



- 1. FAILURE TO FOLLOW THESE INSTRUCTIONS COULD CAUSE A HAZARDOUS CONDITION!**
- 2. PERFORM ALL MAINTENANCE WITH TRACTOR UNCOUPLED FROM TRAILER.**
- 3. ALL PROCEDURES MUST BE PERFORMED BY QUALIFIED PERSONNEL.**

A. LUBRICATION (as required):

1. Lubricate the kingpin lock using a hand pump grease gun through the grease zerk provided on the skirt of the fifth wheel (see figure 1).
2. Apply a lithium-based grease with EP additive (extreme pressure) to the trailer contact surface of the fifth wheel.
3. Apply a light oil to all moving parts.
4. For sliding fifth wheels spray diesel fuel on slide path of the base plate.

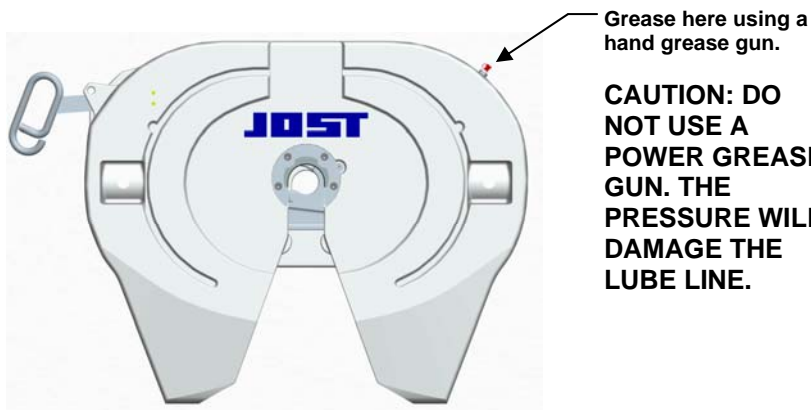


FIGURE 1

CAUTION: DO NOT USE A POWER GREASE GUN. THE PRESSURE WILL DAMAGE THE LUBE LINE.

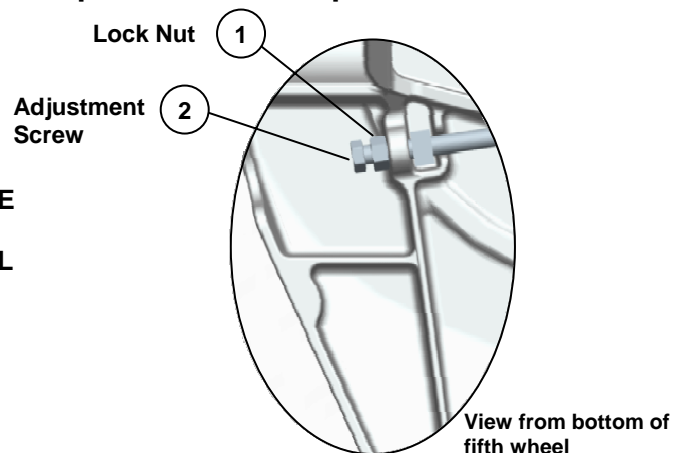
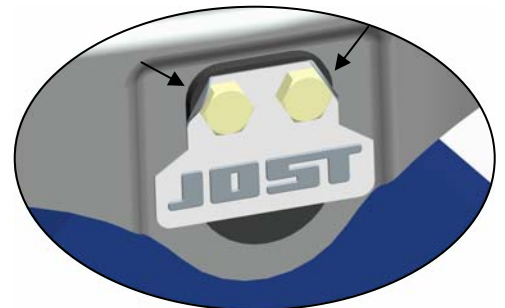


FIGURE 2

B. INSPECTIONS AND ADJUSTMENTS:

(Perform the following every 3 months or 30,000 miles)

1. Inspect the mounting – repair or replace any missing or damaged fasteners or broken components.
2. Inspect bracket pin bolts, make sure locking tabs are properly securing the bolts in place (see figure #3).
3. Inspect the fifth wheel for bent, worn or broken parts. Replace with genuine **JOST** parts.

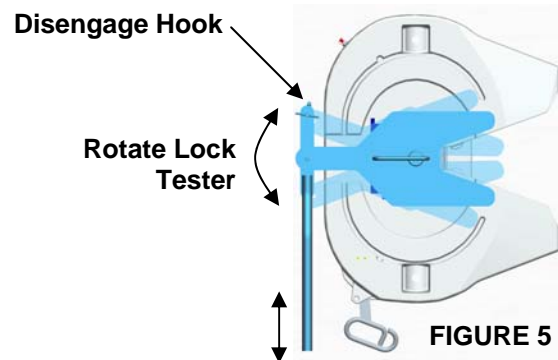
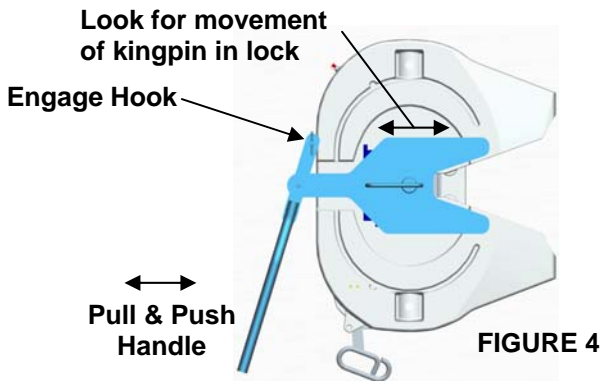


Locking tabs properly securing bolts

FIGURE 3

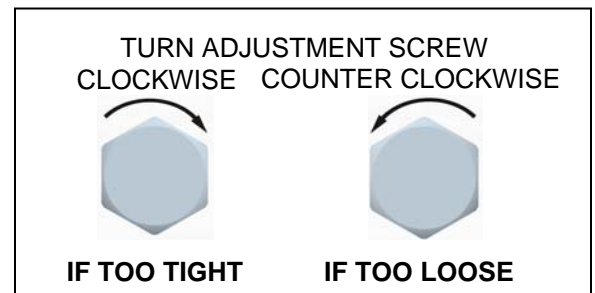
4. **Check adjustment** - Lock and unlock several times using a lock tester. Check that the locking mechanism functions properly (see operating instructions).

- a. **THE LOCK IS PROPERLY ADJUSTED IF:** The wheel locks and unlocks easily each time and the lock tester rotates freely.
- b. **THE LOCK IS TOO LOOSE IF:** You feel fore-aft play when pulling and pushing on the lock tester handle (see figure 4)
- c. **THE LOCK IS TOO TIGHT IF:** The lock tester does not rotate freely when attempting to rotate it in the lock. (See figure 5)



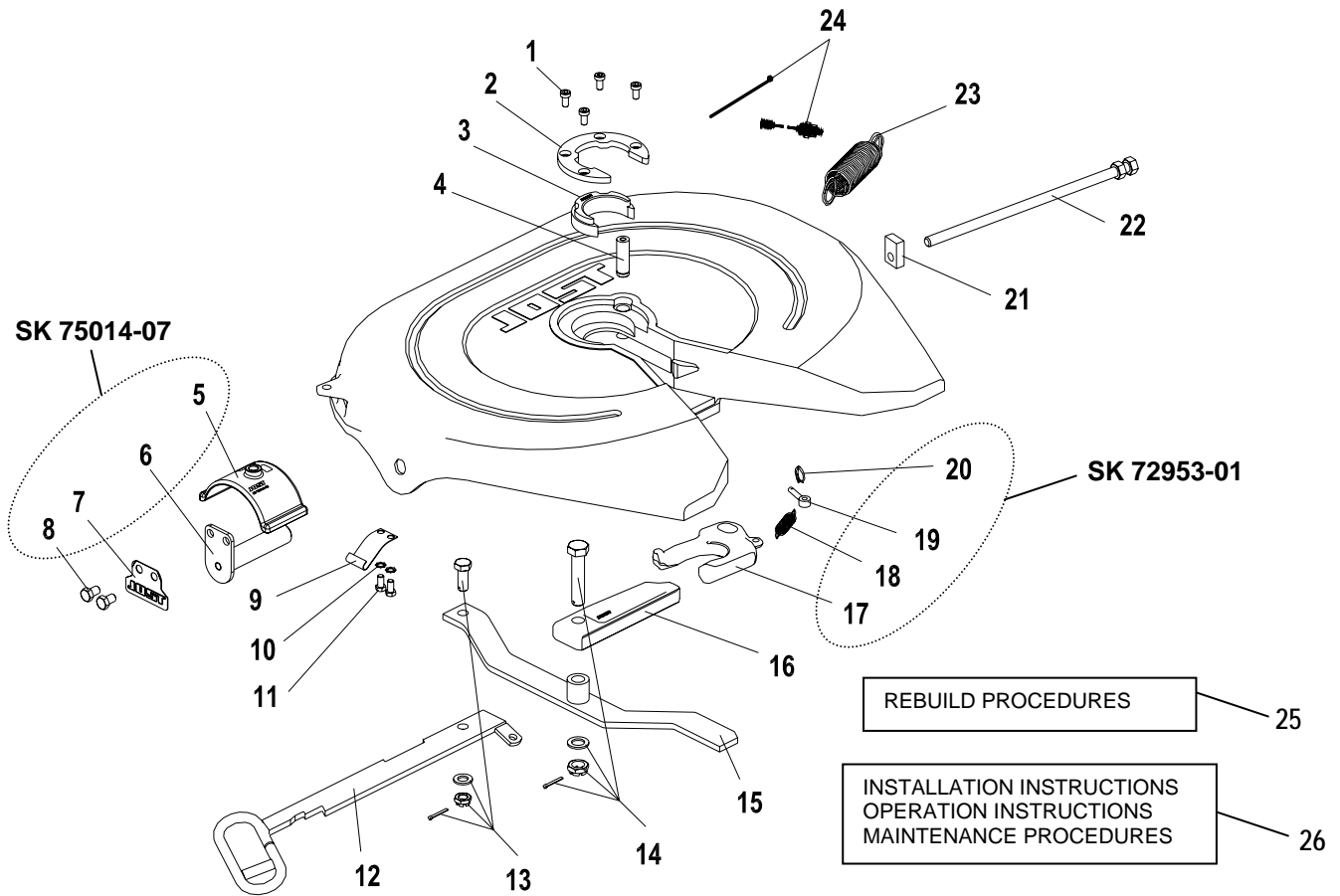
5. **Correct improper adjustment**

- a. **IF IT IS TOO TIGHT:** loosen the jam nut (see figure 2 item 1), turn the adjustment screw (see figure 2 item 2) clockwise one full turn and reset the jam nut. Then, lock and unlock several times, repeat if necessary.
- b. **IF IT IS TOO LOOSE:** loosen the jam nut, turn the adjustment screw counterclockwise one full turn and reset the jam nut. Then, lock and unlock several times, repeat if necessary.



WARNING **DO NOT USE ANY FIFTH WHEEL THAT FAILS TO OPERATE PROPERLY!**

JSK 37F SPARE PARTS



Item	Description	Part No.	Item	Description	Part No.
1	Cushion ring bolt	SK 73121-55	14	Locking bar bolt assembly	SK 73221-01
2	Retainer	SK 3105-93	15	LH Lever with bushing	SK 3105-140
3	Cushion ring insert	SK 3105-92	16	Locking bar	SK 3205-06
4	Lock jaw pivot pin	SK 72106-67	17	LH Lock jaw	SK 1489LZ
5	Collar	SK 79048-02	18	Lock jaw spring	SK 847
6	Bracket pin	SK 79011-12	19	Eye bolt	SK 2106-69
7	Tab washer	SK 73104-47	20	Ring	SK 2106-70
8	1/2-13 x 3/4 lg. Hex bolt	SK 70202-15	21	Guide piece	SK 73205-07
9	Release handle plate spring	SK 70993-00	22	Adjusting screw with hex nut	SK 79010-07
10	Lock washer	SK 70301-00	23	Double tension spring	SK 3105-20
11	3/8-16 Hex bolt	SK 73121-28B	24	Lubricating kit	SK 3108-02
12	LH Release handle	SK 73105-15	25	Rebuild Procedures	LT JSK37-03
13	Pivot bolt assembly	SK 71513	26	Info Pack	SK 75020-15

Major Rebuild Kit		Minor Rebuild Kit	
Complete Topplate Includes Items 1-25 above		Cushion and Lock Jaw Includes Items 1-4, 17-20 & 24 above	
JOIST Order Number	Weight	JOIST Order Number	Weight
SK 75013-14	33 lbs.	SK 73221-50Z	6 lbs.