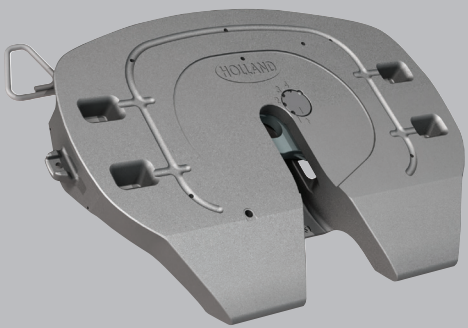
SAF-HOLLAND Group

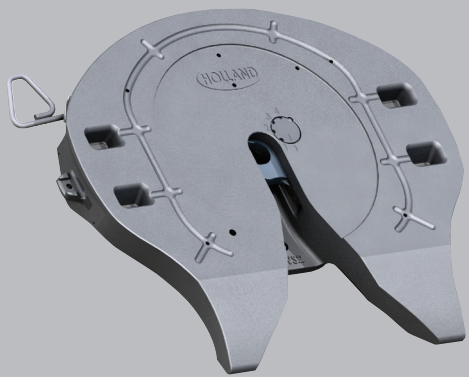
Owner's Manual

FWS1 and FWS2 Series Fifth Wheels

Operation, Maintenance and
Troubleshooting Procedures

- FWS1 Assembly Series
- XA-S1 Top Plate Series
- FWS2 Assembly Series
- XA-S2 Top Plate Series





XL-FW10054UM-en-US Rev C

Introduction

This manual provides the information necessary for the proper operation and maintenance of HOLLAND® FWS1 and FWS2 series fifth wheels.

NOTE: For HOLLAND replacement components contact SAF-HOLLAND Customer Service: 888-396-6501.

Notes, Cautions, and Warnings

You must read and understand all of the procedures presented in this manual before operating or starting work on any HOLLAND FWS1 or FWS2 series fifth wheel.

IMPORTANT: Keep this manual in a safe location for future reference.

Proper tools must be used to perform the maintenance and repair procedures described in this manual.

NOTE: In the United States, workshop safety requirements are defined by federal and/or state Occupational Safety and Health Acts. Equivalent laws may exist 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 the work is performed.

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

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

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.

1. Model Identification

Fifth wheel serial tags are located on the left side of the fifth wheel top plate above the fifth wheel bracket pin, or on the pickup ramps as shown ***(Figure 1)***.

The part number and serial number are listed on the tag as shown ***(Figure 2)***.

Figure 1

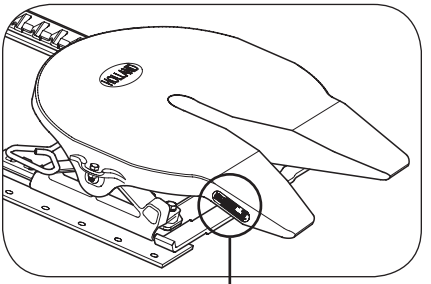
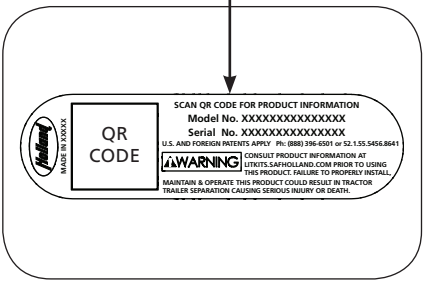


Figure 2



2. General Safety Instructions

Read and observe all Warning and Caution hazard alert messages in this publication. They provide information that can help prevent serious personal injury, damage to components, or both.

All fifth wheel installation and maintenance must be performed by a trained technician using proper tools and safe procedures.

IMPORTANT: Prior to operation of the fifth wheel you must be thoroughly satisfied that the fifth wheel has been appropriately installed on the vehicle.

⚠WARNING Failure to properly install the fifth wheel may result in tractor trailer separation which, if not avoided, could result in death or serious injury.

Refer to SAF-HOLLAND Installation Manual XL-FW10008BM-en-US (available on the Internet at www.safholland.us) for proper installation procedures.

⚠WARNING Failure to follow all the operating procedures contained in these instructions may result in a hazardous condition which, if not avoided, could result in death or serious injury.

These instructions apply to the proper operation of your fifth wheel only. There are other important checks, inspections, and procedures listed in the Owner's Manuals for your tractor and trailer that are necessary, prudent, and/or required by law.

Only SAF-HOLLAND Original Parts should be used.

A list of SAF-HOLLAND technical support locations to supply SAF-HOLLAND Original Parts can be found on the Internet at www.safholland.us or contact our customer service group at 888-396-6501.

Updates to this manual will be published as necessary on the Internet at www.safholland.us.

3. Fifth Wheel 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. To transport loads that are within the maximum fifth wheel rated capacities:
   FWS1-50,000 lbs.
   FWS2-55,000 lbs.
   Maximum Vertical Load
   150,000 lbs. Maximum Drawbar Pull.
3. In on-road applications.

IMPORTANT: SAF-HOLLAND definition of off-road refers to terrain on which a tractor-trailer operates which is unpaved and rough, or ungraded. Any terrain not considered part of the public highway system falls under this heading.

4. As recommended in SAF-HOLLAND literature available on the internet at www.safholland.us.

4. Fifth Wheel NON-Intended Use

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, or upper coupler and fifth wheel lube plates that do not maintain the SAE kingpin dimensions. Refer to SAF-HOLLAND Service Bulletin XL-SB004-01(available on the Internet at www.safholland.us) for more information on fifth wheel lube plates.

⚠WARNING Failure to couple with a proper kingpin may result in improper coupling, allowing tractor and trailer separation, which if not avoided, could result in death or serious injury.

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. In off-road applications.
6. Applications other than recommended in SAF-HOLLAND literature available on the Internet at www.safholland.us.

5. Coupling Preparation

1. Prior to coupling you must inspect the fifth wheel and mounting.
   - Tighten loose fasteners.
   - Replace missing fasteners.
   - Repair/replace missing, cracked or otherwise damaged components.
   - Clean grease grooves if a large amount of debris is present.
   - Lubricate fifth wheel-to-trailer contact surfaces if needed.
   - Inspect fifth wheel mechanism. Lubricate dry or rusty components.
   - If you have a sliding fifth wheel, make sure both plungers are fully engaged.
   - Inspect air line connections.
   - Make sure fifth wheel is in appropriate position for weight distribution on the tractor. For proper positioning of the fifth wheel refer to SAF-HOLLAND publication XL-FW10008BM-en-US available on the Internet at www.safholland.us.

2. Make sure coupling area is flat, level and clear of persons and obstacles.
3. Tilt ramps of fifth wheel downward ***(Figure 3)***.
4. Make sure lock is open ***(Figure 4)***. If lock is closed lift release handle up, pull all the way out, and up again to hook on casting ***(Figure 5)***. If air release equipped, set tractor brakes and actuate fifth wheel control valve to open lock.

6. Coupling Procedures

1. Position the tractor so that the center of the fifth wheel is aligned with kingpin and back up straight ***(Figure 6)***.

Figure 3

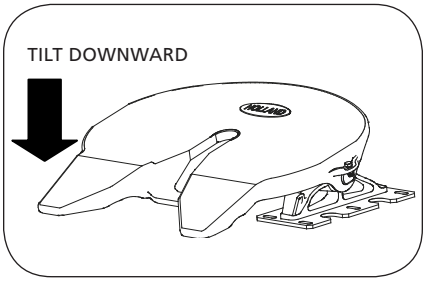


Figure 4

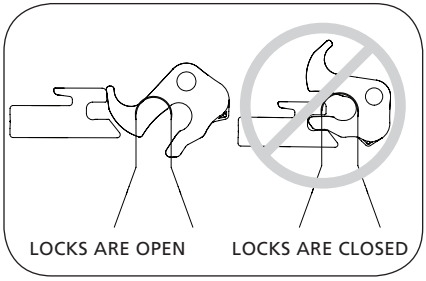


Figure 5

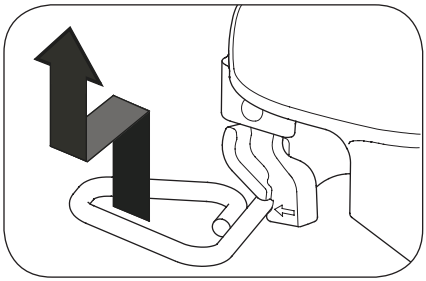
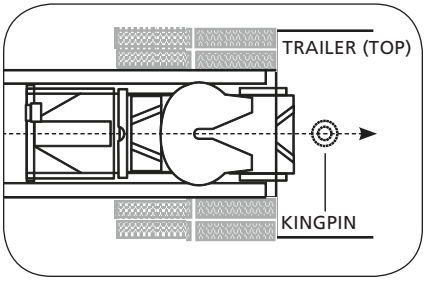


Figure 6



2. Back tractor close to the trailer and STOP before making contact with trailer ***(Figure 7)***.
3. Chock trailer wheels.
4. Connect brake lines and light cord.
5. Support slack in lines to prevent interference.
6. Set trailer brakes.
7. Adjust trailer height so fifth wheel will lift trailer. Trailer should contact fifth wheel 4"-6" behind the center of fifth wheel ***(Figure 8)***.

NOTE: Follow instructions published by manufacturer for proper operation of landing gear.

⚠WARNING Failure to couple with the trailer at the proper height may result in improper coupling, allowing tractor and trailer separation, which if not avoided, could result in death or serious injury.

8. Slowly back into trailer, engaging kingpin in fifth wheel.
9. Perform a pull test as an INITIAL CHECK by locking trailer brakes and pulling forward with tractor to make sure tractor trailer separation does not occur ***(Figure 9)***.
10. Get out of tractor and visually inspect the following to be sure lock is closed and tractor and trailer are properly coupled ***(Figure 10)***.
    a. Release handle fully retracted with safety indicator in down position above release handle.
    b. No gap is permissible between trailer bolster plate and fifth wheel.
    c. Lock securely closed behind jaw.

Figure 7

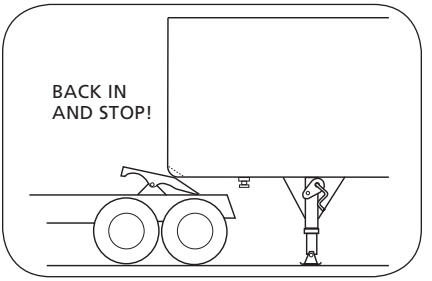


Figure 8

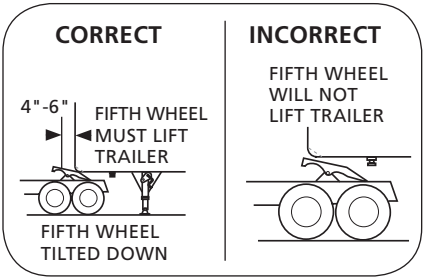


Figure 9

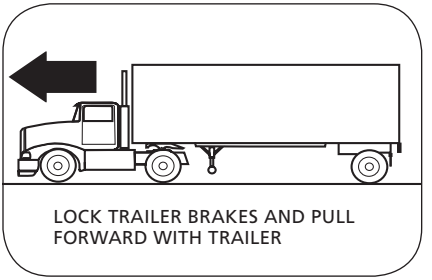
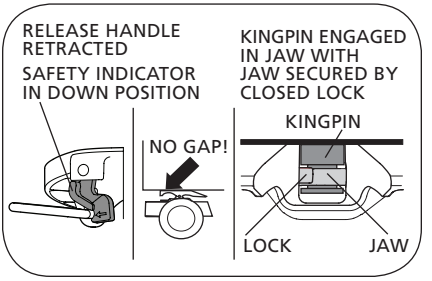


Figure 10



11. If you do not achieve a proper couple, repeat the coupling procedure.

⚠WARNING Failure to properly couple the tractor and trailer may result in tractor trailer separation while in use which, if not avoided, could result in death or serious injury.

IMPORTANT: Do not use any fifth wheel that fails to operate properly.

⚠WARNING Failure to repair a malfunctioning fifth wheel before use may result in a tractor trailer separation which, if not avoided, could result in death or serious injury.

12. Fully retract the landing gear legs off the ground and secure the crank handle ***(Figure 11)***.

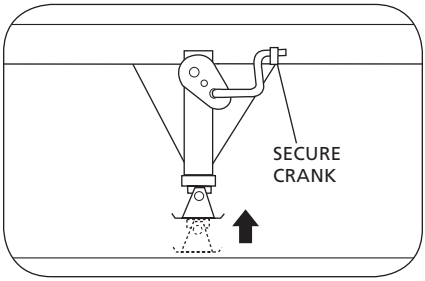
NOTE: Follow instructions published by landing gear manufacturer for proper operation of landing gear.

13. Verify brake lines and light cords are connected.
14. Remove wheel chocks, continue with pre-trip inspection.

7. Uncoupling Procedures

1. Position tractor and trailer on firm, level ground clear of obstacles and persons.
2. Set trailer brakes.
3. Slowly back tractor tightly against trailer to relieve pressure on the fifth wheel locks.
4. Set tractor brakes.
5. Chock trailer wheels.

Figure 11



6. Lower landing gear until pads just touch the ground ***(Figure 12)***.

NOTE: Follow instructions published by manufacturer for proper operation of landing gear and ability to transfer trailer weight off fifth wheel. DO NOT raise trailer off the fifth wheel.

7. Disconnect brake lines and light cord.
8. Lift release handle up, pull all the way out, and up again to hook on casting ***(Figure 13)***. If air release equipped, actuate fifth wheel control valve to open locks.
9. Release tractor brakes and slowly drive away from trailer.

8. Positioning Sliding Fifth Wheels

⚠WARNING NEVER reposition a sliding fifth wheel while the tractor-trailer is in motion or on public roads. Failure to avoid could cause loss of vehicle control or tractor-trailer separation which, if not avoided, could result in death or serious injury.

1. Position tractor and trailer in a straight line on level ground.
2. Lock trailer brakes.

CAUTION Failure to stop and properly lock the trailer brakes may cause uncontrolled sliding of fifth wheel which, if not avoided, may result in component damage to tractor or trailer.

3. Release slide locking plungers by moving cab switch to unlock position ***(Figure 14)***. (If manual slide release equipped, pull release lever.) If plungers do not come out, lower the landing gear to relieve pressure on the fifth wheel. This will allow fifth wheel to slide easier.

Figure 12

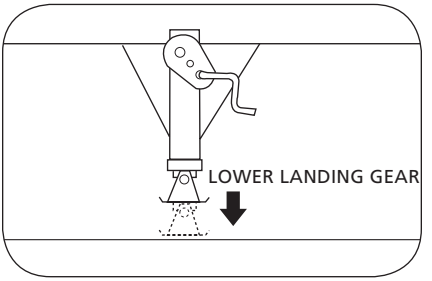


Figure 13

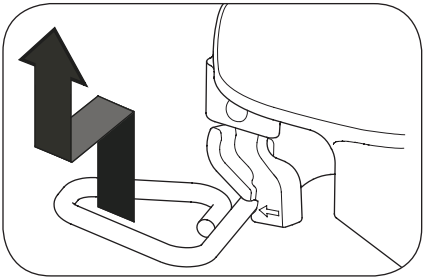
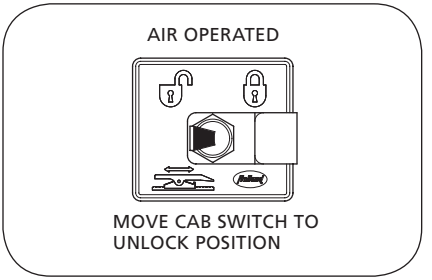


Figure 14



NOTE: Cab switch style may differ by OEM design.

4. Slowly drive the tractor forward or backward to position fifth wheel and stop tractor at desired position.
5. Re-engage slide locking plungers by moving cab switch to the lock position ***(Figure 15)***. (If manual slide release equipped, trip release arm to allow plungers to retract.)
6. Retract landing gear legs if lowered.

NOTE: Follow instructions published by landing gear manufacturer for proper operation of landing gear.

7. Verify that slide locking plungers have been re-engaged by performing a pull test. Lock trailer brakes and pull forward with tractor to make sure fifth wheel does not slide ***(Figure 16)***.

IMPORTANT: DO NOT operate the vehicle if the plungers are not fully engaged (locked).

⚠WARNING Failure to properly engage plungers and slide base may cause loss of vehicle control which, if not avoided, could result in death or serious injury.

9. Fifth Wheel Maintenance

IMPORTANT: All maintenance must be performed by a trained technician using proper tools and safe procedures.

IMPORTANT: All maintenance must be performed while the tractor is uncoupled from the trailer.

⚠WARNING Failure to properly maintain your fifth wheel could result in tractor trailer separation which, if not avoided, may result in death or serious injury.

Figure 15

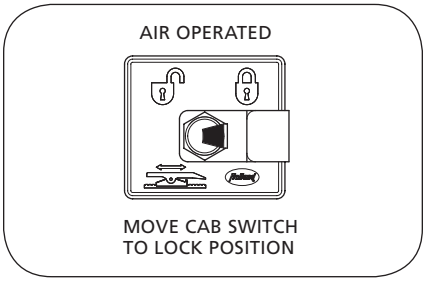
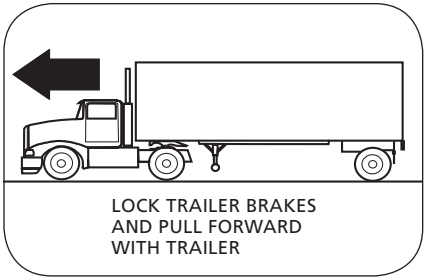


Figure 16



1. For steps required for fifth wheel maintenance, refer to Step 1 of Section 5 and all steps in Sections 10 through 15.

NOTE: Removal of the fifth wheel top plate is not required for maintenance but may be required when performing repairs.

10. Top Plate Removal

IMPORTANT: Fifth wheel assembly has replaceable pocket inserts installed between the fifth wheel top plate and mounting base. Take care when removing fifth wheel top plate not to lose pocket inserts.

⚠CAUTION Failure to prevent pocket inserts from falling out of the top plate could cause a potentially hazardous situation which, if not avoided, may result in minor or moderate injury.

1. Remove bracket pin retention nuts and bolts from both sides of fifth wheel top plate ***(Figure 17)***.
2. Using a pry bar, pull bracket pins out of fifth wheel top plate ***(Figure 17)***.
3. Using a lifting device capable of lifting 500 lbs., remove the top plate from the mounting base. Place fifth wheel on a flat, clean working area.

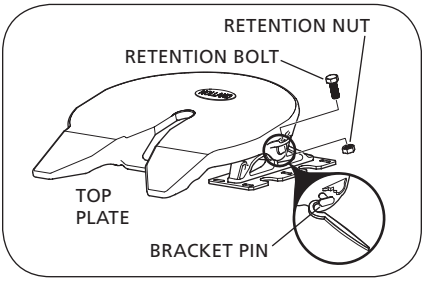
NOTE: Follow instructions published by lifting device manufacturer for proper operation of lifting device.

11. Fifth Wheel Lubrication

IMPORTANT: Fifth wheel lubrication is necessary to get the maximum service life from your FWS1 or FWS2 fifth wheel. Perform the following procedures at the intervals shown.

- Lubricate locking mechanism every three (3) months or 30,000 miles.
- Thoroughly clean the locking mechanism every six (6) months or 60,000 miles.

Figure 17



IMPORTANT: If your fifth wheel operates in snowy or icy winter conditions, lubrication should be performed every spring in addition to routine lubrication (as noted above), to ensure optimum operation.

11.A Proper Lubrication Method

1. Remove old grease and debris from all fifth wheel-to-trailer contact surfaces. Apply new water-resistant lithium-based grease to all fifth wheel-to-trailer contact surfaces ***(Figures 18 and 19)***.
2. Using water-resistant lithium-based grease, lubricate jaw where contact is made with kingpin. Also lubricate where lock contacts casting ***(Figure 19)***.
3. Using a light oil, lubricate release handle pivot ***(Figure 19).***

If fifth wheel is air release equipped, follow Steps 4-8 for lubrication of the air cylinder.

4. Activate air cylinder control to extend piston and shaft to its full travel ***(Figure 20)***.
5. Clean exposed piston shaft with penetrating oil and a clean shop towel. Do not use any abrasives on the exposed shaft as they could damage the piston shaft.
6. De-activate the air cylinder.
7. Remove supply air line and add 2-4 drops of air tool oil to cylinder through the supply fitting. Reinstall supply air line ***(Figure 21)***.
8. Activate and de-activate air cylinder 2-3 times to work air tool oil into cylinder and onto piston and verify proper operation.

Figure 18

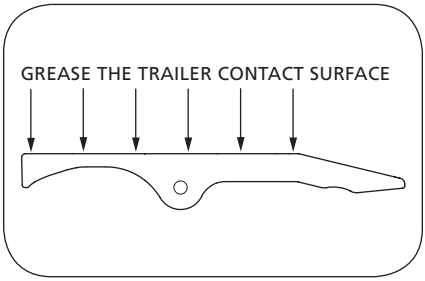


Figure 19

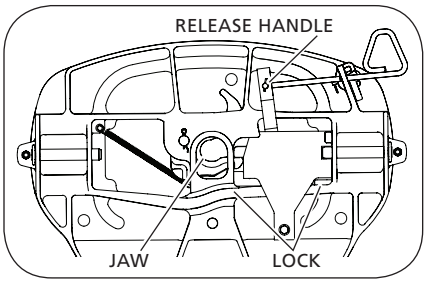


Figure 20

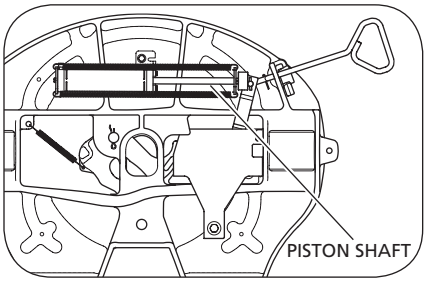
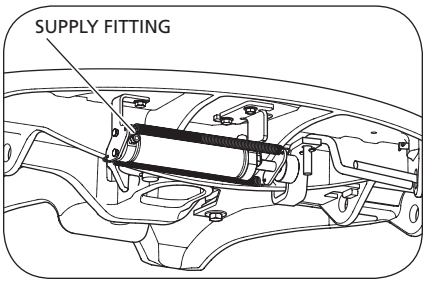


Figure 21



11.B As-Needed Lubrication

- Maintain lubrication on fifth wheel-to-trailer contact surfaces. Use a water-resistant lithium-based grease. Clean grease grooves if a large amount of debris is present.
- Clean and lubricate locking mechanism if operational difficulties arise during the service life of your fifth wheel (i.e. problems with coupling, uncoupling, or pulling the release handle).

12. Slide Base Lubrication

NOTE: Slide base should be moved fore and aft at least once a year to maintain optimum performance.

IMPORTANT: If equipped with air release, lubricate air cylinder every three (3) months or 30,000 miles.

1. With the piston shaft in the exposed position, clean with penetrating oil and a clean shop towel ***(Figure 22)***. (ILS sliders-spray spring covered piston shaft thoroughly with penetrating oil ***(Figure 22)***.

IMPORTANT: DO NOT use any abrasives on the exposed shaft as they could damage the piston shaft

2. Remove supply air line and add 2-4 drops of air tool oil to cylinder through the supply fitting. Reinstall supply air line ***(Figures 23 & 24 Traditional Sliders and Figure 25-ILS Sliders)***.
3. Activate and de-activate air cylinder 2-3 times to work air tool oil into cylinder and onto piston and verify proper operation.

Figure 22

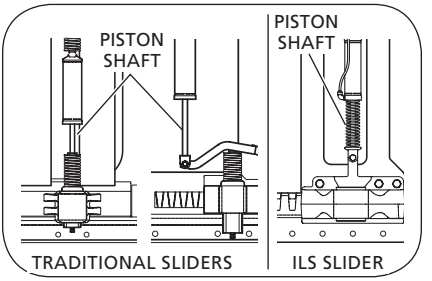


Figure 23

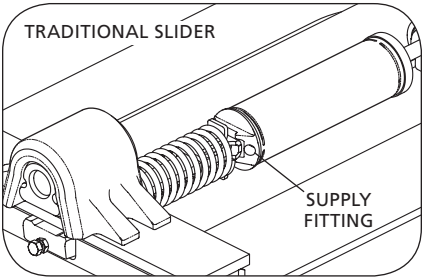


Figure 24

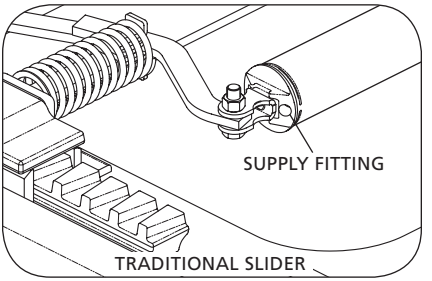
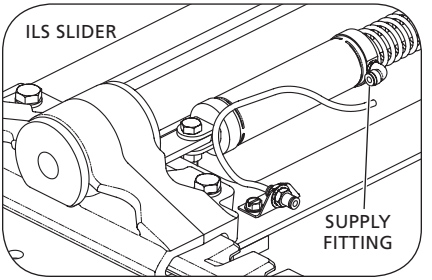


Figure 25



13. Fifth Wheel Adjustment

Fifth wheel adjustment should be checked at a minimum of every 60,000 miles or if excessive movement between kingpin and fifth wheel is noticed when driving the vehicle.

IMPORTANT: Excessive movement between the tractor and trailer can effect vehicle handling.

⚠WARNING Failure to maintain proper fifth wheel adjustment could result in loss of vehicle control which, if not avoided, could result in death or serious injury.

NOTE: To obtain proper fifth wheel adjustment SAF-HOLLAND recommends use of HOLLAND lock tester Part No. 4000171, available from your local HOLLAND distributor.

1. If fifth wheel is locked, lift release handle up, pull all the way out, and up again to hook on casting. If air release equipped, actuate fifth wheel control valve to open lock ***(Figure 26)***.
2. Ram lock tester into fifth wheel top plate to lock fifth wheel ***(Figure 27)***.
3. Push the lock tester forward so that it is tight against the fifth wheel's front lock. Ensure the lock tester is pressed flat against the surface of the fifth wheel. Scribe a line on the surface of the fifth wheel face along front edge of lock tester ***(Figure 28)***.
4. Pull lock tester toward fifth wheel ramps. Ensure the lock tester is pressed flat against the surface of the fifth wheel. Scribe a second line on the surface of the fifth wheel face along front edge of lock tester ***(Figure 29)***.

Figure 26

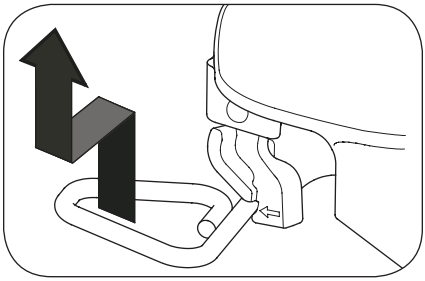


Figure 27

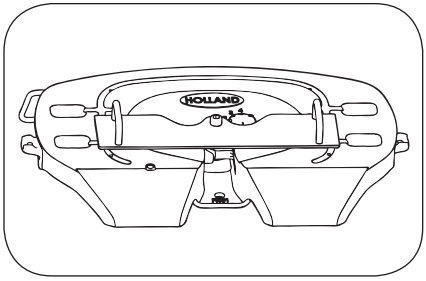


Figure 28

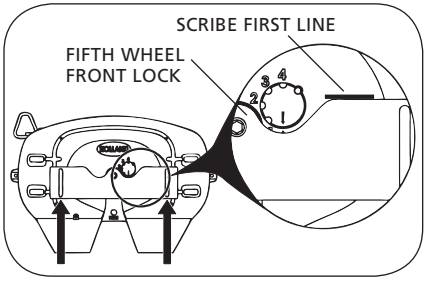
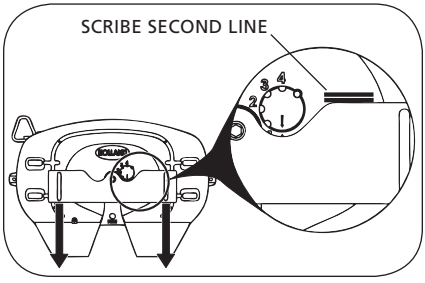


Figure 29



5. Rotate lock tester out of the way and measure distance between scribed lines. If distance between lines exceeds 1/8", the lock should be adjusted tighter ***(Figure 30)***.
6. To adjust lock:
   - With lock tester still locked in fifth wheel, lift up on fifth wheel ramps and rotate fifth wheel to its forward most position (towards cab).
   - Remove clinch pin from bottom of lock adjustment pin ***(Figure 31)***.
   - Lift lock adjustment pin and rotate clockwise to the next adjustment position shown on the face of fifth wheel ***(Figure 32)***.
   - Push lock adjustment pin into fifth wheel in the new position.
   - Replace clinch pin.
7. Re-check for free play in the locks by repeating Steps 3-5. If free play still exceeds 1/8", repeat Step 6 and rotate lock adjustment pin one more notch.

NOTE: If free play greater than 1/8" remains with the lock adjustment pin on the last (fourth) position, then the fifth wheel should be rebuilt using rebuild kit RK-FWS-A-L.

Figure 30

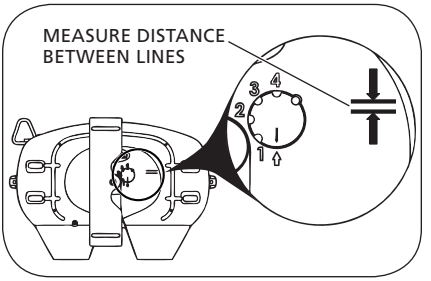


Figure 31

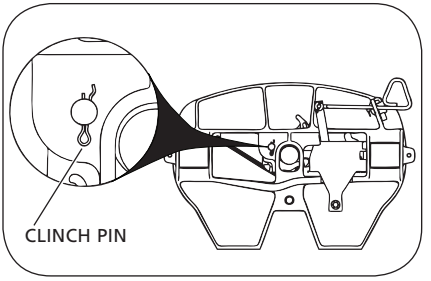
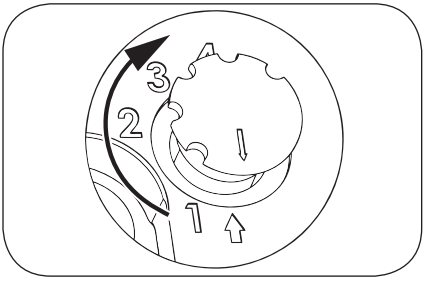


Figure 32



8. Verify the proper adjustment by locking and unlocking fifth wheel several time with lock tester. Verify that there is at least 1/16" of forward and backward play in the lock by sliding a 1/16" drill bit between the front edge of the kingpin on the lock tester and the front lock (radius) of the fifth wheel ***(Figure 33)***.

NOTE: A minimum of 1/16" free play is critical to proper operation of the fifth wheel.

If there is NOT 1/16" minimum freeplay in the lock, the fifth wheel lock adjustment pin must be rotated counterclockwise to the next lower position. Reverify that 1/16" minimum play exists using 1/16" drill bit as described above. Check that the fifth wheel is properly locked.

9. Rotate lock adjustment tool from side-to-side to ensure that the lock is not over tightened. The lock should not grip the kingpin and the lock tester should rotate freely.

14. Pocket Insert Inspection

Replace pocket inserts if:

- The free vertical movement of top plate on the bracket is 1/2" or greater, without compressing rubber bushings ***(Figure 34)***.
- The bracket pads or shoes are severely chipped, cracked or gouged.

Figure 33

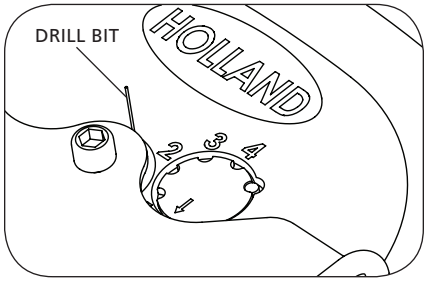
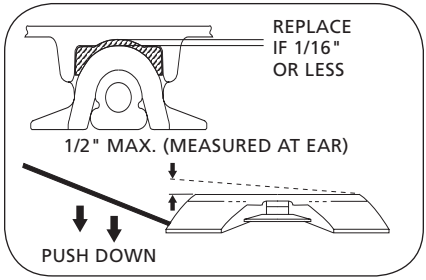


Figure 34



15. Top Plate Installation

1. If pocket inserts are dislodged from fifth wheel casting, clean pocket area of casting and apply a strip of double-face tape in bottom of pockets. Install pocket inserts by pressing down into pockets ***(Figure 35)***.
2. Using a lifting device capable of lifting 500 lbs., install the fifth wheel top plate onto its mounting base.

NOTE: Follow instructions published by lifting device manufacturer for proper operation of lifting device.

3. Install bracket pins through fifth wheel casting and mounting base and secure by installing the bracket pin retention bolts and nuts ***(Figure 36)***. Torque retention bolts not to exceed 60 ft.-lbs.

Figure 35

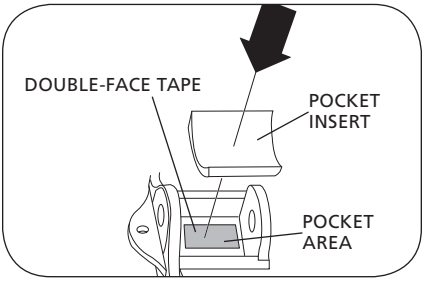
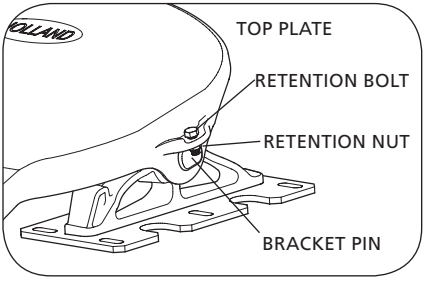


Figure 36



16. Troubleshooting

Difficult to Couple to Trailer:

✓	POSSIBLE CAUSE	REMEDY
	Attempting to couple too fast.	Couple in accordance with the procedure in this Owner's Manual.
	The trailer may be too high; the kingpin is not entering the lock properly.	Lower the trailer in accordance with manufacturer's instructions.
	Lock is closed.	Manually pull the release handle out as far as possible and swing the hinged lock open. If air release equipped, set tractor brakes and actuate fifth wheel control valve to open lock.
	Accumulated rust or grime interfering with the lock operation.	Thoroughly clean the fifth wheel and re-lubricate in accordance with the procedure in this Owner's Manual.
	The lock is adjusted too tightly.	Check lock adjustments in accordance with the procedure in this Owner's Manual.
	The lock may be damaged.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Damaged, bent release handle.	Replace release handle using the appropriate SAF-HOLLAND service kit.
	Jammed safety indicator.	Inspect the release handle, if bent , replace using the appropriate SAF-HOLLAND service kit.
	Lock jaw opening is spread due to a prior high coupling attempt.	Measure the width of the opening in the jaw. If greater than 2.38", replace using the appropriate SAF-HOLLAND service kit.
	Top plate is damaged just below the lock adjustment pin.	The entire fifth wheel top plate MUST be replaced.
	Bent kingpin, damaged upper coupler, or improper use of "lube plate" may be interfering with lock movement.	Check the kingpin and upper coupler as detailed in HOLLAND Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to HOLLAND Service Bulletin XL-SB004-01 for lube plate warnings.

Difficult to Uncouple from Trailer:

✓	POSSIBLE CAUSE	REMEDY
	The tractor may be putting pressure against the 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.
	Tractor too low.	Raise tractor suspension to proper ride height.
	The primary release handle is not pulled out completely and hooked on the notch in the casting.	Pull the release handle all the way out, then lift handle up and hook on casting.
	Accumulated rust or grime interfering with the lock operation.	Thoroughly clean the fifth wheel and re-lubricate in accordance with the procedure in this Owner's Manual.
	The lock is adjusted too tightly.	Check lock adjustments in accordance with the procedure in this Owner's Manual.
	The release handle will not stay out or must be held out when unlocking.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Missing or damaged release system parts.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Casting bent/damaged at throat area, restricting movement.	The entire fifth wheel top plate MUST be replaced.
	Bent cover plate interfering with lock movement.	Inspect the cover plate for flatness and replace, if necessary.
	Bent kingpin, damaged upper coupler, or improper use of "lube plate" may be interfering with lock movement.	Check the kingpin and upper coupler as detailed in HOLLAND Service Bulletin XL-SB020. Repair/replace as required. Remove any improperly installed or improperly specified lube plates. Refer to HOLLAND Service Bulletin XL-SB004-01 for lube plate warnings.

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.

Excessive Movement between Fifth Wheel and Kingpin:

✓	POSSIBLE CAUSE	REMEDY
	Fifth wheel lock requires adjustment.	Follow the procedures contained in this Owner's Manual.
	Fifth wheel cannot be adjusted further.	The fifth wheel MUST be rebuilt using the appropriate SAF-HOLLAND service kit.
	Kingpin is loose.	Repair trailer.
	Kingpin is worn.	Check kingpin for acceptable wear with HOLLAND TF-0110. Replace kingpin if necessary.

Hard Steering or Binding:

✓	POSSIBLE CAUSE	REMEDY
	Lack of lubrication on fifth wheel top surface.	Lubricate top of fifth wheel plate using a high pressure, lithium-based grease. Follow recommended lubrication schedule as described in this Owner's Manual.
	Warped trailer upper coupler plate.	Check upper coupler for flatness and replace, if necessary. Refer to HOLLAND Service Bulletin XL-SB020.

17. Rebuild and Replacement Kits

REBUILD AND REPLACEMENT KITS	PART NUMBER
Rebuild Kit-Manual Release (FWS1, FWS2)	RK-FWS-A-L
Rebuild Kit –Air Release (FWS1, FWS2)	RK-FWS-A-80-L
Lock Jaw Replacement Kit	RK-4109939
Release Handle Replacement Kit	RK-10990
Air Cylinder Replacement Kit	RK-10999
Pocket Inserts-Pair	RK-PKT-2

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 product.

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