

# Fontaine Parts Connection

## Service Manual

### Includes:

- Identify your fifth wheel
  - Pre-service procedures
  - Preventive maintenance
  - Troubleshooting
  - Rebuild information
  - Mounting information
  - Frequently asked questions
  - Supplemental videos available at [www.fifthwheel.com](http://www.fifthwheel.com)
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Section C: Fontaine 3000 Series

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Section E: Frequently asked questions



*F o c u s e d   O n   F i f t h   W h e e l s*

**[www.fifthwheel.com](http://www.fifthwheel.com)**

# Fontaine **No-Slack®** 6000, 7000, 7000CC

## Contents

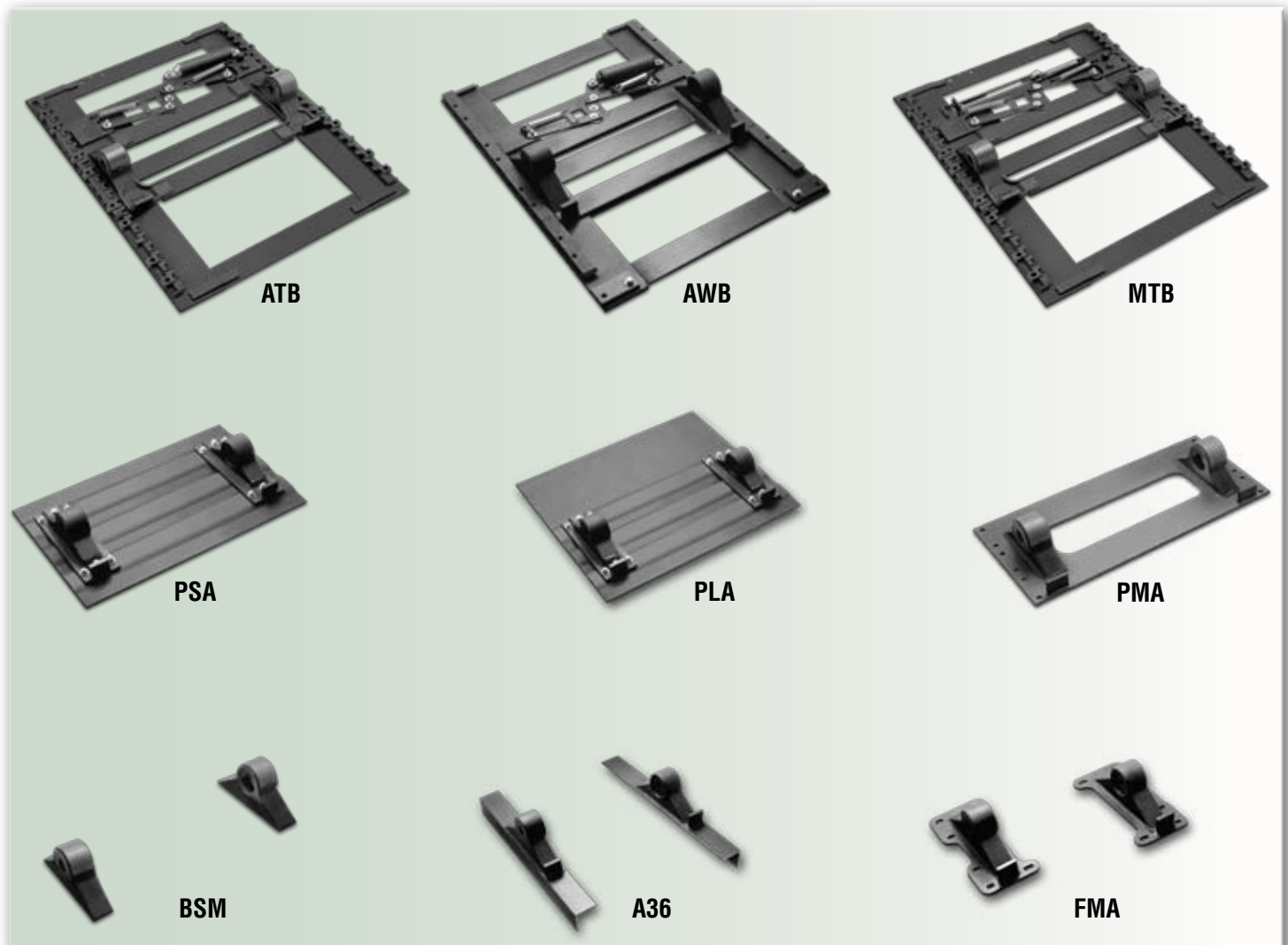
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## Identify fifth wheel assembly

### Identify top plate



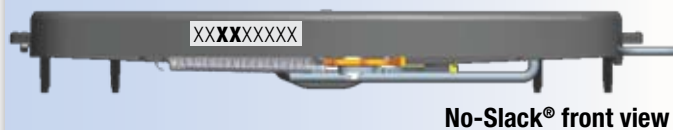
### Identify slides and brackets (Note: see Slides and Bracket section for more information)



# 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.



**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.



## Part number nomenclature

Fontaine International complete assembly part numbers. Example: **SL7ATB675012**

1. Top plate	
<b>SL</b> Release	<b>7</b> Top plate model
SL = Side left	C = 7000CC No-Slack® (left release only)
SR = Side right	7 = 7000 No-Slack®
AA = Air actuated	6 = 6000 No-Slack®
BL = Blocked left	

2. Mounting bracket	
<b>ATB</b> Mounting bracket model	<b>6750</b> Mounting height
ATB = Air slide bracket	Actual height from truck frame to top of fifth wheel.
MTB = Manual slide bracket	Examples: 7125 = 7-1/8"
PMA = Plate mount adjustable	7250 = 7-1/4"
PSA = Short plate mount	8375 = 8-3/8"
PLA = Long plate mount	9750 = 9-3/4"
FMA = Frame mount	
BSM = Bracket stationary mount	
AWX = Xtra® heavy duty air wedge slide	
A36 = Stationary angle mount	

3. Slide rail
<b>12</b> 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

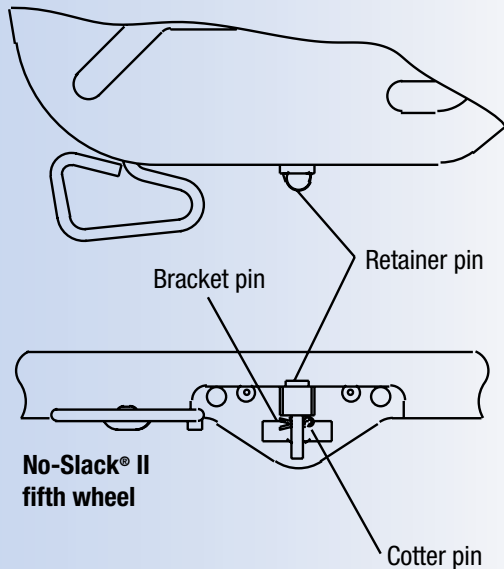
## Pre-service procedures

See *No-Slack® Pre-Service Deliver and Inspection* video at [www.fifthwheel.com](http://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.

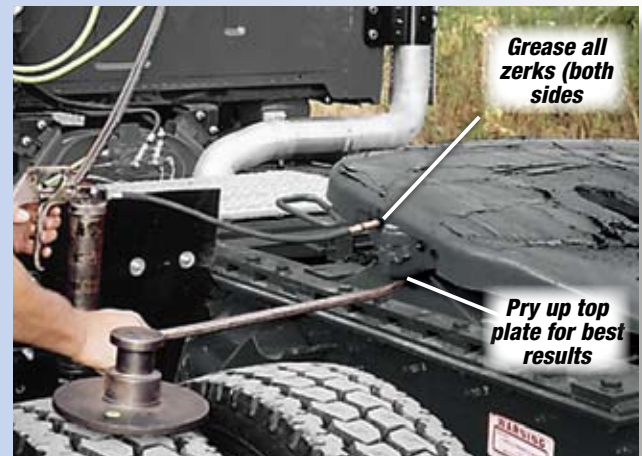


### B. Lubricate fifth wheel.

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.



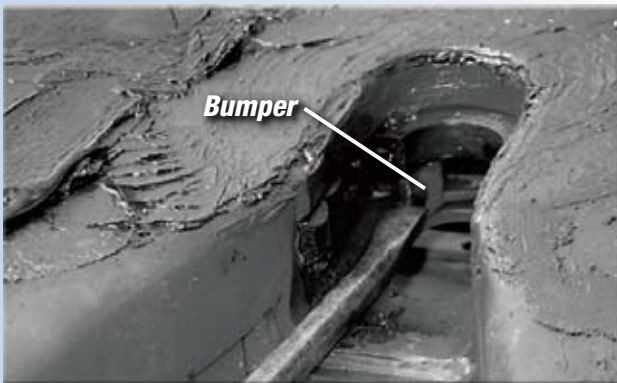
Grease the mount brackets (4 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets. If your model features bracket liners skip this step, but check for free rocking motion.

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.

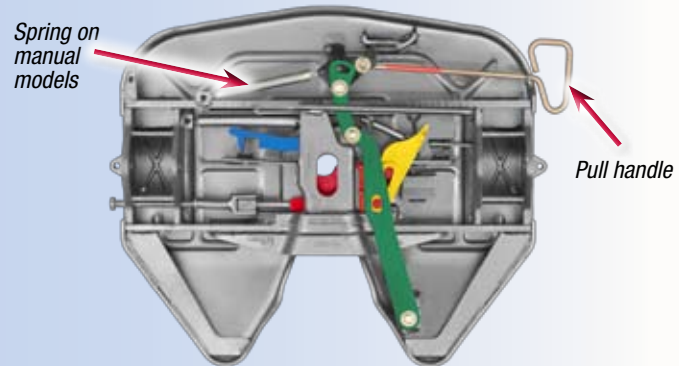


Separate the jaw and wedge with a screwdriver and press a moly based lubricant between the serrated surfaces (moly-based lubricant such as Mobilgrease XHP320 or equivalent). Also press the lubricant in the kingpin contact area on both the stationary jaw and the moveable jaw. Work the action of the pull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

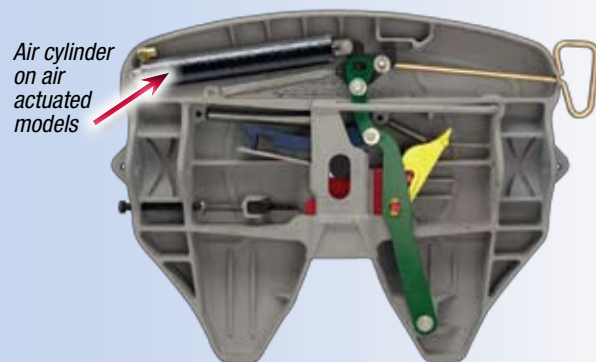
3. For sliding fifth wheels, lightly oil the locking mechanism. Operate the mechanism (air or manual) several times to ensure it is functioning properly.
4. Grease the top plate. Spread grease all over the mating surface of the top plate. Be sure the grease pockets built into the top plates are full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

## C. Operation

1. **Manual model:** Fontaine's No-Slack® 7000 and 6000 series fifth wheel shown in Figure 1 opens by a straight pull on the release handle which releases the secondary lock automatically as the mechanism opens.



2. **Air actuated model:** Fontaine's air actuated No-Slack® 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.

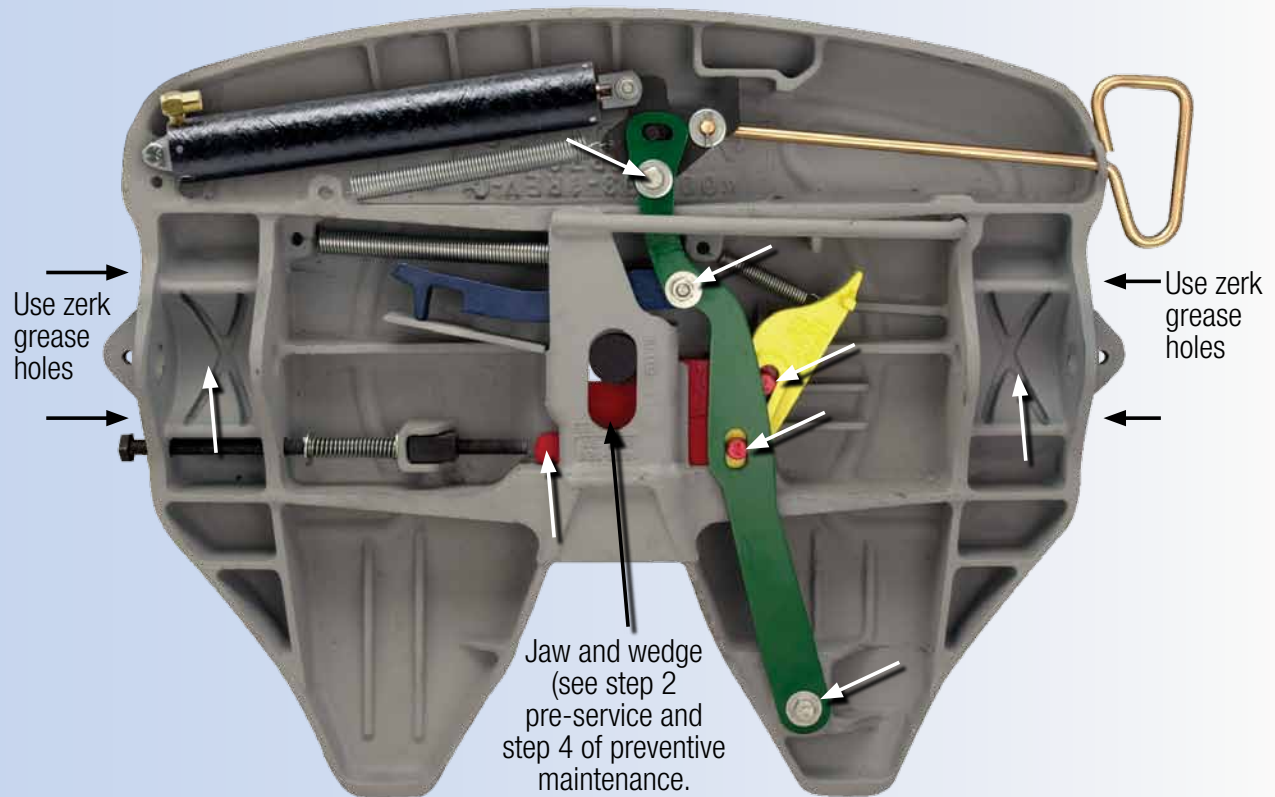


3. Close the locking mechanism using a test kingpin or 2" diameter pipe. Repeat several times making sure that all moving parts have adequate lubrication.
4. The pull handle should always be free of grease or any substance which could prevent a firm grip, causing the handle to slip and resulting in injury.

# Pre-service procedures

## Lubrication points: No-Slack® (6000/7000/7000CC)

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.



6000/7000/7000C top plates

## Preventive maintenance

See *No-Slack® Preventive Maintenance* video at [www.fifthwheel.com](http://www.fifthwheel.com) ... Click on Videos button

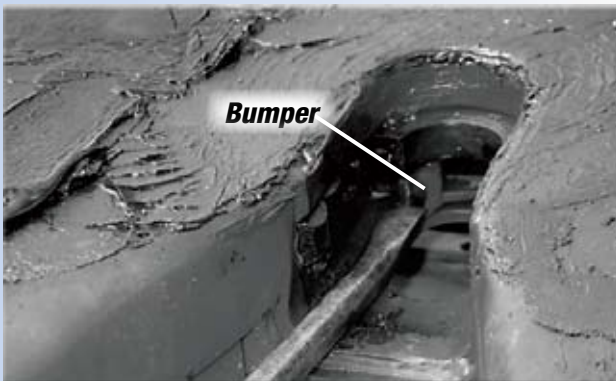
### Fontaine International's preventive maintenance procedures for No-Slack fifth wheels.

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.





## Preventive maintenance

### 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. In the locked position, the pull handle should be within one inch of the skirt of the wheel.



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 slide 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 slide rail on both sides before the truck leaves the shop!**

### Step 3: Adjustment



Verify that the pull handle is in fully locked position (within 1" of the fifth wheel skirt).

#### 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 hard to open.**

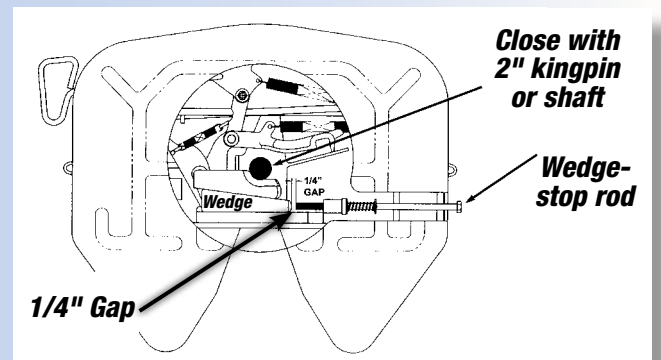


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft.



## Preventive maintenance

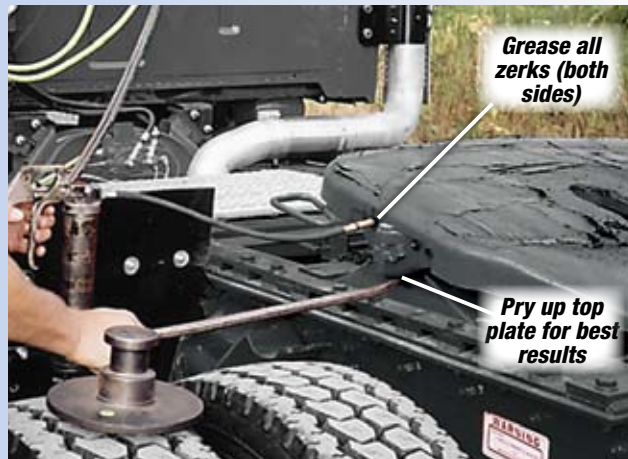
### Step 4: Lubrication

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.

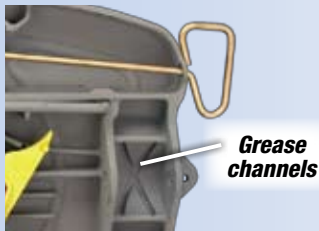
Rock the wheel back and forth while applying grease.

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.



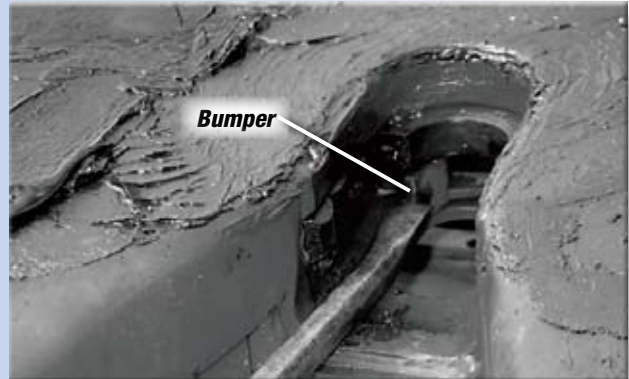
Grease the mount brackets (4 zerks). Lift the top plate up with a pry bar to ensure grease gets to the top of the brackets.



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 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 A:5.

## Preventive maintenance

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.

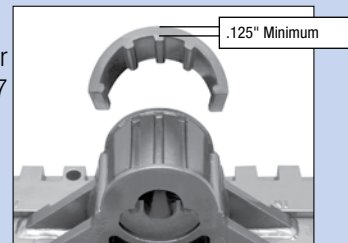


## Bracket liner inspection and replacement

### Inspection criteria:

1. Initial inspection of bracket liners should be made at 200,000 miles and every 100,000 miles thereafter.
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.

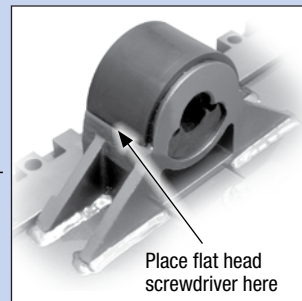
Part Number  
LNR-BKT-107



### Installation instructions:

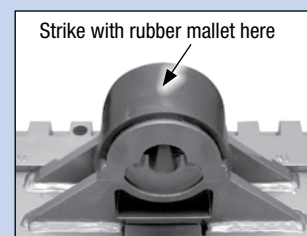
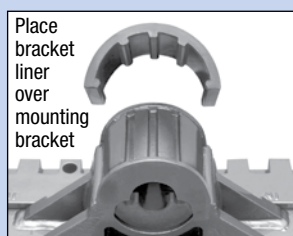
Removal of a bracket liner:

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 – with 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.



## Troubleshooting

### 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 (within 1" of the fifth wheel skirt).

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.**

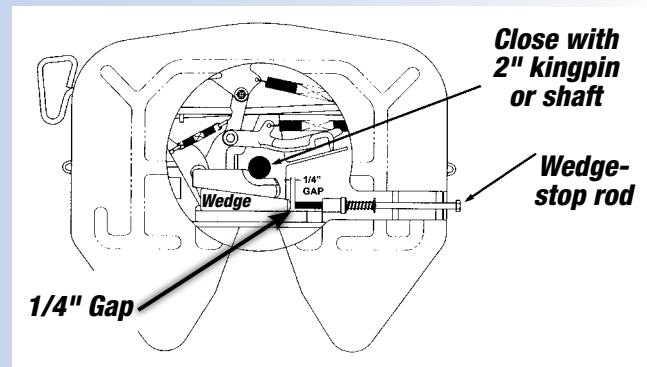
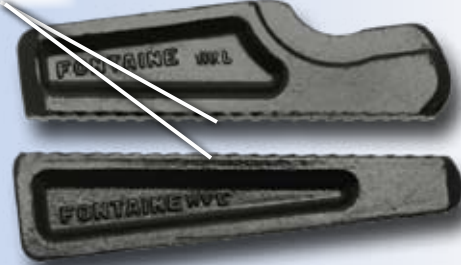


Illustration shows proper gap. Only measure when fifth wheel is in closed position using 2" kingpin or shaft.

#### 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).

#### Serrations



**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





## Troubleshooting

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 A: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.

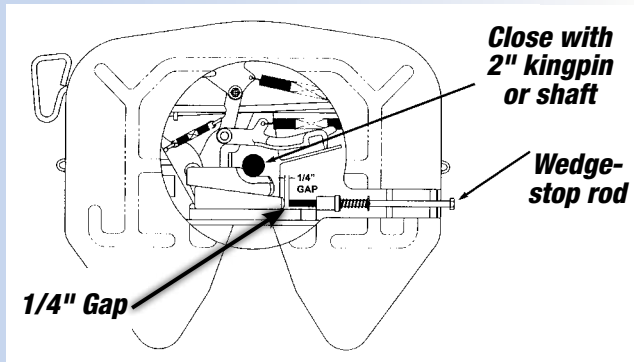
Now lubricate the secondary lock and any other pivot points under the fifth wheel with a spray lube. See lubrication points on page A:5.

## 4. Check adjustment on wheels with 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 hard to open.**

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

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



6. Kingpin gauge  
MSC-GAUGE

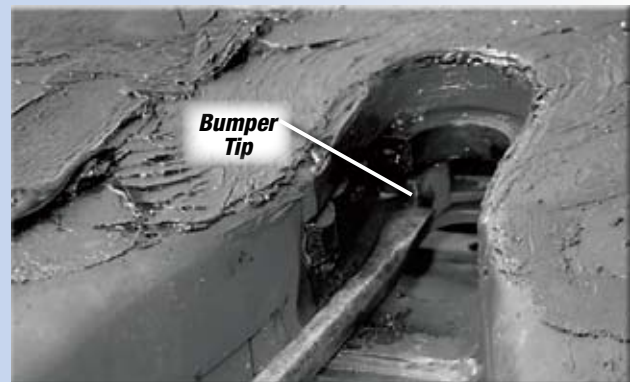
## Hard to close

### 1. Check the bumper.

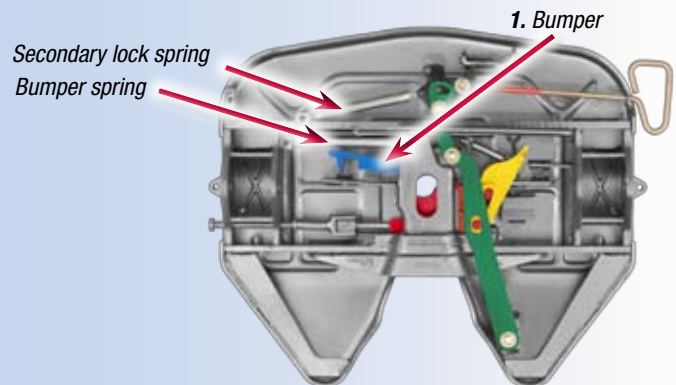
With the fifth wheel in the open position check the upper tip of the bumper. If the bumper is damaged replace it.

### 2. Check the bumper and secondary lock springs.

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).



6. Kingpin gauge  
MSC-GAUGE

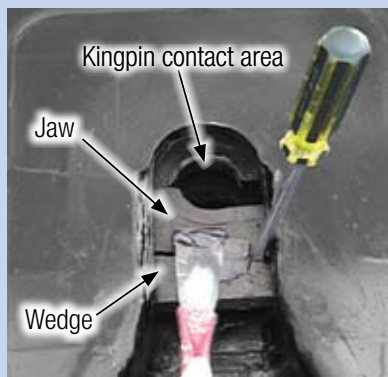
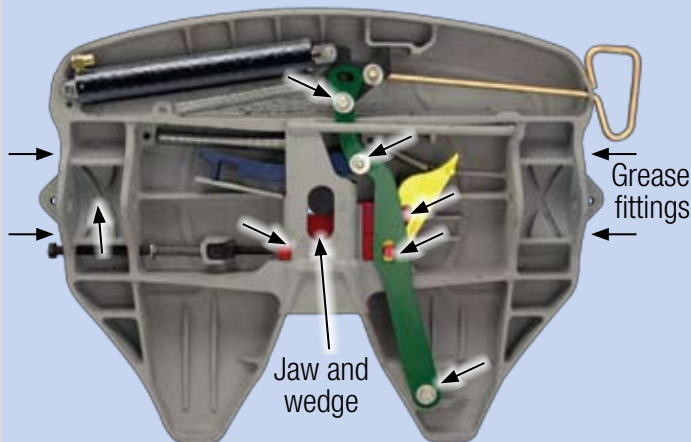
# Troubleshooting

## 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.

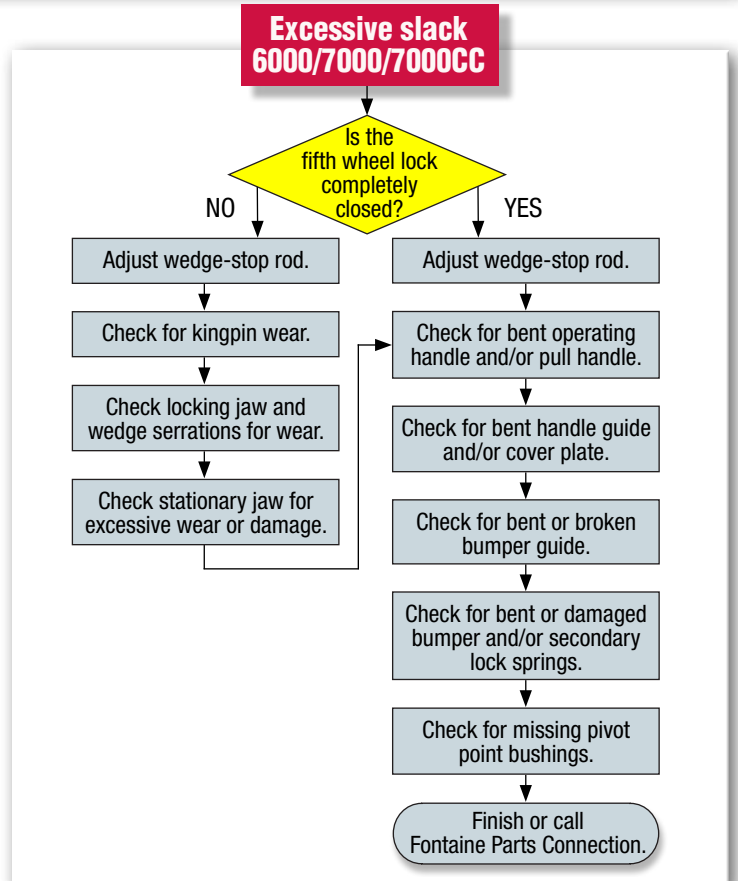
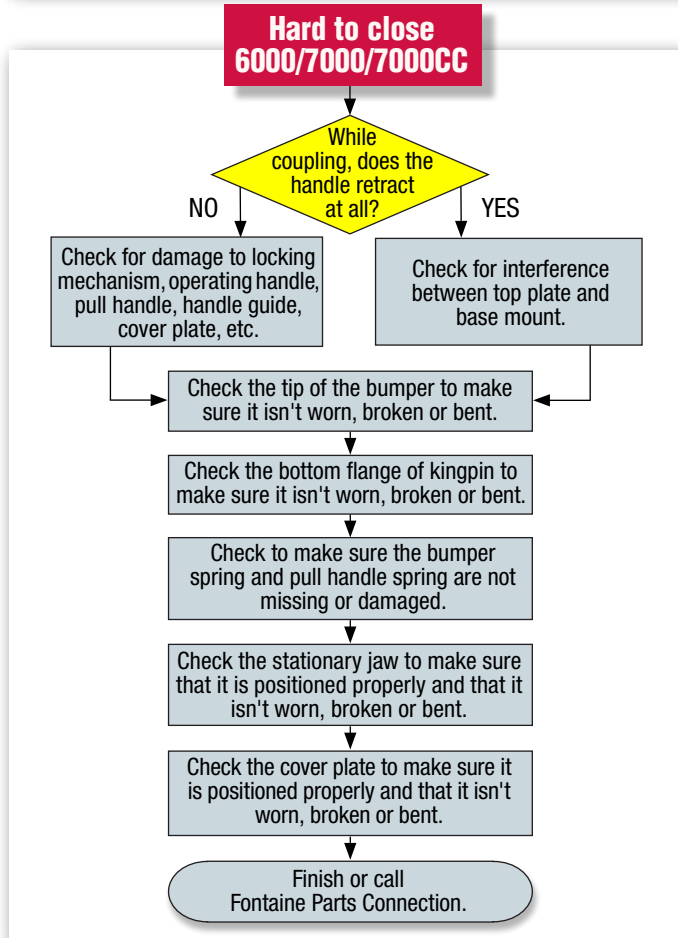
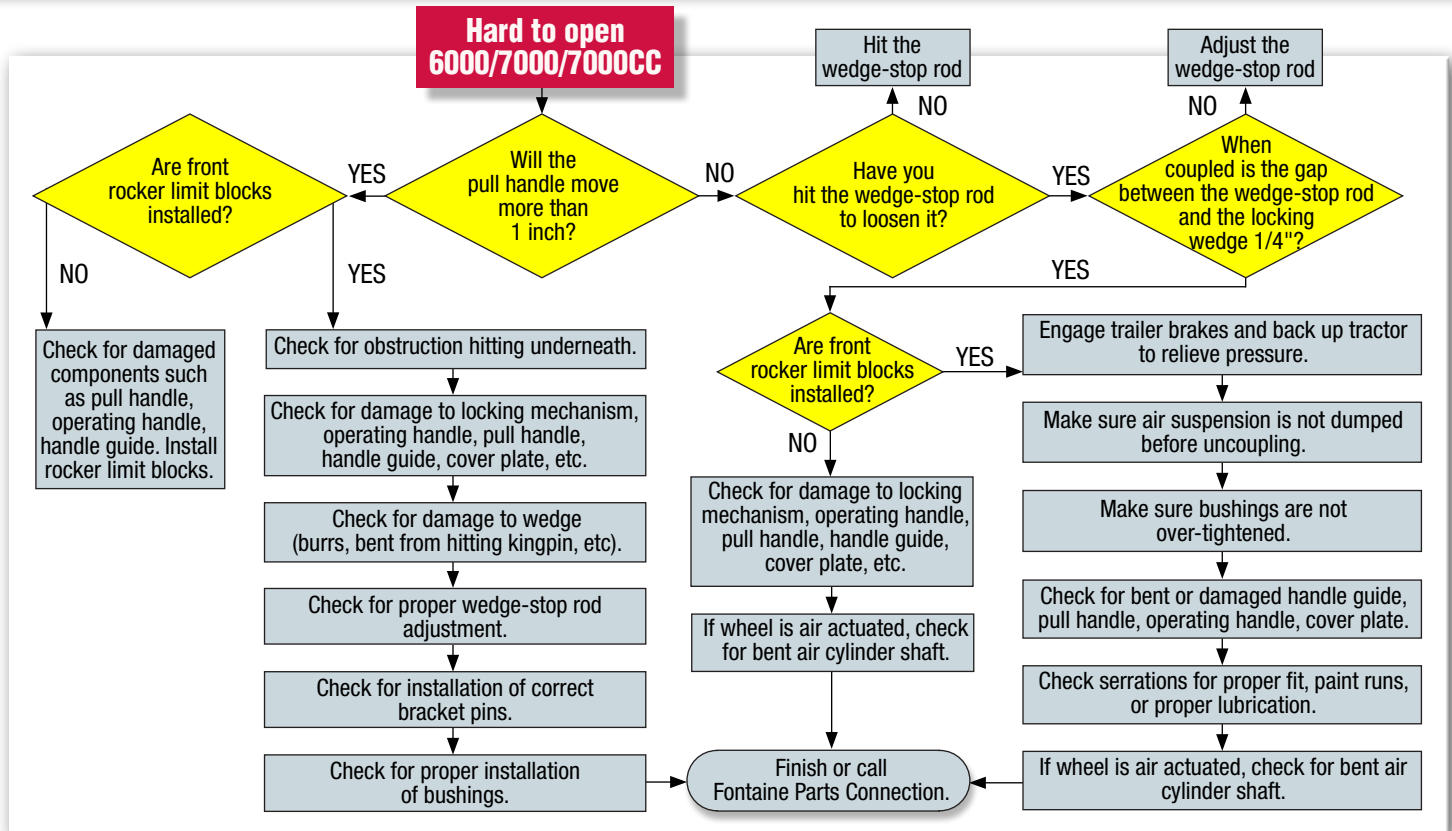
### No-Slack® (6000/7000/7000CC)

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



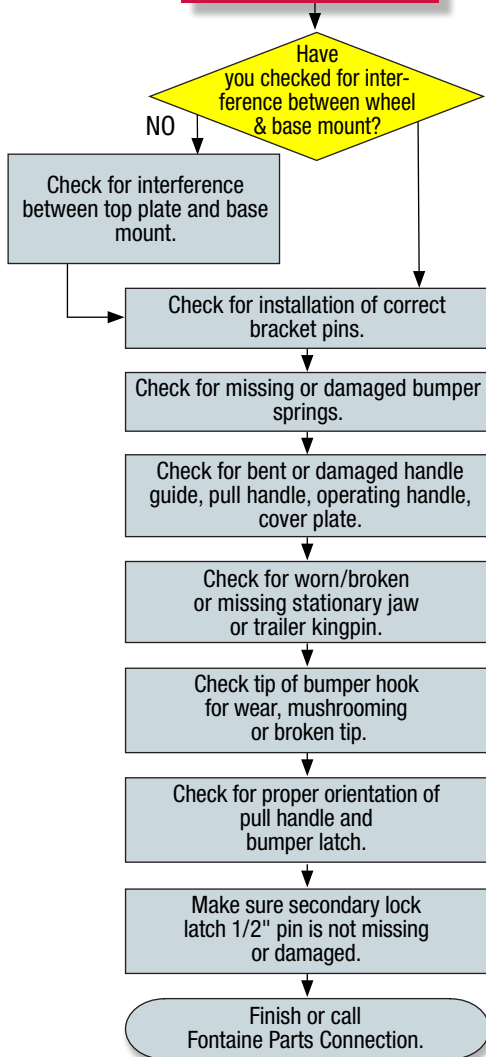
Separate jaw and wedge with screw driver and grease full length.



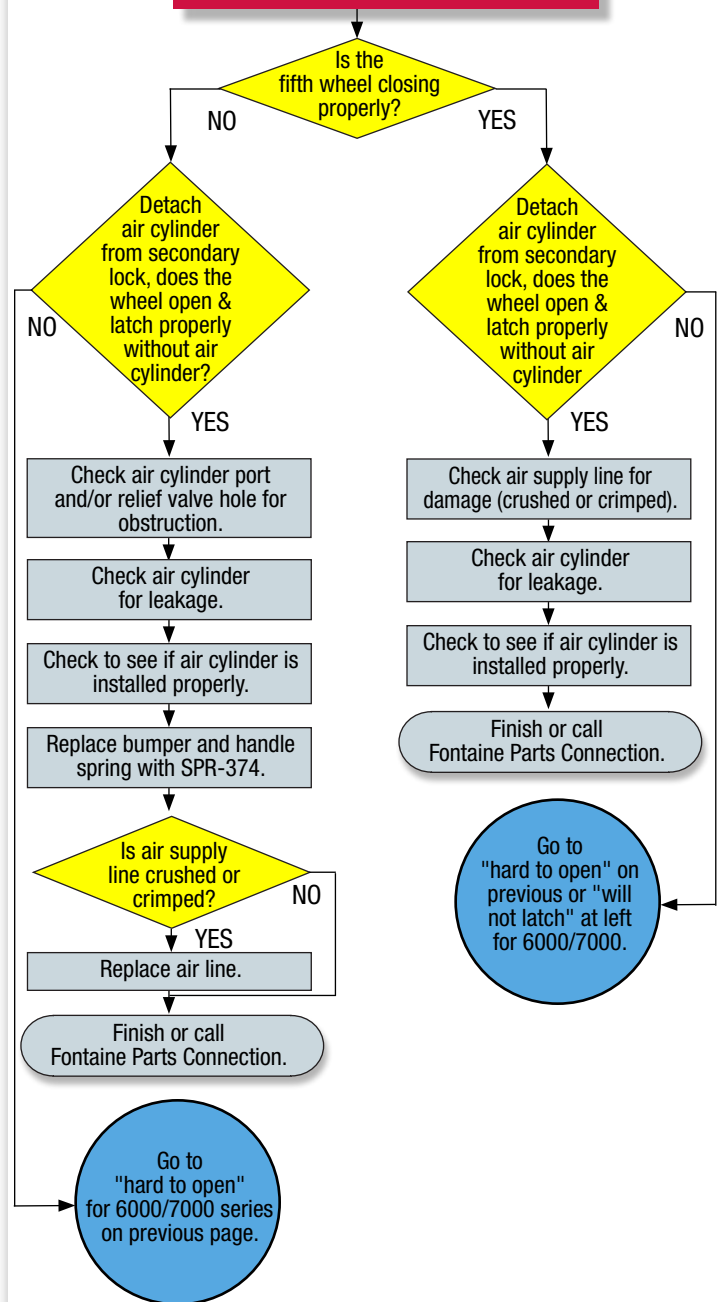


## Troubleshooting

### Will not latch open 6000/7000/7000CC



### Air actuated coupling problems 6000/7000/7000CC



6000/7000/7000CC top plates

## Rebuild

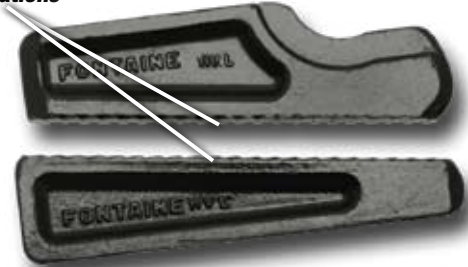
See *No-Slack® Rebuild Procedures* video at [www.fifthwheel.com](http://www.fifthwheel.com) ... Click on Videos button

**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.

**Serrations**





## Rebuild

Items needed for rebuild (follow rebuild instructions included in the KIT-RPR-6000L)

*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.

- 3/4" wrench
- 3/4" 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  
6000/7000/7000CC top plates  
KIT-RPR-6000L (left release)  
KIT-RPR-6000R (right release)



After inspection you may need to optionally order other kits. See schematic on page A:19.

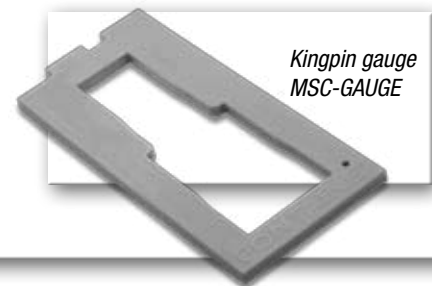
## Air actuated in-cab release

You can upgrade your Fontaine 6000 or 7000 series fifth wheel from manual to "Air Actuated" in-cab release. Simply order a **KIT-AA-6000L** (road side release) or **KIT-AA-6000R** (curb side release). You will also need **KIT-AIR-DASH** for the parts required to complete the in-dash installation.



## Special tools

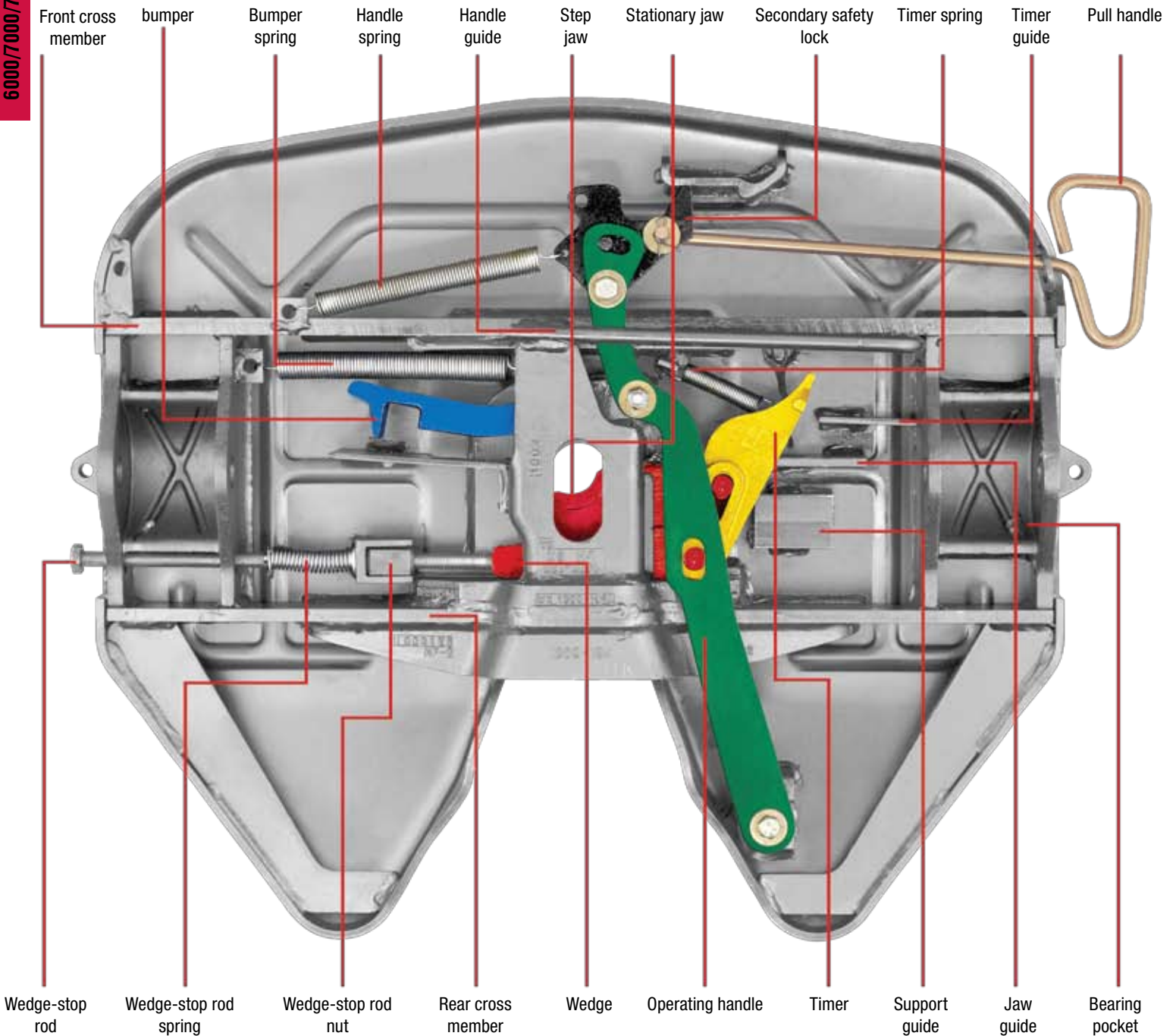
Fontaine offers special tools for your fifth wheel to help your repairs go fast and easy.



# Rebuild

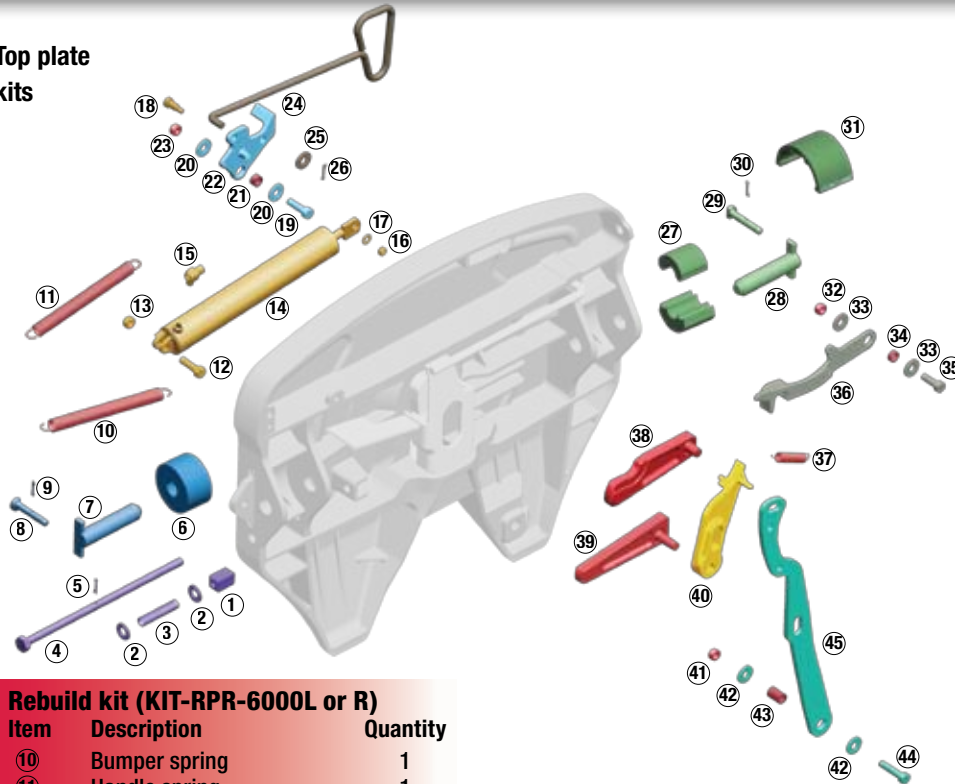
No-Slack® part identification (Note: 6000 is shown, but CC7000 and 7000 use same parts.)

6000/7000/7000C top plates



## Rebuild

### Top plate kits



#### Rebuild kit (KIT-RPR-6000L or R)

Item	Description	Quantity
10	Bumper spring	1
11	Handle spring	1
37	Timer spring	1
38	Step jaw	1
39	Wedge	1
21	Bushing, 7/16"	1
34	Bushing, 5/16"	1
43	Bushing, 1 1/4"	1
23 32 41	Hex lock nut, 1/2" - 13	3

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

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)

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

#### Bracket pin kit (KIT-PIN-LLB)

27	2-piece bushing	2 Pairs
28	Bracket pin	2
29	Bracket retainer pin	2
30	Cotter pin	2
31	Bracket liner	2

#### Secondary lock kit (KIT-LAT-6000L or R)

11	Handle spring	1
19	Hex head bolt, 1/2" - 13	1
20	Flat washer, 1/2" I.D.	2
21	Bushing, 7/16"	1
22	Secondary lock	1
23	Hex lock nut, 1/2" - 13	1
26	Cotter pin, 3/16" x 1"	1

#### Spring kit (KIT-SPRING)

Item	Description	Quantity
10	Bumper spring	1
11	Handle spring	1
37	Timer spring	1

#### Bumper kit (KIT-BPR-6000L or R)

32	Hex lock nut, 1/2" - 13	1
33	Flat washer, 1/2" I.D.	2
34	Bushing	1
35	Hex head bolt, 1/2" - 13	1
36	Bumper	1
10	Bumper spring	1

#### Timer kit (KIT-TMR-6000L or R)

37	Timer spring	1
40	Timer	1
41	Hex lock nut, 1/2" - 13	1
	Hair pin cotter (not pictured)	1

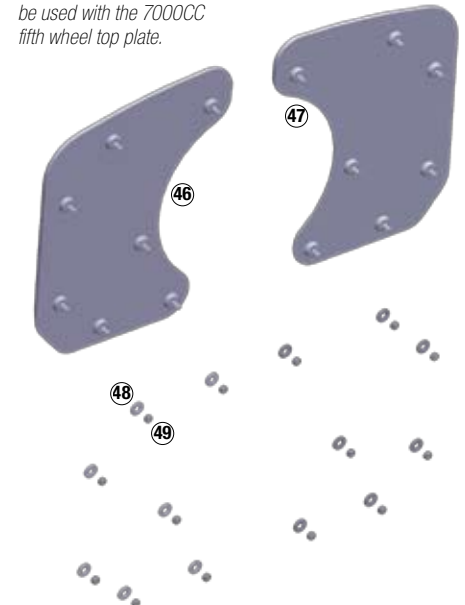
#### Operating handle kit (KIT-OPR-6000)

21	Bushing, 7/16"	1
34	Bushing, 5/16"	1
43	Bushing, 1 1/4"	1
23 32 41	Hex lock nut, 1/2" - 13	3
42	Flat washer, 1/2" I.D.	2
44	Hex head bolt, 1/2" - 13	1
45	Operating handle	1
	Hair pin cotter (not pictured)	1

#### Pull handle kit (KIT-PUL-6000L or R)

24	Pull handle	1
25	Flat washer, 1/2" I.D.	1
26	Cotter pin, 3/16" x 1"	1

Clean Connect plates can only be used with the 7000C fifth wheel top plate.



#### Clean Connect plate kits

These kits can only be used with the 7000C Clean Connect fifth wheel top plate.

Item	Description	Quantity
<b>(CC-PLATES)</b>		
46	Right CC plate	1
47	Left CC plate	1
48	Flat washer	14
49	Hex lock nut	14
<b>(CC-PLATES-R)</b>		
46	Right CC plate	1
48	Flat washer	7
49	Hex lock nut	7
<b>(CC-PLATES-L)</b>		
47	Left CC plate	1
48	Flat washer	7
49	Hex lock nut	7

#### Air actuated kit (KIT-AA-6000L or R)

This kit includes the parts mounted to the fifth wheel. If you are upgrading from manual to air actuated you will also need KIT-AIR-DASH which includes the parts required to complete the in-dash installation.

Item	Description	Quantity
12	Hex head bolt	1
13	Hex lock nut	1
14	Air cylinder	1
15	Mini-matic jumbo exhaust valve	1
16	Hex lock nut	1
17	Flat washer	1
18	Shoulder bolt	1

#### KIT-AIR-DASH

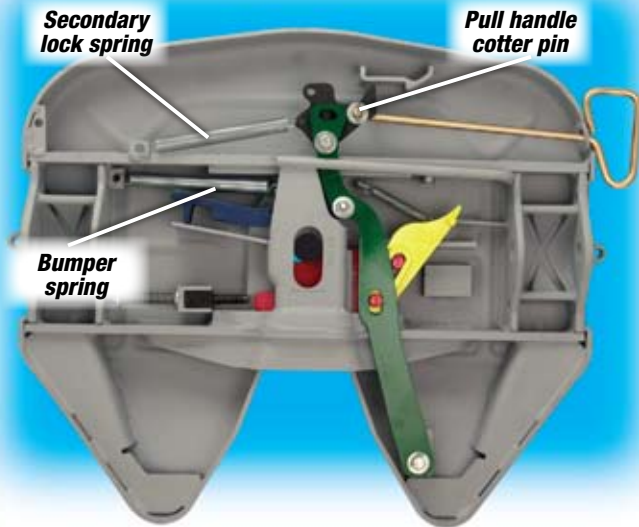




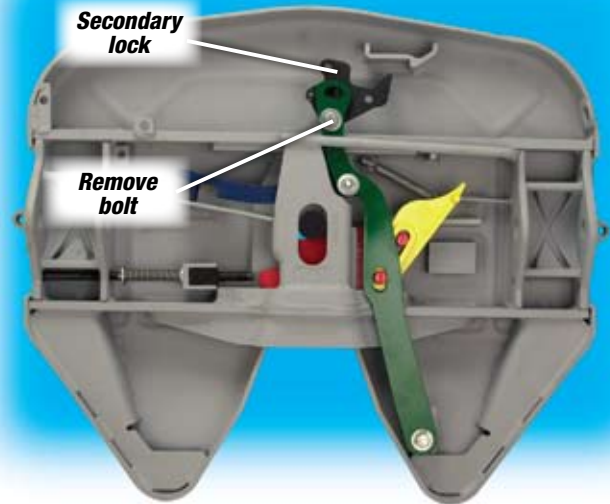
For 6000 & 7000 series fifth wheels (procedures are the same for both series).

## Dissassembly

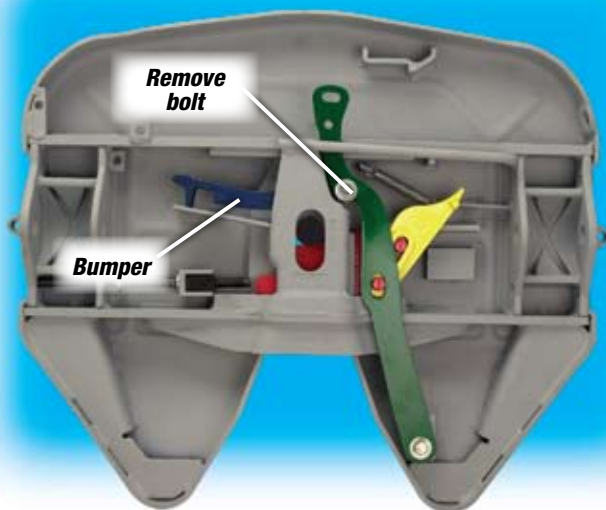
- 1** Remove secondary lock spring and bumper spring. Remove pull handle cotter pin and washer then slide out pull handle.



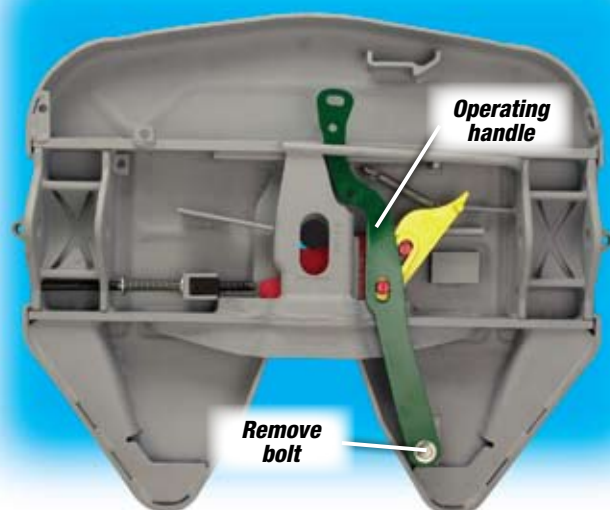
- 2** Unbolt and remove secondary lock from operating handle. Discard lock nut and bushing.



- 3** Unbolt and remove bumper from operating handle. Discard lock nut and bushing.



- 4** Unbolt operating handle from pivot mount and remove. Discard lock nut.



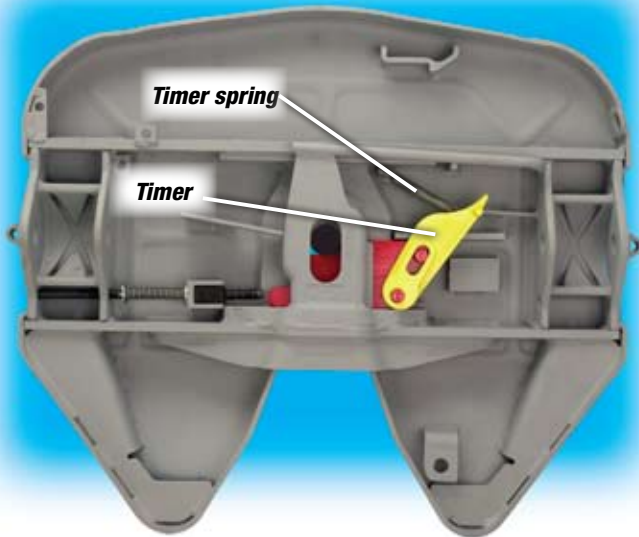
**Caution:** always wear safety glasses and do not stand directly over parts while disassembling or assembling wheel.

## Rebuild

### Dissassembly

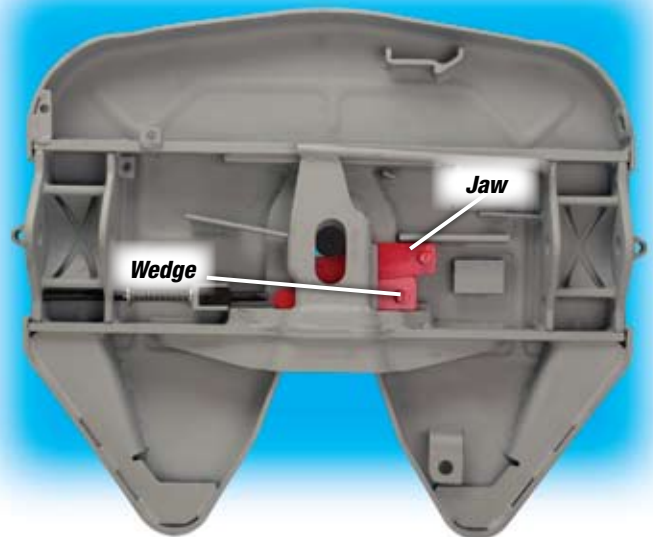
# 5

Remove timer spring and timer.



# 6

Remove jaw and wedge.



## 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



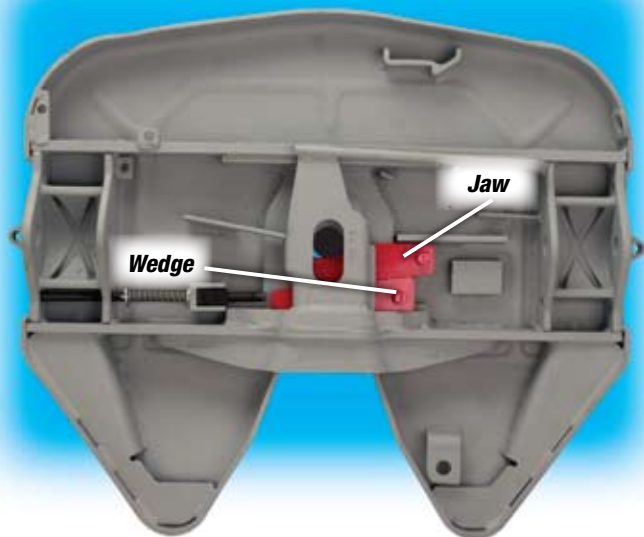
- Genuine Fontaine parts come in a small brown box with Fontaine part number KIT-RPR-6000L clearly printed on a white label (photo of box above).
- Genuine Fontaine parts have the model number forged into the jaw and wedge forging.
- Only Genuine Fontaine parts have "Genuine Fontaine Parts" printed on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

## Rebuild

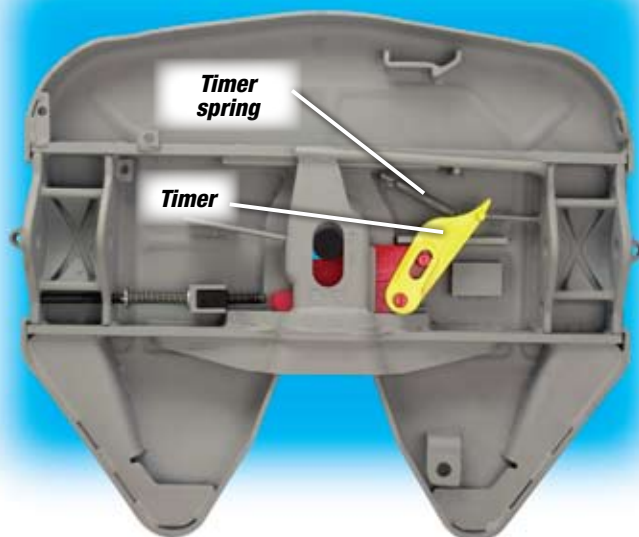
### Assembly

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.

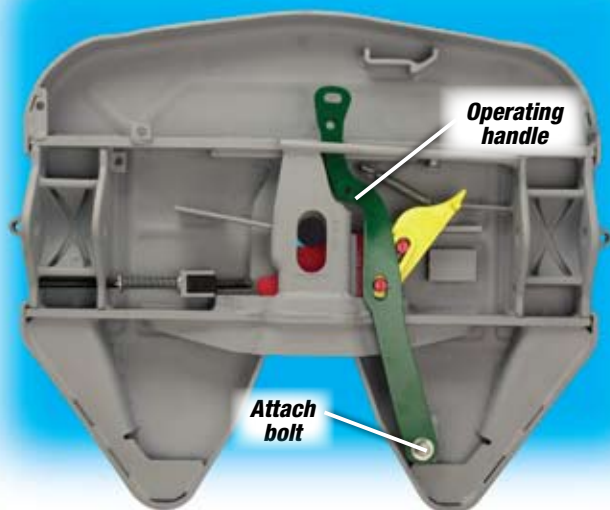
- 1** Always assemble parts around a 2" kingpin or a 2" diameter shaft. Insert jaw first and then the wedge below it. Grease the jaw and wedge on top and bottom. See note below for more information.



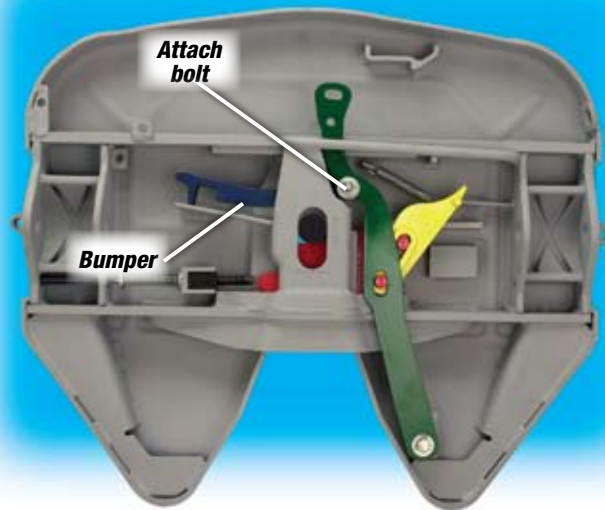
- 2** Insert timer and timer spring.



- 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.

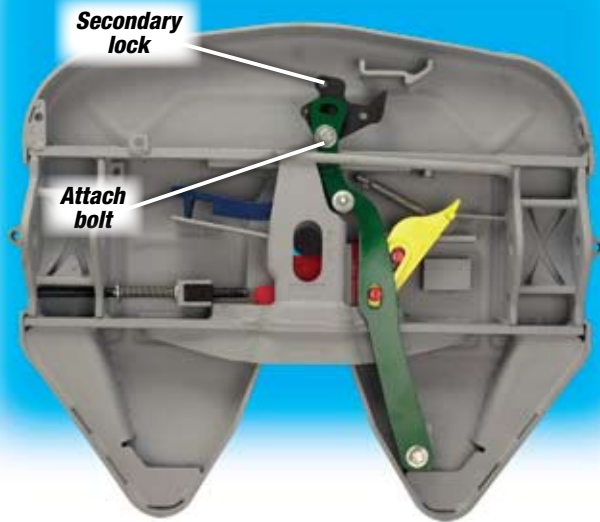




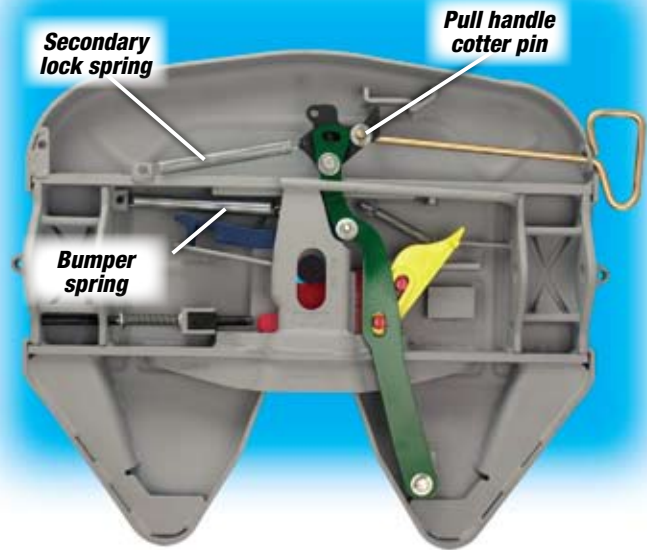
## Rebuild

### Assembly

**5** Insert secondary lock 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.



**6** Install pull handle. Use existing washer and cotter pin (inspect for wear before using and replace if necessary). Attach new secondary lock and bumper spring that is supplied in the repair kit. Now open and close the wheel to ensure that it works properly. Fifth wheel must be properly lubricated before opening and closing the wheel.



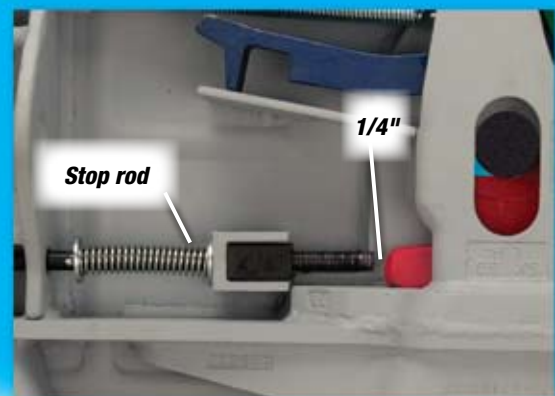
### Conversion of manual to air actuated release



Your 6000 or 7000 Series fifth wheel can easily be converted to an air actuated release model. Order Part No. "KIT-AA-6000\*" and install per Technical Bulletin TB-004 included.

\*Specify left side (driver's side) or right side (curb side) release by adding an "L" or "R" after Part #.

### Wedge-stop rod adjustment



Close the fifth wheel several times with a standard 2" kingpin tool. With the lock closed, adjust the wedge-stop rod so that the end is 1/4" from the wedge.