



COMPANION RV Coupler Cleaning

- Position the coupler head upside down on a work bench and remove the 3/8 lock nut, washer and neoprene washer from the shock absorber. Loosen and remove the 1x11-1/2" bolt and nut that holds the head assembly to the saddle assembly. Then separate the 2 assemblies and remove the other washers from the shock absorber. If you have silver washers on your shock absorber, that is fine. This is just an older version.



- Remove the (1) 3/4" retaining rings from around the exposed cam pin and (2) 1" retaining rings from around each of the exposed jaw pins. Removal of the retaining rings can be eased by spreading the retaining ring open with a "snap ring plier".





RVC3006

- Pull the handle into the OPEN position (under the center hole in the top of the head) and block it open with bolt, pin, etc., inserted into the hole in the cam handle support. Remove 1 pin at a time, clean it and in the hole, relubricate it with a light coat of white lithium grease and then replace before removing the next one. If necessary, use a rubber hammer to drive them all the way in.



- Turn the head over. Attach a 3/4" retaining ring around the exposed cam pin and a 1" retaining ring around each of the exposed jaw pins. Installation of the retaining rings can be eased by spreading the retaining ring open with a "snap ring pliers" and placing the retaining ring over the pin. The retaining rings should "snap" in place in the groove at the end of the pins.





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Title: **Work Instruction Cleaning the pins on a
Coupler Head**

Issue Date: May 6, 2020

Revised: November 10, 2021

Page: 3 of 4

RVC3006

- Use one flat washer and one neoprene-backed washer (facing up on the shock stud) and place on the shock stud. Position the saddle assembly on the head assembly with the shock bracket over the shock absorber stud. and lay the saddle on top of the shock assembly. Place the other neoprene-backed washer (facing down) and then the other flat washer on the shock stud. If your shock has silver washers, you will place 1 washer on each side of the shock bracket. Thread a 3/8 center lock nut onto the stud to hold the hardware in place. **DO NOT TIGHTEN** the center lock nut at this time.

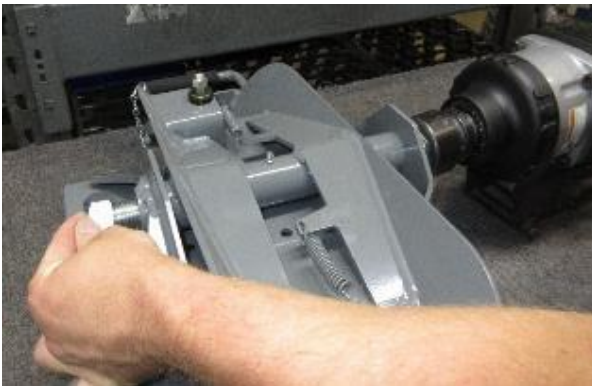




RVC3006

- Slide a 1-8 X 11 ½" hex cap screw through the top bushing on the head assembly, all the way through the saddle tube, and through the bottom bushing on the head. Start a lock nut by hand onto the threads of the cap screw. Tighten with an impact wrench, and bench mounted fixture, until it is snug on both sides of the head assembly. (Refer to the photo below. If the bolt is too tight, it will prevent the saddle from having the proper 'tilt' movement. Test the movement of the saddle by placing force on each side and 'tilting' the saddle from side-to-side. It should 'tilt' approximately 3-4° from side-to-side). **If necessary**, slightly loosen the lock nut until the saddle will 'tilt' from side to side. **NOTE: THE SADDLE SHOULD NOT HAVE ANY MOVEMENT FROM FRONT TO BACK.**

INFASCO BOLTS ONLY



- Inject Mobilith grease into the grease zerk on the pivot bushing until grease come out of the ends of the bushing. Tighten the 3/8 center lock nut on the shock absorber stud with an impact wrench and other wrench until you can visibly see the neoprene rubber on the washer start to protrude.

