

**Only**

**FONTAINE®**

**Gives You the No-Slack® System Advantage**

# Rebuild



**ASSEMBLY, DISASSEMBLY  
& TROUBLESHOOTING  
INSTRUCTIONS  
NO-SLACK®  
5092 SERIES**

**FOR YOUR SAFETY USE ONLY  
GENUINE FONTAINE SERVICE  
PARTS. USING PARTS THAT  
DO NOT MEET FONTAINE  
SPECIFICATIONS WILL VOID  
WARRANTY.**



**FONTAINE®**  
PARTS CONNECTION

# NO-SLACK® 5092 DISASSEMBLY

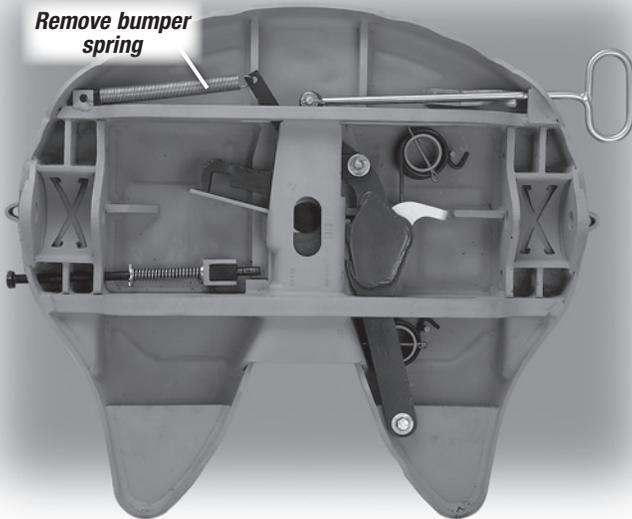
Degrease fifth wheel before installing new parts.

For Standard, Heavy Duty and Extra Heavy Duty 5092 Series Fifth Wheels

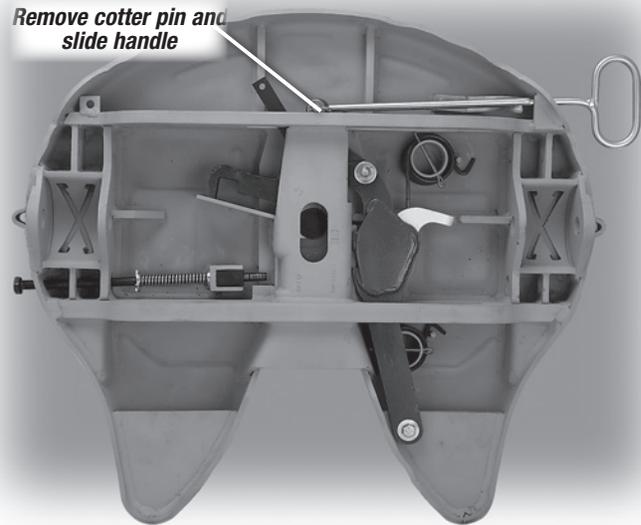
Refer to exploded view of assembly on page 7 to identify item numbers and parts.

## Disassembly

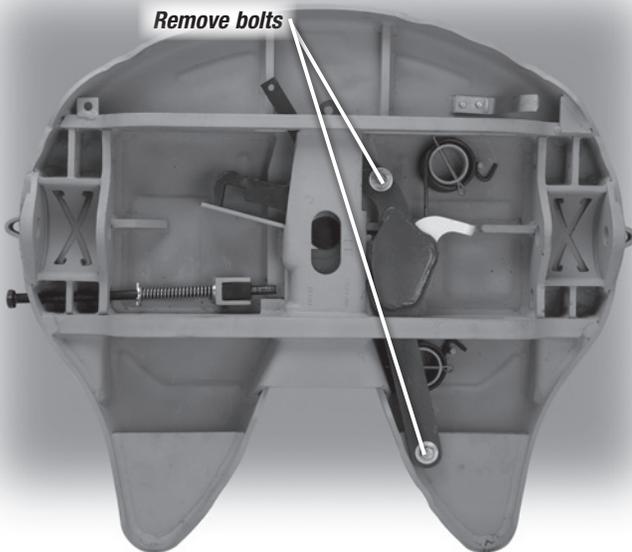
**1** Set the fifth wheel in a locked position (handle pushed in). Unhook the bumper spring from the bumper tang and the tab on the side of the fifth wheel substructure. Remove the bumper spring.



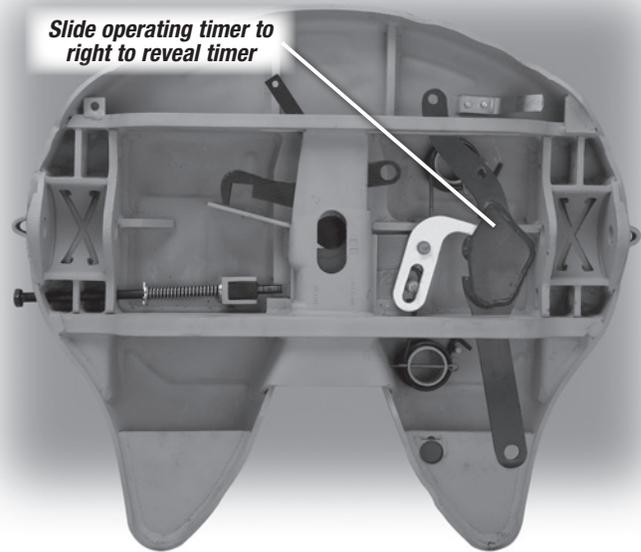
**2** Remove the cotter pin and washer that holds the pull handle to the operating handle. Slide the pull handle out through the side of the fifth wheel.



**3** Remove the two bolts on the operating handle. Each bolt has a nut, washer and bushing. Discard the bushings and lock nuts.



**4** Slide the operating handle over to the side of the fifth wheel. Slide the bottom part first. This will allow the underside of the handle to clear the jaw and wedge studs and timer.

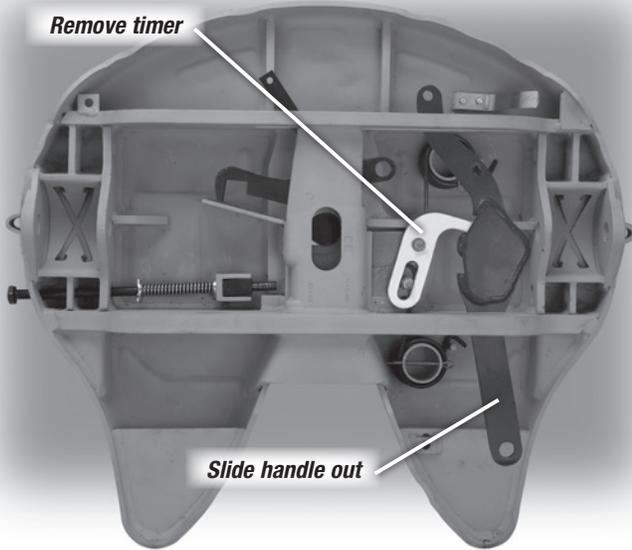


**Always wear safety glasses.  
Do not stand directly over the springs while disassembling or assembling wheel.**

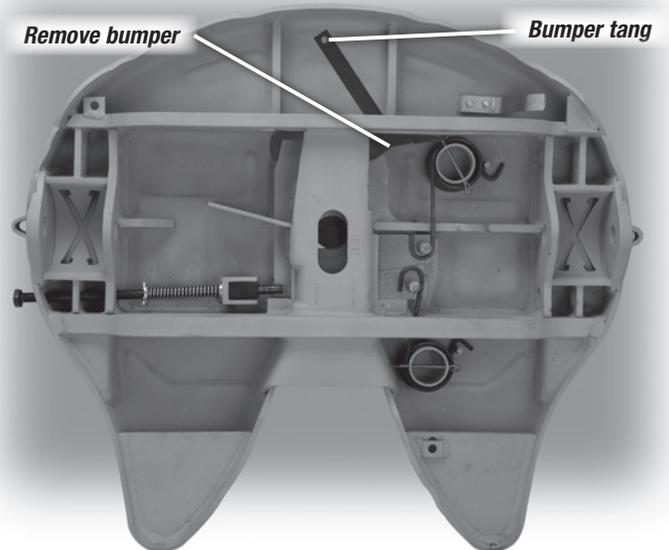
# NO-SLACK® 5092 DISASSEMBLY

## Dissassembly

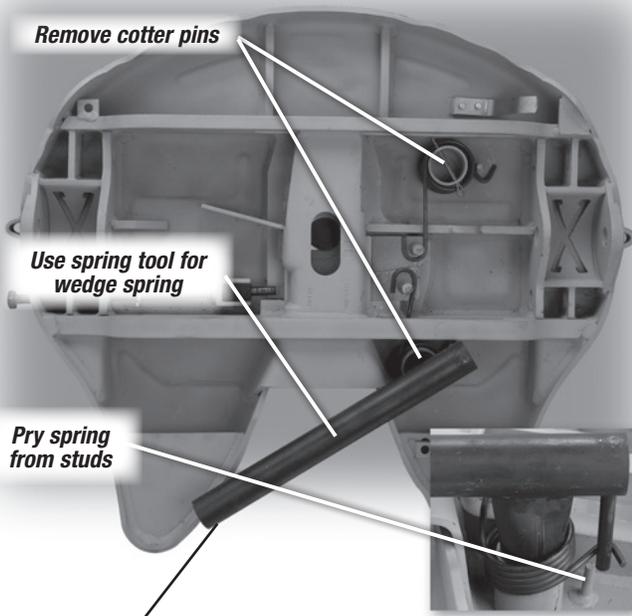
**5** Remove the timer by lifting upward. Then slide the operating handle out through the slot in the rear cross member of the fifth wheel.



**6** Slide the bumper toward the operating handle slot and to the rear of the fifth wheel until the bumper tang clears the operating handle slot and remove.

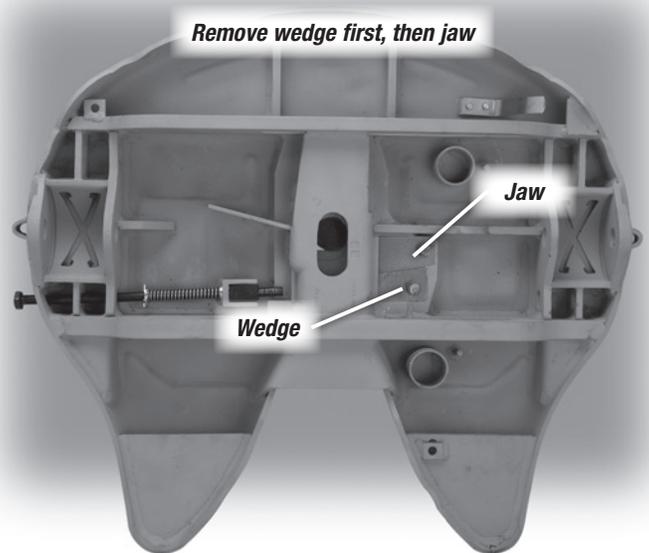


**7** **CAUTION!\*** Remove and discard the cotter pins from the jaw and wedge spring boss. Pry the small tail of the springs up over the jaw and wedge studs. Remove and discard both springs.



Note: spring tool part no. is MSC-710.

**8** Remove the wedge first and then the jaw. Discard the jaw and wedge.



**\*CAUTION! The wedge spring is under extreme tension. Always wear safety glasses. Do not stand directly over the springs while disassembling or assembling wheel.**

# NO-SLACK® 5092 ASSEMBLY

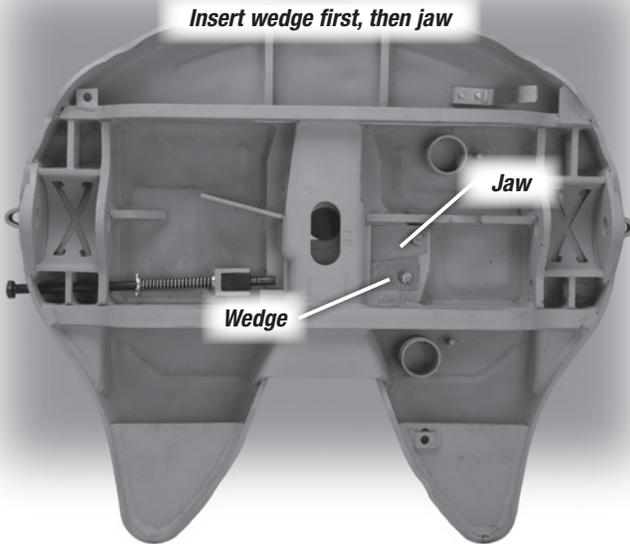
Adequate lubrication should be used.

## 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.

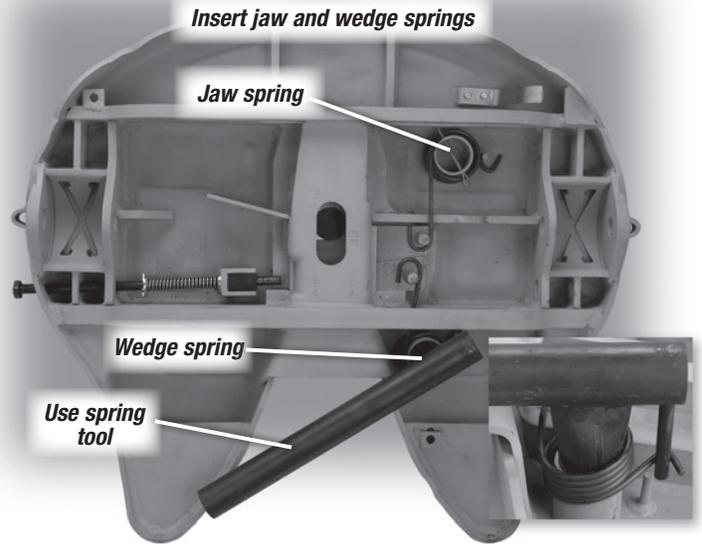
**1** Always assemble parts around a 2" kingpin or a shaft with a 2" diameter. Insert new jaw first and then the new wedge below it. Grease the jaw and wedge on top and bottom. Also apply grease to the stationary jaw in the throat of the fifth wheel.

*Note: 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.*

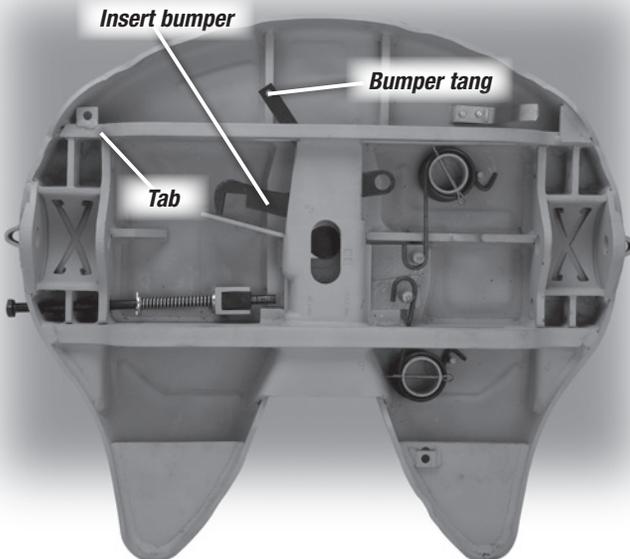


**2** Insert the new wedge spring through the slot in the rear cross member and lay the coil over the spring boss. Using a spring tool, engage the small hooked tail of the wedge spring and wind it around until it is directly over the small stud at the back of the bracket. Using a hammer, nudge the spring downward allowing it to catch on the stud. Insert the new cotter pin. Repeat these steps to replace the jaw spring.

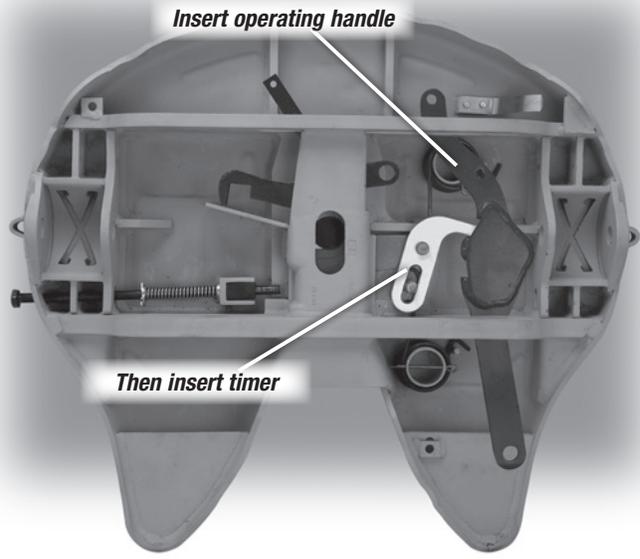
**Note: the jaw spring has minimal tension and can carefully be replaced by hand.**



**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.



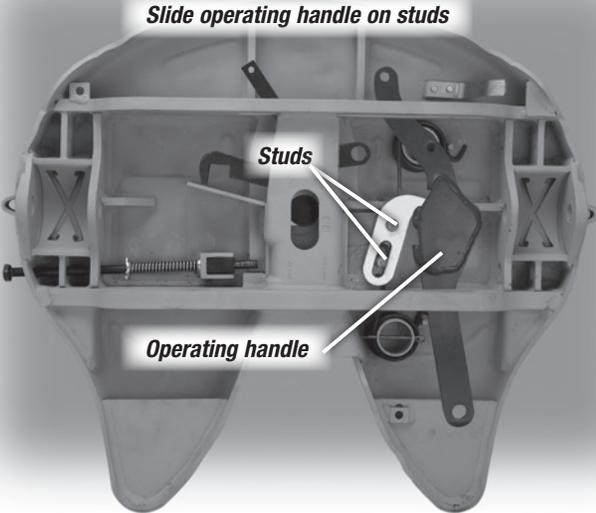
**4** Install bumper and bolt to operating handle. Use existing bolt and washers (inspect for wear before using and replace if necessary). Use new lock nut and bushing that is supplied in the repair kit. Note orientation of bolt. After installing the bumper check to make sure that it can pivot freely.



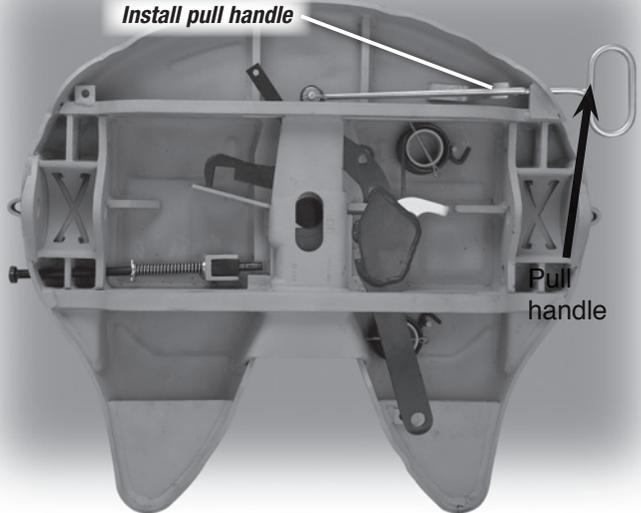
# NO-SLACK® 5092 ASSEMBLY

## Assembly

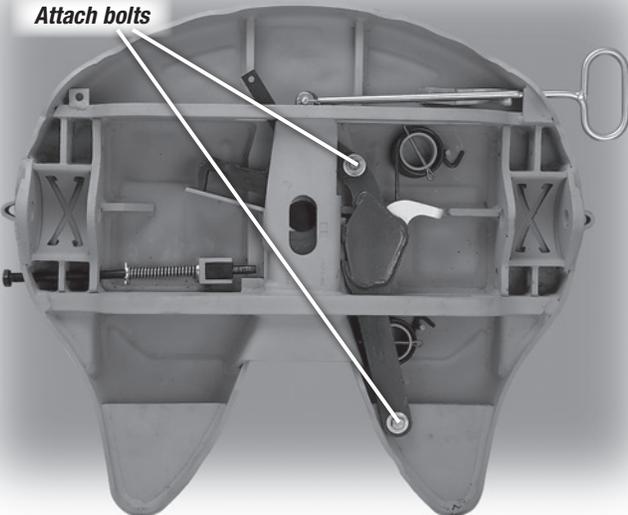
**5** Slide operating handle toward the center of wheel to engage handle with studs on the jaw and wedge. Slide the top part first. This will ensure that the grooves on the operating handle are aligned with the studs.



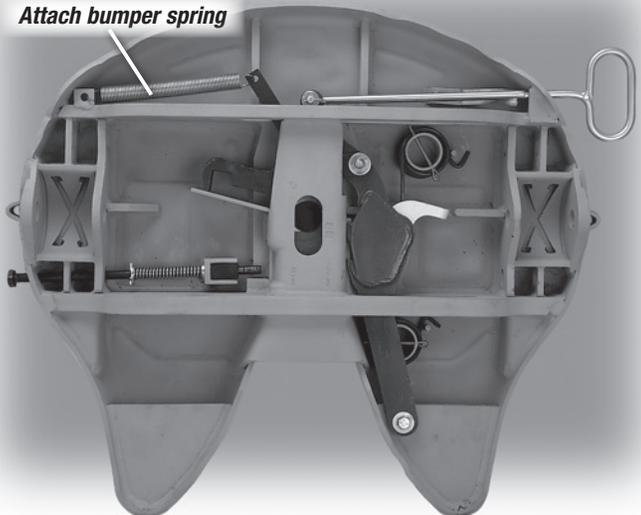
**6** Insert the pull handle through the fifth wheel skirt. Using the cotter pin and washer, fasten it to the top hole of the operating handle.



**7** Align the bumper hole with the operating handle hole. Replace the bolts on the operating handle. The bolt which fastens the operating handle to the bumper must be inserted with the threads facing toward you to prevent interference with the jaw spring. The other bolt should be positioned with the threads facing downward. (see drawing on page B:20) Each bolt has a washer and a new nut and bushing. Apply grease to the bolt parts and where there is metal to metal contact with the operating handle. Do not over-tighten bolts. Lubricate all pivot points.



**8** Connect the bumper spring to its clasp. Apply grease to the bracket pockets and to the grease fittings on the side of the fifth wheel until grease flows into upper brackets. Also apply a liberal amount of grease to the top plate.



# NO-SLACK® 5092 REBUILD TROUBLESHOOTING

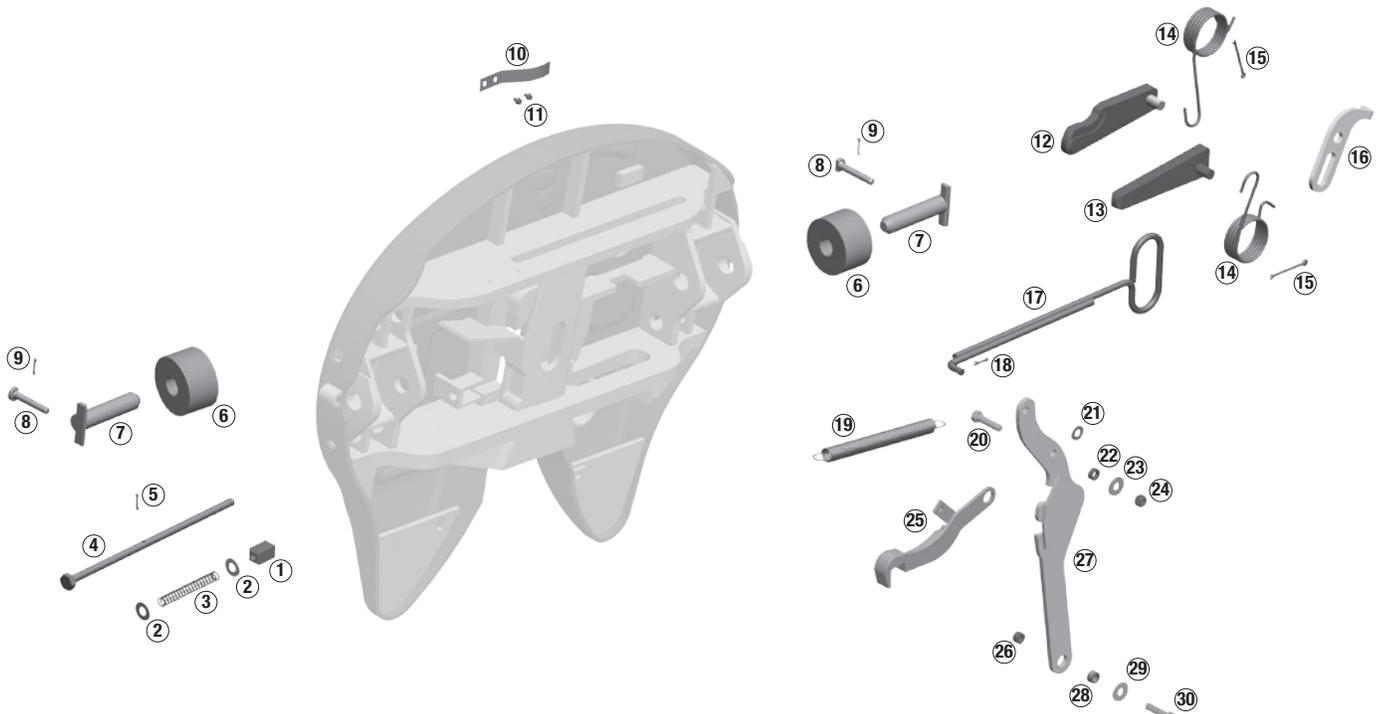
## Rebuild troubleshooting

Problem	Possible Cause	Remedy
Difficulty Coupling	<ol style="list-style-type: none"> <li>1. Kingpin too high to trip latch.</li> <li>2. Damaged trailer plate or kingpin.</li> </ol>	<ol style="list-style-type: none"> <li>1. Lower landing gear.</li> <li>2. Check trailer plate for flatness. Check kingpin for squareness with trailer plate.</li> </ol>
Excessive wear on fifth wheel top plate	<ol style="list-style-type: none"> <li>1. Damaged trailer plate.</li> </ol>	<ol style="list-style-type: none"> <li>1. If trailer plate is not flat – replace it.</li> </ol>
Difficulty uncoupling	<ol style="list-style-type: none"> <li>1. Pressure on locking mechanism caused by truck drifting apart from trailer putting excess pressure on lock.</li> <li>2. Oval-shaped kingpin.</li> <li>3. Debris build-up in the grease.</li> </ol>	<ol style="list-style-type: none"> <li>1. Back up tractor and set brakes. Strike the wedge-stop rod which protrudes through the side of the fifth wheel. This spring loaded rod will release the pressure on the locking mechanism.</li> </ol>
Slack	<ol style="list-style-type: none"> <li>1. Wedge-stop rod not adjusted properly.</li> <li>2. Undersized kingpin.</li> <li>3. Worn jaw and wedge.</li> </ol>	<ol style="list-style-type: none"> <li>1. Open fifth wheel and insert 2" kingpin or shaft with 2" diameter. Trip the lock and adjust the wedge-stop rod so that it is 1/4" from the wedge.</li> <li>2. Replace kingpin if worn greater than 1/8" (3.1 mm) from original 2" (50.8 mm) diameter.</li> <li>3. Jaw and wedge could have excessive wear – Replace.</li> </ol>

*Note: all fifth wheel installations must be approved by Fontaine Fifth Wheel.*

# NO-SLACK® 5092 REBUILD DIAGRAM

## Top plate kits



### Rebuild kit (KIT-RPR-5092L or R)

Item	Description	Quantity
12	Step jaw	1
13	Wedge	1
14	Jaw and wedge spring	2
15	Cotter pin, 1/4" x 3"	2
19	Bumper spring	1
22	Bushing, 5/16"	1
28	Bushing, 7/16"	1
24	Hex lock nut, 1/2" - 13	1
26	Hex lock nut, 1/2" - 13	1

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

Item	Description	Quantity
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)

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

Note: for Xtra® heavy duty models choose KIT-PIN-XHD

### Pull handle kit (KIT-PUL-5092)

Item	Description	Quantity
10	Leaf spring	1
11	Self tapping screw	1
17	Pull handle	1
18	Cotter pin, 3/16" x 1"	1
21	Flat washer, 1/2" I.D.	1

### Timer kit (KIT-TMR-134L or R)

Item	Description	Quantity
16	Timer	1
22	Bushing 5/16"	1
24	Hex lock nut, 1/2" - 13	1
28	Bushing 7/16"	1
26	Hex lock nut, 1/2" - 13	1

### Bumper kit (KIT-BPR-131L or R)

Item	Description	Quantity
25	Bumper	1
19	Bumper spring	2
22	Bushing 5/16"	1
24	Hex lock nut, 1/2" - 13	1
30	Hex head bolt, 1/2" - 13	1
29	Flat washer, 1/2" I.D.	1
28	Bushing 7/16"	1
26	Hex lock nut, 1/2" - 13	1

Note: for Xtra® heavy duty models choose KIT-BPR-131L or R

### Operating handle kit (KIT-OPR-5000-SL OR SR)

Item	Description	Quantity
27	Operating handle	1
20	Hex head bolt, 1/2" - 13	1
22	Bushing 5/16"	1
23	Flat washer, 1/2" I.D.	1
24	Hex lock nut, 1/2" - 13	1
30	Hex head bolt, 1/2" - 13	1
29	Flat washer, 1/2" I.D.	1
28	Bushing 7/16"	1
26	Hex lock nut, 1/2" - 13	1



Fontaine Parts Connection • 7574 Commerce Circle • Trussville, AL 35173  
800-874-9780 • Fax: 205-655-9982

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