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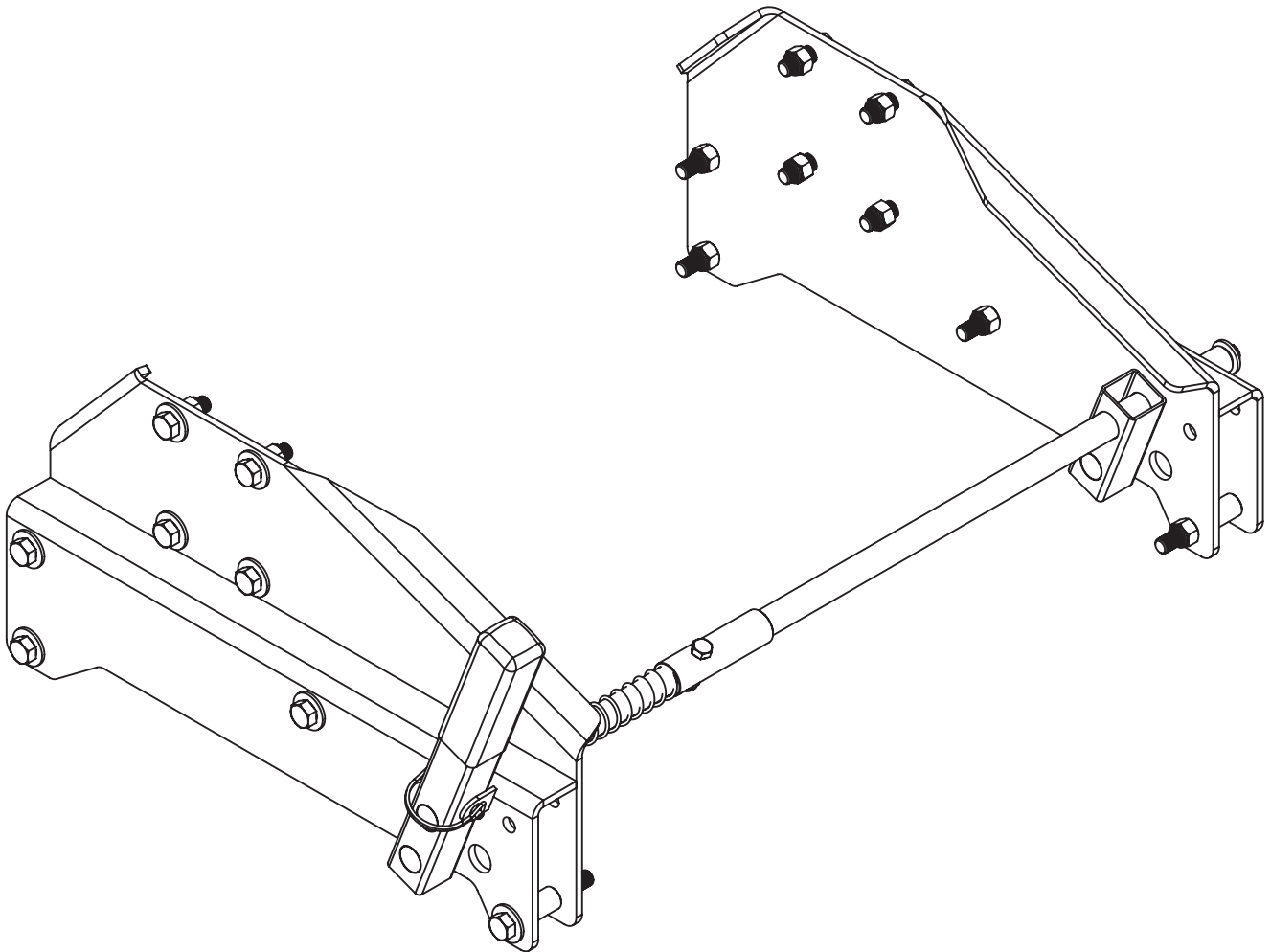
HJ26059, Rev 7  
06/22

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## 5TH WHEEL SIDE RAIL ASSEMBLIES

### 6059 Premier Series Ultra Slide

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**OPERATOR MANUAL**

## WARRANTY POLICY, OPERATOR MANUALS & REGISTRATION

Go online to [www.demco-products.com](http://www.demco-products.com) to review Demco warranty policies, operator manuals and register your Demco product.



### TORQUE SPECIFICATION

Torque figures indicated are valid for non-greased or non-oiled threads and heads unless otherwise specified. Therefore, do not grease or oil bolts or capscrews unless otherwise specified in this manual. When using locking elements, increase torque values by 5%.

\* GRADE or CLASS value for bolts and capscrews are identified by their head markings.

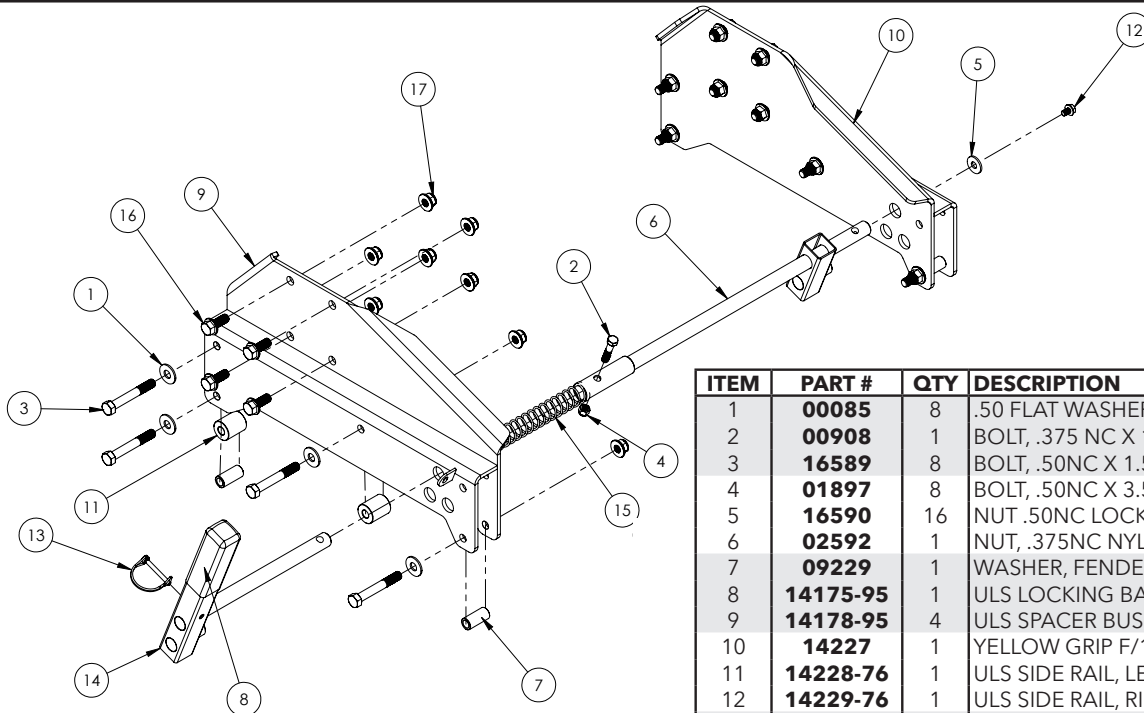
### BOLT TORQUE DATA FOR STANDARD NUTS, BOLTS, AND CAPSCREWS

Tighten all bolts to torques specified in chart unless otherwise noted. Check tightness of bolts periodically, using bolt chart as guide. Replace hardware with same grade bolt.

NOTE: Unless otherwise specified, high-strength Grade 5 hex bolts are used throughout assembly of equipment.

Bolt Torque for Standard bolts *						
"A"	GRADE 2		GRADE 5		GRADE 8	
	lb-ft	(N.m)	lb-ft	(N.m)	lb-ft	(N.m)
1/4"	6	(8)	9	(12)	12	(16)
5/16"	10	(13)	18	(25)	25	(35)
3/8"	20	(27)	30	(40)	45	(60)
7/16"	30	(40)	50	(70)	80	(110)
1/2"	45	(60)	75	(100)	115	(155)
9/16"	70	(95)	115	(155)	165	(220)
5/8"	95	(130)	150	(200)	225	(300)
3/4"	165	(225)	290	(390)	400	(540)
7/8"	170	(230)	420	(570)	650	(880)
1"	225	(300)	630	(850)	970	(1310)

Bolt Torque for Metric bolts *						
"A"	CLASS 8.8		CLASS 9.8		CLASS 10.9	
	lb-ft	(N.m)	lb-ft	(N.m)	lb-ft	(N.m)
6	9	(13)	10	(14)	13	(17)
7	15	(21)	18	(24)	21	(29)
8	23	(31)	25	(34)	31	(42)
10	45	(61)	50	(68)	61	(83)
12	78	(106)	88	(118)	106	(144)
14	125	(169)	140	(189)	170	(230)
16	194	(263)	216	(293)	263	(357)
18	268	(363)	--	--	364	(493)
20	378	(513)	--	--	515	(689)
22	516	(699)	--	--	702	(952)
24	654	(886)	--	--	890	(1206)

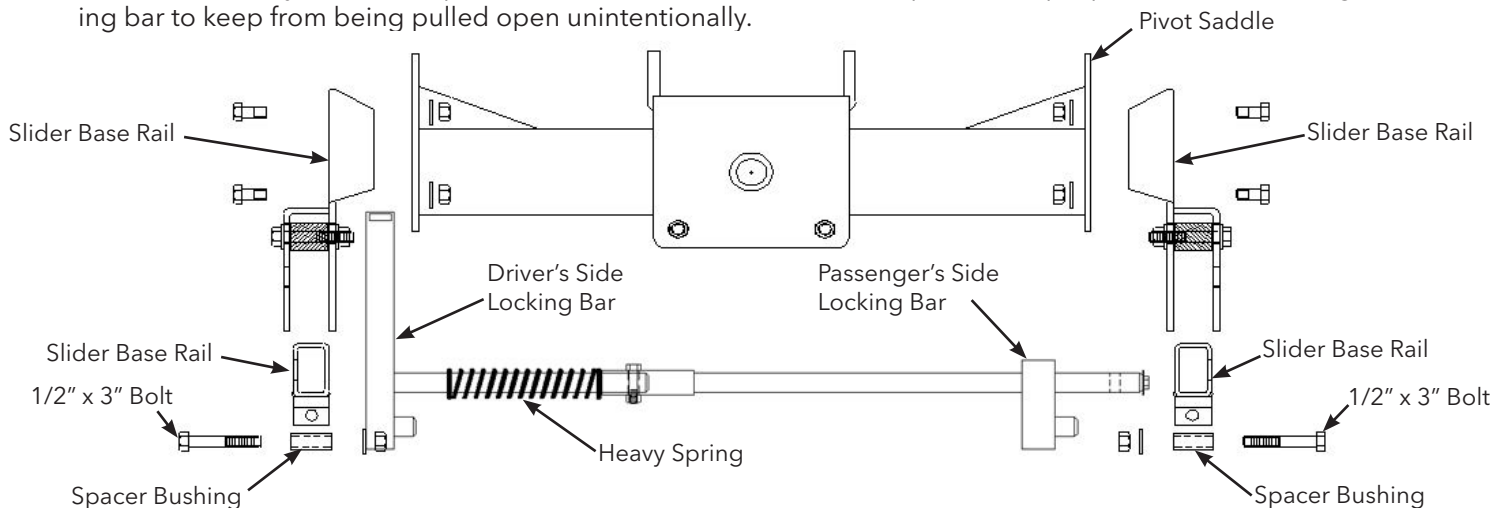


ITEM	PART #	QTY	DESCRIPTION
1	00085	8	.50 FLAT WASHER
2	00908	1	BOLT, .375 NC X 1.75 HEX GR.5
3	16589	8	BOLT, .50NC X 1.50 GR5 HEX FLANGE
4	01897	8	BOLT, .50NC X 3.50 HEX HEAD
5	16590	16	NUT .50NC LOCK NYLON INSERT FLANGE
6	02592	1	NUT, .375NC NYLON LOCK
7	09229	1	WASHER, FENDER, 10MM
8	14175-95	1	ULS LOCKING BAR
9	14178-95	4	ULS SPACER BUSHING
10	14227	1	YELLOW GRIP F/1.5 SQ TUBE
11	14228-76	1	ULS SIDE RAIL, LEFT
12	14229-76	1	ULS SIDE RAIL, RIGHT
13	14231-95	4	ULS ROLLER
14	14385	1	SPRING COMPRESS
15	14323	1	BOLT .313 NC X .50 SERR. FLG HEX HD
16	14324	1	PIN, .25 X 2.00 W/WIRE CLIP
17	14351-95	1	LOCK HANDLE

Please order replacement parts by PART NO. and DESCRIPTION

## 6059 ULS Assembly Instructions

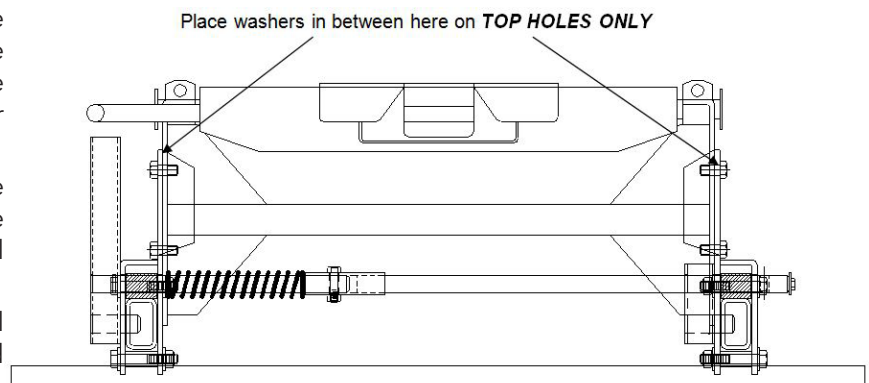
1. On a flat, level surface, place the 5999 slider base rails into the 6014 bedrails and pin them into place with the 14226 bedrail pull pins.
2. Drop the two siderails onto the base rails and install the 14178-95 spacer bushings under the slider base rails using the  $\frac{1}{2}$ " x 3  $\frac{1}{2}$ " bolts,  $\frac{1}{2}$ " SAE washers, and  $\frac{1}{2}$ " lock nuts. Tighten these bolts to 90-100 ft lbs torque immediately after installing spacers.
3. Loosely bolt on what ever saddle bracket you are using (either the 5986, 5990 or 6023) to the siderail plates at the desired height.
4. Slide the whole assembly back so that it comes up against the stops on the slider base rails. Insert the 14230-95 locking bar into the top large hole of the passenger side siderail and push in until the lower pin inserts into the rear large hole of the side rail.
5. Insert the 14351-95 locking handle into the large hole of the driver side siderail, as it comes through the other side, install the large return spring over the bar and push in until the lower pin inserts into the rear large hole of the siderail and the end where the spring went on inserts into the tube of the passenger side locking bar assembly. Bolt bars together using the  $\frac{3}{8}$ " x 1  $\frac{3}{4}$ " bolt and  $\frac{3}{8}$ " lock nut.
6. Install the large fender washer (09229) with the  $\frac{5}{16}$ " x  $\frac{1}{2}$ " bolt.
7. Tighten all loose bolts and fasteners (except roller bolts, they are to be able to spin freely).
8. Hitch is now ready to install as per normal installation instructions. \* Special lock pin provided for inserting into locking bar to keep from being pulled open unintentionally.



## 6059 ULS Alignment Procedure

In the event that the locking bar is binding or out of alignment slightly, the following procedure has worked to eliminate this occurrence should it happen.

1. Loosen off the bolts that attach the side plates to the saddle bracket and remove the top 2 bolts from either side. Also loosen the bolt that fastens the locking bars together at this time.
2. Place the  $\frac{1}{2}$ " flat washers in between the side plates and the saddle bracket on the top 2 bolt holes of each side and re-install the bolts.
3. Make sure the hitch is sitting on a flat level surface and the locking bar is in the closed position. Re-tighten the side plate bolts.
4. Re-tighten the locking bar bolt.



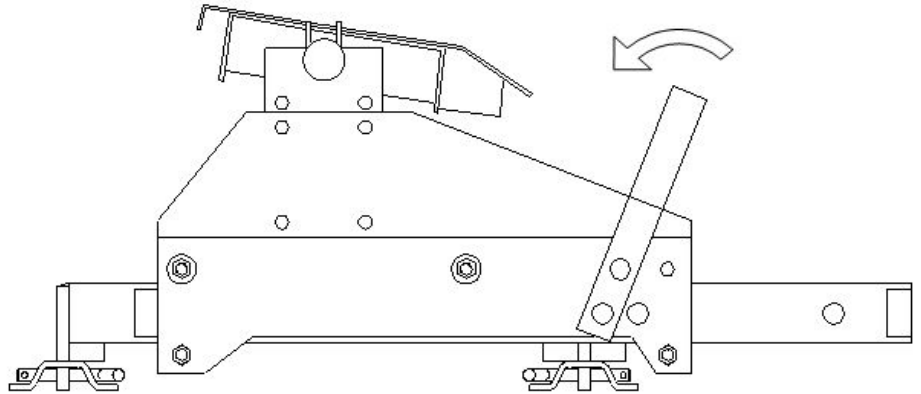
## ULS Hitch Operation Instructions

The Hijacker "Ultra Slide" fifth wheel assembly allows you the convenience of moving your hitch placement without the inconvenience of having to uncouple your trailer to do so. With its use of steel rollers to eliminate binding, it has an Ultra smooth Slide.

Important Note: Never tow trailer in maneuvering or parking position.

To slide the hitch assembly from the towing position to the parking position, use the following procedure:

1. Place truck in park. If a padlock is on the locking bar, unlock and remove it.
2. Pull out on the locking bar handle and pivot it to the left and align the bottom pin of the bar into the lower right hole.
3. Return to cab of truck and with foot on the brake, put into forward drive gear. Apply trailer brakes and slowly pull forward with truck. If trailer brakes do not hold the trailer from moving, it may be necessary to place wheel chocks to prevent trailer from moving.
4. The hitch assembly will roll back towards the tailgate and come up against the stops, and pin into the holes in the base rail. The trailer is now ready to maneuver into position with sufficient cab clearance.



To return to traveling position, simply reverse the above procedure.

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