

IMPORTANT: Vehicles that operate in states that use road salts are finding that many of their components are becoming over exposed to these salts which leads to extreme corrosion. These conditions can affect the fifth wheel pivot making it difficult to articulate.

Magnesium and calcium chlorides allow the corrosion process to continue even after the components appear to be dry.

Our investigation has determined that the corrosion rate accelerates drastically if the trailer does not have an effective ground through the “7” way light cord connector. The poor ground provides the potential (voltage) and the corrosive salts provide the electrolyte which results in electrolysis. Adding a separate ground strap from the topplate to the vehicle frame is an effective means to eliminate this electrolysis. See Figure 1 for the suggested location.

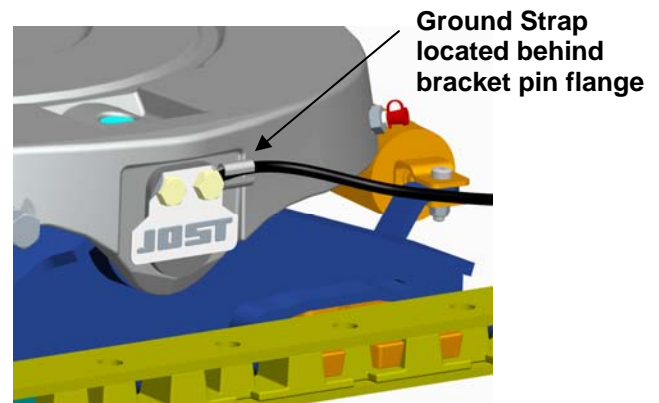


FIGURE 1

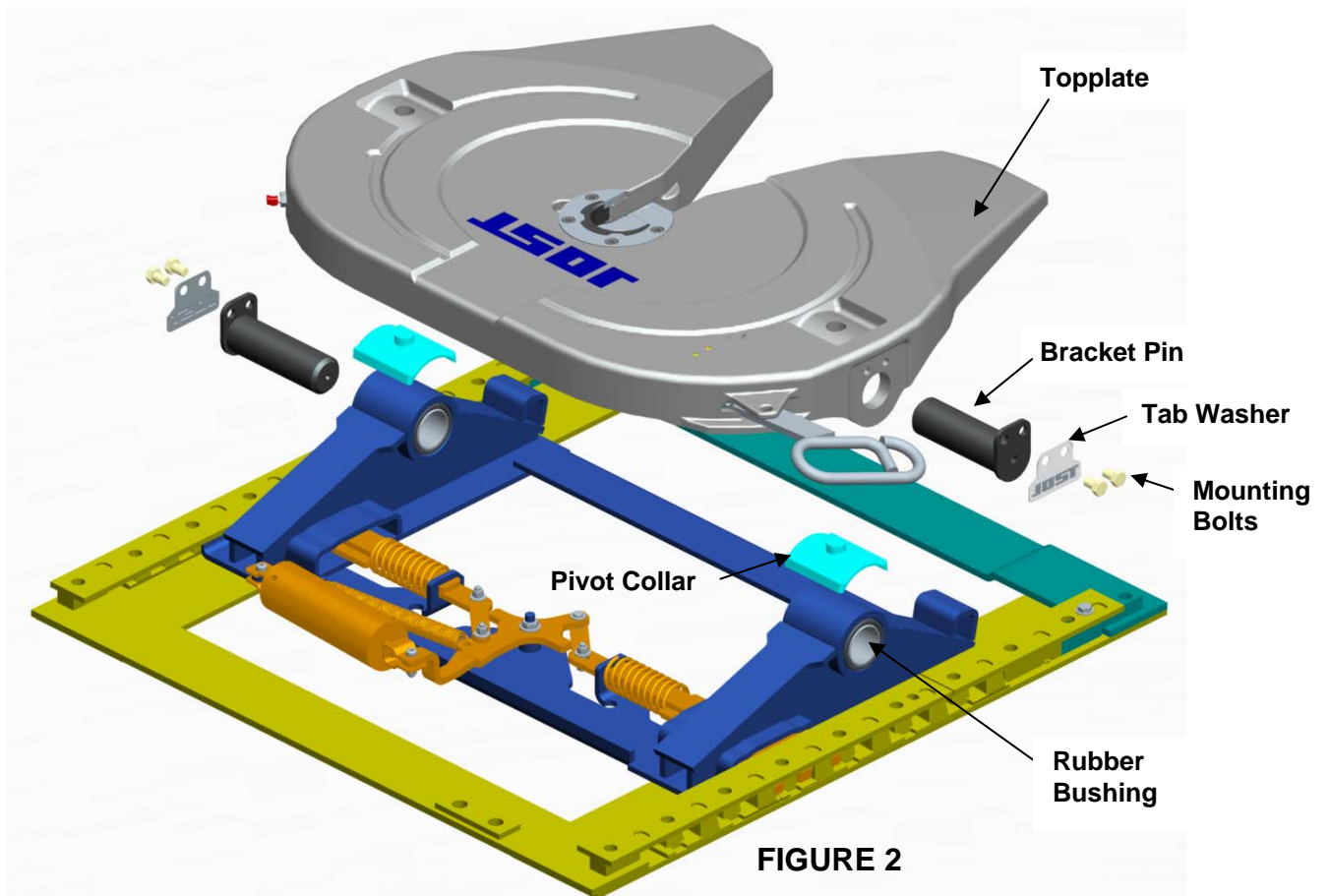


FIGURE 2

If you are experiencing corrosion problems it will be necessary to disassemble and remove the corrosion. Proceed as follows:

Step 1: Disassembly

1. Straighten the tab washers (see figure 2 on page 1) securing the mounting bolts.
2. Remove the mounting bolts and tab washers.
3. Remove the bracket pins using a large screwdriver or pry bar.

Note: It may be necessary to use a Jost slide hammer (10 lb) for units with extreme corrosion (see figure 3).



FIGURE 3

4. Lift the topplate from the tractor. (Use extreme care whenever lifting and moving heavy objects.)
5. Remove Rubber Bushing, if damaged discard and replace.

New Bushing Kit -----Part #SK75014-03
Complete Pivot Pin Kit -----Part #SK75014-01

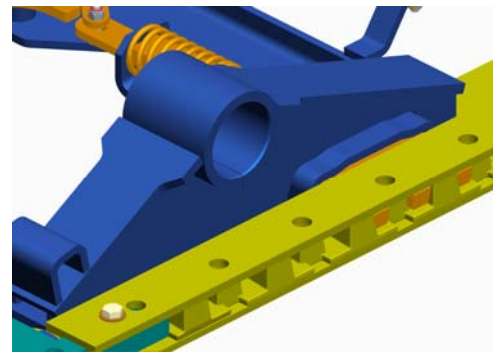


FIGURE 4

Step 2: Remove rust & scale

1. Clean I.D. of Bracket Tube (see figure 4).
 - a. Remove large pieces of rust and scale using a chisel or a 1" dia. x 3" long grinding burr (see figure 5).
 - b. Use a power wire brush to ensure all rust is removed from I.D.
 - c. It is recommended to use a Tube Gage to verify the all of the rust has been removed from the I.D (see figure 6).
2. Remove rust from the O.D. of the Bracket Pins.
3. Using a wire brush clean the rust from the Topplate pockets and ears.
4. Apply 1 or 2 light coats of rust preventative paint (such as Rustoleum®) to inside of bushing tube to seal against corrosion.



FIGURE 5

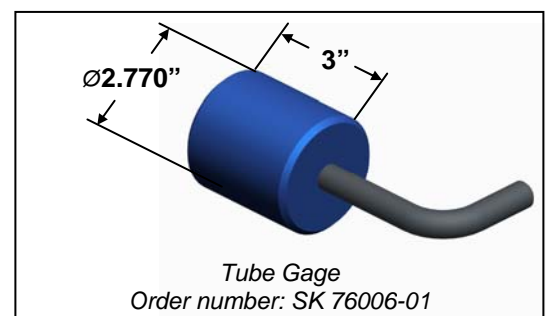


FIGURE 6

Step 3: Reassemble components

1. Apply an Anti-Seize grease (such as Never Seez Mariners Choice) to following areas:
 - a. I.D. of Bracket Tube
 - b. O.D. of Bracket Pins
 - c. I.D. of Topplate Ears
2. Insert Rubber Bushings into the Bracket Tubes.
3. Lower the topplate onto the bracket using a suitable lifting device. Make sure the pivot collars are installed.

Assembly Tip: If you have difficulty holding the pivot collars in place, liberally grease the top of the pivot collars to help hold them in place.

4. Install the bracket pins, tab washers and mounting bolts. Securely tighten the mounting bolts, then bend the locking tabs over each bolt (see figure 7).

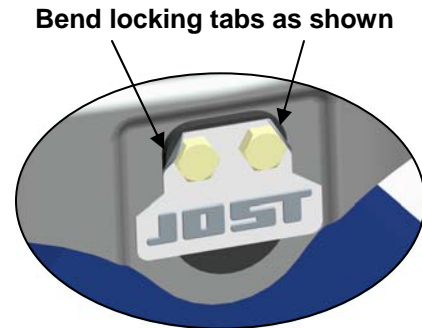


FIGURE 7

Step 4: Check Operation

Lock and unlock several times using a lock tester to ensure proper operation. See your maintenance procedures for complete instructions