

## IMPORTANT SAFETY INFORMATION

### READ BEFORE INSTALLING OR USING MINIMIZER INSERT-STYLE SLICK PLATE

#### **SAFETY INSTRUCTIONS FOR INSTALLATION:**

- Use only with the specified 5th wheel plate make and model.
- Carefully follow each of the installation instructions for Minimizer Insert-Style Slick Plate on the following pages.
- When using power tools, basic safety precautions should always be taken to reduce the risk of injury.

**WARNING:** DO NOT use a Trailer Slick Plate or Slick Disk in conjunction with the Minimizer Slick Plate. The installation of a Minimizer Slick Plate adds to the height of the top plate. Verify that this does not affect the fit or function of the 5th wheel to king pin connection.

If you have questions about these instructions or proper installation of your Minimizer Trailer Slick Plate, please contact Minimizer at (800) 248-3855.

#### **COMPATIBLE ONLY WITH FIFTH WHEEL MODELS:**

- Holland XA-311
- Holland XA-331
- Holland XA-AL

This document lists the procedures for replacement of the existing lube plates listed. Minimizer Insert-Style Slick Plates are specifically designed as a replacement part for certain 5th wheel plates and may be used safely only with those models. Verify that the make and model of the 5th wheel plate on which you are installing the slick plate is identified on the label as being compatible with the Minimizer Insert-Style Slick Plate you have selected.

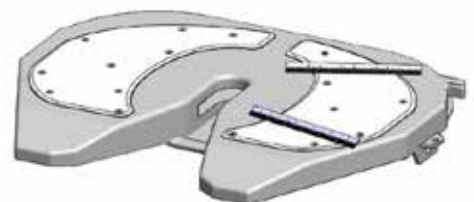
#### **TOOLS RECOMMENDED FOR INSTALLATION:**

- 1/2" Socket or Wrench
- Ratchet if using sockets
- 3/16" Hex Wrench
- Putty Knife
- Pry Bar
- Lift capable of 500 lbs.

#### **SLICK PLATE INSPECTION: (Figure 1)**

1. Thoroughly steam clean the Lube Plates and 5th wheel for visual inspection. Replace lube plates if:
  - a. One or both lube plates are missing.
  - b. A straight edge laid across the lube plate contacts any portion of the 5th wheel surrounding the lube plate.
  - c. Lube plates are severely chipped, worn, cracked, gouged, or bent.
  - d. 20% (40 sq. in.) or more of the lube plate coating is missing from one or both plates due to normal wear and damage.

FIGURE 1



## **FIFTH WHEEL REMOVAL: (Figure 2)**

It may not be necessary to remove the 5th wheel plate from the tractor depending on mounting style, cross members, etc. For most situations, removal of the 5th wheel plate is necessary to access the lube plate fasteners.

1. Remove bracket pin retention nuts and bolts from both sides of the 5th wheel top plate.
2. Using a pry bar, pull bracket retention pins out of the 5th wheel top plate.
3. Using a lifting device capable of lifting 500 lbs., remove the top plate from the mounting base. Place the 5th wheel on a flat, clean working area.

## **HOLLAND LUBE PLATE REMOVAL: (Figure 3)**

1. Remove and discard the 5/16" lock nuts that secure the lube plate.
2. Remove lube plates from the 5th wheel and discard.
3. Steam clean or use a putty knife to remove dirt, grease, debris, etc. from the 5th wheel top plate recess'.

**NOTE:** If steam cleaning, allow plate to dry or remove excess moisture with a rag.

## **INSTALLATION PROCEDURE: (Figure 4)**

1. Allow Minimizer Insert-Style Slick Plate to warm up to room temperature before installing.
2. Install the new Insert-Style Slick Plates into the recessed cavities. Make sure they are seated flat.
3. Install new 5/16" flat head screws and lock nuts provided with the kit. Tighten to 12 ft. lbs.

## **RE-INSTALL FIFTH WHEEL PLATE: (Figure 5)**

1. If the pivot pocket inserts get dislodged from the 5th wheel casting, clean the pocket area of casting and apply a strip of double face tape on the bottom of inserts. Install the pivot pocket inserts by pressing them down into the pockets.
2. Prior to reinstalling XA-331 and XA-231 5th wheel plates, lubricate lock parts and pivot points per the Owner's Manuals. (XL-FW484/XA-331) and (XL-FW492/XA231)
3. XA-311 and XA-AL 5th wheel plates do not require lubrication.
4. Using a lifting device capable of lifting 500 lbs., reinstall the 5th wheel onto the tractor.
5. Install bracket pins through the 5th wheel casting and mounting base and secure by installing the bracket pin retention bolts and nuts. Torque fasteners to manufacturer's recommendations.
6. Check for free and proper articulation. Make sure 5th wheel does not bind.
7. Check operation of 5th wheel using Holland Kingpin Lock Tester TF-TLN-5001. Available from your local SAF-HOLLAND distributor.

## **WARNING:**

Failure to follow the procedures may cause death or serious injury. Prior to operation of the 5th wheel, confirm that the 5th wheel was properly installed. Failure to properly install the 5th wheel can adversely affect performance resulting in tractor/trailer separation which may result in death or serious injury.

FIGURE 2

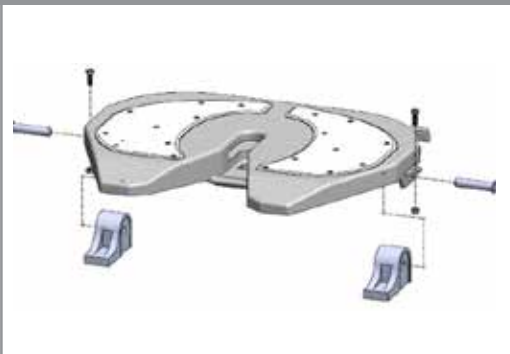


FIGURE 3

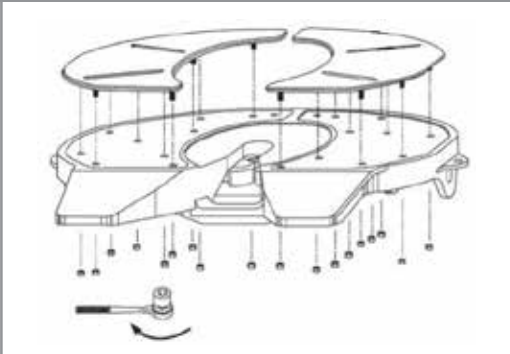


FIGURE 4

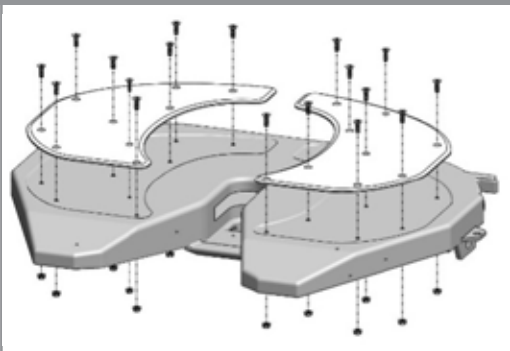
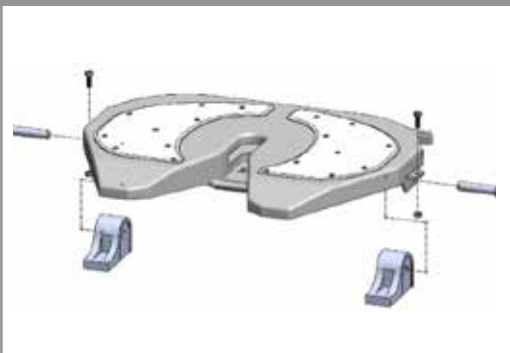


FIGURE 5



## **OPERATION:**

- Make sure the trailer is not equipped with any other slick product. The use of both systems may result in failed jaw engagement with the king pin causing system failure.
- While hooking to the trailer, it is required to back up parallel to the trailer and ensure that the trailer is at the correct height to prevent damage to the Slick Plate.
- After hooking the trailer and prior to tractor/trailer operation, ensure that the locking jaws on the 5th wheel are fully engaged and the trailer king pin is locked into position.

## **MAINTENANCE:**

- DO NOT GREASE THE 5TH WHEEL. For best performance and longevity, it is recommended to keep the Trailer Slick Plate clean and dry.
- Remove grease from the contact surface of the 5th wheel prior to hooking up.
- Periodically check bolts/nuts/screws and retighten if necessary.
- Continue to follow 5th wheel manufacturer's lubrication and maintenance recommendations for the locking mechanism and king pin.

## **WARRANTY:**

Minimizer Insert-Style Slick Plates are backed by a 5 Year Manufacturer's Warranty and are guaranteed against flaws due to faulty materials and/or unintended production variations. This warranty extends only to the original purchaser and excludes damage caused by abnormal use or conditions, including but not limited to extreme abrasive conditions and/or excessive exposure to chemicals such as grease, gasoline, and other fuels.

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