From fifth wheel rebuild kits to suspension bushing repair kits, SAF-HOLLAND Original Parts are the same quality components used in the original component assembly. SAF-HOLLAND Original Parts are tested and designed to provide maximum performance and durability. Will-fits, look-alikes or worse yet counterfeit parts will only limit the performance potential and could possibly void SAF-HOLLAND’s warranty. Always be sure to spec SAF-HOLLAND Original Parts when servicing your SAF, Holland or Neway product.
TROUBLE SHOOTING HINTS

Before rebuilding, review the trouble-shooting hints below. You may find that rebuilding is unnecessary. If rebuilding is required, refer to the figures above to be sure you have the correct kit for your fifth wheel. Additional bulletins, instructions and references are available from a distributor or at www.safholland.us.

TROUBLE SHOOTING HINTS

Kingpin feels loose in fifth wheel lock:

✔ POSSIBLE CAUSE REMEDY

☐ Fifth wheel lock requires adjustment.
☐ Kingpin is loose.
Follow “Lock Adjustment Procedure” found on page 6 in this manual.
Fix trailer.

Fifth Wheel is Hard to Hook Up to Trailer:

✔ POSSIBLE CAUSE REMEDY

☐ Attempting to couple too fast.
Pick up the trailer with the fifth wheel. Stop. Then continue backing until the fifth wheel locks firmly to the kingpin. Stopping helps prevent hitting the kingpin too hard.

☐ The trailer may be too high. The kingpin is not entering the locks properly.
Lower the trailer. (See low gear on the landing gear.)

☐ Locks are closed.
Manually pull the release handle out as far as possible and swing the hinged lock open.

☐ Accumulated nut or grime interfering with the lock operation.
Spray a durable light lubricant — such as Lubriplate® Chain and Gear Oil — on all moving parts, including the release handle and operate several times.

☐ The locks are adjusted too tightly.
Check lock adjustments in accordance with the procedure in this manual.

☐ Bent release handle or kingpin or damaged bolster plate may be interfering with lock movement.
Check release handle for damage. Check the kingpin with a SAF-HOLLAND TF-0110 Kingpin Gage and bolster plate with a 48” straightedge. Repair or replace as required. (Reference XL-SB20.)

☐ The locks may be damaged.
The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.

☐ The fifth wheel may need rebuilding.
The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.

☐ Using lube plate with wrong kingpin length.
See SAF-HOLLAND Service Bulletin XL-SB004.

Fifth Wheel is Hard to Unhook from Trailer:

✔ POSSIBLE CAUSE REMEDY

☐ The tractor may be putting pressure against locks.
Lock the trailer brakes and back the tractor tightly against the kingpin to relieve the pressure on the fifth wheel lock, set the brakes, then pull the release handle and hook it on the notch in the casting.

☐ The primary release handle is not pulled out completely and hooked on the notch in casting.
Slide the primary release handle forward, then pull out the handle, slide it forward, and hook it on the notch of the top plate casting (see FIGURE 14).

☐ Rust or grime on the locking mechanism.
Spray a durable lubricant — such as Lubriplate® Chain and Gear Oil — on all moving parts, including the release handle, and operate several times.

☐ Bent kingpin or damaged bolster plate.
Check the kingpin with a SAF-HOLLAND TF-0110 Kingpin Gage and bolster plate with a 48” straightedge. Repair or replace as required.

☐ Using lube plate with wrong kingpin length.
See SAF-HOLLAND Service Bulletin XL-SB004.

☐ The release handle will not stay out or must be held out when unlocking.
The fifth wheel MUST be rebuilt using the appropriate service kit. Follow the procedures in this manual.

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

TROUBLE SHOOTING HINTS

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XA-171 SERIES PARTS BREAKDOWN

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<thead>
<tr>
<th>ITEM</th>
<th>PART NO.</th>
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* Not included in Rebuild Kit
If pocket inserts are needed, order part number RK-PKT-2

25 - optional

SAF-HOLLAND, Inc.    XL-FW441-01 Rev D
INSPECTION & ADJUSTMENT PROCEDURES

Inspection – Locking Mechanism
1. Verify the proper operation of the fifth wheel by locking and unlocking the fifth wheel using a SAF-HOLLAND TF-TLN-5001 Lock Tester TF-TLN-5001.

2. Set tool on the fifth wheel, engage the “J” hook, and rotate the handle to lock.

3. Pull the handle rearward to unlock.

4. After each attempt, verify that the fifth wheel is properly locked, as shown.

5. After unlocking, verify that the handle ‘kicks off’ the unlock notch and moves into the ready to couple position.

Do not use any fifth wheel which does not operate properly. If the fifth wheel does not operate properly, contact your local Holland Representative for assistance. Failure to properly operate this fifth wheel could result in tractor separation, which may cause death or serious injury to others.

Adjustment – Locking Mechanism
1. Using ONLY a SAF-HOLLAND TF-TLN-5001 Lock Adjustment Tool, lock the fifth wheel and verify that it is closed as shown in previous step.

2. Slide the adjustment tool forward and backward to check for play between locks and king pin. Ensure that the tool remains flat with full contact on the fifth wheel top plate. If free play exceeds 0.080”, adjust locks.

3. To adjust locks, unscrew the socket head cap screw until the head clears the adjusting pin. Tighten the socket head cap screw. Adjust only one notch at a time.

4. Verify the proper adjustment by locking and unlocking the fifth wheel several times with the lock tester. Check that the fifth wheel is properly locked as shown on the left (Inspection – Locking Mechanism).

5. Rotate the lock adjustment tool from side-to-side to ensure that the locks are not overtightened. The locks should not grip the king pin and tool should rotate freely.

6. Re-check for free play in locks by sliding the adjustment tool. Freeplay should be .040” minimum. If there is still excessive free play in the locks, repeat the adjustment procedures or contact your nearest SAF-HOLLAND representative.

WARNING: Improper adjustment can cause improper locking of the fifth wheel. If the fifth wheel does not operate properly, DO NOT USE IT! Repeat the adjustment procedures or contact your nearest SAF-HOLLAND representative.

REBUILDING PROCEDURES

WARNING: All of the required parts in this kit MUST be used. DO NOT substitute other or used parts. Improper part combinations can cause the product to couple improperly and may result in death or serious injury to others.

IMPORTANT SAFETY INFORMATION
1. All fifth wheel maintenance must be performed by a qualified service technician using proper tools and safe procedures.

2. Use only genuine SAF-HOLLAND parts.

3. Wear safety goggles during disassembly and assembly of the fifth wheel.

4. Keep fingers away from all potential pinch points in the fifth wheel.

5. Do not weld on this product. Do not deviate from the instructions contained in this manual. Any changes or deviations from these procedures will void all warranties, express or implied, unless prior written consent is obtained from Holland.

6. Always verify proper operation and adjust the fifth wheel following the procedures contained in this manual before placing back in use.

Disassembly and Inspection:
1. Remove the fifth wheel from the tractor.

2. Place fifth wheel upside down on a well supported work surface.

3. Completely disassemble the fifth wheel.

DISCARD ALL REMOVED COMPONENTS! DO NOT RE-USE ANY PARTS!

4. Thoroughly steam clean the top plate.

5. Inspect the top plate for cracks and flatness. If the top plate is cracked it must be discarded. The lock pin (Item 12) and adjusting pin (Item 3) on the SAF-HOLLAND FW17 Series are slip fit. They are not designed to be press fit like other SAF-HOLLAND fifth wheels. However, if either hole is elongated, the top plate must be replaced.

NOTE: The maximum allowable lock pin hole diameter is 1.429”. The maximum allowable adjusting pin hole diameters are 1.672” (top) and 1.172” (bottom).

WARNING: Do not attempt repair or service if the top plate is cracked or distorted. The top plate must be replaced. Failure to replace the top plate could result in tractor and trailer separation which may result in death or serious injury to others.

Fifth Wheel Assembly
1. Insert the release handle (Item 5) “S” bend through the rib handle window, as shown in FIGURE 1.

2. Lubricate both holes of the release cam (Item 4) with Never-Seez. Also lubricate both sides around the cam slot and the cam slot itself with grease, as shown in FIGURE 2.

3. Refer to FIGURE 3 for the following two steps:
   a. Install the release cam (Item 4), onto the “S” bend so that the end of the “S” bend is facing up.
   b. Articulate the release handle (Item 5) and release cam (Item 4) so that the release cam can be fed through the slot in the main rib.

   FIGURE 1

   FIGURE 2

   FIGURE 3

TF-TLN-5001.
7. Refer to FIGURE 7 for the following three steps for cam bolt installation:
   a. Place a washer (Item 7) (rounded side towards the release cam) between the release cam and boss on the casting.
   b. Place another washer (Item 7) (rounded side towards the release cam) and spacer (Item 6) on the bolt (Item 10).
   c. Secure the assembly using the 1/2-20 x 1-3/4˝ bolt (Item 10). Tighten to 40-50 ft.-lbs.

8. Place fifth wheel right side up and install the low head cap screw (Item 9), as shown in FIGURE 8.

9. Lubricate the lock adjusting pin (Item 3), the lock pin (Item 12) and the lock (Item 1), as shown in FIGURE 9.

10. Refer to FIGURES 10 and 11 for the following two steps:
   a. Align the hook (Item 2), insert the adjusting pin (Item 3) so that it lines up with the first adjustment notch, as shown in FIGURE 10.
   b. Install the cotter pin (Item 15), spreading both legs. Align the lock (Item 1), insert the lock pin (Item 12) and install the cotter pin (Item 15), spreading both legs, as shown in FIGURE 11.

11. If equipped, install spacer (Item 18), washer (Item 19) and 1/2-20 x 1-1/2˝ bolt (Item 20), as shown in FIGURE 12. Tighten to 40-50 ft.-lbs.

12. If the fifth wheel is equipped with a spring post as part of the casting, install push retainer (Item 25) as shown in FIGURE 13.

13. Install all springs as shown in FIGURE 14. For the release handle springs (Items 16 and 13), install so that all the spring openings face away from the face of the fifth wheel. Install the release cam spring (17) so that the spring opening that is connected to the release cam is facing away from the face of the fifth wheel.

14. Open the locks by sliding the release handle forward and pulling it all the way out, as shown in FIGURE 15.