

## ***Maintenance procedures for model TSLB & TS3***

Any quality piece of equipment requires some periodic maintenance to keep it in proper operating condition and the same is true with the model TSLB Trailer Saver Air Suspension Hitch. While we strived during the design process to make the unit as simple as possible, it is still necessary to do some minor maintenance to keep it operating as we designed it.

The TSLB and TS3 hitch consists of three components; the frame unit which is manufactured by TrailerSaver, Inc (TSI), the head unit which is manufactured by Holland Hitch Company, and the air system which is manufactured by Air Lift Company. These instructions will cover all three components of the hitch.

The frame unit has 2 grease zerts located on the bushings of the axle bolts at the front end of the hitch (towards the front of the truck). We recommend greasing them at 4,000 mile intervals. We use and recommend Pennzoil Pennlith Ultra EP 2 grease which is a NLGI #2 grade or an equivalent high quality grease. If you have trouble locating the grease, it is available at 608-873-9841. It may be necessary to put a wrench on the head of the bolt and turn it while adding the grease. These axle assemblies have a very close tolerance, thus the necessity to rotate the bolt to allow the grease to flow in and around the axle assembly. There is a 1" bolt holding the Holland head assembly in the frame, and while it does not have a grease zert and requires no maintenance, it should be checked periodically to make sure the nut is tight. It is also necessary to remove the bolt once a year to check for wear on the bolt and replace it if needed. Another way to check for wear on the bolt is to try to lift the front part of the Holland head. If there is "play", and the head moves more than 1/8", it is time to replace the bolt. This bolt can be ordered from TSI at 608-873-9841.

The Holland head has several moving components that do require lubrication. The jaws that lock around the king pin of the 5<sup>th</sup> wheel rotate on 1-1/8 " pins that need to be lubricated with WD-40 or an equivalent lubricant. Spray the lubricant onto the pins that are exposed to the top of the hitch head and it will migrate around the bearing surface of the jaws. The head also articulates front to back on 1 1/4" pins located on either side of the head and they also need the same lubricant in the same manner.

There is a spring that keeps the head tilted to the rear for ease of hooking up and it is located at the front of and under the head. By standing at the rear of the hitch and looking forward you will be able to see it; it is approximately 2" high and 1-1/8" in diameter. From the back of the hitch you can spray WD-40 or white lithium grease on the bottom of the spring. This spring slides on the steel plate, and if you do not apply lubricant, it is possible the spring will "pop" out letting the Holland head fall forward, making it difficult to hook up to your trailer.

The air system does not require any maintenance except to keep the air springs protected from the UV rays of the sun. A custom fit cover is available for this purpose and it may be purchased from TrailerSaver, Inc. at 608-873-9841 and it sells for \$76.00.

If the preceding maintenance practices are followed, you will have many years of trouble free service from your TrailerSaver Air Suspension Hitch.