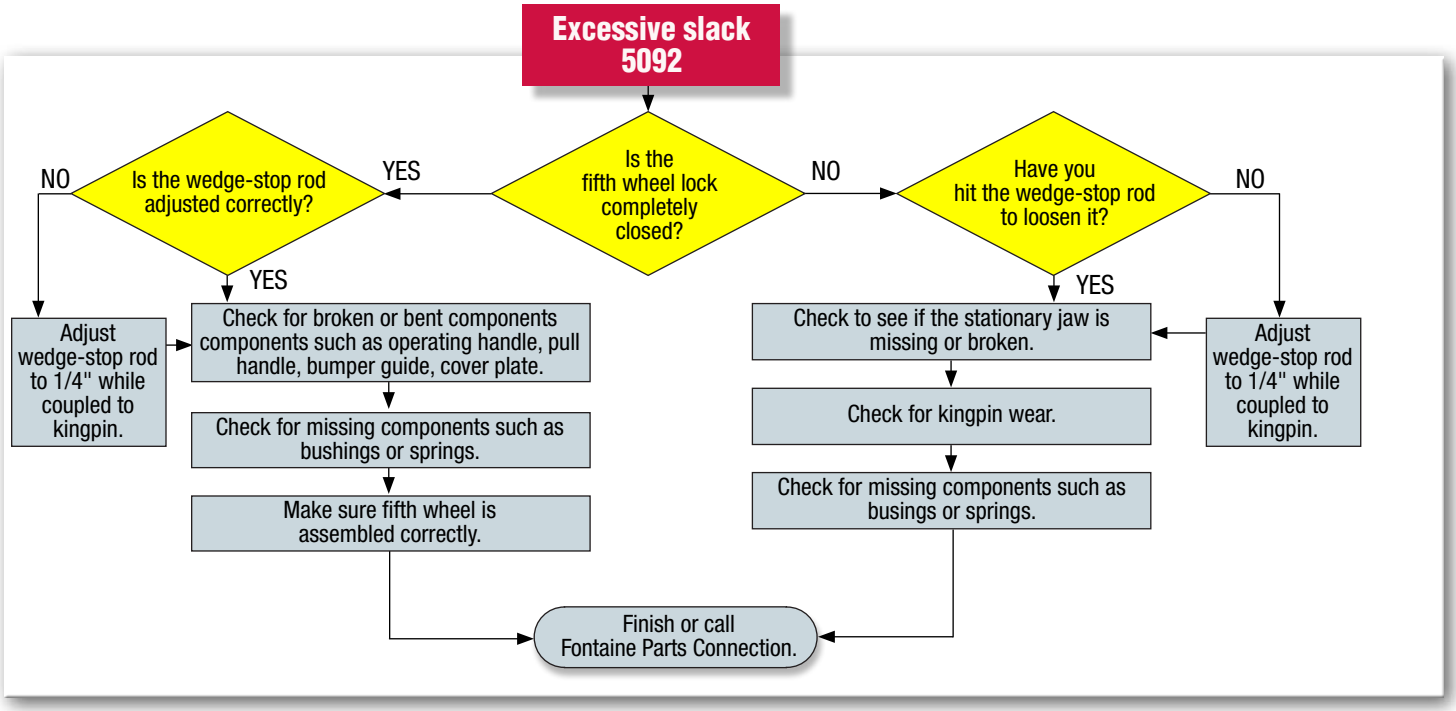
No-Slack® 5092

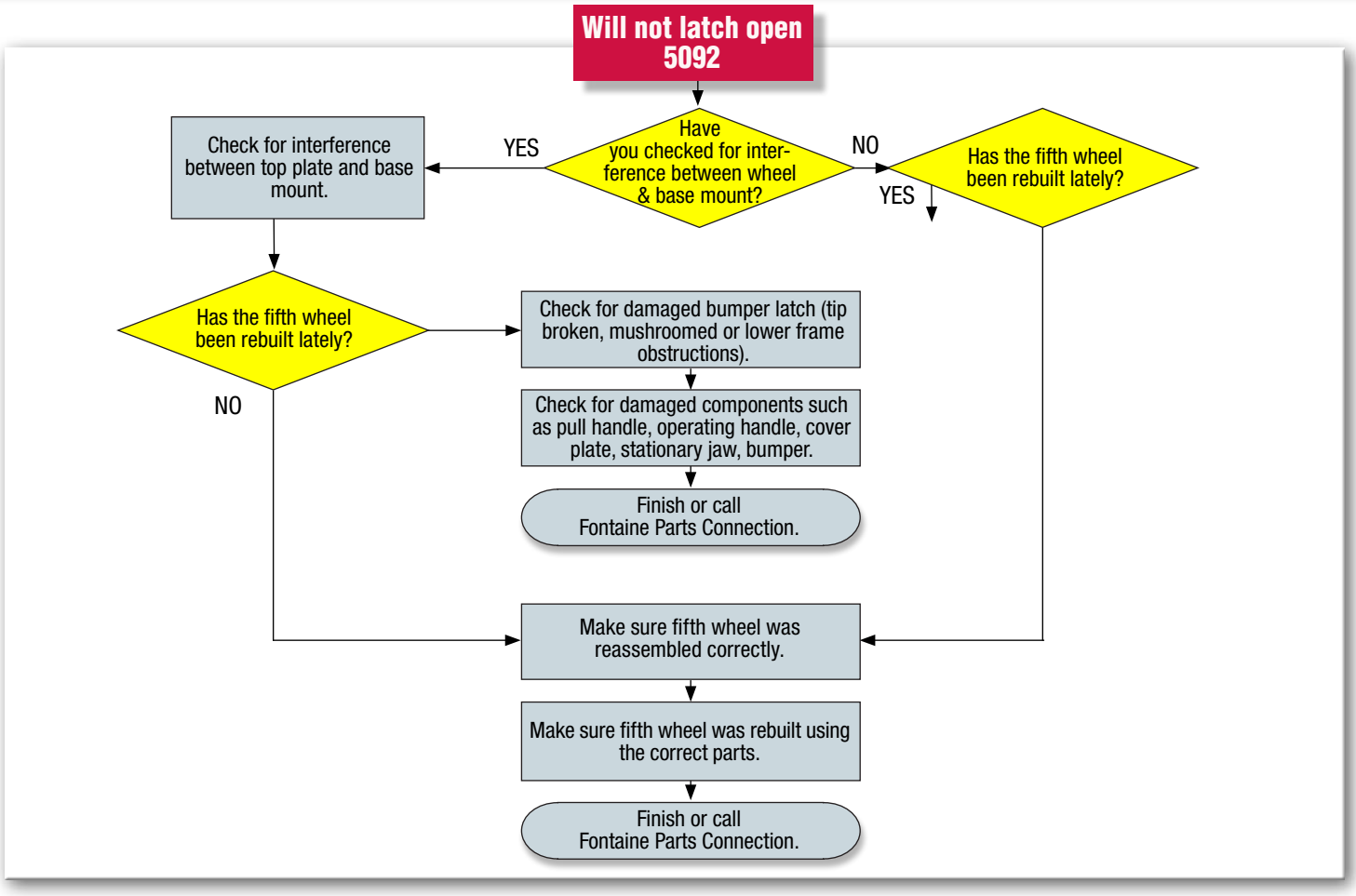
Clean, oil and grease all moving parts (see arrows).



Separate jaw and wedge with screw driver and grease full length (6000 shown).


Hard to open 5092
Will the pull handle move 1" or more?
YES
Check for interference between top plate and base mount.
Check for damaged components such as pull handle, operating handle, handle guide. Install rocker limit blocks.
NO
Have you hit the wedge-stop rod to loosen it?
NO
Hit the wedge-stop rod.
YES
Engage trailer brakes and back up tractor to relieve pressure.
Make sure air suspension is not dumped before uncoupling.
Check for bent or damaged handle guide, pull handle, operating handle, cover plate.
Check for interference between top plate and lower obstructions.
Check serrations for proper fit, paint runs, or proper lubrication.
If wheel is air actuated, check for bent air cylinder shaft.
Finish or call Fontaine Parts Connection.


Excessive slack 5092
Is the fifth wheel lock completely closed?
NO
Have you hit the wedge-stop rod to loosen it?
NO
Adjust wedge-stop rod to 1/4" while coupled to kingpin.
YES
Check to see if the stationary jaw is missing or broken.
Check for kingpin wear.
Check for missing components such as busings or springs.
YES
Is the wedge-stop rod adjusted correctly?
NO
Adjust wedge-stop rod to 1/4" while coupled to kingpin.
YES
Check for broken or bent components components such as operating handle, pull handle, bumper guide, cover plate.
Check for missing components such as bushings or springs.
Make sure fifth wheel is assembled correctly.
Finish or call Fontaine Parts Connection.


Will not latch open 5092
Have you checked for interference between wheel & base mount?
YES
Check for interference between top plate and base mount.
NO
Has the fifth wheel been rebuilt lately?
YES
Has the fifth wheel been rebuilt lately?
NO
Check for damaged bumper latch (tip broken, mushroomed or lower frame obstructions).
Check for damaged components such as pull handle, operating handle, cover plate, stationary jaw, bumper.
Finish or call Fontaine Parts Connection.
Make sure fifth wheel was reassembled correctly.
Make sure fifth wheel was rebuilt using the correct parts.
Finish or call Fontaine Parts Connection.

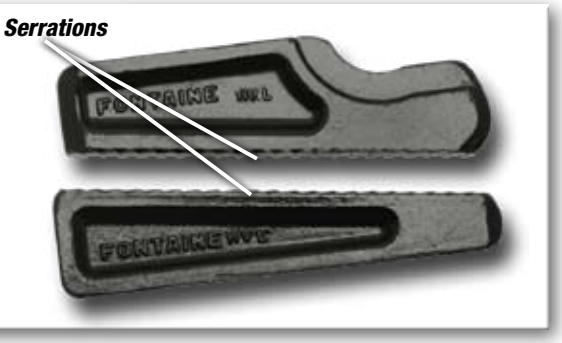
Rebuild

See *No-Slack® 5092 fifth wheels* video at www.fifthwheel.com ... click on Videos button

Note: rebuild only after checking the serrations for wear.

Inspect fifth wheel and cover plate and stationary jaw for damage (examples below).

Before rebuilding check to make sure that there are no cracks in the cross members or other components. Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked. Also check for excessively worn areas.



Items needed for rebuild (follow rebuild instructions included in the KIT-RPR-5092L)

Remember to exercise extreme caution, follow all stated & customary safety procedures, and be sure to wear safety glasses.

Do not use pneumatic tools. Over-tightening may cause damage.

- ¾" wrench
- ¾" socket wrench
- 1 1/16" wrench
- Pliers
- Flat head screw driver
- Long pry bar
- Test kingpin MSC-712
- Kingpin gauge MSC-GAUGE
- Moly-based lubricant such as Mobilgrease XHP320 or equivalent

Top plate rebuild kit

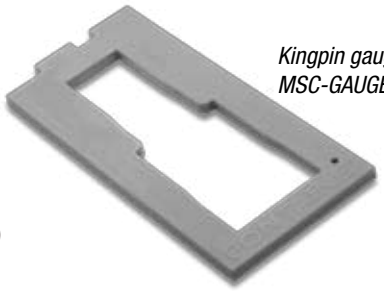
No-Slack rebuild kits for
5092/H5092/X5092 top plates
KIT-RPR-5092R (right release)
KIT-RPR-5092L (left release)

After inspection you may need to optionally order other kits. See schematic on page B:20.

Special tools

Fontaine offers special tools for your fifth wheel to help your repairs go fast and easy.

Test kingpin for all Fontaine fifth wheels MSC-712



Kingpin gauge MSC-GAUGE

5092 series spring installation tool MSC-710

Fontaine No-Slack® non-genuine parts advisory

The purpose of this notice is to alert Fontaine customers of the potential hazards from using non-genuine components, specifically the movable locking jaw and wedge. Recent reports have revealed the sale, use and failure of these components. Failures are occurring as a result of the locking wedge stud falling out (see photo in red) at an early cycle time which affects the proper opening and closing of the mechanism, and could create a dangerous condition. The non-genuine components are easy to identify by the physical characteristics listed below. The use of any non-genuine components not only creates a potential dangerous condition, it also voids the manufacturer's warranty. **The seller and end user assume any/all responsibility for warranty, property and bodily damage as a result of using non-genuine parts.**

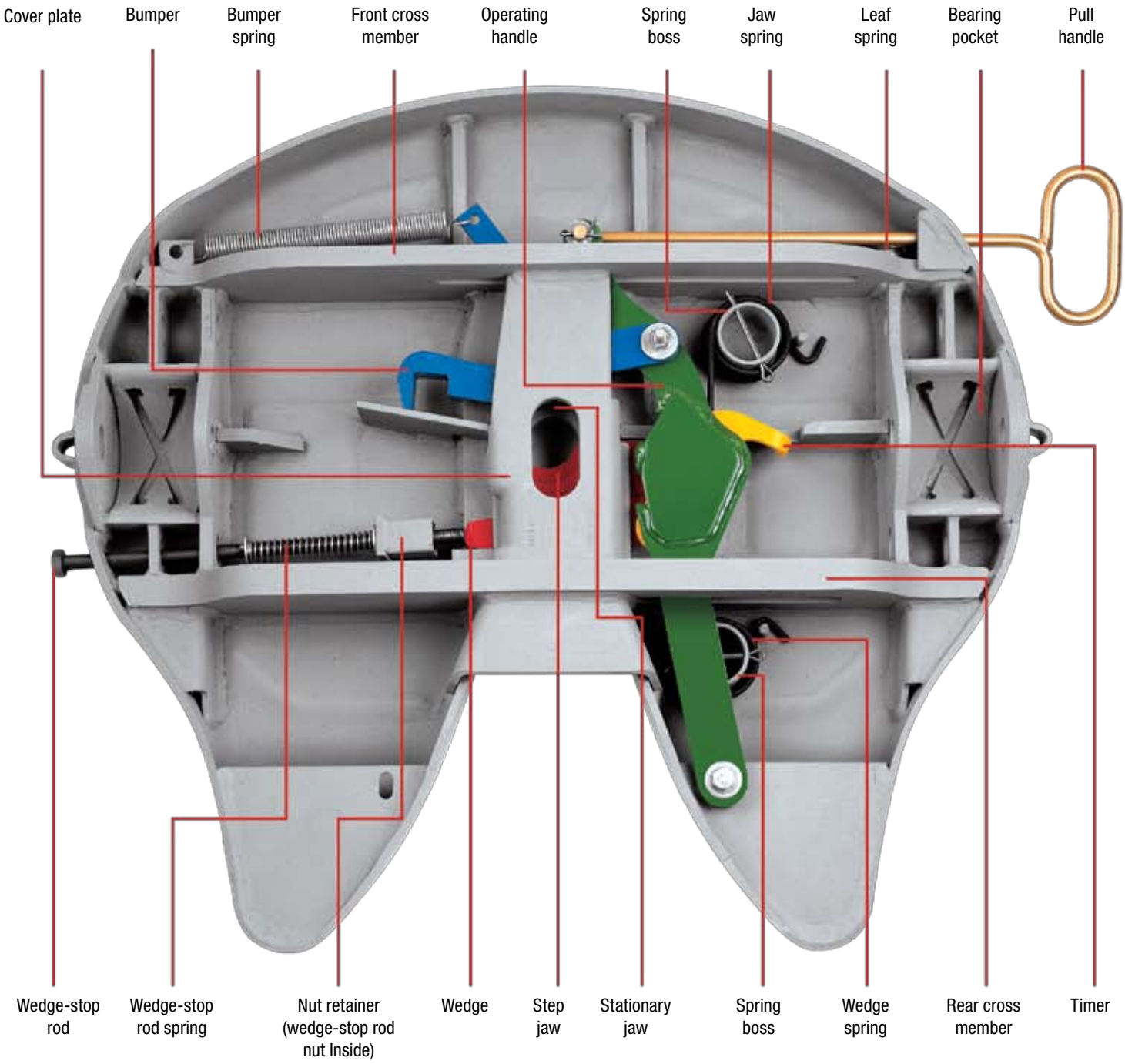
Non-genuine parts

- The non-genuine parts come in a white box.
- The non-genuine parts have jaw and wedge studs that are pressed/glued into the forging.
  A picture of the failed part is shown above.

Genuine Fontaine No-Slack® parts

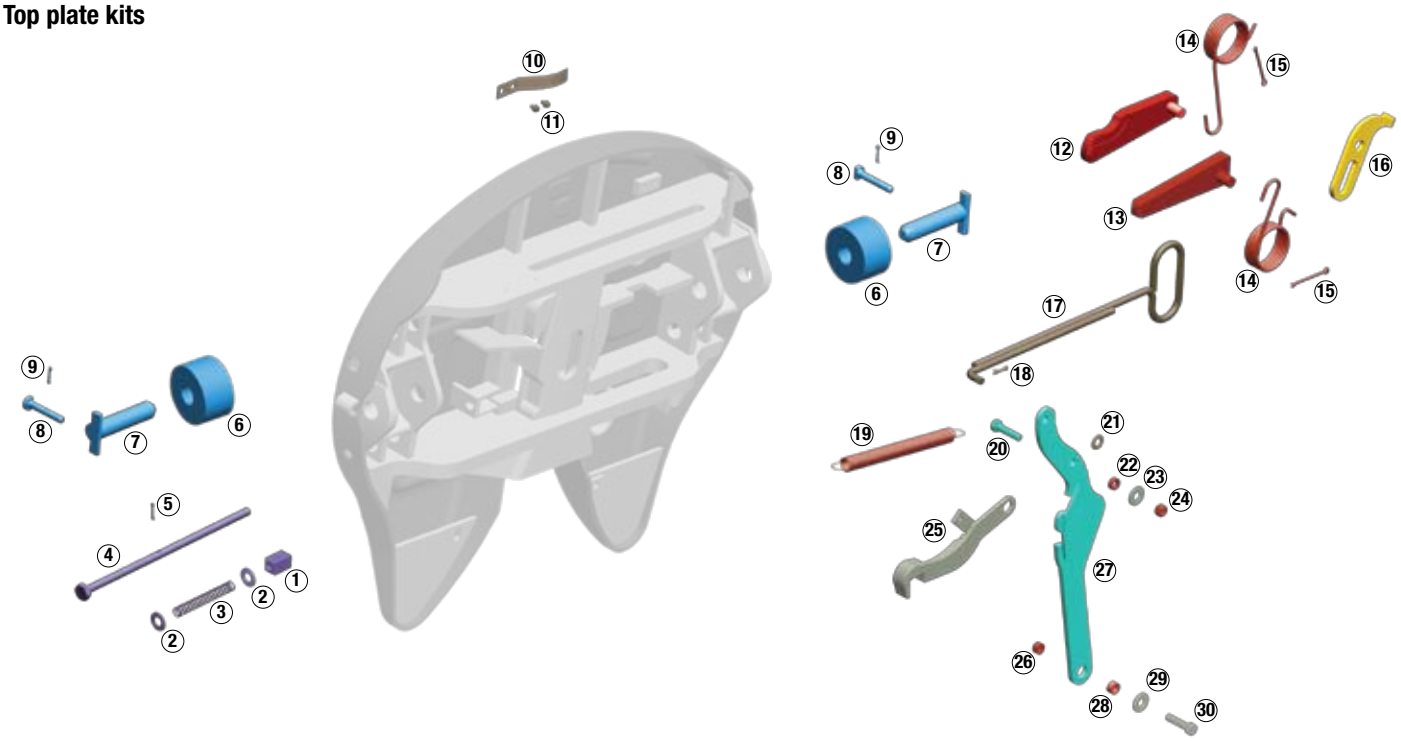
- Genuine Fontaine parts come in a small brown box with Fontaine part number KIT-RPR-6000L clearly printed on a white label (photo of box above).
- Genuine Fontaine parts have the model number forged into the jaw and wedge forging.
- Only Genuine Fontaine parts have "Genuine Fontaine Parts" printed on the box.

No-Slack® part identification (Note: H5092 is shown, but X5092 use same descriptions).



SLTPL5092 model

Top plate kits



Rebuild kit (KIT-RPR-5092L or R)

Item	Description	Quantity
⑫	Step jaw	1
⑬	Wedge	1
⑭	Jaw and wedge spring	2
⑮	Cotter pin, 1/4" x 3"	2
⑲	Bumper spring	1
㉒	Bushing, 5/16"	1
㉘	Bushing, 7/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉖	Hex lock nut, 1/2" - 13	1

Wedge-stop rod kit (KIT-ROD-1108)

Item	Description	Quantity
①	Wedge-stop rod nut	1
②	Flat washer, 5/8" I.D.	2
③	Wedge-stop rod spring	1
④	Wedge-stop rod	1
⑤	Cotter pin, 3/16" x 1"	1

Bracket pin kit (KIT-PIN-191)

Item	Description	Quantity
⑥	1-piece bushing	2
⑦	Bracket pin	2
⑧	Bracket retainer pin	2
⑨	Cotter pin	2

Note: for Xtra® heavy duty models choose KIT-PIN-XHD

Pull handle kit (KIT-PUL-5092)

Item	Description	Quantity
⑩	Leaf spring	1
⑪	Self tapping screw	1
⑰	Pull handle	1
⑱	Cotter pin, 3/16" x 1"	1
㉑	Flat washer, 1/2" I.D.	1

Timer kit (KIT-TMR-134L or R)

Item	Description	Quantity
⑯	Timer	1
㉒	Bushing 5/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

Bumper kit (KIT-BPR-131L or R)

Item	Description	Quantity
㉕	Bumper	1
⑲	Bumper spring	2
㉒	Bushing 5/16"	1
㉔	Hex lock nut, 1/2" - 13	1
㉚	Hex head bolt, 1/2" - 13	1
㉙	Flat washer, 1/2" I.D.	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

Note: for Xtra® heavy duty models choose KIT-BPR-131L or R

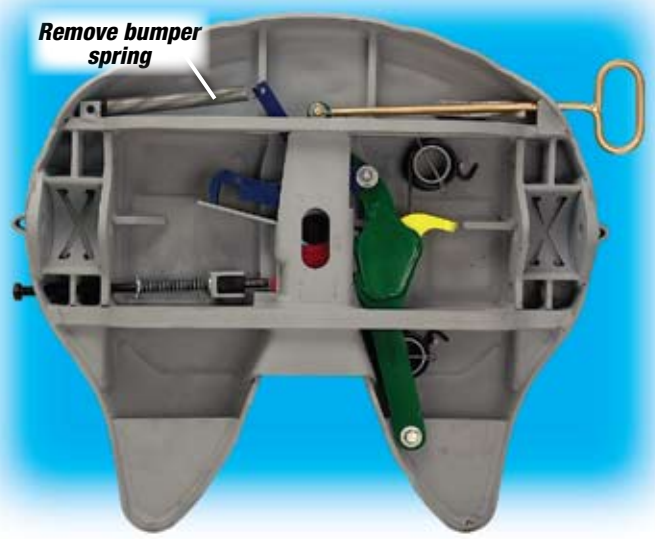
Operating handle kit (KIT-OPR-5000-SL OR SR)

Item	Description	Quantity
㉗	Operating handle	1
⑳	Hex head bolt, 1/2" - 13	1
㉒	Bushing 5/16"	1
㉓	Flat washer, 1/2" I.D.	1
㉔	Hex lock nut, 1/2" - 13	1
㉚	Hex head bolt, 1/2" - 13	1
㉙	Flat washer, 1/2" I.D.	1
㉘	Bushing 7/16"	1
㉖	Hex lock nut, 1/2" - 13	1

For H5092 and X5092 series fifth wheels (procedures are the same for both series).

Dissassembly

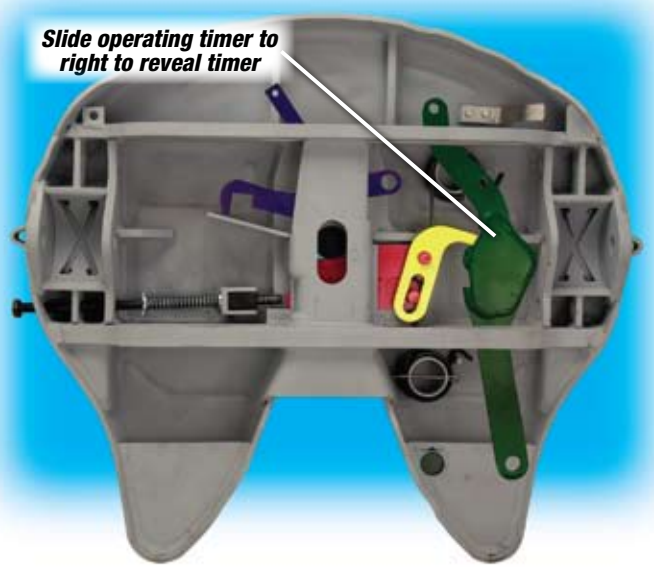
1 Set the fifth wheel in a locked position (handle pushed in). Unhook the bumper spring from the bumper tang and the tab on the side of the fifth wheel substructure. Remove the bumper spring.



2 Remove the cotter pin and washer that holds the pull handle to the operating handle. Slide the pull handle out through the side of the fifth wheel.

3 Remove the two bolts on the operating handle. Each bolt has a nut, washer and bushing. Discard the bushings and lock nuts.

4 Slide the operating handle over to the side of the fifth wheel. Slide the bottom part first. This will allow the underside of the handle to clear the jaw and wedge studs and timer.



Caution: always wear safety glasses and do not stand directly over parts while disassembling or assembling wheel.

Dissassembly

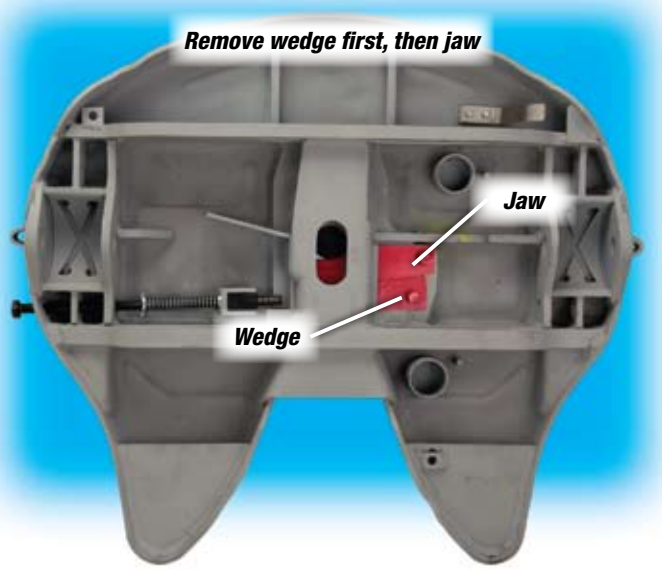
5 Remove the timer by lifting upward. Then slide the operating handle out through the slot in the rear cross member of the fifth wheel.

6 Slide the bumper toward the operating handle slot and to the rear of the fifth wheel until the bumper tang clears the operating handle slot and remove.

7 **CAUTION!*** Remove and discard the cotter pins from the jaw and wedge spring boss. Pry the small tail of the springs up over the jaw and wedge studs. Remove and discard both springs.

Note: spring tool part no. is MSC-710.

8 Remove the wedge first and then the jaw. Discard the jaw and wedge.



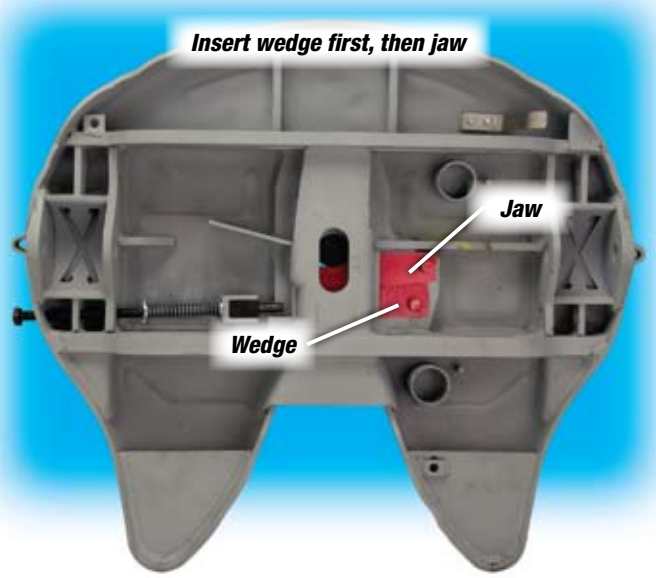
***CAUTION! The wedge spring is under extreme tension. Always wear safety glasses. Do not stand directly over the springs while disassembling or assembling wheel.**

Assembly

Before rebuilding the assembly, check to make sure that there are no cracks in the cross members or other components. Also check bracket pin holes to ensure they are not worn oversize (pins should fit snugly). Under no circumstances should a fifth wheel be repaired or used if any component (cross member, saddle bearing, etc). is cracked.

1 Always assemble parts around a 2" kingpin or a shaft with a 2" diameter. Insert new jaw first and then the new wedge below it. Grease the jaw and wedge on top and bottom. Also apply grease to the stationary jaw in the throat of the fifth wheel.

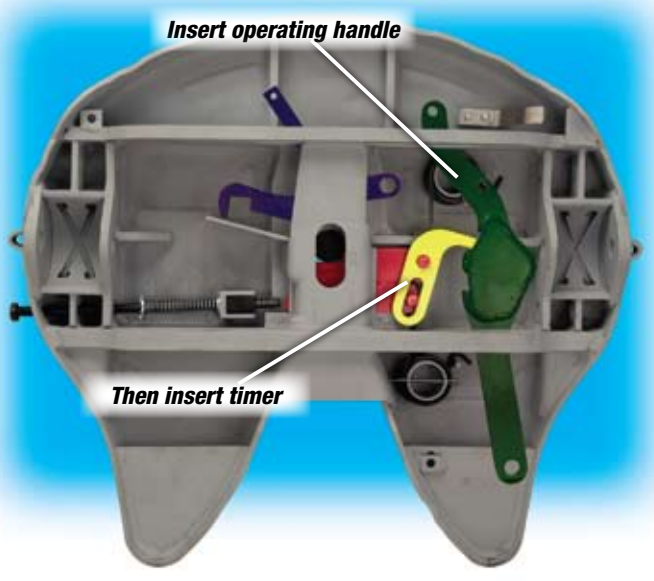
Note: Fontaine suggests the use of a moly-based lubricant such as Mobilgrease XHP320 or equivalent when applying lubricant to the locking jaw and wedge. Lightly oil other moving parts in the fifth wheel.



2 Insert the new wedge spring through the slot in the rear cross member and lay the coil over the spring boss. Using a spring tool, engage the small hooked tail of the wedge spring and wind it around until it is directly over the small stud at the back of the bracket. Using a hammer, nudge the spring downward allowing it to catch on the stud. Insert the new cotter pin. Repeat these steps to replace the jaw spring. **Note: the jaw spring has minimal tension and can carefully be replaced by hand.**

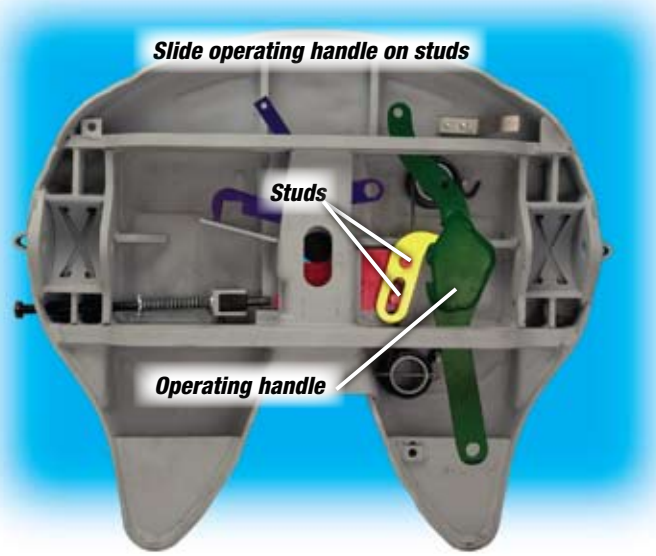
3 Insert operating handle and bolt to pivot mount. Use existing bolt, washer, hairpin cotter (inspect for wear before using and replace if necessary). Use the new lock nut and bushing that is supplied in the repair kit.

4 Install bumper and bolt to operating handle. use existing bolt and washers (inspect for wear before using and replace if necessary). Use new lock nut and bushing that is supplied in the repair kit. Note orientation of bolt . After installing the bumper check to make sure that it can pivot freely.



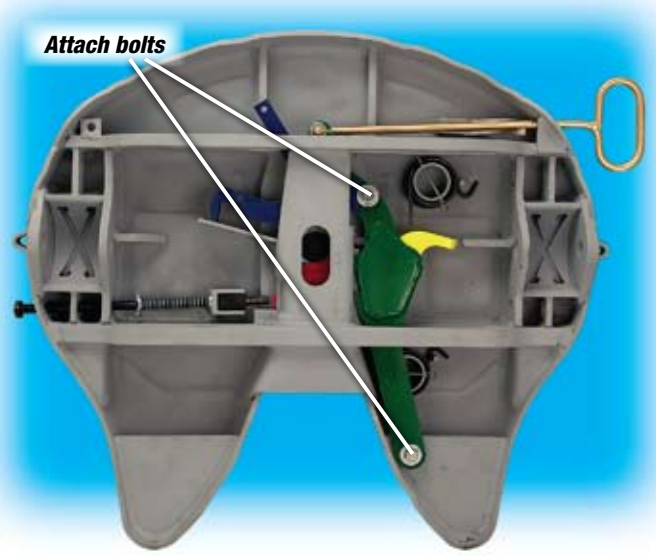
5 Slide operating handle toward the center of wheel to engage handle with studs on the jaw and wedge. Slide the top part first. This will ensure that the grooves on the operating handle are aligned with the studs.

6 Insert the pull handle through the fifth wheel skirt. Using the cotter pin and washer, fasten it to the top hole of the operating handle.



7 Align the bumper hole with the operating handle hole. Replace the bolts on the operating handle. The bolt which fastens the operating handle to the bumper must be inserted with the threads facing toward you to prevent interference with the jaw spring. The other bolt should be positioned with the threads facing downward. (see drawing on page B:20) Each bolt has a washer and a new nut and bushing. Apply grease to the bolt parts and where there is metal to metal contact with the operating handle. Do not over-tighten bolts. Lubricate all pivot points.

8 Connect the bumper spring to its clasp. Apply grease to the bracket pockets and to the grease fittings on the side of the fifth wheel until grease flows into upper brackets. Also apply a liberal amount of grease to the top plate.



Rebuild troubleshooting

Problem	Possible Cause	Remedy
Difficulty Coupling	1. Kingpin too high to trip latch. 2. Damaged trailer plate or kingpin.	1. Lower landing gear. 2. Check trailer plate for flatness. Check kingpin for squareness with trailer plate.
Excessive wear on fifth wheel top plate	1. Damaged trailer plate.	1. If trailer plate is not flat – replace it.
Difficulty uncoupling	1. Pressure on locking mechanism caused by truck drifting apart from trailer putting excess pressure on lock. 2. Oval-shaped kingpin. 3. Debris build-up in the grease.	1. Back up tractor and set brakes. Strike the wedge-stop rod which protrudes through the side of the fifth wheel. This spring loaded rod will release the pressure on the locking mechanism.
Slack	1. Wedge-stop rod not adjusted properly. 2. Undersized kingpin. 3. Worn jaw and wedge.	1. Open fifth wheel and insert 2" kingpin or shaft with 2" diameter. Trip the lock and adjust the wedge-stop rod so that it is 1/4" from the wedge. 2. Replace kingpin if worn greater than 1/8" (3.1 mm) from original 2" (50.8 mm) diameter. 3. Jaw and wedge could have excessive wear – Replace.

Note: all fifth wheel installations must be approved by Fontaine Fifth Wheel.