

**FOR INSTALLATION  
WITH M5 MOUNTING LEGS  
& CENTER SECTION**

**WARNING:** Under no circumstances do we recommend exceeding the towing vehicle manufacturers recommended vehicle towing capacity.

### READ ALL INSTRUCTIONS BEFORE STARTING THE INSTALLATION

**Equipment Required:**

**Wrenches: M13**

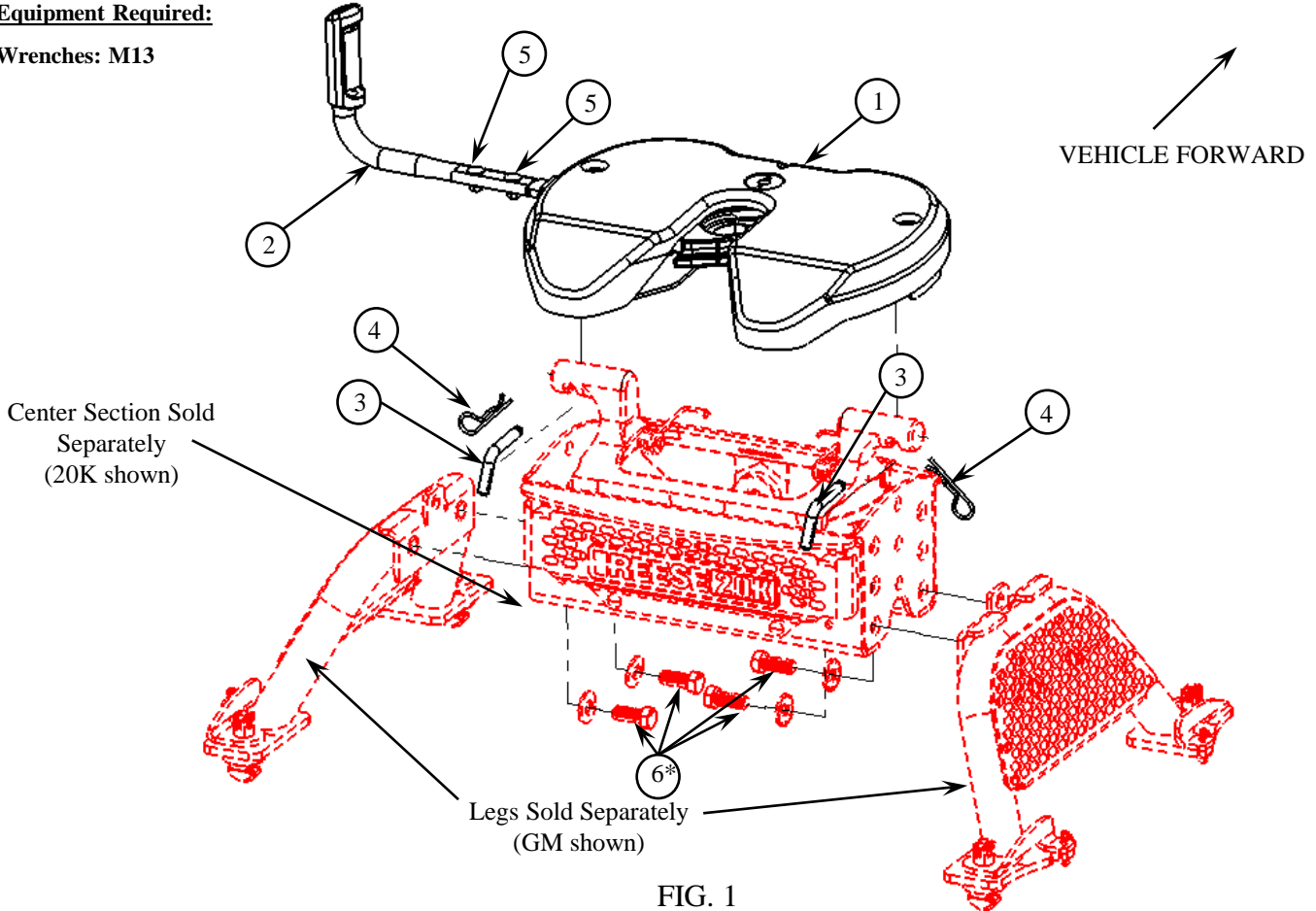


FIG. 1

Fasteners shown with (\*) are supplied with leg unit.

#	Description	Qty.	#	Description	Qty.	#	Description	Qty.
1	Assembly – Head Unit	1	2	Handle	1	3	½” Pull Pin	2
4	Spring Clip	2	5a	M8 Carriage Bolt	2	5b	M8 Lock Washer	2
5c	M8 Nut	2	6*	Bolts & Washers	4			

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\*Note: Leg Assembly instructions can be found under their individual part number

**Assembly****Handle Assembly**

1. Slide tube over the bar as shown in figure 2, and securely tighten with carriage bolts, lock washers and nuts with M13 wrench. Handle should be snug.

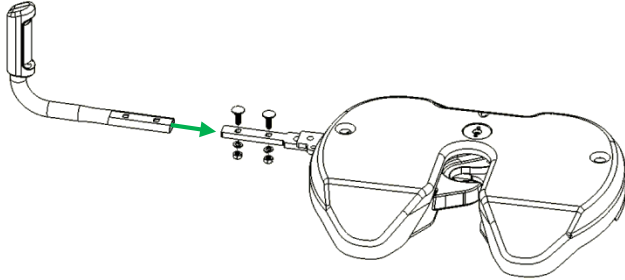


FIG. 2

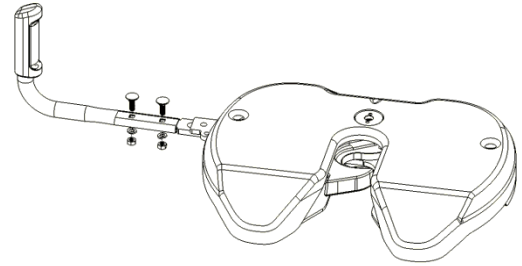


FIG. 3

**Head Attachment to Center Section**

1. Apply grease per page 3, figures 7 & 8. Place head unit on top of center section as shown in figure 4, making sure to avoid putting any body parts in pinch points
2. Insert pull pin as shown in figure 5, and secure with spring clips. Both sides required.
3. Inspect through sight holes on top of head pan to make sure clips are assembled correctly, as shown in figure 6

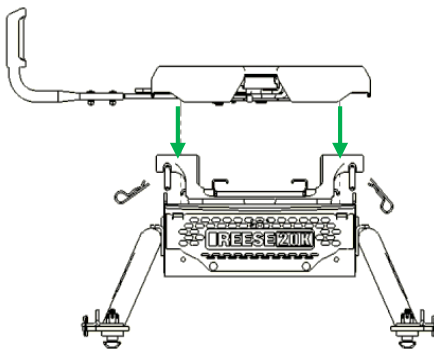


FIG. 4

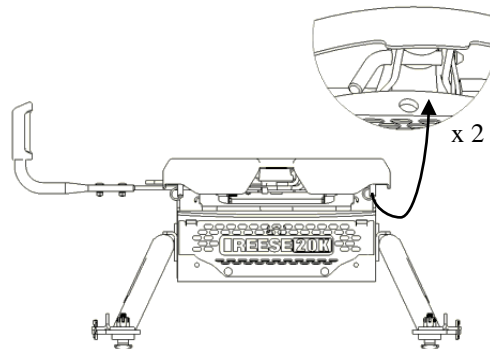


FIG. 5

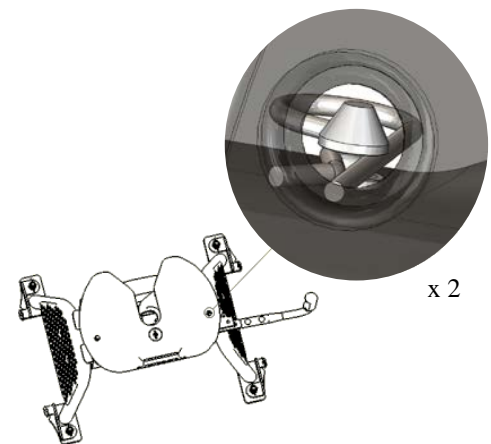


FIG. 6

**Before First Use and Periodic Required Maintenance****Head**

1. Preventative lubrication should be applied to the following to keep the head functioning properly;
  - A. Apply grease to skid plate surface to provide lubricated surface for attachment to trailer.  
Note: Plastic lube plates can be used to avoid messy grease. Plate must not exceed 3/16" in thickness to ensure hitch works properly. REESE 5<sup>th</sup> Wheel Lube Plate #83001 is recommended.
  - B. Apply grease to 5<sup>th</sup> wheel jaw and/or kingpin on the trailer.
  - C. Apply grease via the grease fitting on the top of the unit. (Grease needle required, see fig. 8) Head comes pre-greased
  - D. Apply spray on white lithium grease to internal mechanisms - rotate handle a few times to distribute the lubricant.  
Note: May need to wipe down unit to remove large debris before application of grease.

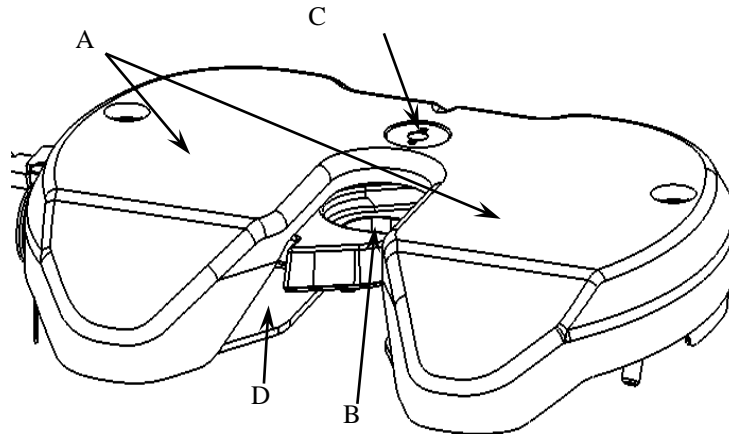


FIG. 7

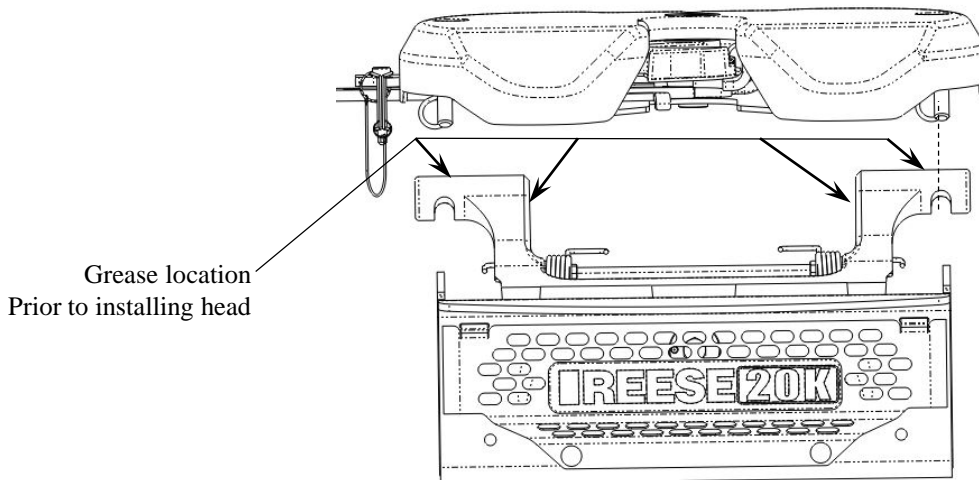


FIG. 8



Typical Grease needle generally available at auto parts stores

**Functionality Overview****Ready-to-Receive Position:****When will the head will be in this position?**

- When delivered
- When hitch not in use
- When coupling to trailer
- After uncoupling from trailer

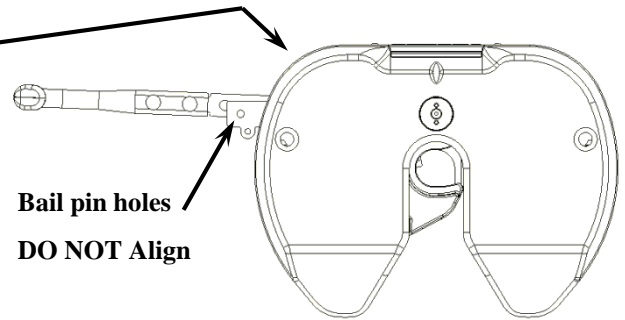


FIG. 9

**How to tell the head is in this position:**

- Handle is pulled out fully until audible "CLICK" is heard and holes DO NOT align for bail pin
- Handle is easily movable towards cab, and returns to default position upon release
- Indicator shows **RED**

**Locked Position:****When will the head will be in this position?**

- When coupled to trailer

**How to tell the head is in this position:**

- Handle is in a position that holes align for bail pin insertion.
- Indicator ONLY shows **GREEN**

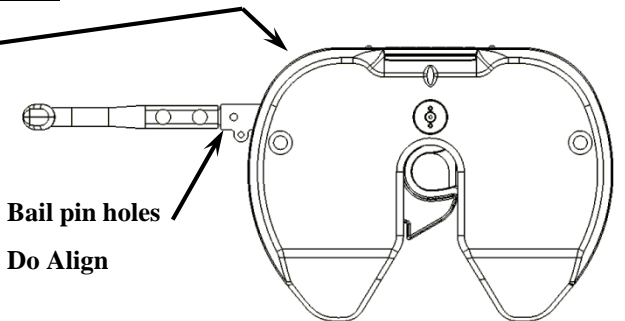
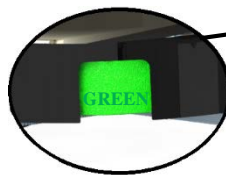


FIG. 10

**Unhitching Position:****When will the head will be in this position?**

- When unhitching the trailer

**How to tell the head is in this position:**

- Handle is in position shown\*
- Indicator shows **RED**

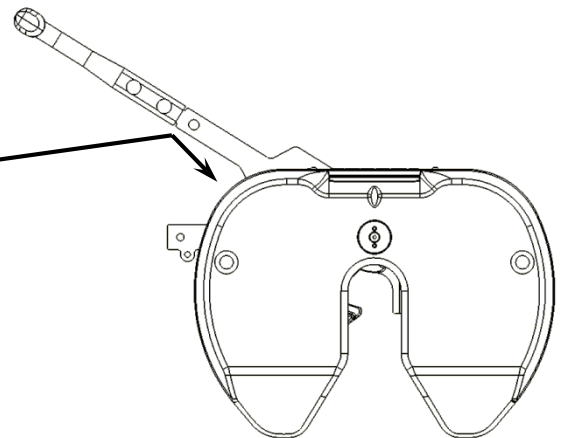


FIG. 11

\*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-receive position, but trailer will still uncouple.

## Hitching Procedure

Before hitching to a trailer, make sure your 5<sup>th</sup> wheel height is correct.

Information on how to properly set the height of your 5<sup>th</sup> wheel hitch can be found in the Leg Installation Instructions.

**Failure to follow these instructions may result in death or serious injury**

- 1) Make sure truck and trailer is in position to couple
  - A. Truck tailgate is lowered if necessary
  - B. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
  - C. Pin box is at correct height for hitching (fig. 12 & 13).
  - D. Make sure head is in Ready-to-Receive position (pg. 4, fig. 9) by pulling the handle out fully until an audible “CLICK” is heard

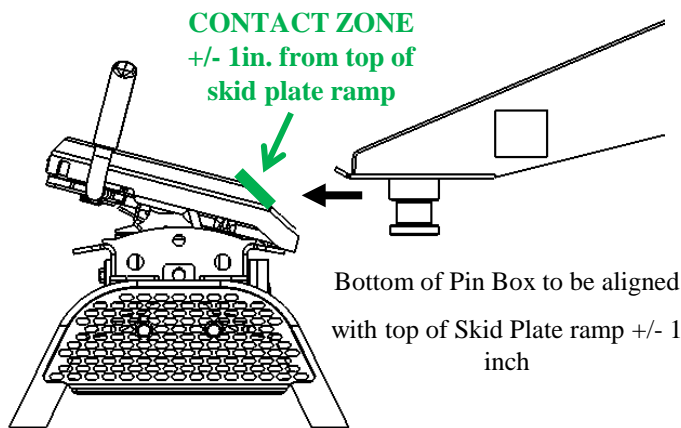


FIG. 12

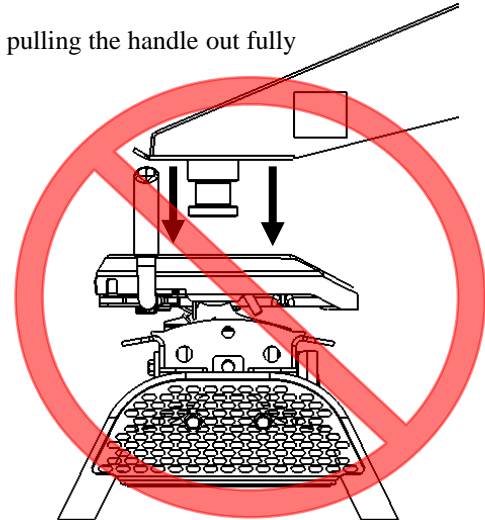


FIG. 13

- 2) Back truck slowly into trailer so the trailer king pin and 5<sup>th</sup> wheel funnel align. When the indicator turns completely **green**, the trailer king pin is securely held by the 5<sup>th</sup> wheel jaw (pg. 4, fig. 10).\*
- 3) Perform Pull Test –
  - A. With trailer wheels still firmly blocked, trailer landing gears firmly on the ground supporting trailer weight, and trailer brake on, make sure no one is between the truck and trailer.
  - B. Try to pull trailer slowly forward. If trailer is properly hitched, proceed to Step 4. If trailer is not properly hitched, trailer will separate from hitch, and truck will move forward - repeat steps 1 thru 3.
- 4) Insert bail pin into lock hole, as shown in figure 14.

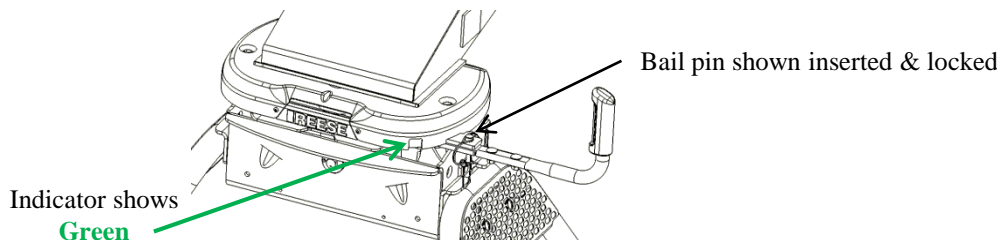


FIG. 14

- 5) Connect electrical cable and breakaway switch cable between truck and trailer, raise tailgate if necessary.
- 6) Remove chocks/blocks and lift trailer jacks.

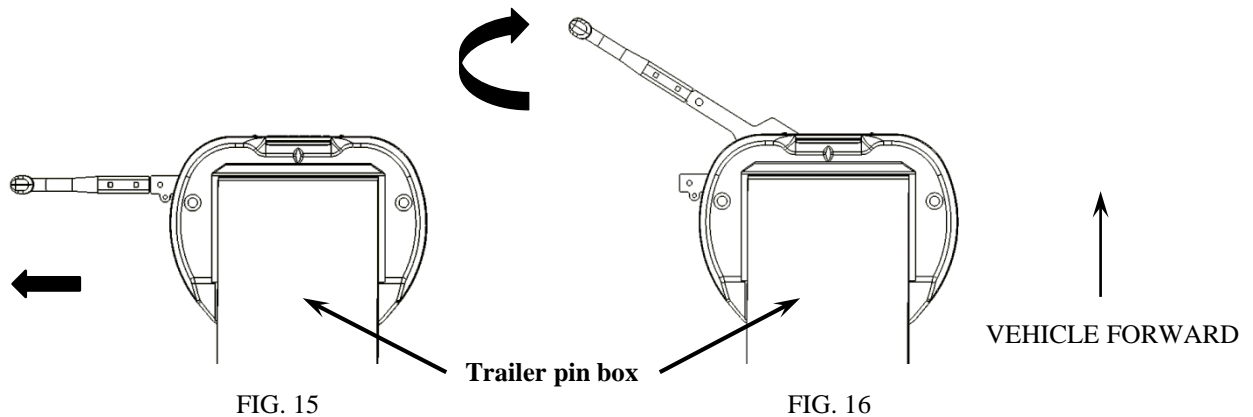
\*Jaw may not close if under compression. If fully backed into trailer and not fully latched, pull truck slowly forward to remove load on jaw. Handle will fully latch.

**Unhitching Procedure**

**Failure to follow these instructions may result in death or serious injury**

- 1) Make sure trailer is secure
  - A. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
  - B. Trailer jacks are lowered and are firmly on the ground
- 2) Make sure truck is ready to unhitch:
  - A. Tailgate is lowered if necessary
  - B. Electrical cable and breakaway switch cable are disconnected.
- 3) Remove bail pin and move handle to unhitching position (pg. 4, fig. 11) by pulling out fully (fig. 15) until an audible “CLICK” is heard then rotating handle towards cab (fig. 16).\*

**If handle will not move to the unhitching position (pg. 4, fig. 11) with ease, STOP, DO NOT FORCE THE HANDLE!!! The jaw may not open if under tension. Slowly reverse truck to remove load on the jaw before attempting to unhitch trailer.**



- 4) Drive truck slowly away from trailer

\*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-receive position, but trailer will still uncouple.

