

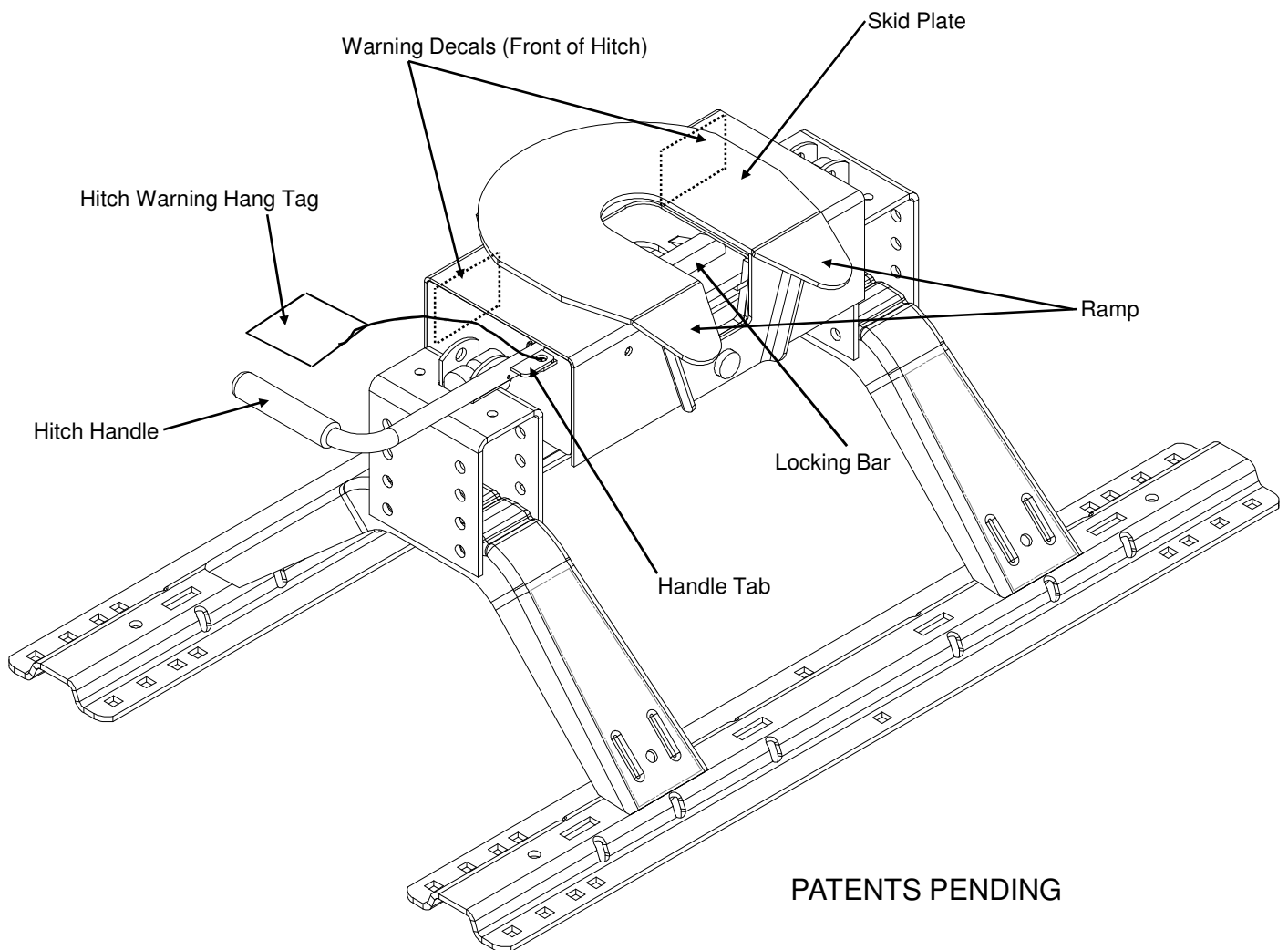
REESE INSTRUCTION MANUAL 16K Fifth Wheel Hitch

DEALER/INSTALLER:

- (1) Provide this Manual to end user.
- (2) Physically demonstrate hitching and unhitching procedures in this Manual to end user.
- (3) Have end user demonstrate that he/she understands these procedures.

END USER:

- (1) Read and follow this Manual every time you use the hitch.
- (2) Save this Manual and Hitch Warning Hang Tag for future reference.
- (3) Pass on copies of Manual and Hitch Warning Hang Tag to any other user or owner of hitch.
- (4) Never remove hitch warning decals as shown on the cover of this manual. If damaged, contact Cequent Performance Products(1-888-521-0510) for free replacement decals.



For Installation Assistance or Technical Help, Call 1-888-521-0510

⚠ WARNING:
Failure to follow these instructions may result in death or serious injury!

INDEX

1. GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER	P. 2
2. ASSEMBLY INSTRUCTIONS	P. 4
3. BEFORE EACH TRIP	P. 5
4. HITCHING PROCEDURE	P. 5
5. PULL TEST	P. 8
6. UNHITCHING PROCEDURE	P. 8
7. MAINTENANCE	P. 9
8. Cequent Performance Products THREE YEAR LIMITED WARRANTY	P. 10

GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER

⚠ WARNING:

- Trailer and its contents together must not exceed truck, hitch and/or trailer tow ratings.
- Towing vehicle must have a manufacturer’s rated towing capacity equal to or greater than the gross trailer weight (dry weight of the trailer plus payload of the trailer). (See Fig. 1)
- Gross weight of trailer must not exceed 16,000 pounds.
- King pin weight must not exceed 4000 pounds (See Fig. 2). If in doubt, have king pin weight measured by qualified facility.

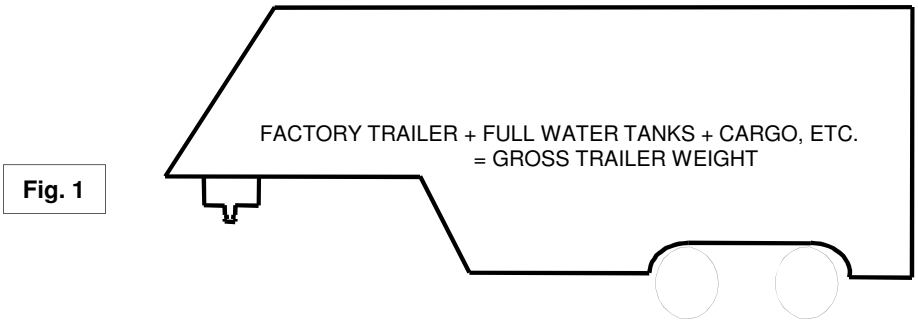


Fig. 1

1. This hitch is designed for use with recreational fifth wheel trailers only.
2. Use only a SAE 2-inch kingpin with this Fifth Wheel Hitch.
3. Approximately 15%-25% of trailer weight should be on hitch (Pin Weight). See Fig. 2



Fig. 2

4. Trucks come in many different configurations. This hitch is designed for use in light trucks such as the Ford F-Series, the Chevy Silverado and the Dodge Ram. This hitch is recommended for use with long bed (8ft) light trucks for the best combination in truck-trailer turning clearance.

Rule of thumb: The distance from the back of the truck cab to the center of the rear truck axle ("X" in Fig. 3), should be approximately 4 inches greater than one-half the trailer width ("Y" in Fig.3)

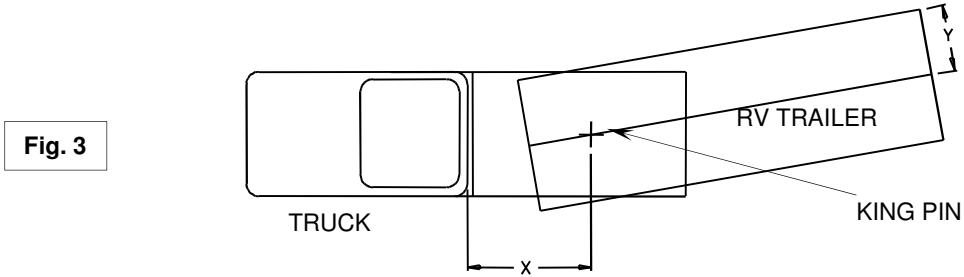


Fig. 3

5 . If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, Horizon Global recommends the trailer be equipped with an extended pin box to help gain additional truck - trailer turning clearance (See trailer manufacturer for options) (See Fig. 4). It also may be helpful to add a **30048 30092, or 50008 slider** for increased turning clearance for low speed, non-highway maneuvering.

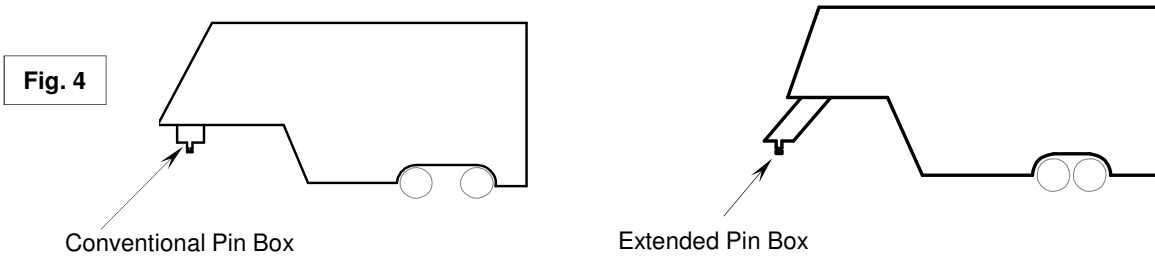


Fig. 4

⚠ WARNING:
Do Not install this fifth wheel hitch on or attempt to tow with a short bed pickup truck that has a bed shorter than 6 ft. unless sidewinder is used!

6. The height of the hitch and the pin box should be adjusted so the trailer is approximately level as it is towed. Allow approximately 6 inches clearance between the top of the pickup walls and the underside of the front of the trailer for pitch and roll of the trailer. (See Fig. 5). Allow more clearance between pickup walls and trailer for off road use.

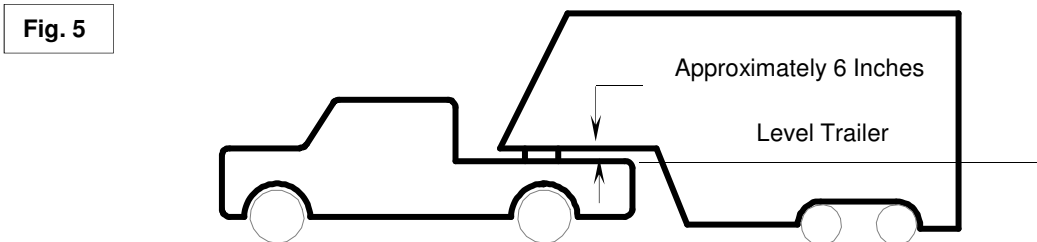
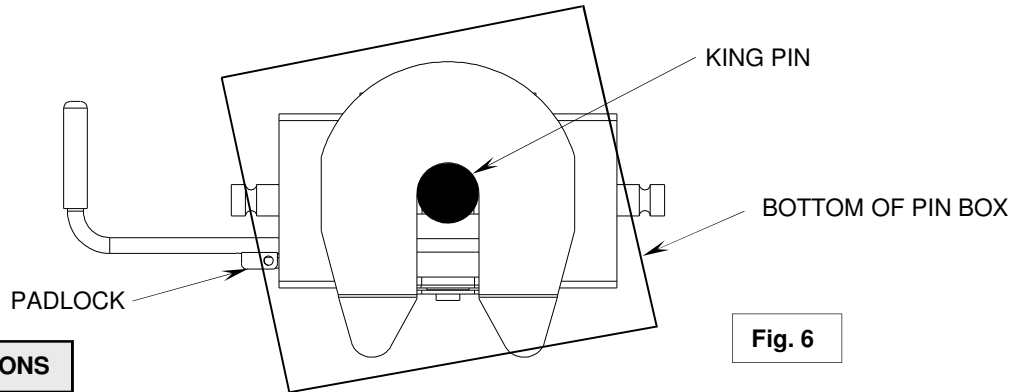


Fig. 5

⚠ WARNING:

Do Not use this hitch for towing a trailer with a pin box that could come into contact with or interfere with the padlock or the handle tab when turning! (See Fig. 6) If the pin box contacts the hitch handle, tab or its lock when turning, the trailer may become unhitched.

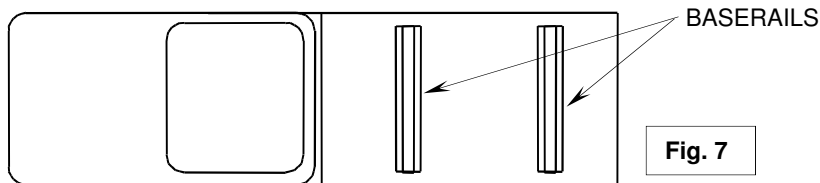


ASSEMBLY INSTRUCTIONS

⚠ WARNING:

- Connection for trailer wiring should be in the side of the truck bed between the driver's seat and the wheel well for the back truck axle
- Installation of connection rearward of the wheel well may result in user placing body between truck and trailer. **WHENEVER POSSIBLE, AVOID PUTTING BODY UNDER TRAILER OR BETWEEN TRUCK AND TRAILER!**
- If you need to place any part of your body under trailer or between truck and trailer:
 - All trailer tires **MUST** be blocked in front and behind each tire **AND**
 - Trailer landing gear **MUST** be resting on firm ground **AND**
 - Truck **MUST** be stationary, in park, with emergency brake on!

1. Reference Fig. 19 on back page. Numbers in parentheses refer to parts in Fig. 19.
2. This 5th Wheel Kit is contained in two to three cartons. Unpack and become familiar with parts on parts list.
3. Place two base rails (25) across bed of truck (See Fig. 7). Select one leg (28) and place tabs through the second rectangular slot from the end of the rail in the base rails. Slip long pull pins (11) through holes in base rails from the inside out as shown so the cotter pins are on the outside of the base rails. Repeat for other leg. Secure pull pins with spring cotter pins (12).



4. Select head support (27) and install on leg aligning holes for hitch height desired. (Lowest position 13" highest 17"). Install four 1/2-13 x 4.5" Hex bolts (29), (with heads toward inside as shown) and lock nuts (31).
5. Torque 1/2" nuts to 75 lb. ft.
6. Install base rails kit per rail kit instructions.

⚠ WARNING

Base rails must be bolted through the floor of the pickup to the brackets that attach to the truck frame. DO NOT INSTALL BY FASTENING TO THE FLOOR OF THE PICKUP BOX ONLY. The floor alone is not strong enough to carry the loads imposed by the trailer.

7. Lubricate yokes in head support (27) with heavy oil or chassis grease.
8. Install outer tubular handle (35) over solid inner handle (17) and pin together with cotter pin (34). Bend cotter pin to hold in place.
9. Place head assembly (26) into yokes in head support (27) and secure with two short pull pins (23), with grooved end toward tailgate of truck. Install spring cotter pins (12) into grooves in pull pins.

BEFORE EACH TRIP:

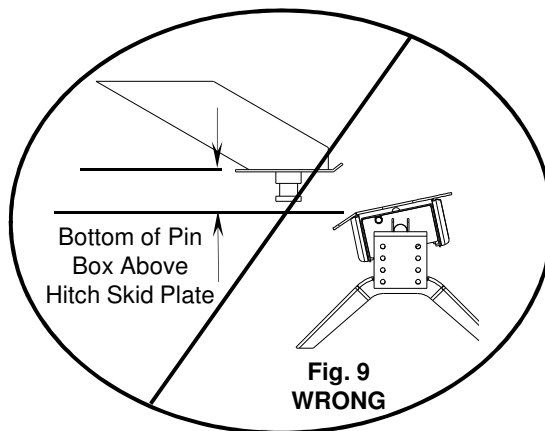
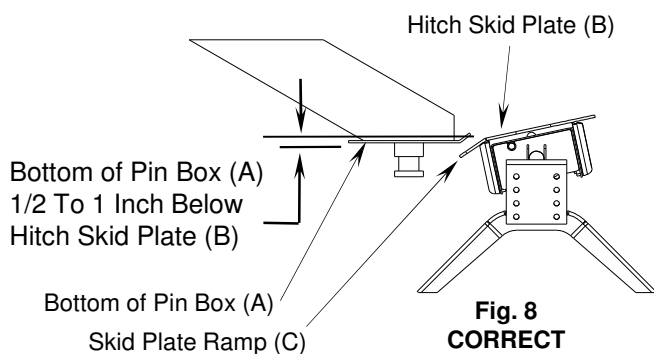
1. Lubricate skid plate surface of the hitch (see figure on cover of Manual) with automotive type chassis grease or use a plastic lube plate to provide a lubricated surface. Use engine oil to lubricate pivot points of moving parts within the hitch.
2. Plastic lube plates can be used to avoid messy grease. The plastic lube plate must not exceed 3/16 of an inch in thickness to ensure hitch will operate properly. Lube plates must be 10 inches in diameter or larger to properly distribute king pin weight.
3. Before each trip or maneuver, operate the handle and check that the locking bar opens and closes freely without trailer attached.
4. See that all hitch pull pins (# 11 on Fig. 19) are in place and the spring retaining pins (#12 on Fig. 19) are installed.

HITCHING PROCEDURE:

IMPORTANT: YOU ARE RESPONSIBLE FOR SAFE HITCHING AND UNHITCHING OPERATIONS. DO NOT RELY ON OTHERS TO PERFORM YOUR DUTIES. YOU MUST PERSONALLY MAKE SURE THE FOLLOWING STEPS ARE PERFORMED IN THE FOLLOWING ORDER!

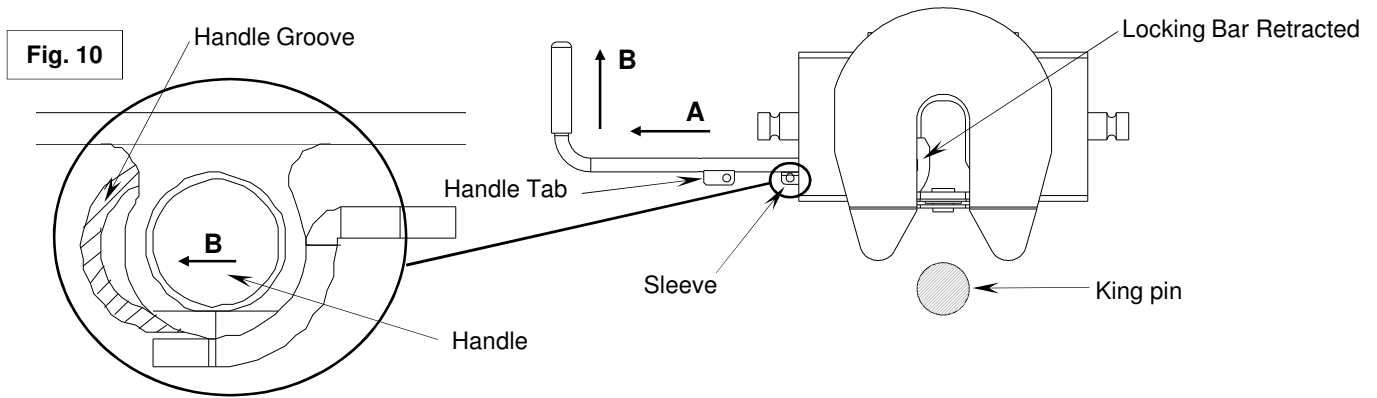
⚠ WARNING:
Failure to follow these instructions may result in death or serious injury.

1. Place blocks (sometimes called “chocks”) firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion. **DO NOT REMOVE BLOCKS UNTIL EACH OF THE FOLLOWING STEPS AND THE PULL TEST HAVE BEEN COMPLETED.** Lower tailgate if necessary.
2. Using trailer jacks, adjust trailer height following the directions in the trailer manual so that bottom of trailer pin box (“A” in Fig. 6) is 1/2 to 1 inch below skid plate (See “B” in Fig. 8). During the hitching maneuver, the bottom of the trailer pin box should come in contact with skid plate ramp (“C” in Fig. 8).

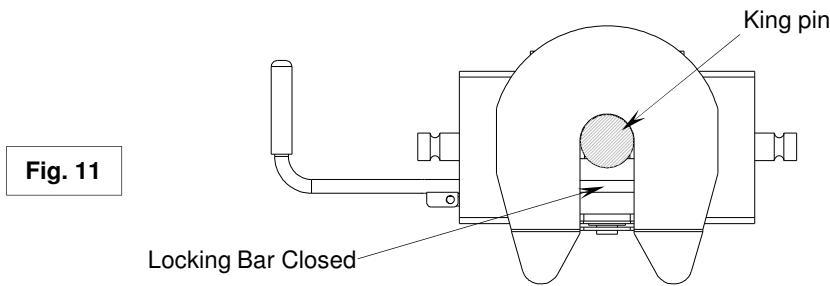


⚠ WARNING:
Failure to follow this instruction may result in king pin being too high and coming to rest on top of closed locking bar or not completely inside locking bar. (See Fig. 9). This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone is under the trailer or between truck and trailer when separation occurs.

3. Pull handle out (A) and forward (B) so that the handle rests in the handle groove on the side of the hitch head and cocks it open. (See Fig. 10). The hitch is now ready to accept the trailer king pin.



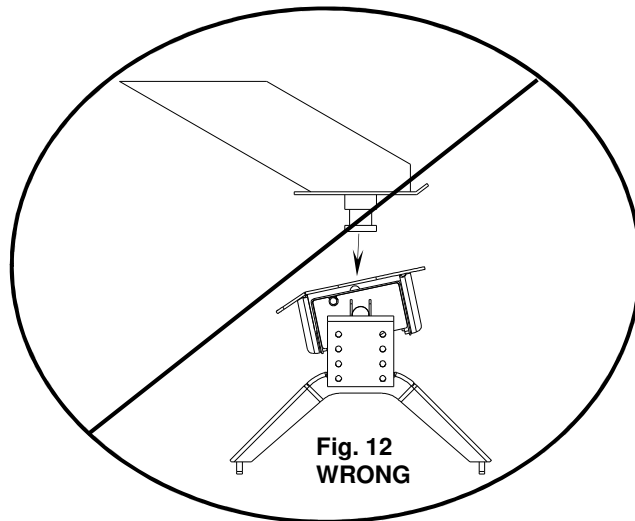
4. With locking bar in the open position (See Fig. 10), back truck slowly into trailer king pin until locking bar slides behind king pin. The locking bar will automatically trap king pin when the king pin is inserted into the hitch far enough to disengage locking bar (See Fig. 11).



5. Use only the method described above for hitching.

⚠ WARNING:

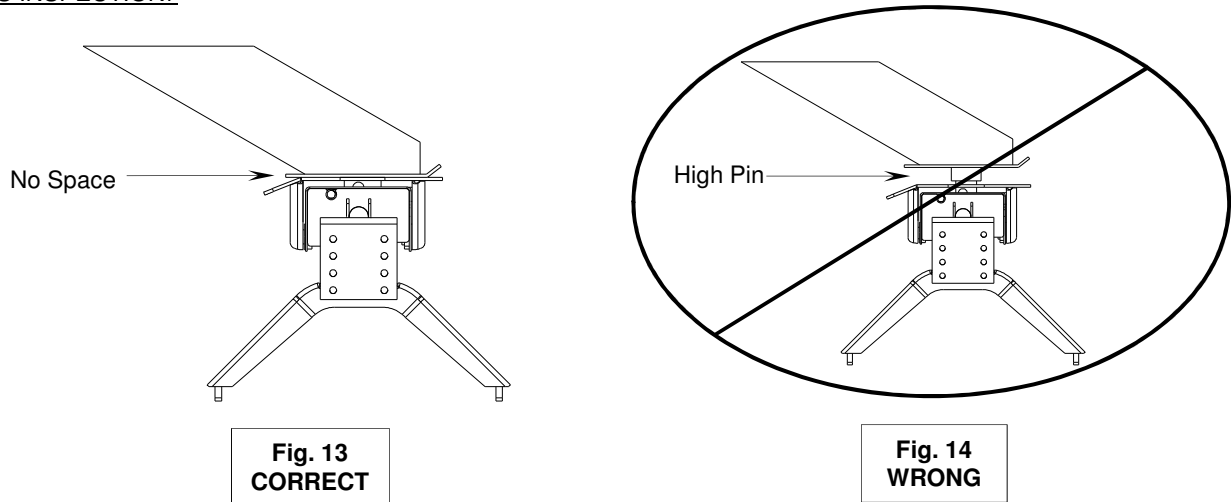
Do not attempt to hitch by using trailer jacks to lower trailer and king pin. This could result in king pin coming to rest on top of skid plate instead of within hitch opening where locking bar is located. King pin could slide off hitch and trailer could drop, resulting in death or serious injury (See Fig. 12).



6. With:

- All trailer wheels still firmly blocked, and
- Landing gear still resting on firm ground and supporting trailer weight, and
- Truck stationary and in park with emergency brake on:

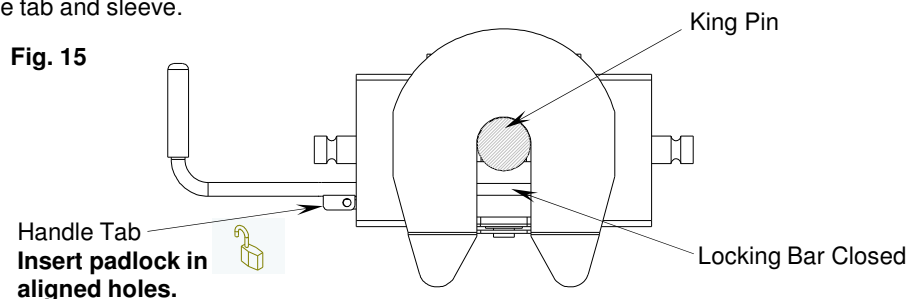
Visually check that bottom of pin box is resting on top of the hitch. THERE SHOULD BE NO SPACE BETWEEN THESE SURFACES (See Fig. 13). If space exists, (See Fig. 14) trailer has not been properly hitched. DO NOT TOW! Instead, repeat above steps until trailer is properly hitched. DO NOT PLACE BODY UNDER TRAILER TO PERFORM THIS INSPECTION!



7. The round hole in the handle tab on the tubular handle should now line up with the hole in the sleeve (Fig. 10) on the front left corner of the hitch head (Fig. 11). Insert a lock through the holes in handle tab and sleeve. IF HOLES ARE NOT ALIGNED, TRAILER HAS NOT BEEN PROPERLY CONNECTED TO HITCH. DO NOT TOW! Instead, repeat above steps until trailer is properly hitched. DO NOT PLACE BODY UNDER TRAILER TO PERFORM THIS INSPECTION!

⚠ WARNING
Failure to use a padlock could result in trailer suddenly becoming unhitched (see Fig. 15).

Do Not force handle if it is not aligned to permit locking. Check that the trailer plate is resting on the skid plate and applying downward pressure. Lower trailer by raising trailer jacks if necessary and with the trailer wheels blocked on both sides, move the truck slightly back and forth to allow the king pin to engage. Handle should be all the way in and lock should be inserted through handle tab and sleeve.



8. With:

- All trailer wheels still firmly blocked in front and behind each tire, and
- Truck stationary with the emergency brake on, and
- Trailer landing gear still resting on firm ground and supporting trailer weight:
 - Connect electrical cable between truck and trailer, connect breakaway switch cable from pin box to a permanent part of truck, and raise tailgate of truck.

⚠ WARNING

•WHENEVER POSSIBLE, AVOID PUTTING BODY UNDER TRAILER OR BETWEEN TRUCK AND TRAILER
•If you need to place any part of your body under trailer or between truck and trailer:

- All trailer tires **MUST** be blocked in front and behind each tire **AND**
- Trailer landing gear **MUST** be resting on firm ground **AND**
- Truck **MUST** be stationary, in park, with emergency brake on!

PULL TEST


 **WARNING:**
Failure to perform this test may result in death or serious injury!

1. With:

- All trailer wheels still firmly blocked, and
- Trailer land gear still resting on firm ground and supporting trailer weight and,
- Truck stationary and with emergency brake on:

Return to cab of truck and release truck's emergency brake. Apply trailer brakes. After making sure no one is between truck and trailer, try to pull trailer slowly forward with the truck. If the trailer is properly hitched, the wheel blocks and trailer brakes should keep the truck from moving forward.

NOTE: If trailer is not properly hitched, trailer will separate from hitch and truck will move forward leaving trailer behind. If the trailer landing gear is still on resting on firm ground supporting trailer weight and wheels are blocked, trailer will not be able to drop or fall

 **WARNING:**
Failure to keep wheels blocked and landing gear down could result in trailer suddenly moving or falling. This could result in death or serious injury!

2. After successfully performing above steps, fully raise trailer landing gear (see trailer manual).
3. Check and inspect all electrical circuits for proper operation. (Clearance lights, turn signals, stop lights, etc.).
4. Remove and store all trailer wheel blocks.

UNHITCHING PROCEDURE:

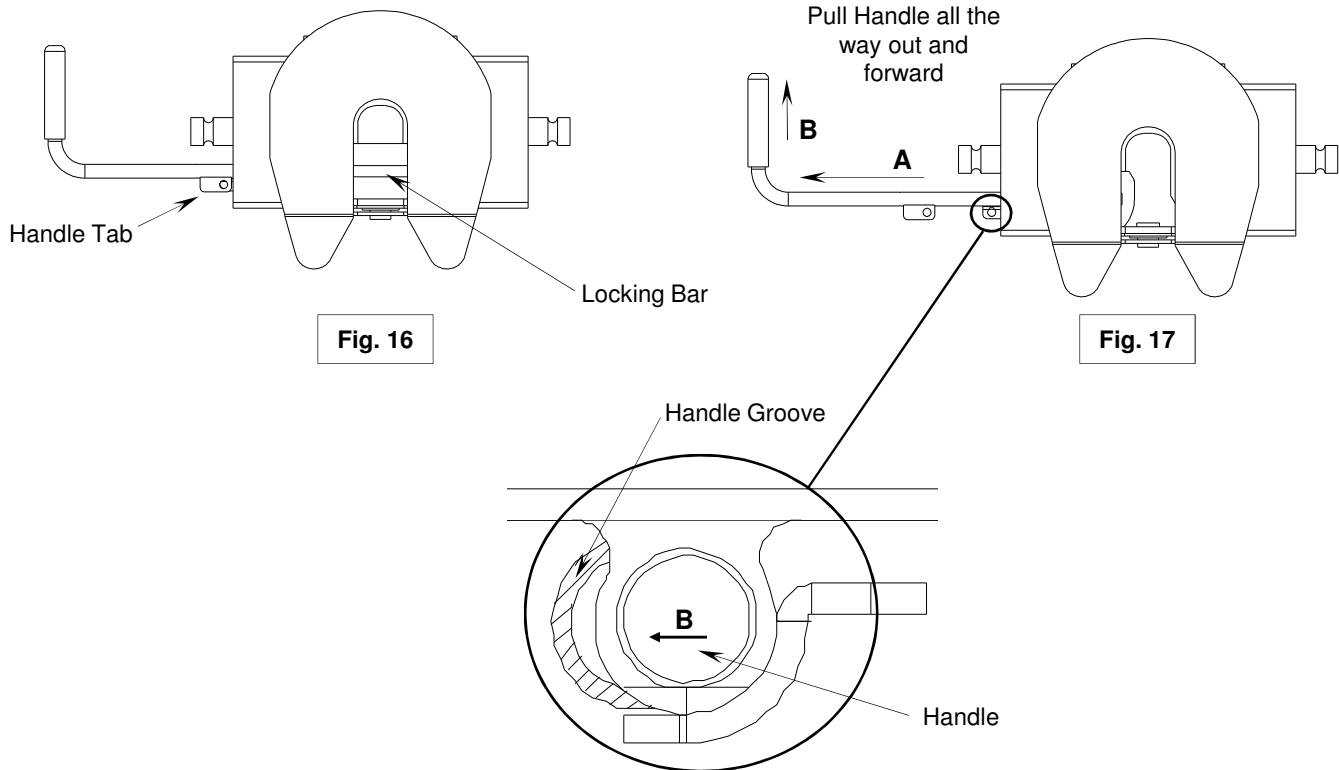
PERFORM THE FOLLOWING IN THIS ORDER:

1. Place blocks firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion.
2. Using trailer jacks, lower trailer landing gear following the directions in the Trailer Manual until feet of landing gear are resting on firm ground.
3. Make sure truck is in park with the emergency brake on.

 **WARNING:**
Trailers that are not stable or properly hitched can fall and kill you! To avoid death or serious injury:

- All trailer tires **MUST** be blocked in front and behind each tire **AND**
- Trailer landing gear **MUST** be resting on firm ground **AND**
- Truck **MUST** be stationary, in park, with emergency brake on!

4. Lower truck tail gate.
5. Disconnect power cable and breakaway switch cable between truck and trailer.
6. Remove lock from handle tab and sleeve.
7. Make sure that there is no rearward load on the king pin locking bar. If this is the case, the handle and king pin locking bar will be difficult to open. **DO NOT FORCE HANDLE.** Back truck into trailer and reset truck emergency brakes.
8. Pull handle out (A) and forward (B) so that the groove in the handle catches the side of the hitch head and cocks it open (C). See Figures 16 and 17.



9. AFTER MAKING CERTAIN NO ONE IS STANDING BETWEEN TRUCK AND TRAILER OR IN FRONT OF TRUCK, drive truck slowly away from trailer.

⚠ WARNING

**Whenever possible, avoid putting body under trailer or between truck and trailer
If you need to place any part of our body under trailer or between truck and trailer:**

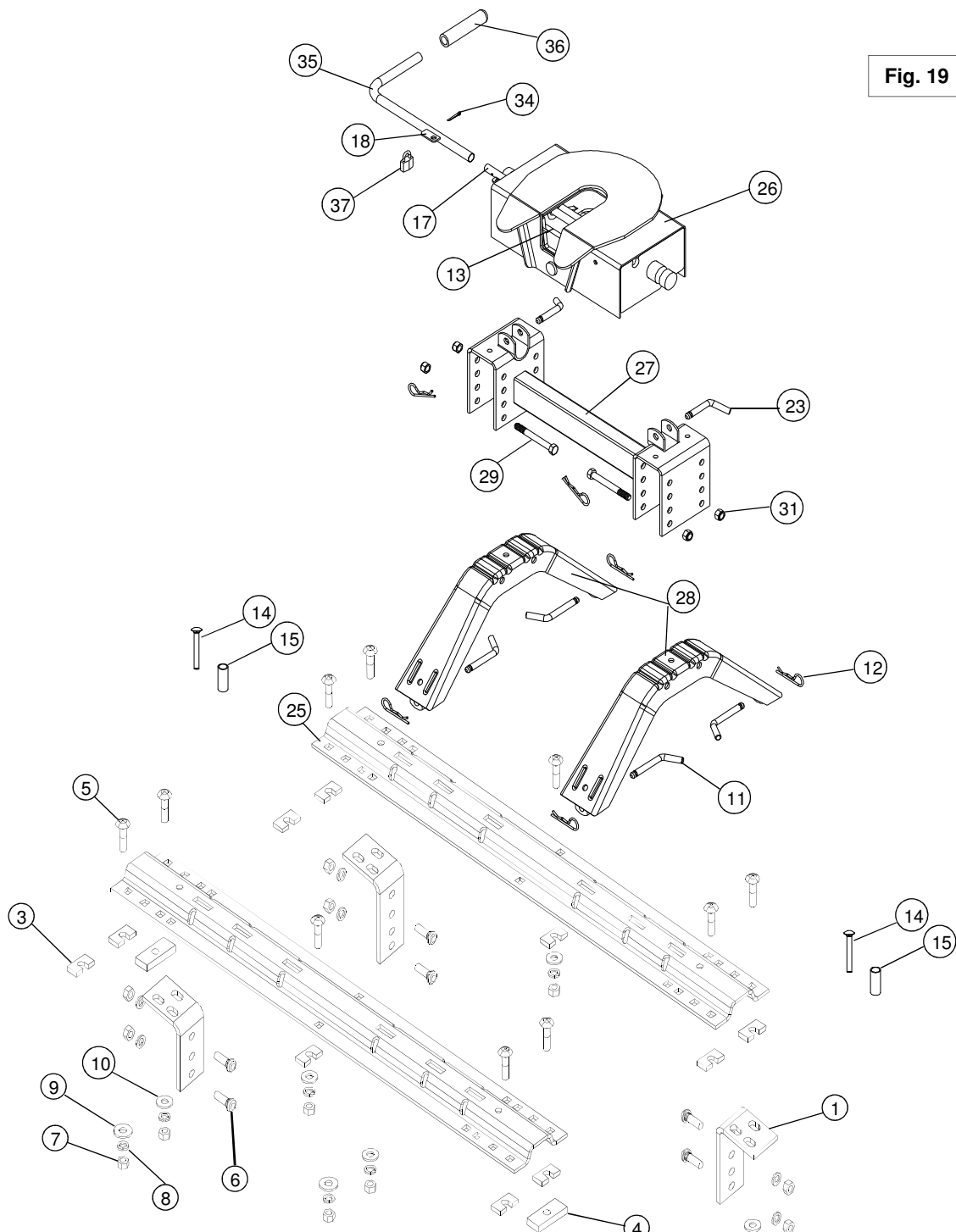
- All trailer tires **MUST** be blocked in front and behind each tire **AND**
- Trailer landing gear **MUST** be resting on firm ground **AND**
- Truck **MUST** be stationary, in park, with emergency brake on!

10. Close locking bar by pulling handle out and back.
(Spring should close locking bar.)
11. KEEP WHEEL BLOCKS IN PLACE. This will keep trailer from moving unexpectedly.
12. Close tailgate if desired

MAINTENANCE:

1. Recheck tightness of all hardware every 1000 miles of use.
2. See “Before each trip” section in this manual.

Fig. 19



16K 5TH WHEEL PCS.

- 11. LONG PULL PIN (4)
- 12. SPRING COTTER PIN (6)
- 13. LOCKING BAR (1)
- 17. SOLID INNER HANDLE (1)
- 18. HANDLE TAB (1)
- 23. SHORT PULL PIN (2)
- 26. 5TH WHEEL HEAD (1)
- 27. HEAD SUPPORT (1)
- 28. SIDE BRACKETS (2)
- 29. 1/2"X4 1/2" BOLTS (4)
- 31. 1/2" LOCK NUTS (4)
- 34. DRIVE PIN (1)
- 35. HANDLE, TUBE (1)
- 36. HANDLE GRIP (1)
- 37. PADLOCK (1)

BASE RAILS PCS.

- 1. LONG BRACKET (2)
- 2. SHORT BRACKET (2)
- 3. FILLER SPACER (10)
- 4. SPACER (2)
- 5. CARRIAGE BOLTS (10)
- 6. KNURLED BOLTS (8)
- 7. 1/2" NUTS (18)
- 8. 1/2" LOCKWASHERS (18)
- 9. 1/2" SERRATED WASHERS (6)
- 10. 1/2" FLAT WASHERS (4)
- 14. 4" CARRIAGE BOLT (2)
- 15. TUBE SPACER (2)
- 25. BASE RAILS (2)

MANUAL DE INSTRUCCIONES

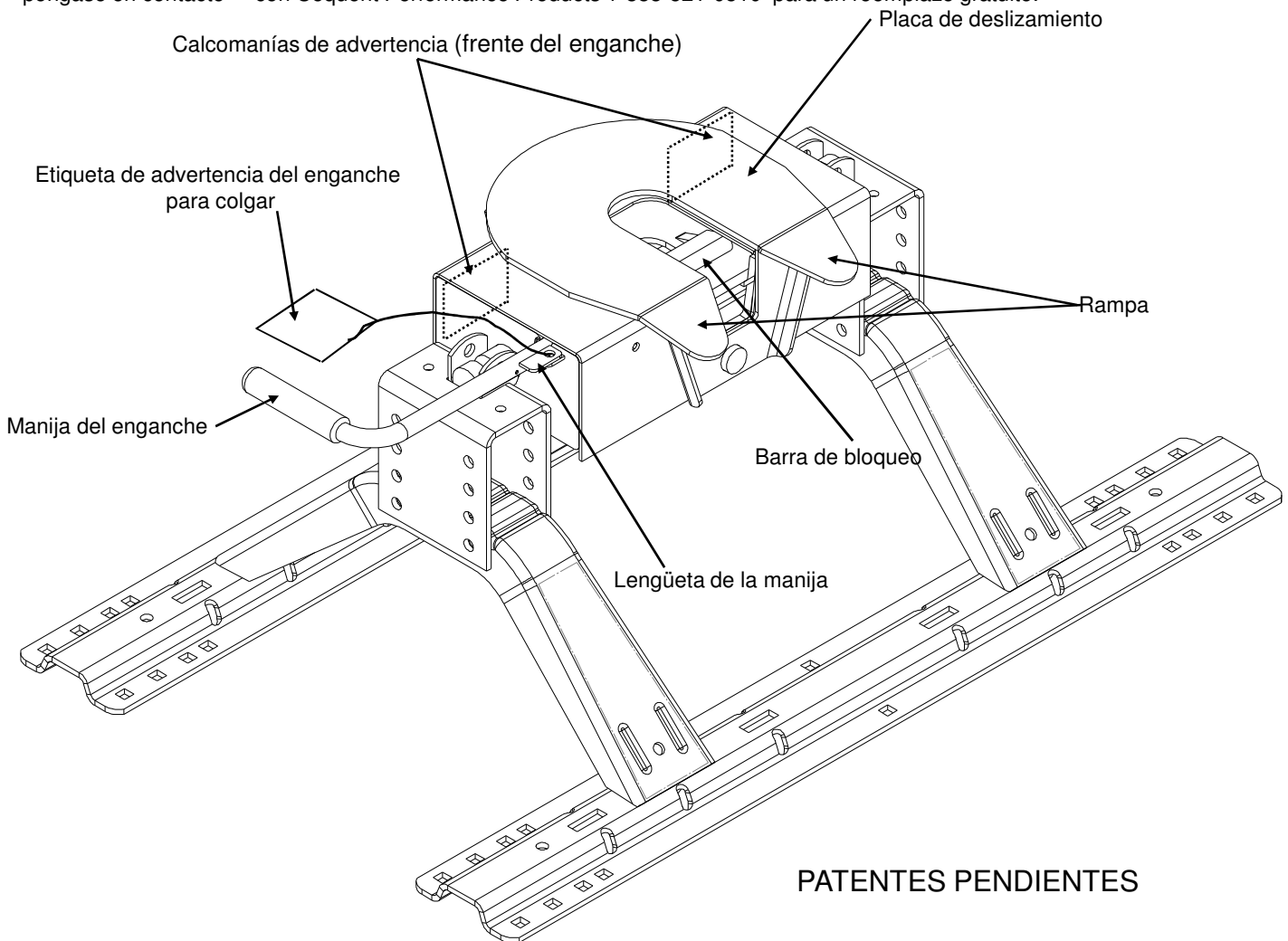
Enganche de 5ta rueda 16K

CONCESIONARIO/INSTALADOR:

- (1) Entregue este manual al usuario final.
- (2) Demuestre físicamente los procedimientos de enganche y desenganche en este Manual al usuario final.
- (3) Pida al usuario final que le demuestre que entiende los procedimientos.

USUARIO FINAL:

- (1) Lea y siga este Manual cada vez que use el enganche.
- (2) Guarde este Manual y la etiqueta de advertencia del enganche para colgar como referencia futura.
- (3) Distribuya copias de este Manual y de la etiqueta de advertencia del enganche para colgar a cualquier otro usuario o propietario del enganche.
- (4) Nunca retire las calcomanías de advertencia del enganche que se muestran en la portada de este manual. Si se dañan, póngase en contacto con Cequent Performance Products 1-888-521-0510 para un reemplazo gratuito.



Para asistencia con la instalación o para ayuda técnica, llame al 1-888-521-0510

⚠ADVERTENCIA:

¡No seguir estas instrucciones puede resultar en la muerte o en lesiones serias!

ÍNDICE

1. PAUTAS PARA AJUSTAR EL VEHÍCULO DE REMOLQUE Y EL REMOLQUE	P. 2
2. INSTRUCCIONES DE INSTALACIÓN:	P. 4
3. ANTES DE CADA VIAJE	P. 5
4. PROCEDIMIENTOS PARA EL ENGANCHE	P. 5
5. PRUEBA DE HALAR	P. 8
6. PROCEDIMIENTO PARA EL DESENGANCHE	P. 8
7. MANTENIMIENTO	P. 9
8. GARANTÍA LIMITADA DE 3 AÑOS DE CEQUENT PERFORMANCE PRODUCTS	P. 10

PAUTAS PARA AJUSTAR EL VEHÍCULO DE ENGANCHE Y EL REMOLQUE

⚠ADVERTENCIA:

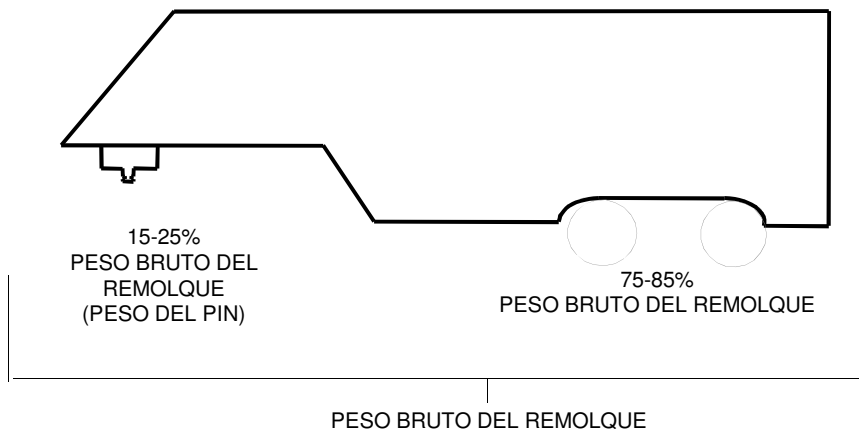
- El remolque y su contenido combinados no deben exceder las calificaciones del vehículo, enganche y/o remolque.
- El vehículo de remolque debe tener una capacidad de remolque establecida por el fabricante que sea igual o superior al peso bruto del remolque (peso seco del remolque más la carga útil del remolque). (Ver Fig. 1)
- El peso bruto del remolque no debe exceder 16,000 libras.
- El peso del King pin no debe exceder 4000 libras (Ver Fig. 2). Si tiene dudas haga pesar el king pin en un centro calificado.

Fig. 1



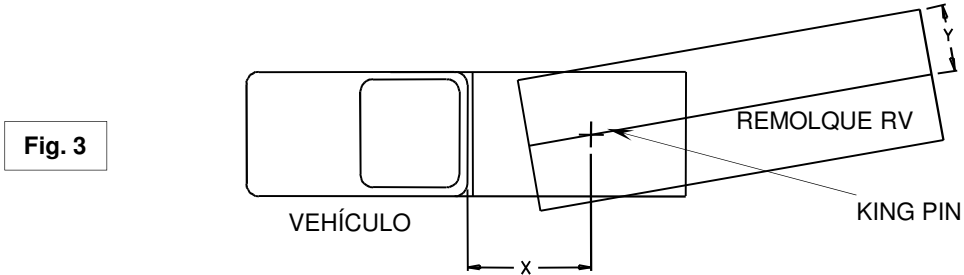
1. Este enganche está diseñado para uso con remolques de recreación de quinta rueda únicamente.
2. Use únicamente un king pin SAE de 2 pulgadas con este enganche de quinta rueda.
3. Aproximadamente 15%-25% del peso del remolque debe estar en el enganche (peso del Pin). Ver Fig. 2

Fig. 2

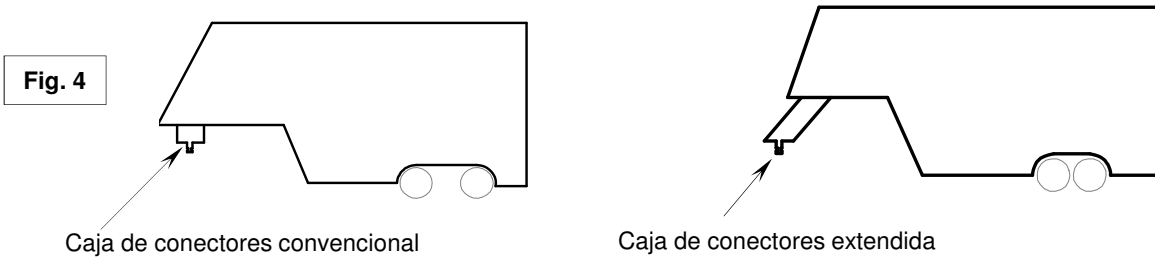


4. Los camiones vienen en configuraciones diferentes. Este enganche está diseñado para uso en camiones livianos como la serie Ford F- el Chevy Silverado y el Dodge Ram. Este enganche se recomienda para uso con camiones livianos de plataforma larga (8 pies) para la mejor combinación de vehículo - remolque para despeje de giro

Regla de oro: La distancia desde la parte posterior de la cabina del vehículo hasta el del eje posterior del vehículo ("X" en Fig. 3), debe ser aproximadamente 4 pulgadas más que la mitad del ancho del remolque ("Y" en Fig.3)

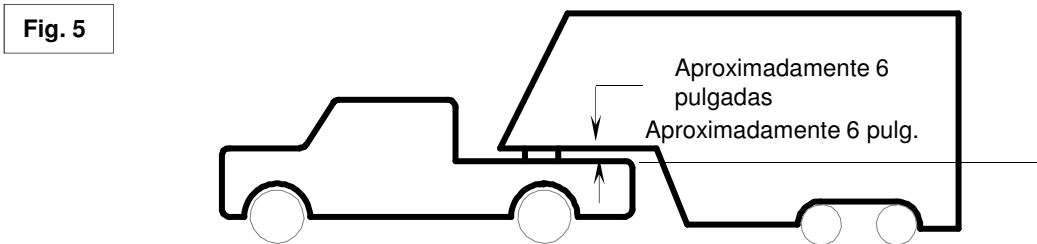


5 Si se va a usar una camioneta de plataforma corta (menos de 8 pies pero más de 6 pies) para remolque, CEQUENT PERFORMANCE PRODUCTS recomienda que el remolque esté equipado con una caja de conectores extendida para ayudar a ganar despeje adicional de giro entre el vehículo - remolque (Consulte con el fabricante del remolque para opciones) (Ver Fig. 4). También puede ser útil agregar un deslizador **30048 ó 50008 ó 30092** para mayor despeje de giro para maniobrar a baja velocidad fuera de la carretera.



⚠ ADVERTENCIA:
¡No instale este enganche de quinta rueda ni intente remolcar con una camioneta de plataforma corta que tenga una plataforma menor de 6 pies o que use un sidewinder!

6. La altura del enganche y de la caja de conectores se debe ajustar de manera que el remolque esté nivelado aproximadamente a medida que se remolca. Permita aproximadamente 6 pulgadas de despeje entre la parte superior de las paredes de la camioneta y el lado inferior del frente del remolque para el cabeceo y roldo del remolque. (Ver Fig. 5) Permita más despeje entre las paredes de la camioneta y el remolque para uso fuera de la carretera.



⚠ ADVERTENCIA:

¡No use este enganche para remolcar un remolque con un caja de conectores que podría hacer contacto o interferir con el candado o la lengüeta de la manija cuando esté girando! (Ver Fig. 6) Si la caja de conectores hace contacto con la manija del enganche, lengüeta, o el candado cuando se está girando, el remolque podría desengancharse

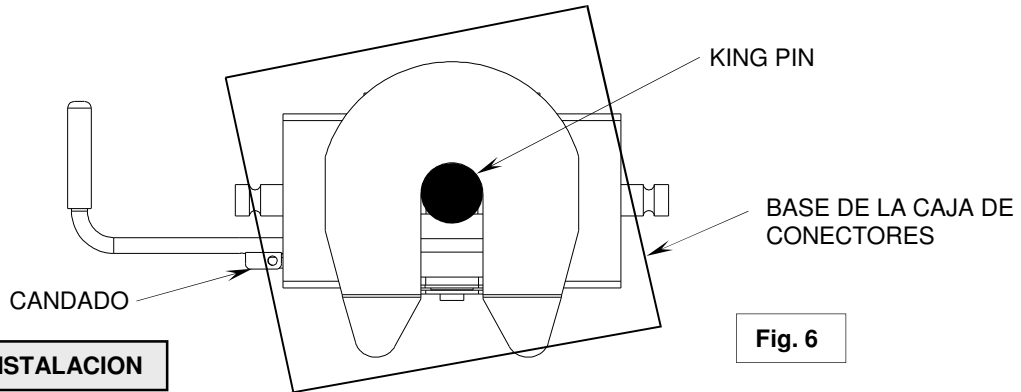


Fig. 6

INSTRUCCIONES DE INSTALACION

⚠ ADVERTENCIA:

- La conexión del cableado del remolque debe ser en el costado de la plataforma del vehículo entre el asiento del conductor y el receptáculo de la rueda para el eje posterior del vehículo
- La instalación de la conexión detrás del receptáculo de la rueda podría resultar en que el usuario coloque el cuerpo entre el vehículo y el remolque. **¡CUANDO ESTO SEA POSIBLE, EVITE COLOCARSE DEBAJO DEL REMOLQUE O ENTRE EL VEHÍCULO Y EL REMOLQUE!**
- Si necesita colocar alguna parte de su cuerpo debajo del remolque o entre el vehículo y el remolque:

- Todas las ruedas del remolque se **DEBEN** bloquear por el frente y por detrás de cada llanta **Y**
- El tren delantero del remolque **DEBE** descansar en tierra firme **Y**
- ¡El vehículo **DEBE** estar estacionario, en posición de parqueo, con el freno de emergencia activado!

1. Consulte la Fig. 19 en la página de atrás. Los números en paréntesis se refieren a las partes en la Fig. 19.
2. El kit de 5ta rueda viene en dos o tres paquetes. Desempaque y familiarícese con las partes en la lista de partes.
3. Coloque dos largueros base (25) a lo ancho de la plataforma del vehículo (Ver Fig. 7). Seleccione una pata (28) y coloque las lengüetas a través de la segunda ranura rectangular desde el extremo del larguero base. Deslice los pasadores largos de halar (11) a través de los orificios en los largueros base desde el interior como se muestra de manera que los pasadores de bisagra estén en el exterior de los largueros base. Repita para la otra pata. Asegure los pasadores de halar con pasadores retenedores de resorte (12)

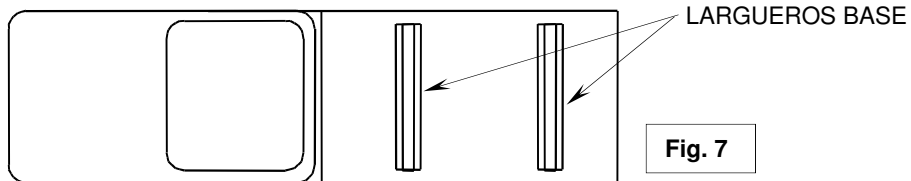


Fig. 7

4. Seleccione el soporte de cabeza (27) e instale en los orificios de alineación de la pata a la altura deseada del enganche. (Posición más baja 13", más alta 17"). Instale cuatro pernos hexagonales 1/2-13 x 4.5" (29), (con las cabezas orientadas hacia el interior como se muestra) y tuercas de bloqueo (31).
5. Apriete las tuercas 1/2" a 75 lb. pies.
6. Instale el kit de largueros según las instrucciones del kit de largueros.

⚠ ADVERTENCIA

Los largueros base se deben atornillar a través del piso de la camioneta a los soportes que se unen al bastidor del vehículo. NO INSTALE SUJETANDO AL PISO DE LA CAJA DEL VEHÍCULO ÚNICAMENTE. El piso no es suficiente para soportar la carga impuesta por el remolque.

7. Lubrique las perchas en el soporte de cabeza (27) con grasa espesa o grasa para chasis.

8. . Instale la manija tubular exterior (35) dentro de la manija de tubo interior (17) y una con el pasador de bisagra (34). Doble el pasador de bisagra para sostener en su lugar.

9. Coloque el ensamble de cabeza (26) dentro del soporte de cabeza (27) y asegure con dos pasadores de halar cortos (23), con el extremo ranurado hacia la puerta trasera del vehículo. Instale los pasadores de bisagra con resorte (12) dentro de las ranuras en los pasadores de halar.

ANTES DE CADA VIAJE:

1. Lubrique la superficie de la placa de deslizamiento (ver figura en portada del Manual) con grasa de chasis tipo automotriz o use una placa plástica de lubricación para obtener una superficie lubricada. Use aceite de motor para lubricar los puntos de giro de las partes en movimiento dentro del enganche.
2. Se pueden usar placas plásticas de lubricación para evitar el derrame de grasa. La placa plástica de lubricación no debe exceder 3/16 de pulgada en espesor para garantizar que el enganche opere correctamente. Las placas de lubricación deben tener 10 pulgadas de diámetro o más para distribuir correctamente el peso del king pin.
3. 3. Antes de cada viaje/maniobra, opere la manija y revise que las mordazas se abran y cierren libremente sin el remolque instalado.
4. Verifique que todos los pasadores de halar del enganche (# 11 en Fig. 19) estén en su lugar y que los pasadores retenedores de resorte (#12 en Fig. 19) estén instalados.

PROCEDIMIENTOS PARA EL ENGANCHE:

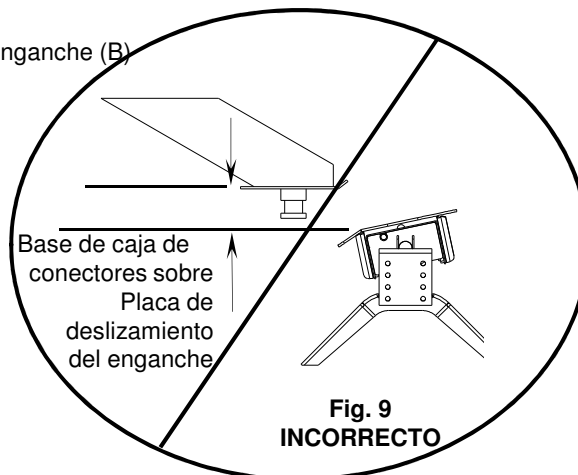
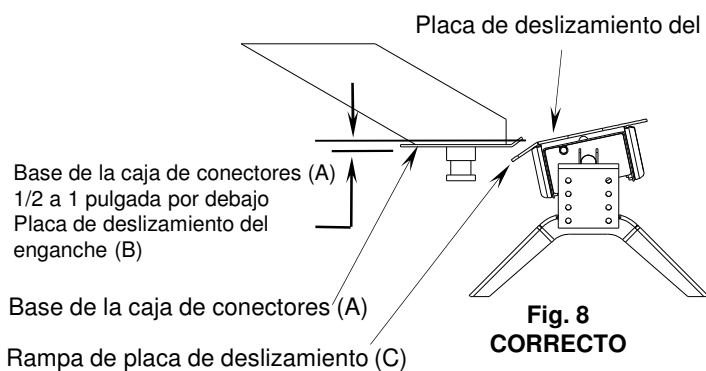
IMPORTANTE: USTED ES RESPONSABLE POR LA OPERACIÓN SEGURA DE ENGANCHE Y DESENGANCHE. NO CONFÍE EN OTROS PARA QUE CUMPLAN CON SU OBLIGACIÓN. USTED DEBE VERIFICAR PERSONALMENTE QUE SE CUMPLAN LOS SIGUIENTES PASOS EN EL SIGUIENTE ORDEN!

⚠ **ADVERTENCIA:**

¡No seguir estas instrucciones puede resultar en la muerte o en lesiones serias!.

1. Coloque los bloques (algunas veces llamados "tacos o cuñas) firmemente contra el frente y parte posterior de cada rueda del remolque para evitar cualquier posible movimiento hacia adelante o hacia atrás. **NO RETIRE LOS BLOQUES HASTA COMPLETAR CADA UNO DE LOS SIGUIENTES PASOS Y LA PRUEBA DE HALAR.** Baje la puerta trasera de ser necesario.

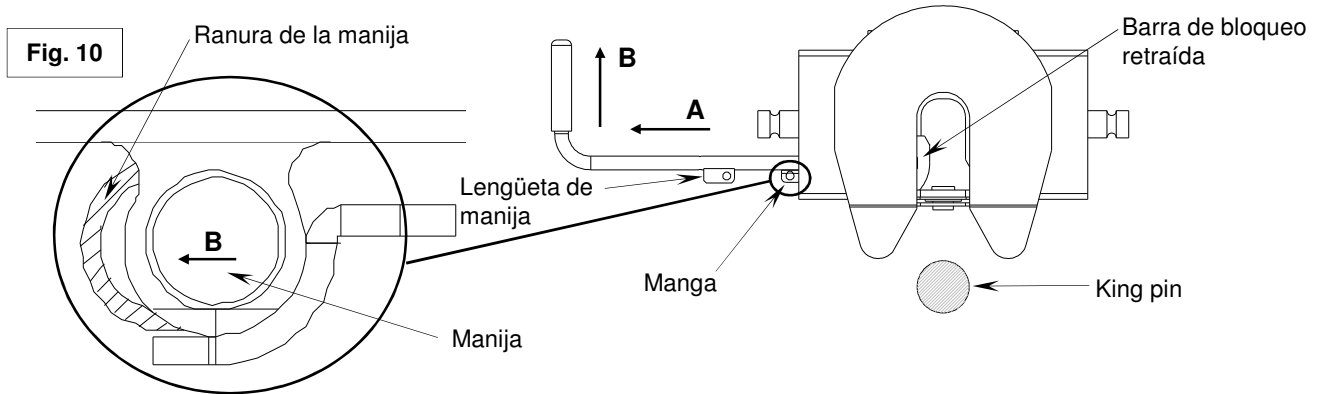
2. Con los gatos del remolque, ajuste la altura del remolque siguiendo las instrucciones en el manual del remolque de manera que la base de la caja de conectores del remolque ("A" en Fig. 6) esté 1/2 a 1 pulgada debajo de la placa de deslizamiento (Ver "B" en Fig. 8). Durante la maniobra de enganche, la base de la caja de conectores del remolque debe hacer contacto con la rampa de la placa de deslizamiento ("C" en Fig. 8).



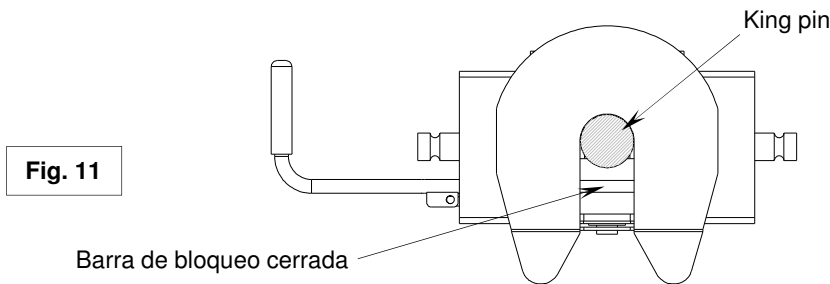
ADVERTENCIA:

No seguir esta instrucción puede resultar en que el king pin quede muy alto y descanse sobre las mordazas cerradas o no quede completamente dentro de ellas (Ver Fig. 9). Esto podría resultar en la separación del enganche del remolque, lo que podría resultar en muerte o lesión personal si alguien está debajo del remolque o entre el vehículo y el remolque cuando ocurra la separación.

3. Hale la manija hacia afuera (A) y hacia adelante (B) de manera que la manija descance en la ranura de la manija en el costado de la cabeza del enganche y lo abra. (Ver Fig. 10). El enganche se encuentra ahora listo para aceptar el king pin del remolque.



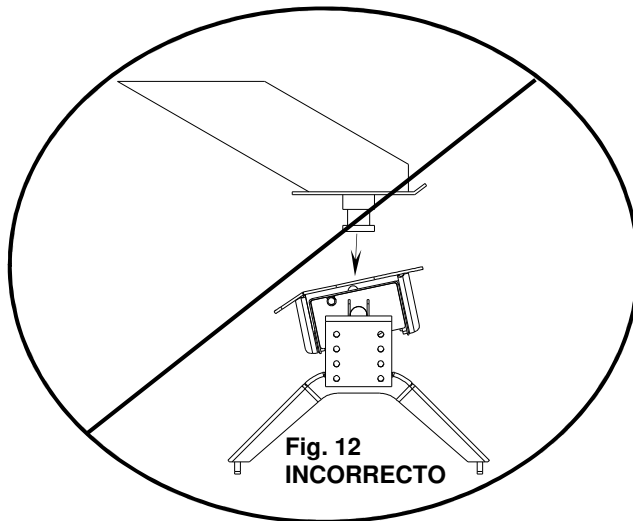
4. Con la barra de bloqueo en la posición abierta (Ver Fig. 10), reverse el vehículo lentamente dentro del king pin hasta que las barras de bloqueo se deslicen detrás del king pin. La barra de bloqueo atraparé automáticamente el king pin cuando se inserte dentro del enganche lo suficiente para desenganchar la barra de bloqueo (Ver Fig. 11).



5. Use únicamente el método descrito arriba para el enganche.

⚠ **ADVERTENCIA:**

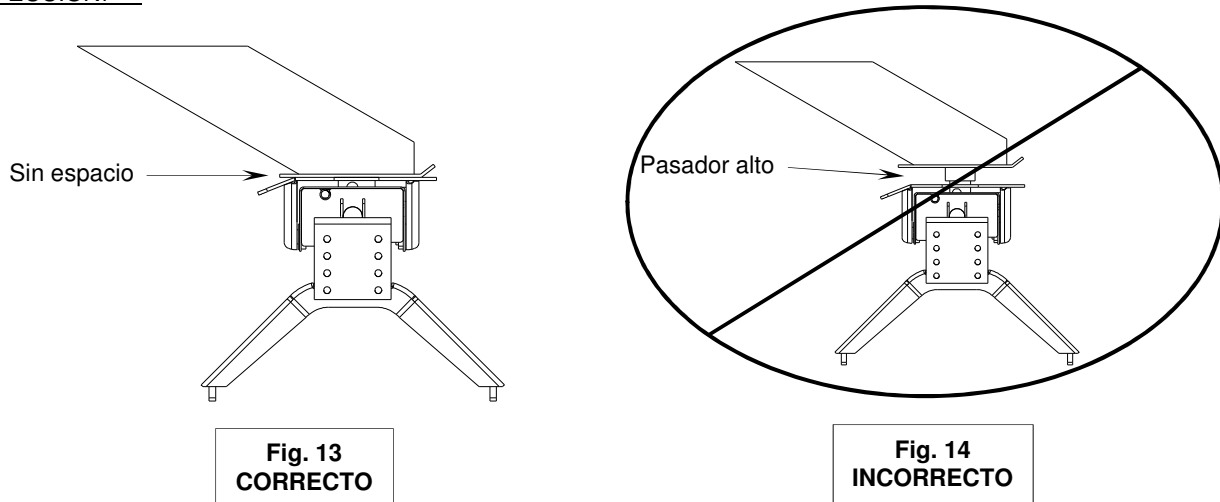
No intente enganchar usando los gatos del remolque para bajar el remolque y el king pin. Esto podría resultar en que el king pin quede sobre la placa de deslizamiento en vez de quedar dentro de la abertura del enganche donde se encuentra la barra de bloqueo. El King pin podría deslizarse del enganche y el remolque podría caer, lo que puede resultar en la muerte o lesiones personales (Ver Fig. 12).



6. Con:

- Todas las ruedas del remolque todavía firmemente bloqueadas, y
- El tren delantero todavía apoyado en tierra firme y soportando el peso del remolque, y
- El vehículo estacionario y en posición de parqueo con el freno de emergencia:

Revise visualmente que la base de la caja de conectores esté apoyada encima del enganche. **NO DEBE HABER ESPACIO ENTRE ESTAS SUPERFICIES** (Ver Fig. 13). Si queda espacio, (Ver Fig. 14) el remolque no se ha enganchado correctamente. **¡NO REMOLQUE!** En vez, repita los pasos anteriores hasta que el enganche esté correctamente enganchado. **NO COLOQUE EL CUERPO DEBAJO DEL REMOLQUE PARA REALIZAR ESTA INSPECCIÓN!**

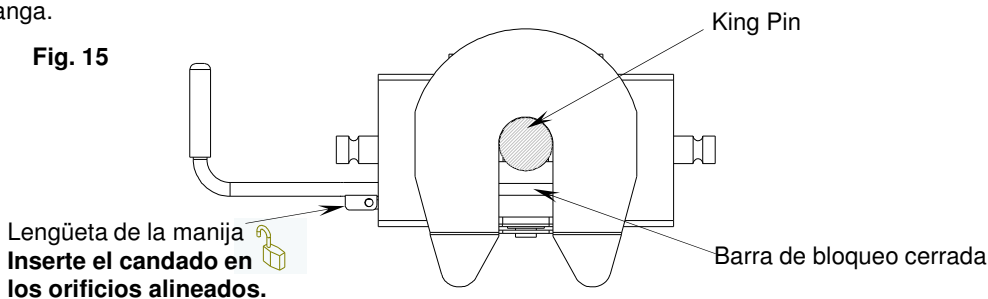


7. El orificio redondo en la lengüeta de la manija sobre la manija tubular debe ahora alinearse con el orificio en la cabeza (Fig. 10) en la esquina posterior izquierda de la cabeza del enganche (Fig. 11). Inserte un candado a través de los orificios en la lengüeta de la manija y la manga. **SI LOS ORIFICIOS NO ESTÁN ALINEADOS, EL REMOLQUE NO SE HA CONECTADO CORRECTAMENTE AL ENGANCHE. ¡NO REMOLQUE!** En vez, repita los pasos anteriores hasta que el remolque esté correctamente enganchado. **¡NO COLOQUE EL CUERPO DEBAJO DEL REMOLQUE PARA REALIZAR ESTA INSPECCIÓN!**

⚠ ADVERTENCIA

No usar un candado podría resultar en el desenganche repentino del remolque (ver Fig. 15).

No fuerce la manija si no está alineada para permitir bloqueo. Revise que la placa del remolque esté apoyada en la placa de deslizamiento y aplicando presión hacia abajo. Baje el remolque subiendo los gatos del remolque. Si es necesario y con las ruedas del remolque bloqueadas en ambos lados, mueva el vehículo ligeramente hacia atrás y hacia adelante para permitir que el king pin se enganche. La manija debe estar completamente adentro y el candado debe insertarse a través de la lengüeta de la manija y manga.



8. Con:

- Todas las ruedas del remolque todavía firmemente bloqueadas por el frente y por detrás de cada llanta y
- El vehículo estacionario con el freno de emergencia activado y
- El tren delantero todavía apoyado en tierra firme y soportando el peso del remolque:
 - Conecte el cable eléctrico entre el vehículo y el remolque, conecte el cable del interruptor de rompimiento de la caja de conectores a una parte permanente del vehículo y levante la puerta trasera del vehículo.

⚠ ADVERTENCIA

¡CUANDO SEA POSIBLE, EVITE COLOCARSE DEBAJO DEL REMOLQUE O ENTRE EL VEHÍCULO Y EL REMOLQUE!

•Si necesita colocar alguna parte de su cuerpo debajo del remolque o entre el vehículo y el remolque:

- **Todas las ruedas del remolque se DEBEN bloquear por el frente y por detrás de cada llanta Y**
- **El tren delantero del remolque DEBE descansar en tierra firme Y**
- **¡El vehículo DEBE estar estacionario, en posición de parqueo, con el freno de emergencia activado!**

PRUEBA DE HALAR

ADVERTENCIA:

¡No realizar esta prueba puede resultar en la muerte o en lesiones serias!

1. 1. Con:

- Todas las ruedas del remolque todavía firmemente bloqueadas, y
- El tren delantero todavía apoyado en tierra firme y soportando el peso del remolque y
- El vehículo estacionario con el freno de emergencia activado:

Regrese a la cabina del vehículo y libere el freno de emergencia del vehículo. Aplique los frenos del remolque. Después de verificar que no haya nadie entre el vehículo y el remolque, intente halar el remolque lentamente hacia adelante con el vehículo. Si el remolque está correctamente enganchado, los bloques de las ruedas y los frenos del remolque deben evitar que el vehículo avance.

NOTA: Si el remolque no está correctamente enganchado, el remolque se separará del enganche y el vehículo se moverá hacia adelante y dejará el remolque atrás. Si el tren delantero del remolque todavía está apoyado en tierra firme soportando el peso del remolque y las ruedas están bloqueadas, el remolque no se podrá caer

ADVERTENCIA:

No mantener las ruedas bloqueadas y el tren delantero abajo podría resultar en movimiento o caída repentina del remolque. ¡Esto podría resultar en la muerte o lesión seria!

2. Después de realizar con éxito los pasos anteriores, levante completamente el tren delantero del remolque (ver el manual del remolque).
3. Revise e inspeccione todos los circuitos eléctricos para una operación correcta. (Luces de despeje, direccionales, luces de freno, etc.).
4. Retire y guarde todos los bloques de las ruedas del remolque.

PROCEDIMIENTO DE DESENGANCHE :

REALICE LO SIGUIENTE EN ESTE ORDEN:

1. Coloque los bloques firmemente contra el frente y parte posterior de cada rueda del remolque para evitar cualquier posible movimiento hacia atrás o hacia adelante.
2. Con los gatos del remolque, baje el tren delantero siguiendo las instrucciones en el Manual del remolque hasta que las patas del tren delantero estén apoyadas en tierra firme.
3. Verifique que el vehículo esté estacionado con el freno de emergencia activado.

ADVERTENCIA:

Los remolques que no están estables o correctamente enganchados puede caer y causar la muerte! Para evitar la muerte o una lesión seria:

- **Todas las ruedas del remolque se DEBEN bloquear por el frente y por detrás de cada llanta Y**
- **El tren delantero del remolque DEBE descansar en tierra firme Y**
- **¡El vehículo DEBE estar estacionario, en posición de parqueo, con el freno de emergencia activado!**

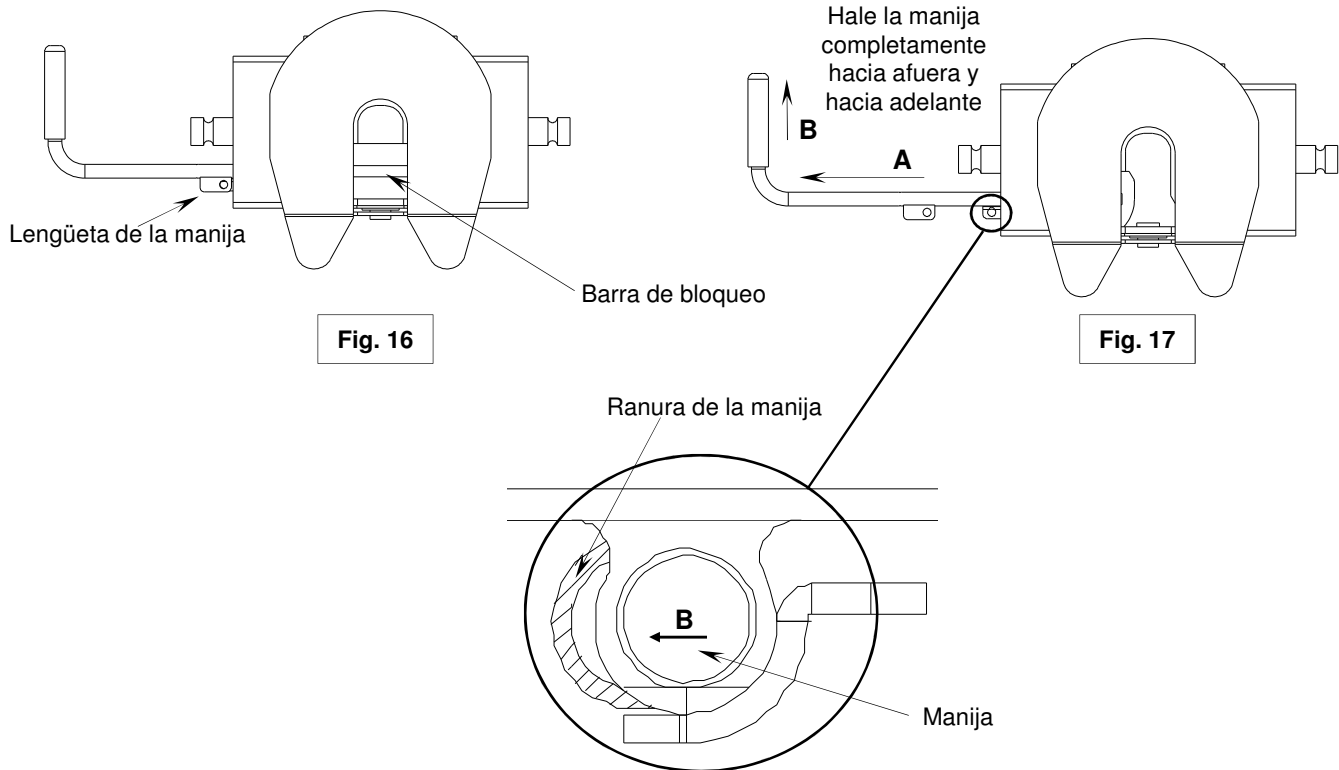
. Baje la puerta trasera del vehículo.

5. Desconecte el cable eléctrico y el cable del interruptor de rompimiento entre el vehículo y el remolque.

6. Retire el candado de la lengüeta de la manija y manga.

7. Verifique que no haya carga trasera en la barra de bloqueo del king pin. Si este es el caso, la manija y la barra de bloqueo del king pin serán difíciles de abrir. NO FUERCE LA MANIJA. Reverse el vehículo hacia el remolque y reinicialice los frenos de emergencia del vehículo.

8. Hale la manija hacia afuera (A) y hacia adelante (B) de manera que la ranura en la manija atrape el lado de la cabeza del enganche y se abra (C). Ver Figuras 16 y 17.



9. DESPUÉS DE VERIFICAR QUE NO HAYA NADIE ENTRE EL VEHÍCULO Y EL REMOLQUE O FRENTE AL VEHÍCULO, conduzca el vehículo lentamente lejos del remolque.

⚠ ADVERTENCIA

Cuando sea posible, evite colocarse debajo del remolque o entre el vehículo y el remolque
Si necesita colocar alguna parte del cuerpo debajo del remolque o entre el vehículo y el remolque:

- Todas las ruedas del remolque se **DEBEN** bloquear por el frente y por detrás de cada llanta **Y**
- El tren delantero del remolque **DEBE** descansar en tierra firme **Y**
- ¡El vehículo **DEBE** estar estacionario, en posición de parqueo, con el freno de emergencia activado!

10. Cierre la barra de bloqueo halando la manija hacia fuera y hacia atrás
(El resorte deberá cerrar la barra de bloqueo.)

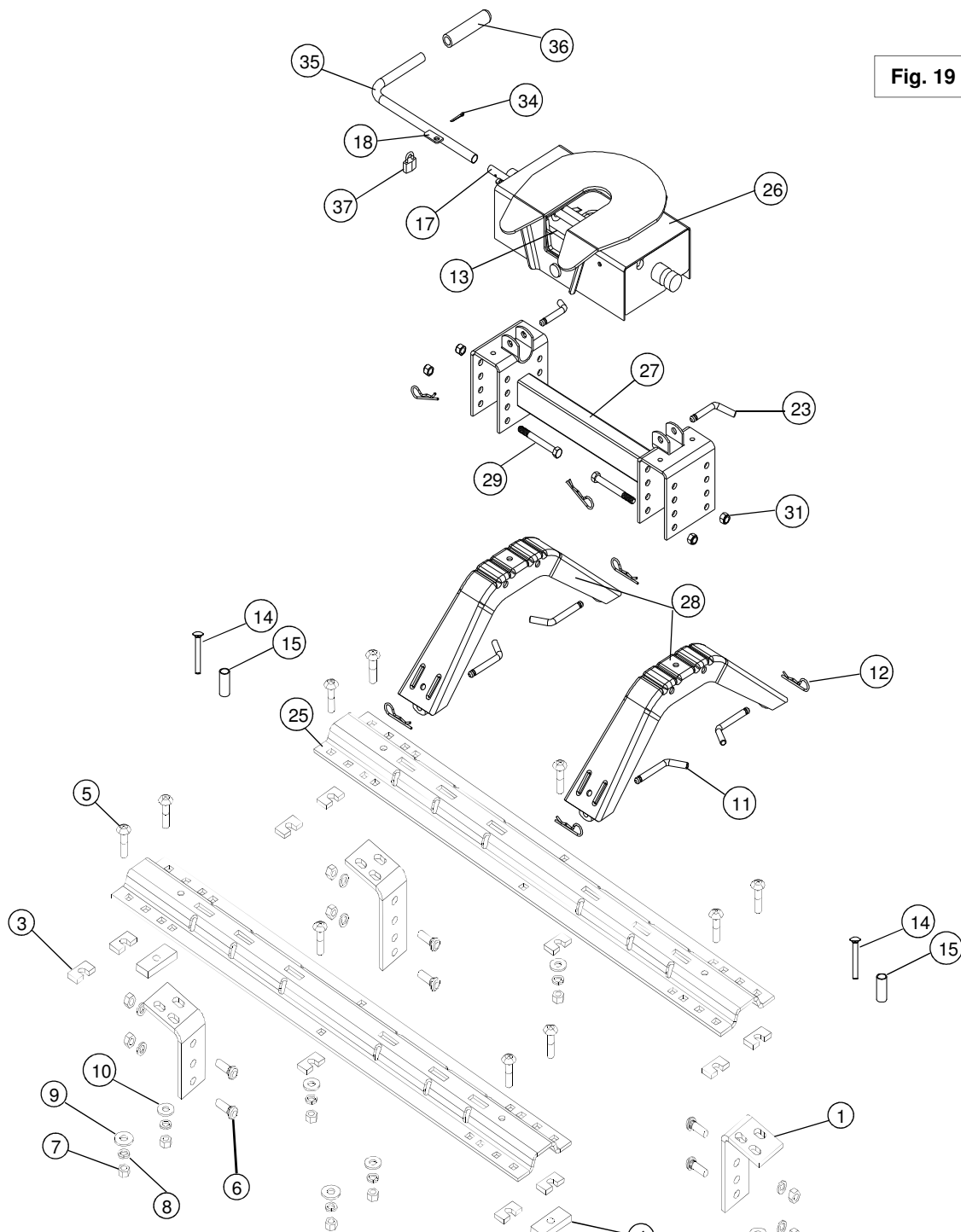
11. MANTENGA LOS BLOQUES DE LAS RUEDAS EN SU LUGAR. Esto impedirá que el remolque se mueva inesperadamente.

12. Cierre la puerta trasera si se desea

MANTENIMIENTO :

1. Vuelva a revisar la firmeza de todas las piezas cada 1000 millas de uso.
2. Vea la sección “Antes de cada viaje” de este manual.

Fig. 19



5TA RUEDA 16K		PIEZAS
3	PASADOR LARGO DE HALAR	(4)
12	PASADOR DE BISAGRA/ RESORTE	(6)
13	BARRA DE BLOQUEO	(1)
17	MANIJA INTERNA SÓLIDA	(1)
18	LENGÜETA DE MANIJA	(1)
23	PASADOR DE HALAR CORTO	(2)
26	CABEZA 5TA RUEDA	(1)
27	SOPORTE DE CABEZA	(1)
28	SOPORTES LATERALES	(2)
29	PERNOS 1/2"X4 1/2"	(4)
31	TUERCAS DE BLOQUEO 1/2"	(4)
34	UÑA DE ARRASTRE	(1)
35	MANIJA, TUBO	(1)
36	AGARRE DE MANIJA	(1)
37	CANDADO	(1)

LARGUEROS BASE		PIEZAS
1	SOPORTE LARGO	(2)
2	SOPORTE CORTO	(2)
3	ESPACIADOR DE RELLENO	(10)
4	ESPACIADOR	(2)
5	PERNOS DE CARRUAJE	(10)
6	PERNOS ESTRIADOS	(8)
7	TUERCAS 1/2"	(18)
8	ARANDELAS DE BLOQUEO 1/2"	(18)
9	ARANDELAS DENTADAS 1/2"	(6)
10	ARANDELAS PLANAS 1/2"	(4)
14	PERNO DE CARRUAJE 4"	(2)
15	TUBO ESPACIADOR	(2)
25	LARGUEROS BASE	(2)

MANUEL D'INSTRUCTIONS

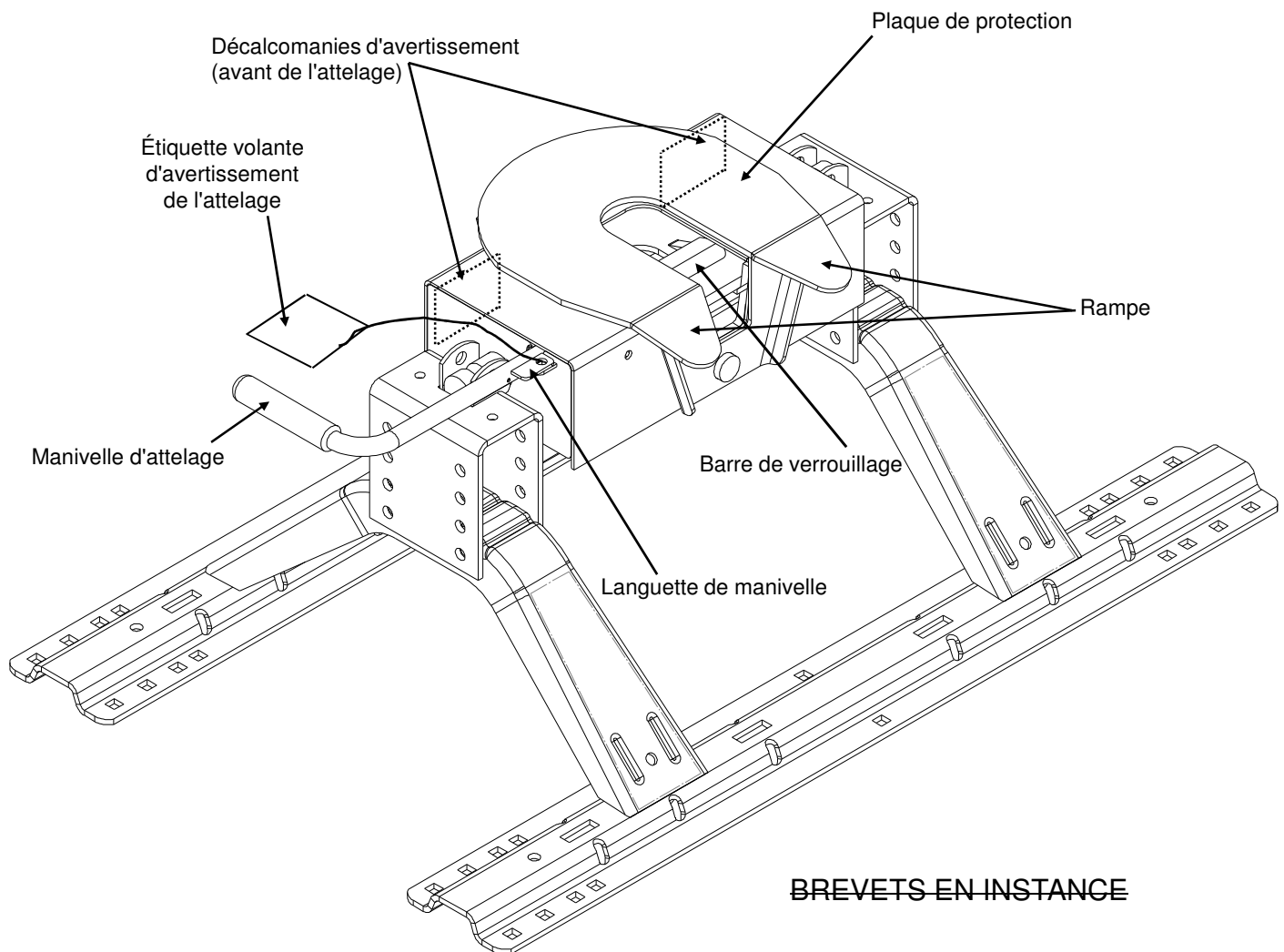
Attelage à sellette 16K

CONCESSIONNAIRE/INSTALLATEUR :

- (1) Remettez ce manuel à l'utilisateur.
- (2) Démontrez physiquement à l'utilisateur les procédures d'attelage et de dételage décrites dans ce manuel.
- (3) Demandez à l'utilisateur de démontrer qu'il comprend bien ces procédures.

UTILISATEUR FINAL :

- (1) Lisez ce manuel et observez ses instructions à chaque utilisation de l'attelage.
- (2) Conservez ce manuel et l'étiquette volante d'avertissement de l'attelage pour consultation ultérieure.
- (3) Remettez une copie du manuel et de l'étiquette volante d'avertissement à tout autre utilisateur ou propriétaire de l'attelage.
- (4) Ne retirez jamais les décalcomanies d'avertissement de l'attelage, tel qu'illustré sur la couverture de ce manuel. Si les décalcomanies sont endommagées, contactez Cequent Performance Products (1-888-521-0510) pour les remplacer gratuitement.



Pour de l'assistance technique, notamment au sujet de l'installation, composez le 1-888-521-0510.

⚠ AVERTISSEMENT :

L'omission d'observer ces instructions peut causer des blessures sévères, voire la mort.

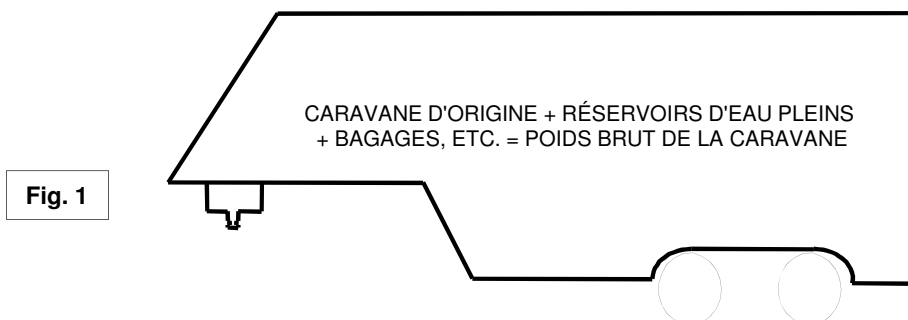
SOMMAIRE

1. DIRECTIVES CONCERNANT LE JUMELAGE DU VÉHICULE ET DE LA CARAVANE	P. 2
2. INSTRUCTIONS DE MONTAGE	P. 4
3. AVANT CHAQUE DÉPLACEMENT	P. 5
4. PROCÉDURE D'ATTELAGE	P. 5
5. ESSAI DE TRACTION	P. 8
6. PROCÉDURE DE DÉTELAGE	P. 8
7. ENTRETIEN	P. 9
8. GARANTIE LIMITÉE DE TROIS ANS DE CEQUENT PERFORMANCE PRODUCTS	P. 10

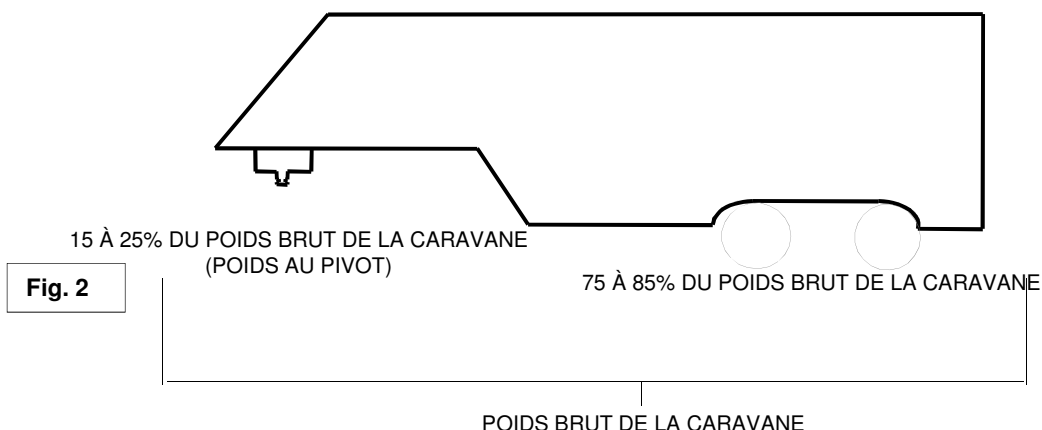
DIRECTIVES CONCERNANT LE JUMELAGE DU VÉHICULE ET DE LA CARAVANE

⚠ AVERTISSEMENT :

- La caravane, additionnée de son contenu, ne doit pas excéder les spécifications de poids de la camionnette, de l'attelage et/ou de la caravane.
- La capacité de remorquage nominale du fabricant du véhicule de remorquage doit être égale ou supérieure au poids brut de la caravane (poids à vide de la caravane plus la charge utile de la caravane). (Voir la Fig. 1)
- Le poids brut de la caravane ne doit pas excéder 16 000 livres (7 257 kg)
- Le poids du pivot d'attelage ne doit pas excéder 4 000 livres (1 814 kg) (voir Fig. 2). En cas de doute, faire peser le pivot d'attelage par une entreprise spécialisée.

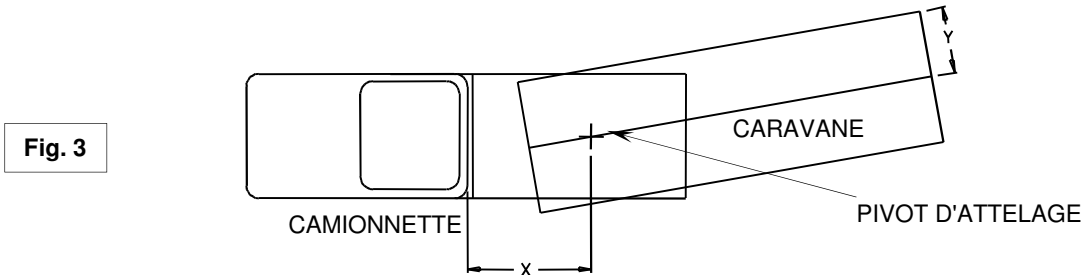


1. Cet attelage est conçu pour une utilisation avec caravanes à sellette à vocation récréative seulement.
2. Utiliser seulement un pivot d'attelage SAE de 2 pouces avec cet attelage à sellette.
3. Environ 15 % à 25 % du poids de la caravane doit s'exercer sur l'attelage (poids au pivot). Voir la Fig. 2.

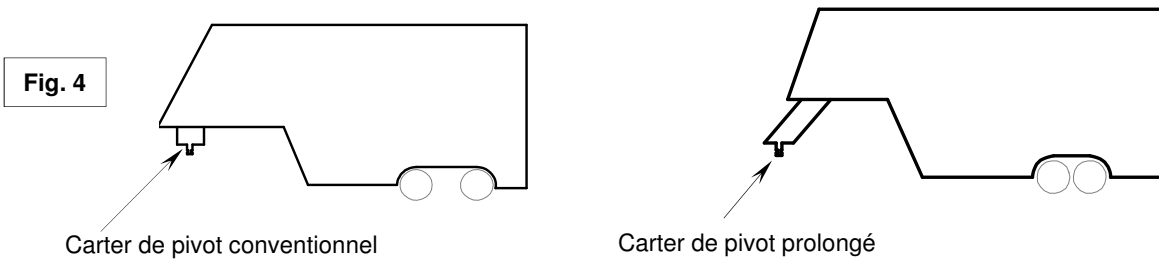


4. Les camionnettes comportent des configurations différentes. Cet attelage est conçu pour des camionnettes légères, telles que les modèles Ford F-Series, Chevy Silverado et Dodge Ram. Cet attelage est recommandé pour utilisation avec des camionnettes légères à plate-forme longue (8 pi) afin d'obtenir le meilleur dégagement camionnette-caravane dans les braquages.

Méthode empirique : La distance entre l'arrière de la cabine de la camionnette et le centre de l'essieu arrière du camionnette ("X" à la Fig. 3), doit être supérieure d'environ 4 pouces à la demi-largeur de la caravane ("Y" à la Fig.3).

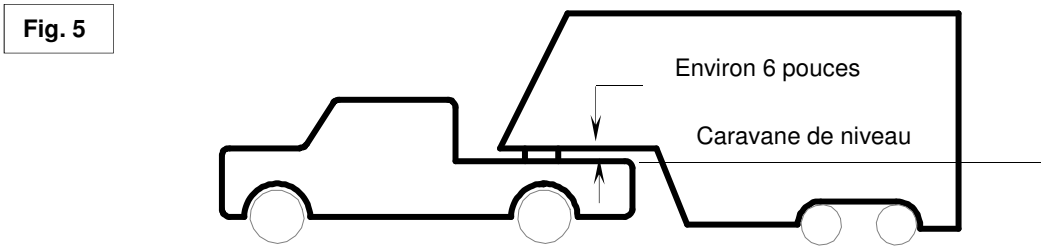


5. Si une camionnette à plate-forme courte (inférieure à 8 pi mais supérieure à 6 pi) doit être utilisée pour le remorquage, Cequent Performance Products recommande d'équiper la caravane d'un carter de pivot avancé afin d'augmenter le dégagement camionnette-caravane nécessaire dans les braquages (voir le fabricant de la caravane pour les options) (voir Fig. 4). L'ajout d'un curseur (slider) **30048, 30092 ou 50008** peut s'avérer utile pour augmenter le dégagement de braquage dans les manoeuvres à basse vitesse hors des voies rapides.



⚠ AVERTISSEMENT :
Ne pas installer cet attelage à sellette (ni tenter de remorquer avec celle-ci) sur une camionnette à plate-forme courte de moins de 6 pieds à moins qu'un coupleur Sidewinder ne soit utilisé !

6. La hauteur de l'attelage et du carter de pivot doit être ajustée de façon que la caravane soit à peu près de niveau lors du remorquage. Laisser environ 6 pouces de dégagement entre le dessus des parois de la camionnette et le dessous de l'avant de la caravane pour tenir compte de la pente et du roulis de la caravane. (Voir la Fig. 5) Laisser encore plus de dégagement entre les parois de la camionnette et de la caravane dans le cas d'utilisations hors route.



⚠ AVERTISSEMENT :

Ne pas utiliser cet attelage pour remorquer une caravane dont le carter de pivot peut toucher ou gêner le cadenas ou la languette de manivelle lors d'un virage ! (Voir la Fig. 6). La caravane risque de se dételer si le carter de pivot touche à la manivelle, à la languette ou au cadenas lors d'un virage.

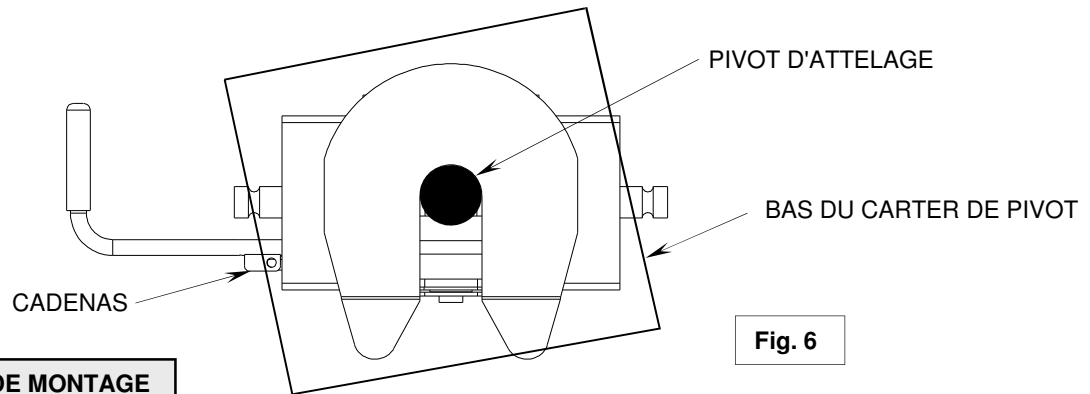


Fig. 6

INSTRUCTIONS DE MONTAGE

⚠ AVERTISSEMENT :

- Les connexions pour le câblage de remorque doivent se trouver sur le côté de la plate-forme de la camionnette entre le siège du conducteur et le passage de roue à l'essieu arrière.
- La réalisation de connexions à l'arrière du passage de roue peut obliger l'utilisateur à se placer entre la camionnette et la caravane. **LORSQUE POSSIBLE, ÉVITER DE PLACER LE CORPS SOUS LA CARAVANE OU ENTRE CELLE-CI ET LA CAMIONNETTE !**
- Si l'on doit placer une partie quelconque du corps sous la caravane ou entre celle-ci et la camionnette :
 - Tous les pneus de caravane **DOIVENT** être bloqués à l'avant et l'arrière de chaque pneu, **ET**
 - La béquille de caravane **DOIT** reposer sur un sol ferme, **ET**
 - La camionnette **DOIT** être immobile à la position de stationnement, frein à main actionné !

1. Se reporter à la Fig. 19 de la dernière page. Les numéros entre parenthèses correspondent aux pièces de la Fig. 19.
2. Cet ensemble pour caravane à sellette est livré dans deux ou trois boîtes. Les déballer et se familiariser avec les pièces énumérées sur la liste.
3. Placer deux traverses (25) en travers de la plateforme (voir Fig. 7). Sélectionner un support latéral (28) et placer les languettes dans la deuxième fente rectangulaire à partir de l'extrémité des traverses. Glisser les chevilles longues (11) dans les trous des traverses, depuis l'intérieur vers l'extérieur comme illustré, de façon que les goupilles fendues se trouvent sur l'extérieur des traverses. Répéter pour l'autre support latéral. Verrouiller les chevilles à l'aide des goupilles à ressort (12).

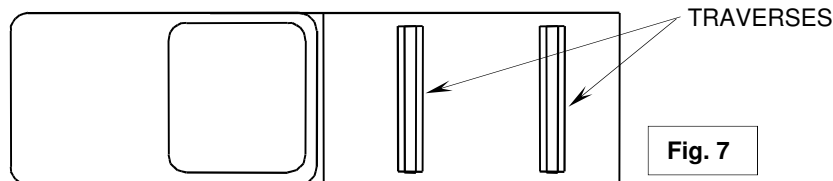


Fig. 7

4. Sélectionner le support de tête (27) et l'installer sur le support latéral en alignant les trous selon la hauteur d'attelage souhaitée (position basse à 13 po, haute à 17 po). Poser quatre boulons hex. 1/2-13 x 4.5" (29) (têtes vers l'intérieur comme illustré) et contre-écrous (31).
5. Serrer les écrous 1/2" à 75 lb-pi.
6. Installer l'ensemble de traverses en respectant les instructions qui l'accompagnent.

⚠ AVERTISSEMENT

Les traverses doivent être boulonnées à travers le plancher de la camionnette sur les supports qui se fixent au cadre de la camionnette. NE PAS FIXER UNIQUEMENT AU PLANCHER. Le plancher seul n'est pas assez robuste pour supporter les charges exercées par la caravane.

- Lubrifier les fourches dans le support de tête (27) à l'aide d'huile lourde ou de graisse à châssis.
- Installer la manivelle extérieure (35) sur le tube de manivelle intérieur (17) et les relier à l'aide de la goupille fendue (34). Courber la goupille pour la maintenir en place.
- Placer la tête de la sellette (26) dans les fourches du support de tête (27) et fixer à l'aide de deux chevilles courtes (23), extrémité rainurée vers le hayon de la camionnette. Poser les goupilles fendues (12) dans les rainures des chevilles.

AVANT CHAQUE DÉPLACEMENT :

- Lubrifier la surface de la plaque de protection de l'attelage (voir l'illustration sur la couverture du manuel) à l'aide d'une graisse pour châssis de véhicule ou appliquer une plaque lubrifiante en plastique. Utiliser de l'huile à moteur pour lubrifier les points de pivotement des pièces mobiles à l'intérieur de l'attelage.
- Les plaques lubrifiantes permettent d'éviter les souillures de graisse. L'épaisseur de la plaque lubrifiante ne doit pas excéder 3/16 de pouce pour assurer le bon fonctionnement de l'attelage. Le diamètre de la plaque lubrifiante doit être égal ou supérieur à 10 pouces afin de répartir correctement le poids du pivot d'attelage.
- Avant chaque déplacement ou manoeuvre, actionner la manivelle et vérifier que la barre de verrouillage s'ouvre et se ferme librement (caravane dételée).
- Veiller à ce que toutes les chevilles d'attelage (no 11 de la Fig. 19) soient en place et que les goupilles fendues à ressort (no 12 de la Fig.19) soient posées.

PROCÉDURE D'ATTELAGE

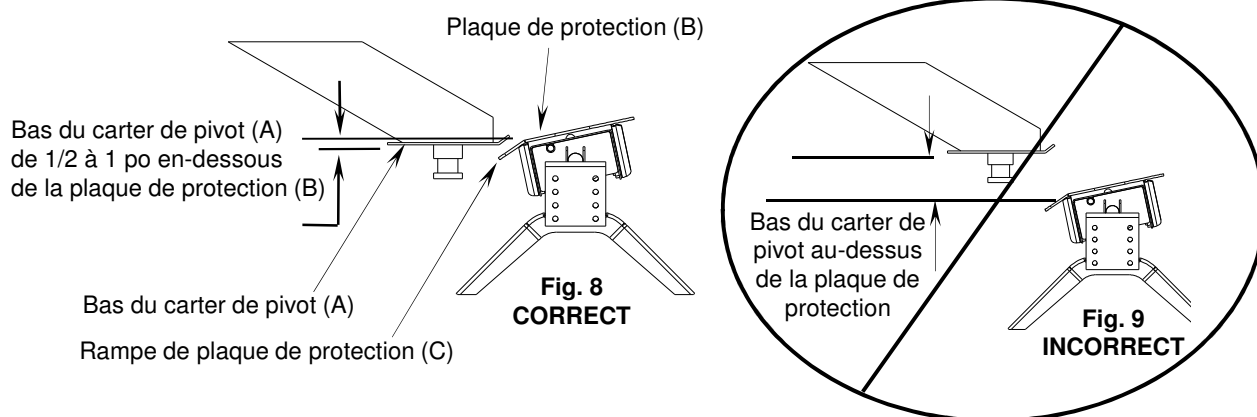
IMPORTANT : VOUS ÊTES RESPONSABLE DE LA SÉCURITÉ DES MANOEUVRES D'ATTELAGE ET DE DÉTELAGE. NE VOUS FIEZ PAS AUX AUTRES POUR VOUS ACQUITTER DE VOTRE OBLIGATION. VOUS DEVEZ PERSONNELLEMENT VOUS ASSURER QUE LES ÉTAPES SUIVANTES SONT EFFECTUÉES DANS L'ORDRE INDIQUÉ !

⚠ AVERTISSEMENT :

L'omission d'observer ces instructions peut causer des blessures sévères, voire la mort.

1. Placer les cales (parfois nommées "blocs") fermement contre l'avant et l'arrière de chaque roue de la caravane afin de prévenir tout mouvement avant ou arrière. ATTENDRE QUE CHACUNE DES ÉTAPES SUIVANTES ET LE TEST DE TRACTION SOIENT TERMINÉS AVANT DE RETIRER LES CALES. Abaisser le hayon si nécessaire.

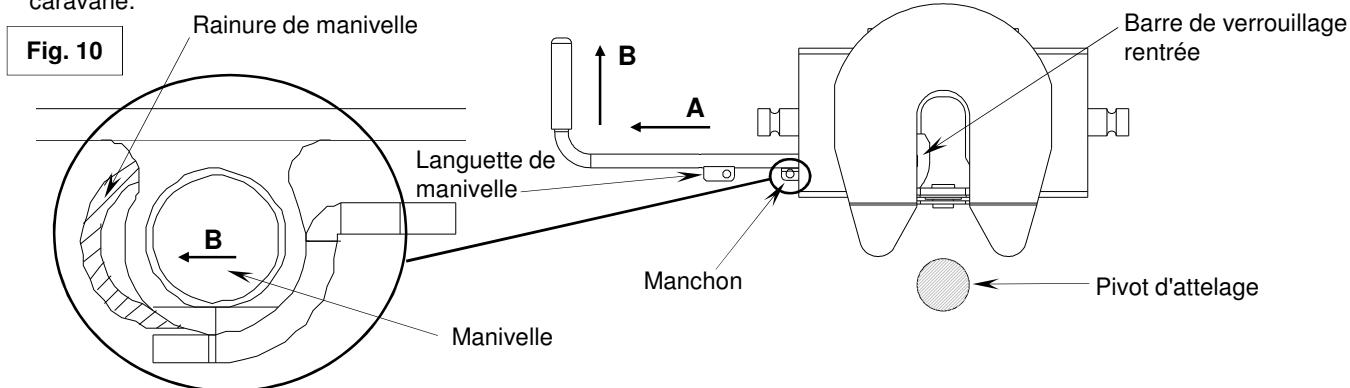
2. À l'aide des vérins de caravane, ajuster la hauteur de la caravane (en suivant les directives dans le manuel de la caravane) de façon que le bas du carter de pivot ("A" de la Fig. 8) se situe de 1/2 à 1 pouce sous la plaque de protection (voir "B" de la Fig. 8). Durant la manoeuvre d'attelage, le bas du carter de pivot doit toucher la rampe de la plaque de protection ("C" de la Fig. 8).



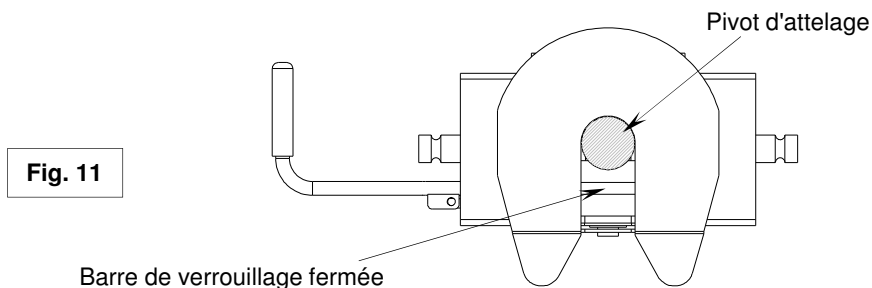
⚠ AVERTISSEMENT :

L'omission de suivre cette instruction peut entraîner la hauteur excessive du pivot d'attelage et son appui sur le dessus de la barre de verrouillage en position fermée ou son insertion insuffisante à l'intérieur de cette barre. (Voir la Fig. 9). La caravane risque alors de se détacher de l'attelage. Le dételage de la caravane peut causer des blessures sérieuses, voire la mort, si une personne se trouve sous la caravane ou entre celle-ci et la camionnette au même moment.

3. Tirer la manivelle vers l'extérieur (A) et l'avant (B) de façon que la manivelle s'appuie dans la rainure de manivelle sur le côté de la tête d'attelage et l'ouvre. (Voir la Fig. 10). L'attelage peut maintenant accepter le pivot d'attelage de la caravane.



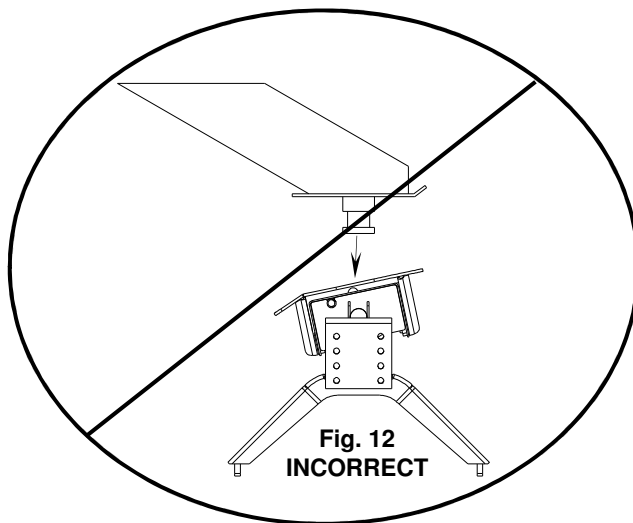
4. Barre de verrouillage en position ouverte (voir Fig. 10), reculer lentement la camionnette dans le pivot d'attelage de la caravane jusqu'à ce que la barre de verrouillage glisse derrière le pivot d'attelage. Cette barre de verrouillage va automatiquement attraper le pivot lorsque ce dernier sera inséré suffisamment loin dans l'attelage pour refermer la barre (voir Fig. 11).



5. Utiliser uniquement la méthode décrite ci-dessus pour effectuer l'attelage.

⚠ AVERTISSEMENT :

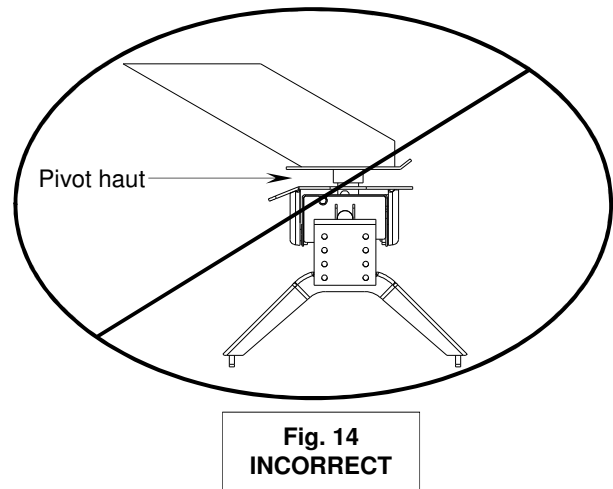
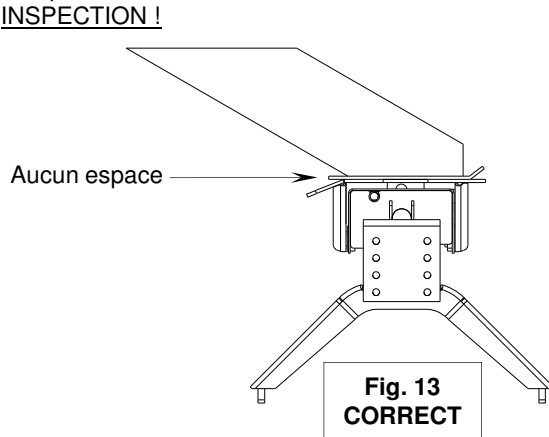
Ne pas tenter d'effectuer l'attelage en utilisant les vérins de la caravane pour abaisser celle-ci et le pivot d'attelage. Le pivot d'attelage risquerait de s'appuyer sur le dessus de la plaque de protection plutôt que dans l'ouverture de l'attelage où la barre de verrouillage est située. Le pivot pourrait glisser hors de l'attelage et faire tomber la caravane, d'où un risque de blessures ou de décès (voir Fig. 12).



6. Avec :

- toutes les roues de la caravane fermement bloquées, et ;
- les béquilles de caravane appuyées solidement contre le sol et supportant le poids de la caravane, et ;
- la camionnette en position de stationnement avec freins d'urgence appliqués.

Vérifier visuellement que le bas du carter de pivot repose sur le dessus de l'attelage. **AUCUN ESPACE NE DOIT APPARAÎTRE ENTRE CES SURFACES** (voir Fig. 13). La présence d'un espace (voir Fig. 14) indique que la caravane n'a pas été attelée correctement. **NE PAS REMORQUER !** À la place, répéter les étapes ci-dessus jusqu'à l'attelage adéquat de la caravane. **NE PAS PLACER LE CORPS SOUS LA CARAVANE POUR EFFECTUER CETTE INSPECTION !**

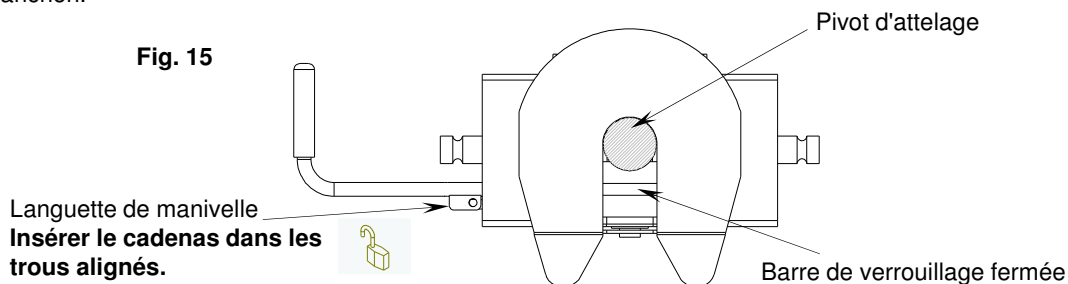


7. Le trou rond dans la languette de manivelle doit maintenant s'aligner sur le trou du manchon (Fig. 10) dans le coin avant gauche de la tête d'attelage (Fig. 11). Insérer un cadenas dans les trous de la languette et du manchon. **SI LES TROUS NE SONT PAS ALIGNÉS, LA CARAVANE N'A PAS ÉTÉ CORRECTEMENT ATTELÉE. NE PAS REMORQUER !** À la place, répéter les étapes ci-dessus jusqu'à l'attelage adéquat de la caravane. **NE PAS PLACER LE CORPS SOUS LA CARAVANE POUR EFFECTUER CETTE INSPECTION !**

AVERTISSEMENT

L'omission d'utiliser un cadenas peut causer le brusque dételage de la caravane (voir Fig. 15).

Ne pas forcer la manivelle si son alignement ne permet pas le verrouillage. Vérifier que la plaque de la caravane repose sur la plaque de protection en exerçant une pression vers le bas. Abaisser la caravane en remontant les vérins si nécessaire et, roues de caravane bloquées des deux côtés, bouger légèrement la camionnette d'avant en arrière pour permettre l'engagement du pivot d'attelage. La manivelle doit être rentrée à fond et le cadenas doit être inséré dans la languette et le manchon.



8. Avec :

- toutes les roues de caravane fermement bloquées à l'avant et l'arrière de chaque pneu, et ;
- la camionnette en position de stationnement avec frein à main actionné, et ;
- les béquilles de caravane appuyées solidement contre le sol et supportant le poids de la caravane :

Connecter le câble électrique entre la camionnette et la caravane, connecter le câble de l'interrupteur de dérive depuis le carter de pivot jusqu'à une partie permanente du camion, puis relever le hayon de la camionnette.

AVERTISSEMENT

- **LORSQUE POSSIBLE, ÉVITER DE PLACER LE CORPS SOUS LA CARAVANE OU ENTRE CELLE-CI ET LA CAMIONNETTE.**
- Si l'on doit placer une partie quelconque du corps sous la caravane ou entre celle-ci et la camionnette :
 - tous les pneus de caravane **DOIVENT** être bloqués à l'avant et l'arrière de chaque pneu, **ET** ;
 - la béquille de caravane **DOIT** reposer sur un sol ferme, **ET** ;
 - la camionnette **DOIT** être immobile à la position de stationnement, frein à main actionné !

ESSAI DE TRACTION

AVERTISSEMENT :

L'omission d'effectuer cet essai peut causer des blessures sévères, voire la mort !

1. Avec :

- toutes les roues de la caravane fermement bloquées, et;
- les béquilles de caravane appuyées solidement contre le sol et supportant le poids de la caravane et ;
- la camionnette en position de stationnement avec frein à main actionné :

Retourner dans la cabine de la camionnette et relâcher les freins d'urgence de la camionnette. Appliquer les freins de la caravane. En étant certain que personne ne se trouve entre la camionnette et la caravane, tenter de tirer lentement la caravane vers l'avant avec la camionnette. Si la caravane est correctement attelée, les roues vont se bloquer et les freins de la caravane vont empêcher la camionnette d'avancer.

REMARQUE : Si la caravane n'est pas adéquatement attelée, elle va se séparer de l'attelage et la camionnette avancera en laissant la caravane derrière. Si la béquille de la caravane repose encore solidement sur le sol pour supporter le poids de la caravane et que les roues sont bloquées, la caravane ne risque pas de tomber.

AVERTISSEMENT :

L'omission de garder les roues bloquées et la béquille abaissée peut entraîner un déplacement ou une chute subite de la caravane. Cela peut causer des blessures sévères, voire la mort !

2. Une fois les étapes ci-dessus réussies, remonter totalement la béquille de la caravane (voir le manuel de la caravane).
3. Inspecter les circuits électriques pour assurer leur bon fonctionnement (feux de gabarit, de direction, d'arrêt, etc.).
4. Retirer et ranger toutes les cales de blocage des roues de la caravane.

PROCÉDURE DE DÉTELAGE :

EFFECTUER LES ÉTAPES SUIVANTES DANS CET ORDRE :

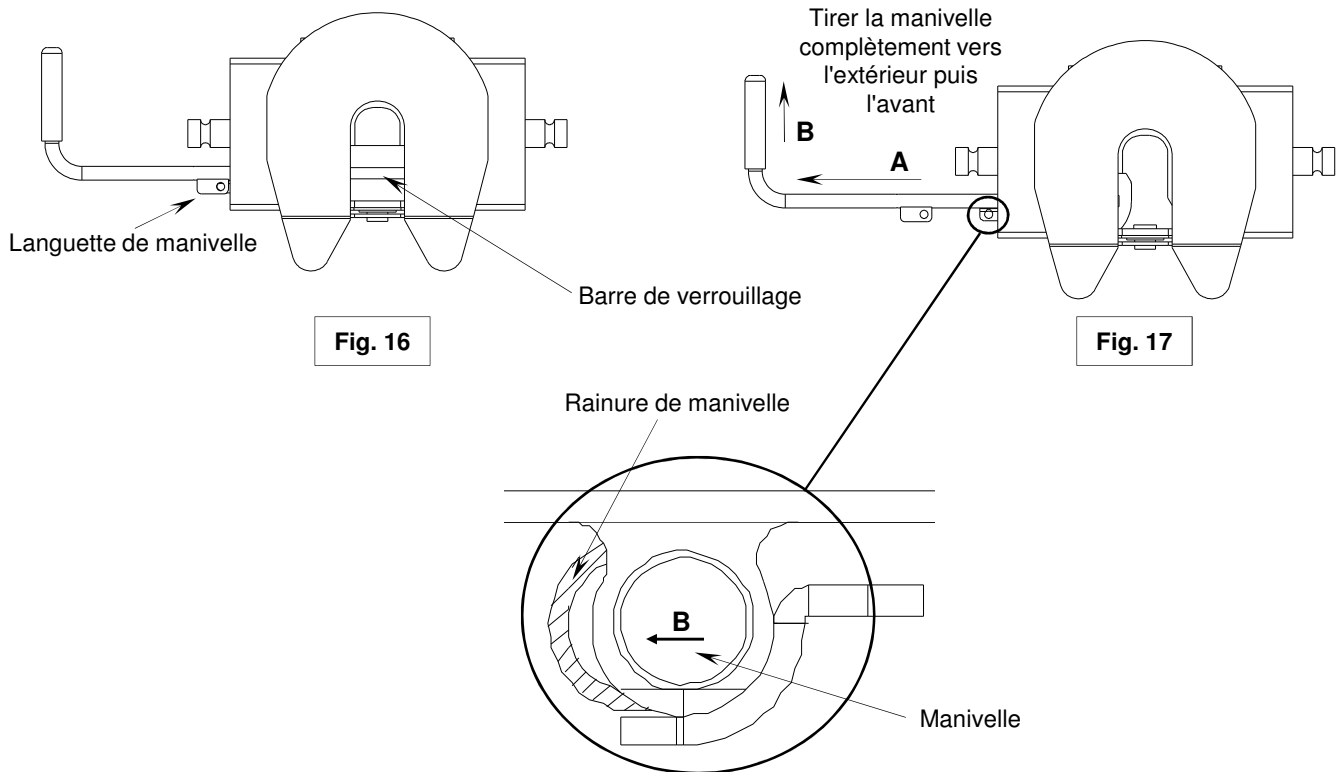
1. Placer les cales fermement contre l'avant et l'arrière de chaque roue de la caravane afin de prévenir tout mouvement avant ou arrière.
2. À l'aide des vérins de caravane, abaisser la béquille (suivre les instructions du manuel de la caravane) jusqu'à ce qu'elle repose solidement contre un sol ferme.
3. Placer la camionnette en position de stationnement avec frein à main actionné.

AVERTISSEMENT :

Les caravanes qui ne sont pas stables ou correctement attelées peuvent tomber et vous tuer ! Pour prévenir les blessures sévères ou la mort :

- **toutes les roues de caravane DOIVENT être bloquées à l'avant et l'arrière de chaque pneu, ET ;**
- **la béquille de caravane DOIT reposer sur un sol ferme, ET ;**
- **la camionnette DOIT être immobile à la position de stationnement, frein à main actionné !**

4. Abaisser le hayon de la camionnette.
5. Débrancher le câble d'alimentation électrique et celui de l'interrupteur de dérive entre la camionnette et la caravane.
6. Retirer le cadenas de la languette de manivelle et du manchon.
7. S'assurer qu'une charge arrière ne s'exerce pas sur la barre de verrouillage du pivot d'attelage. Si c'est le cas, la manivelle et la barre de verrouillage peuvent s'avérer difficiles à ouvrir. **NE PAS FORCER LA MANIVELLE.** Reculer la camionnette vers la caravane puis remettre les freins d'urgence.
8. Tirer la manivelle vers l'extérieur (A) et l'avant (B) de façon que la rainure de la manivelle attrape le côté de la tête d'attelage et l'ouvre (C). Voir les Figures 16 et 17.



9. VÉRIFICATION FAITE QUE PERSONNE NE SE TROUVE À L'AVANT DE LA CAMIONNETTE, OU ENTRE CELLE-CI ET LA CARAVANE, conduire lentement pour l'éloigner la caravane.

⚠ AVERTISSEMENT

Lorsque c'est possible, éviter de placer le corps sous la caravane ou entre celle-ci et la camionnette.

Si l'on doit placer une partie quelconque du corps sous la caravane ou entre celle-ci et la camionnette :

- toutes les roues de caravane **DOIVENT** être bloquées à l'avant et l'arrière de chaque pneu, **ET ;**
- la béquille de caravane **DOIT** reposer sur un sol ferme, **ET ;**
- la camionnette **DOIT** être immobile à la position de stationnement, frein à main actionné !

10. Fermer la barre de verrouillage en tirant la manivelle vers l'extérieur puis l'arrière.
(Le ressort doit fermer la barre de verrouillage.)

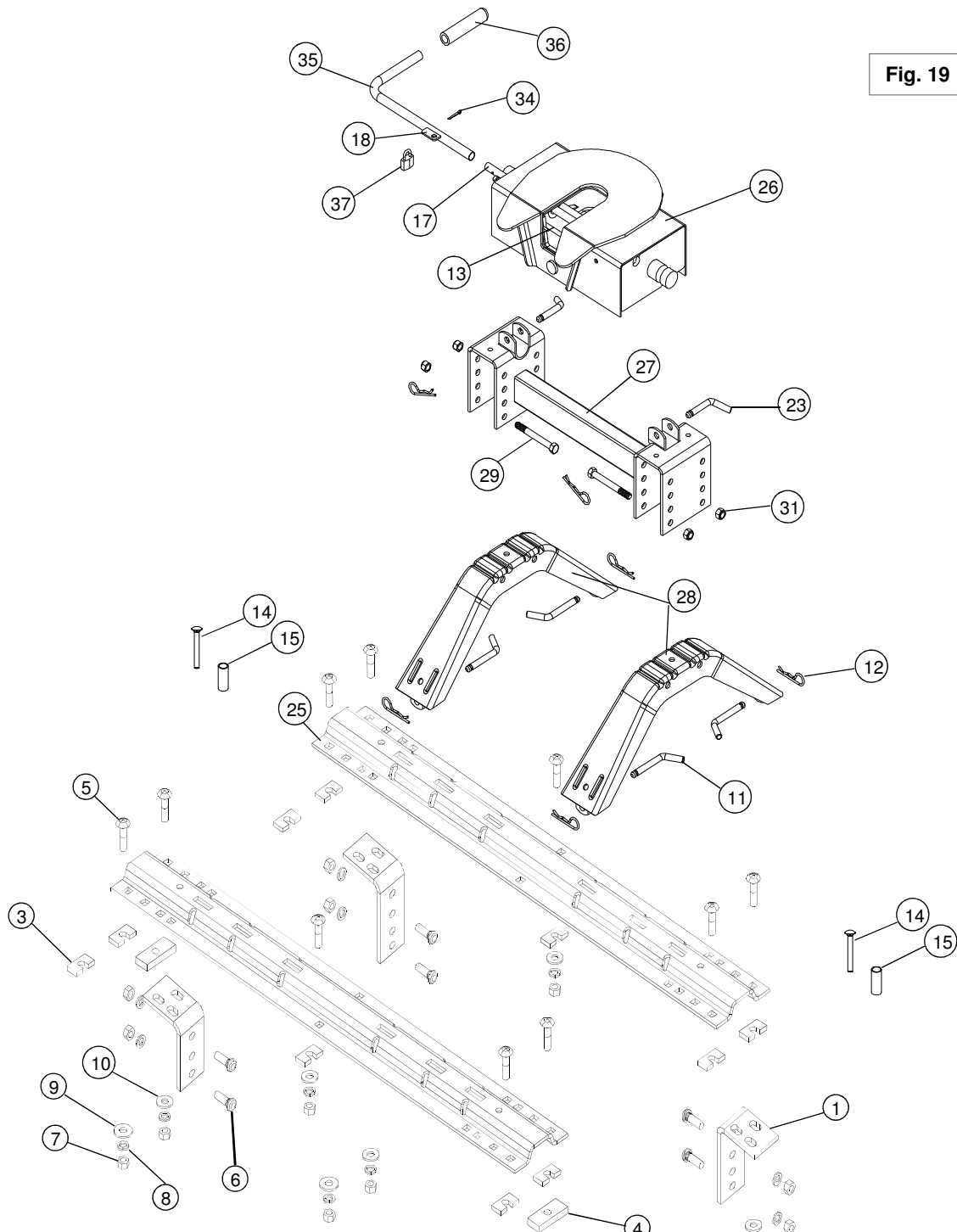
11. GARDER LES CALES DE ROUES EN PLACE. On prévient ainsi tout déplacement imprévu de la caravane.

12. Fermer le hayon si désiré.

ENTRETIEN :

1. Revérifier le serrage de toute la visserie à tous les 1000 milles (1610 km) d'utilisation.
2. Voir la section "Avant chaque déplacement" dans ce manuel.

Fig. 19



ATELAGE À SELLETTE 16 PIÈCES.

- 11. CHEVILLE LONGUE (4)
- 12. GOUPILLE À RESSORT (6)
- 13. BARRE DE VERROUILLAGE (1)
- 17. MANIVELLE INTÉRIEURE (1)
- 18. LANGUETTE DE MANIVELLE (1)
- 23. CHEVILLE COURTE (2)
- 26. TÊTE DE SELLETTE (1)
- 27. SUPPORT DE TÊTE (1)
- 28. SUPPORTS LATÉRAUX (2)
- 29. BOULONS 1/2"X4 1/2" (4)
- 31. CONTRE-ÉCROUS 1/2" (4)
- 34. GOUPILLE FENDUE (1)
- 35. MANIVELLE, TUBE (1)
- 36. POIGNÉE DE MANIVELLE (1)
- 37. CADENAS (1)

TRAVERSES PIÈCES.

- 1. SUPPORT LONG (2)
- 2. SUPPORT COURT (2)
- 3. ESPACEUR À ENCOCHE (10)
- 4. ESPACEUR (2)
- 5. BOULONS DE CARROSSERIE (10)
- 6. BOULONS MOLETÉS (8)
- 7. ÉCROUS 1/2" (18)
- 8. RONDELLES FREINS 1/2" (18)
- 9. RONDELLES STRIÉES 1/2" (6)
- 10. RONDELLES PLATES 1/2" (4)
- 14. BOULON DE CARROSSERIE 4" (2)
- 15. ESPACEUR TUBULAIRE (2)
- 25. TRAVERSES DE MONTAGE (2)

COVER PAGE

**30035 BASE RAIL MOUNTING KIT
10 BOLT RAIL KIT**

NOTE!

Prior to installing product, please visit one of our websites to assure your kit contains the most recent revision to installation instruction and verify vehicle application.

www.ReeseProducts.com

INSTALLATION INSTRUCTIONS

30035 BASE RAIL MOUNTING KIT

10 BOLT RAIL KIT

DEALER/INSTALLER:

- (1) Provide this Manual to end user.
- (2) Physically demonstrate procedures in this Manual to end user.
- (3) Have end user demonstrate that he/she understands procedures.

END USER:

- (1) Read and follow this Manual every time you use Hitch.
- (2) Save this Manual for future reference.
- (3) Pass on copies of Manual to any other user or owner of Hitch.

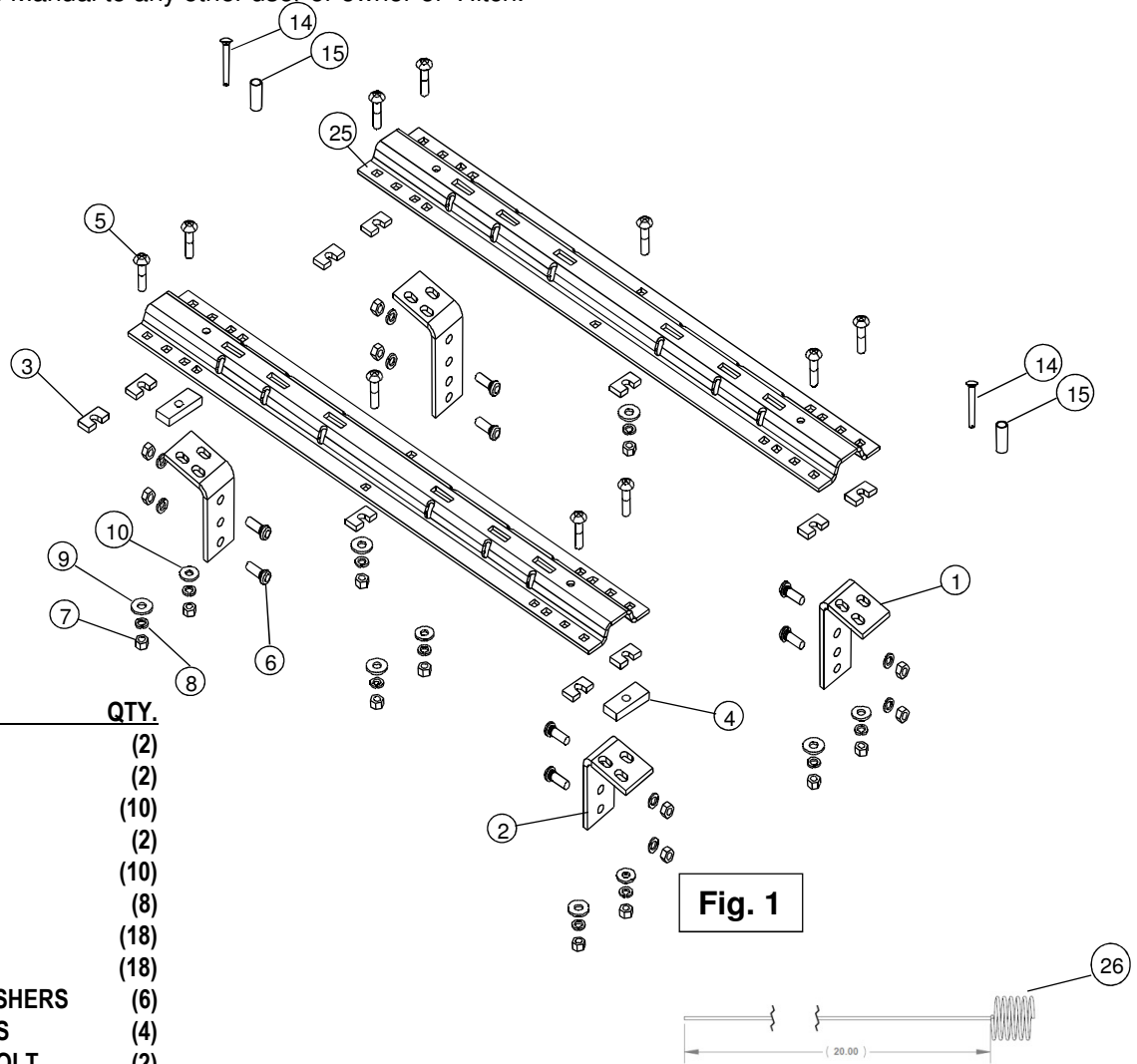


Fig. 1

BASERAILS	QTY.
1. LONG BRACKET	(2)
2. SHORT BRACKET	(2)
3. FILLER SPACER	(10)
4. SPACER	(2)
5. CARRIAGE BOLTS	(10)
6. KNURLED BOLTS	(8)
7. 1/2" NUTS	(18)
8. 1/2" LOCKWASHERS	(18)
9. 1/2" SERRATED WASHERS	(6)
10. 1/2" FLAT WASHERS	(4)
14. 4 1/2" CARRIAGE BOLT	(2)
15. TUBE SPACER	(2)
25. BASERAILS	(2)
26. PULL WIRE	(4)

NOTE: NOT ALL HARDWARE IS GOING TO BE USED ON ALL INSTALLATIONS

For Installation Assistance or Technical Help, Call 1-888-521-0510

GENERAL INSTRUCTIONS FOR 30035 BASE RAIL INSTALLATION

TOOLS

- 1/8" drill
- 17/32" drill
- 1" drill (Some Dodge applications only)
- 3/4" Socket & Open End Wrench
- 100 lb-ft Torque Wrench
- "C" Clamps

- The following instructions should be used to mount the fifth wheel. Care and attention to detail will ensure a quick quality installation. Check parts against parts list to become familiar with parts in kit. (See Fig. 1)
- Raise rear of truck high enough to allow jack stands to be placed under rear spring hanger bracket of truck. This will provide maximum room to install the fifth wheel brackets.

⚠ WARNING:
If the truck is raised, be sure that the truck is properly blocked and restrained to prevent the truck from falling. Failure to do so may result in the truck suddenly falling, causing death or serious injury.

- Do not install mounting rails over plastic bed liners. Plastic bed liners must be cut out of the way. Base rails may be installed on spray in liner. **Note:** Consult installer for recommended curing time.
- Use only Horizon Global America Inc. supplied bolts, nuts, and washers to install this kit. All bolts are Grade 5 and nuts are Grade 5 unless specified otherwise.
- Specific instructions for most commonly used vehicles are included. Each frame bracket must be bolted to the vehicle frame with two bolts, unless optional weld is used.

⚠ CAUTION: ⚠
These instructions are guidelines only. Actual installation is the responsibility of the installer and the owner. Always measure truck and trailer before installing hitch to be sure that there is clearance at the cab and at the bumper to allow for turns.

To prevent the trailer from hitting the cab with the trailer turned 90°, the center of the hitch should be at least 52" from the back of the cab when using a long bed truck. (Actual distance required will depend on trailer width and king pin location.) Short bed (Minimum 38" from back cab to axle center line) trucks require a minimum of a 13" extended pin box or a Reese SIDEWINDER™ Pinbox for regular maneuvers and 52" does not apply. **DO NOT INSTALL ON OR ATTEMPT TO TOW WITH A TRUCK HAVING LESS THAN A 6' BED WITHOUT A REESE SIDEWINDER™ PINBOX INSTALLED ON THE TRAILER.**

- Measurements are given from Rear Edge of truck bed to rear edge of the base rail closest to the Rear Edge of truck for most vehicle applications (See Fig. 2).
- Center hitch between fender wells and make sure rails are square. Adjust position of rails until both diagonal measurements are the same. This should allow installation of a gooseneck or other fifth wheels to these rails (See Fig. 2).

⚠ CAUTION: ⚠
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

⚠ CAUTION: ⚠
It is important that 17/32" drill be used for holes in chassis frame as rib neck bolts may break if too small a hole is used and neck may not grip if too large a hole is used.

- Drill 10 holes identified in Fig. 2. (Hole location will vary for individual vehicle applications.) Drill all holes with 1/8" drill, and then temporarily position frame brackets to frame and align with pilot hole to ensure the brackets and holes in the bed align without any interference with any structure below the truck bed. If holes do not align with the brackets and rails, restart installation at step 7. Enlarge the pilot holes with a 17/32" drill. Install 1/2" carriage bolts into holes. Install 5/16" thick slotted spacer above or below bed to fill corrugations in bed floor. **NOTE: For Toyota 2000-2006 Tundra application, part #58197 spacer kit is required. Stack (1) 3/16" and (1) 5/16" thick slotted spacer to avoid crushing of truck bed.**

9. Install mounting brackets onto carriage bolts with the long brackets on forward bolts and short brackets on rearward (long and short brackets can be interchanged as needed). Secure bolts through mounting brackets with serrated washers, lock washers, and hex nuts. Secure the other four bolts through the bed with flat washers, lock washers, and nuts.

For Installation Assistance or Technical Help, Call 1-888-521-0510

10. Drill two holes in frame for each bracket. Select the holes which will give the greatest spread between bolts. Install eight 1/2"-13x1-3/8" ribbed neck bolts, (threads pointing out), lock washers, and hex nuts. Tighten nuts until bolt heads seat. Lubrication of knurls of all rib neck bolts is recommended.

Note: On vehicles with heavy duty suspensions, check for interference with bolts where brackets are mounted to frame. If interference with suspension spring results, cut bolt flush to nut outboard of frame or use weld option.

⚠ WARNING:
DO NOT lubricate threads. It may cause bolt failure.

⚠ CAUTION: ⚠
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

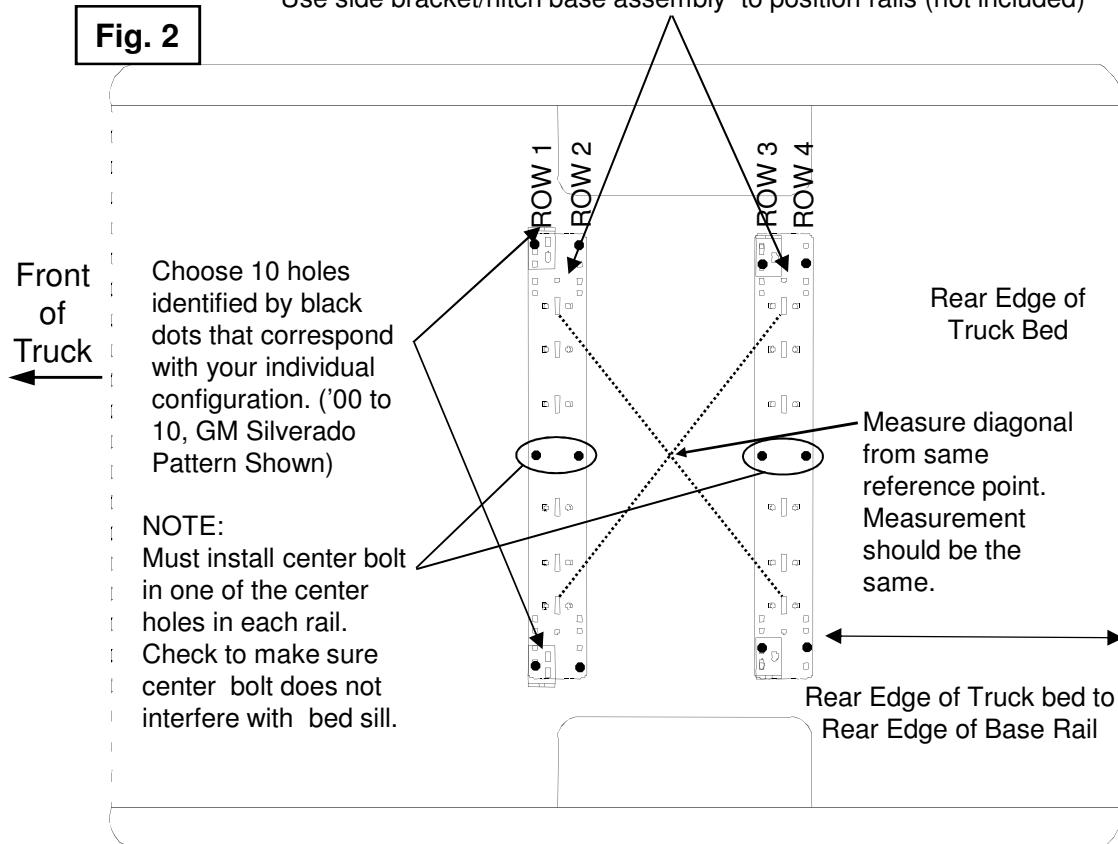
11. Torque all nuts to 85 lb-ft

12. Pull wire provided to pull rib neck bolts through frame as needed per application

Drill locations will vary. See individual installation for location

Note: See page 18 for a list of required adapter brackets to be used along with the universal brackets.

Use side bracket/hitch base assembly to position rails (not included)



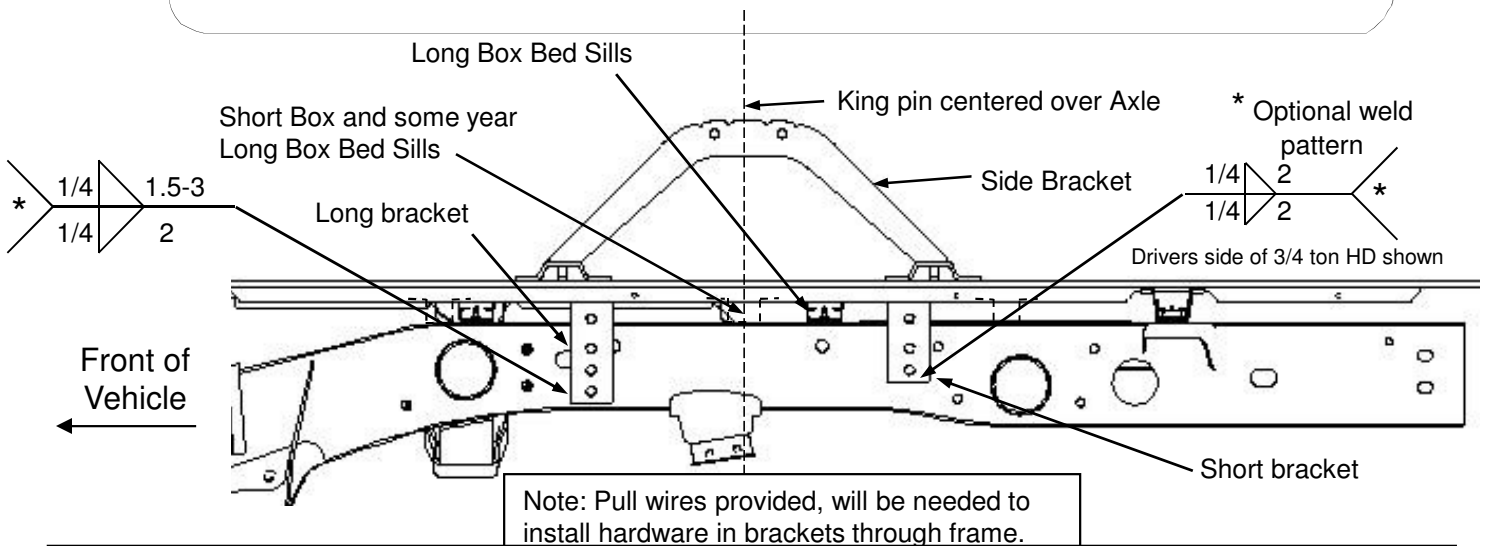
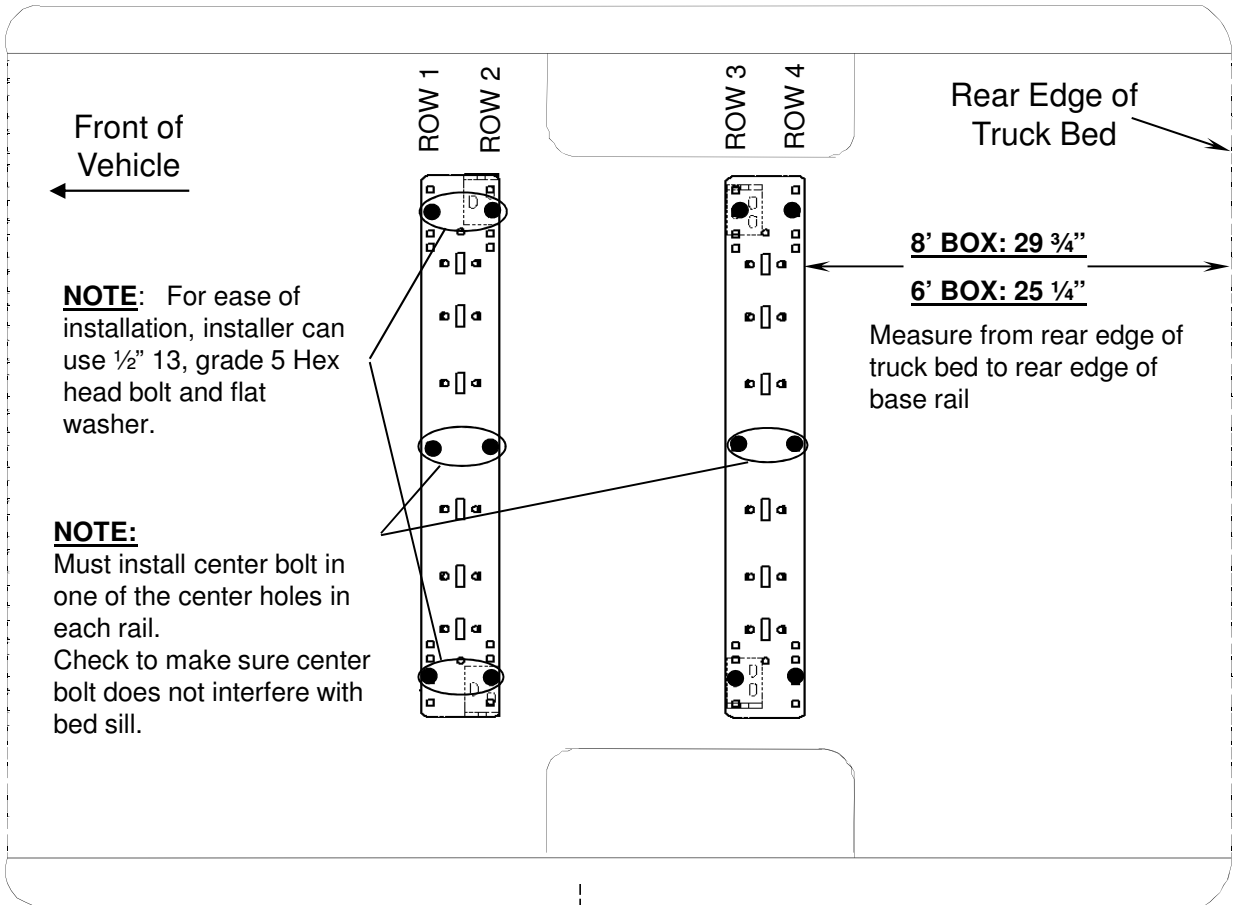
Chevy and GM 2011 and Newer, 2500 HD & 3500 HD Silverado and Sierra



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Find parallel rows of bed sill spot welds in bed of truck. No drilling should be done in the ~4" between parallel rows of spot welds where the bed sill sits.



CAUTION!

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

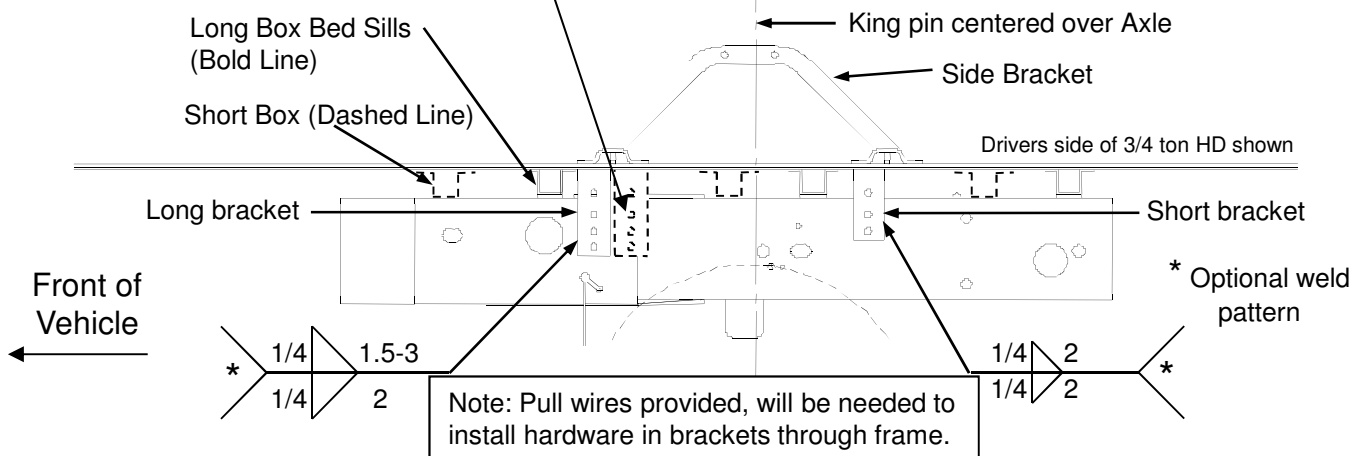
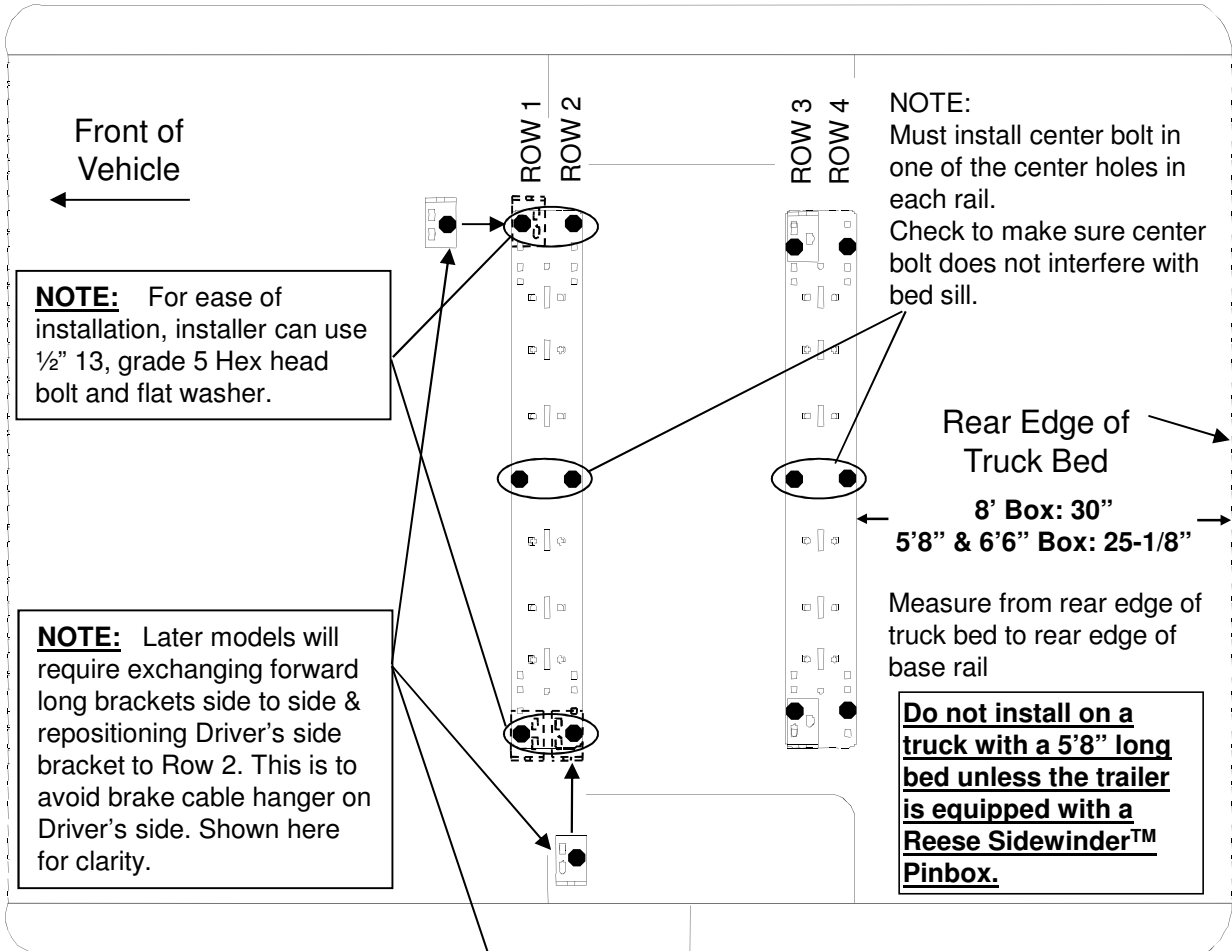
**GM '99 Silverado, Sierra (not Sierra Classic) models.
Chevy & GM '00 and newer 1500 Silverado Sierra. '00 to 10' HD models, and '04 & up
1500 Crew Cab with 5'8" bed (Reese Sidewinder™ Pinbox required for 5'8" bed).**

⚠ CAUTION! ⚠

Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Find parallel rows of bed sill spot welds in bed of truck. No drilling should be done in the ~4" between parallel rows of spot welds where the bed sill sits.



⚠ CAUTION! ⚠

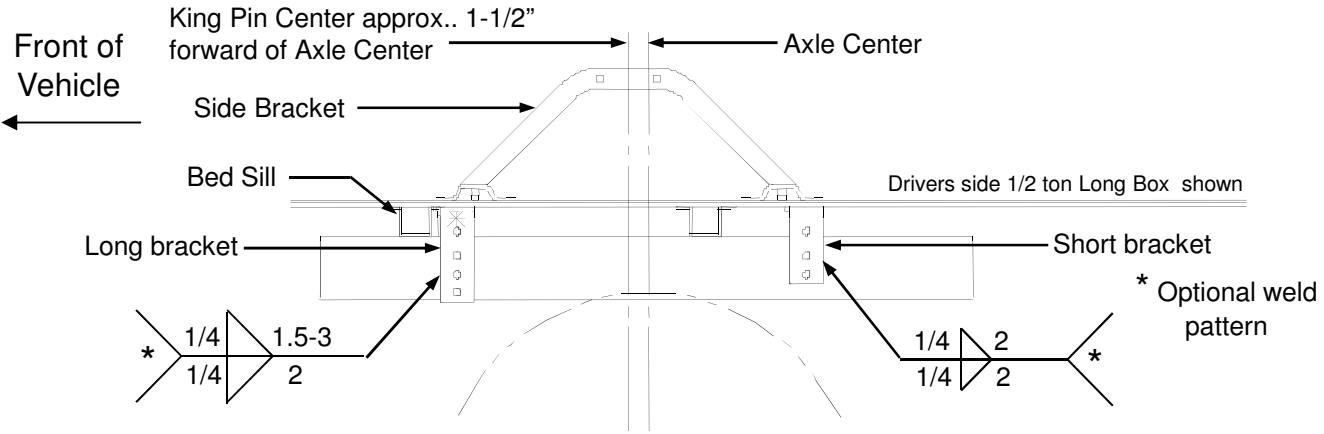
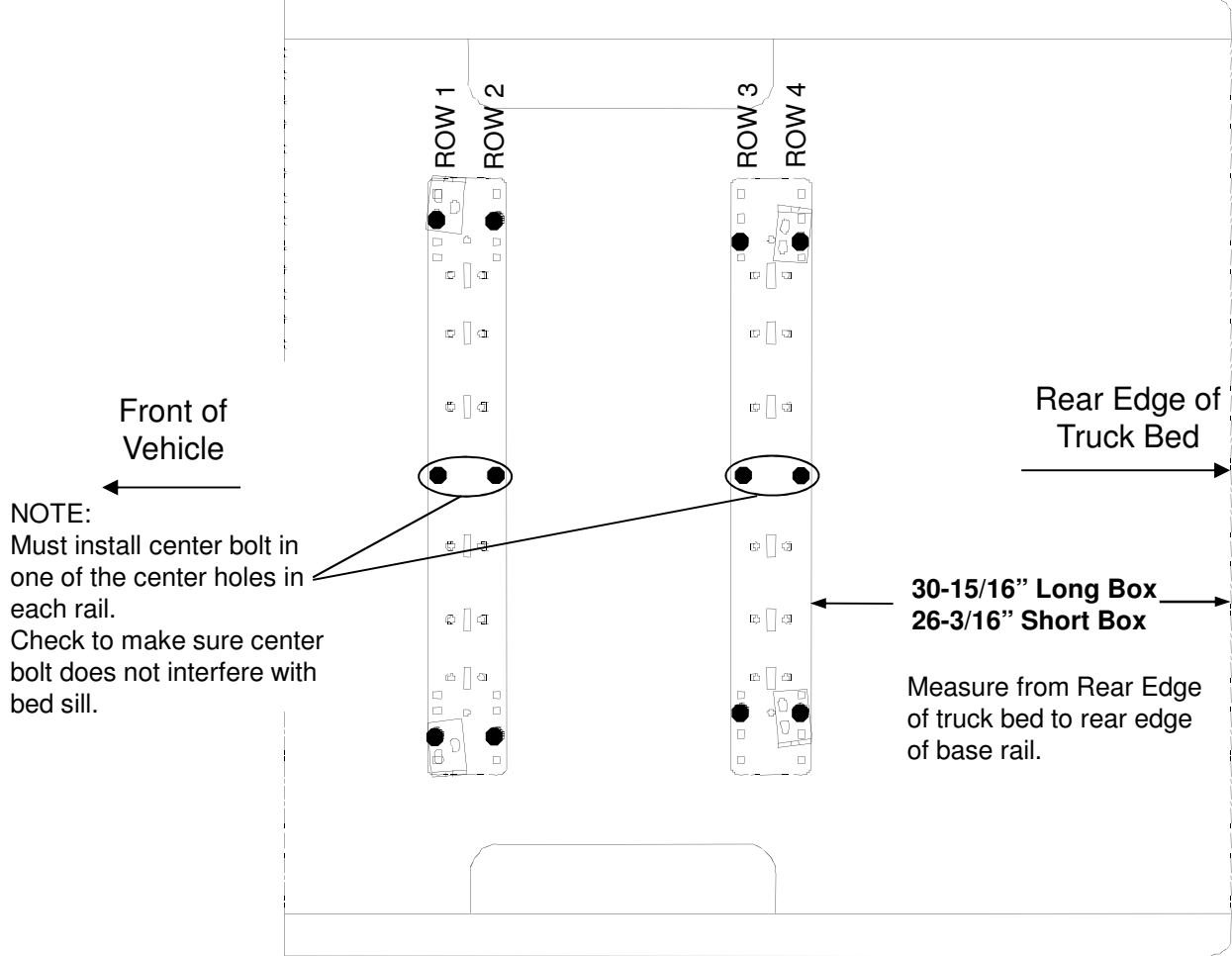
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

**CHEVROLET/GMC 88-98 / 92-98 4-DOOR / '99 SILVERADO
SIERRA CLASSIC (WITH TAPERED FRAME) (RED TURN SIGNALS)**

⚠ **CAUTION!** ⚠
Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Find parallel rows of bed sill spot welds in bed of truck. No drilling should be done in the ~4" between parallel rows of spot welds where the bed sill sits.

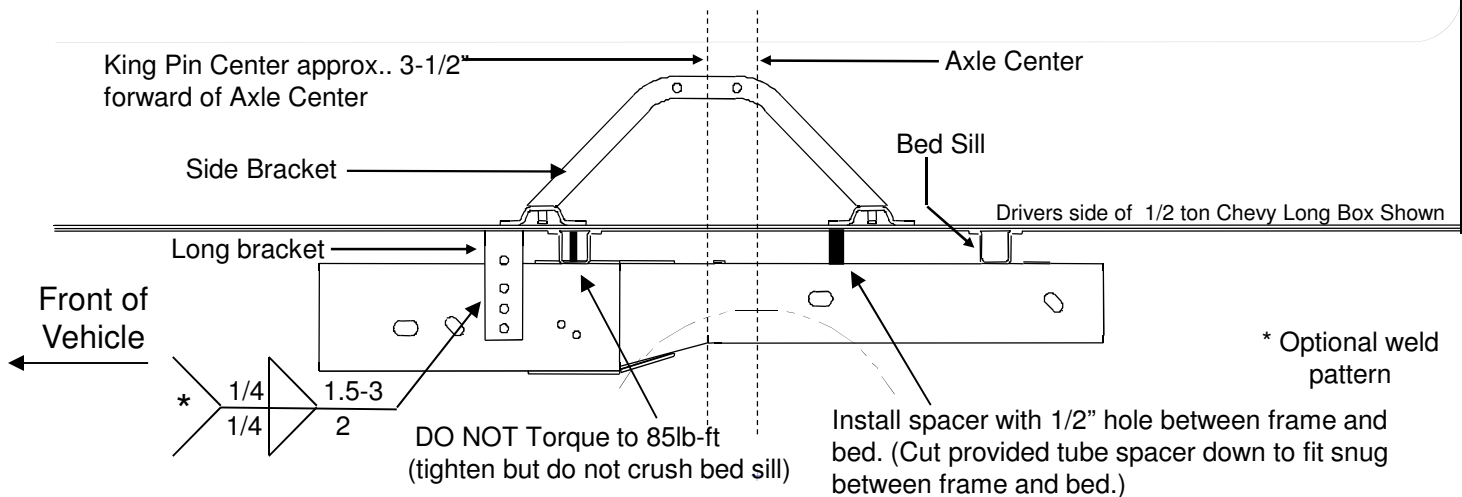
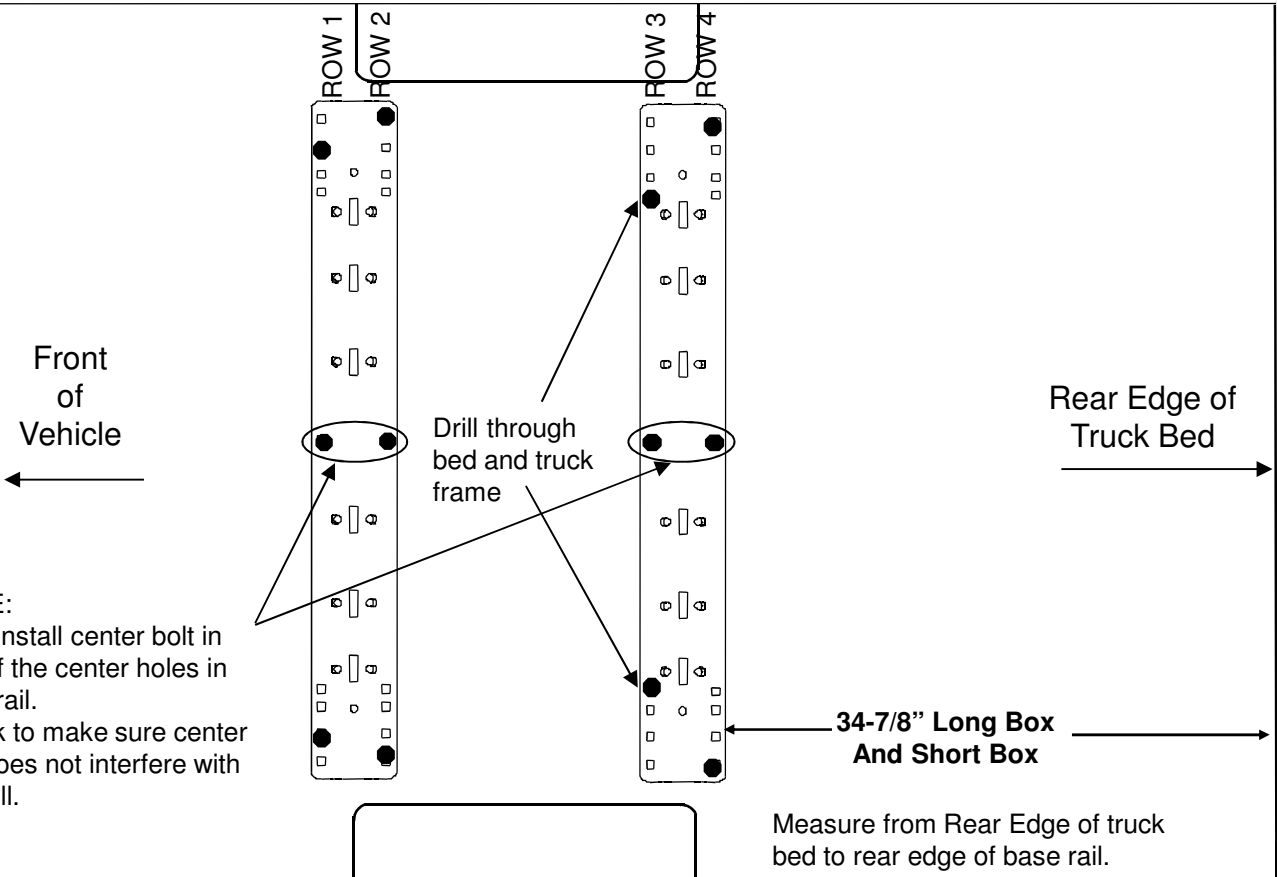


⚠ **CAUTION!** ⚠
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc.
Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

Chevrolet 73 to 87 / 73 to 92 4-door (GMC) (34" Straight, with Outside Shock Absorbers)



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

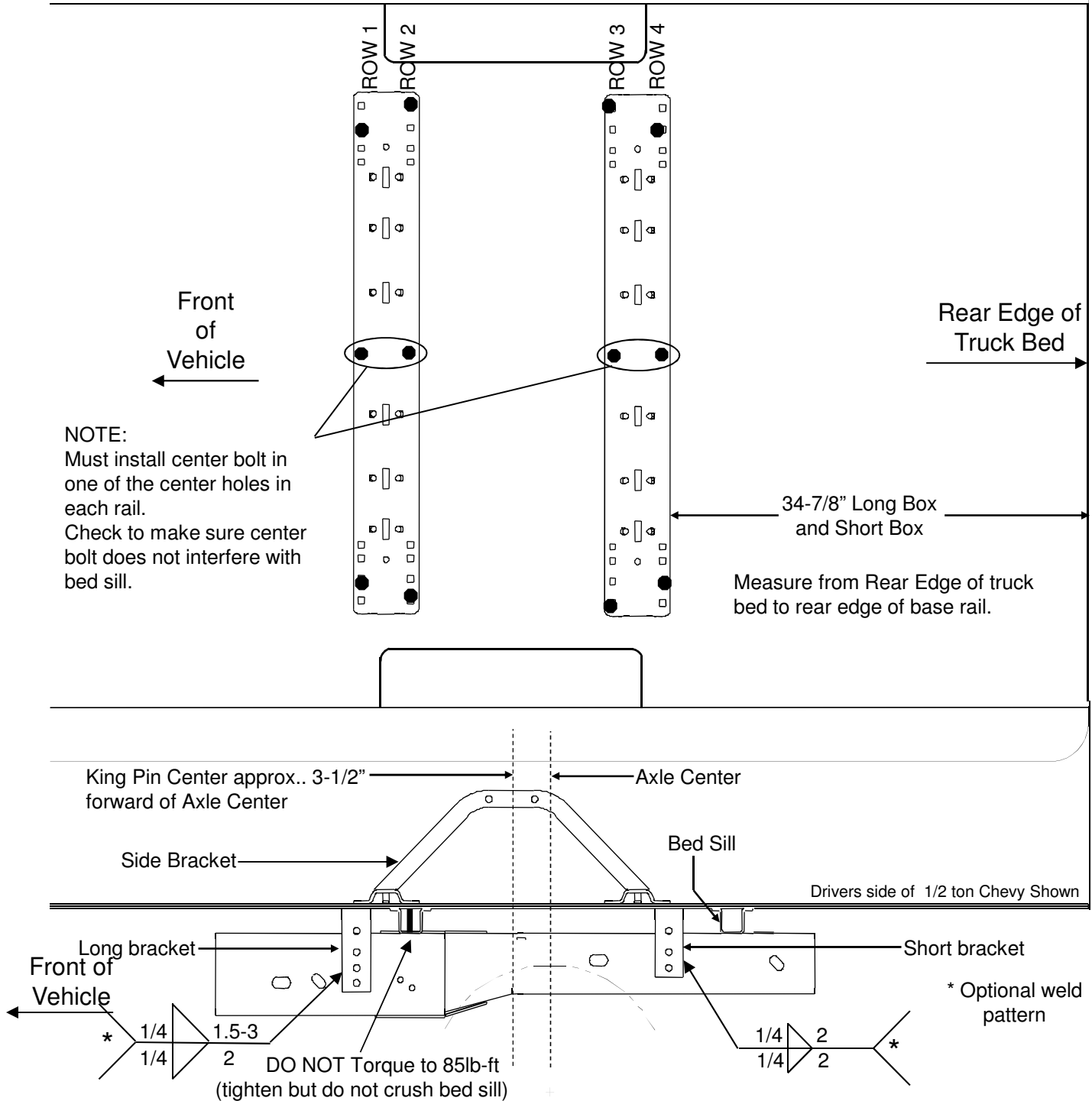


Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

Chevrolet 73 to 87 / 73 to 92 4-door (GMC) (34" Straight, with Inside Shock Absorbers)

⚠ CAUTION! ⚠

Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!



⚠ CAUTION! ⚠

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

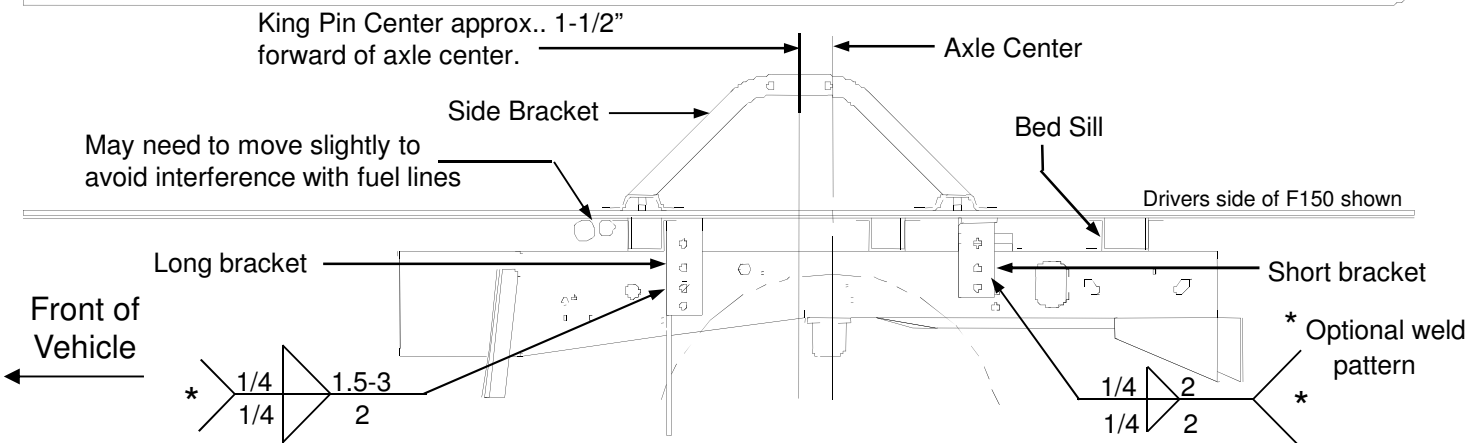
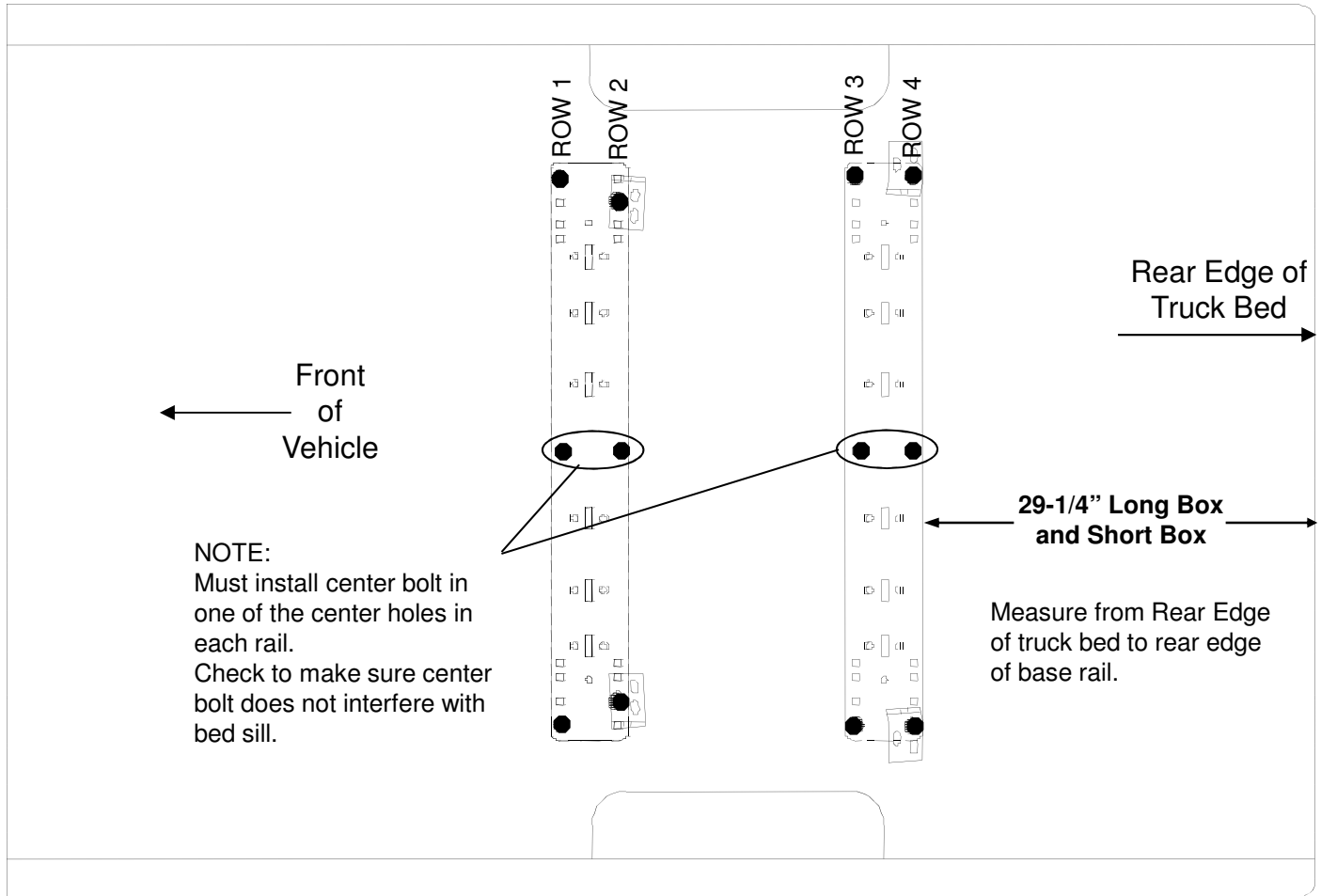
Ford '97 to '03 F-150 & F-250 8500 GVW AND UNDER and '04 Heritage Series Body Style



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Long and Short Brackets on Driver's Side may need to be switched to avoid interference with exhaust hanger.
2. May need to move base rail location +/- 1/2" to ensure frame brackets do not interfere with bed sills.



Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

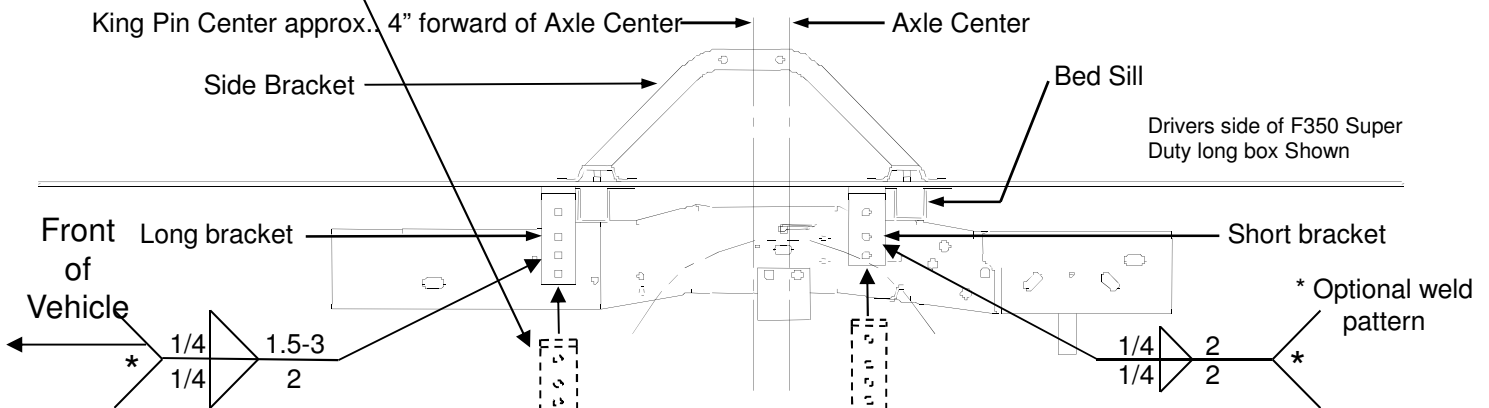
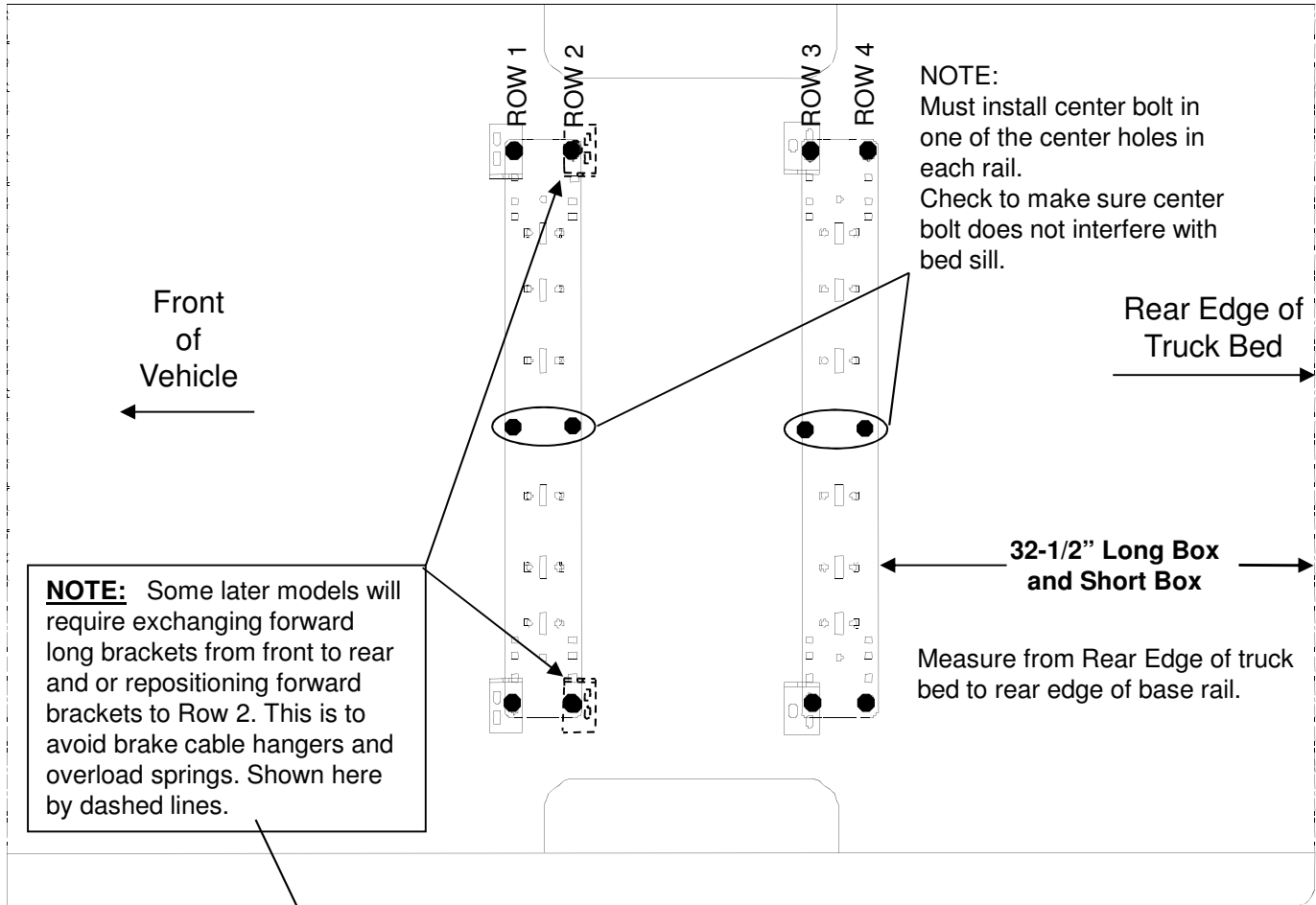
FORD F-150 & F-250 THROUGH '96 / '97 F-250 OVER 8500 GVW, F350 THROUGH '97 / 1999 & NEWER F-250 / F-350 & F-450 SUPERDUTY PICKUPS (Not Cab-On-Chassis)

⚠ CAUTION! ⚠

Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. On short bed vehicles, attach Driver's Side forward bracket on Row 2 to avoid interference with fuel lines.
2. On vehicles with overload springs, switch position of long and short brackets.
3. May need to move base rail location +/- 1/2" to ensure frame brackets do not interfere with bed sills.



⚠ CAUTION! ⚠

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

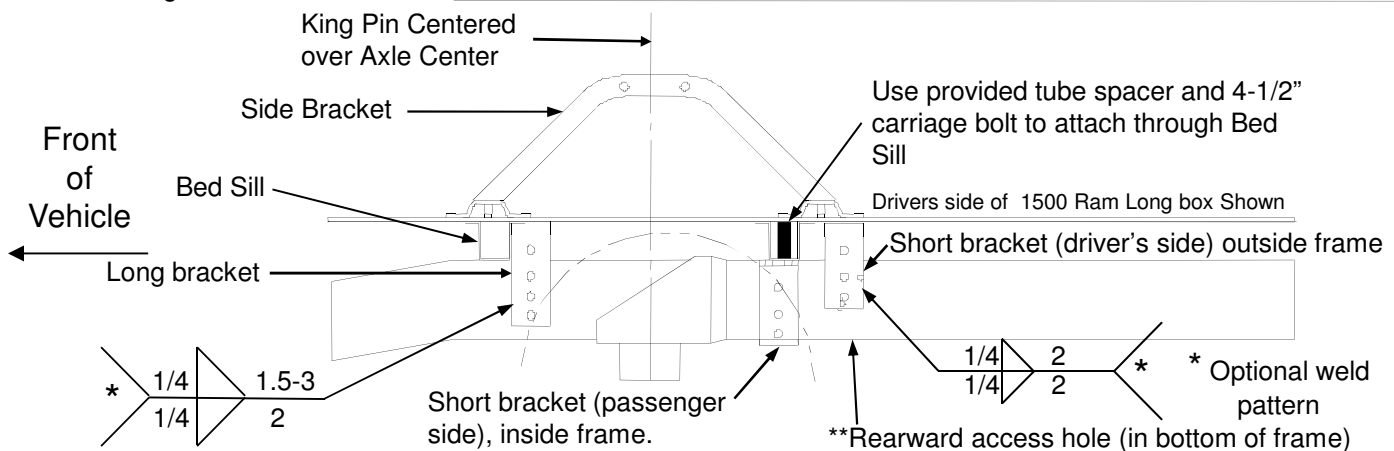
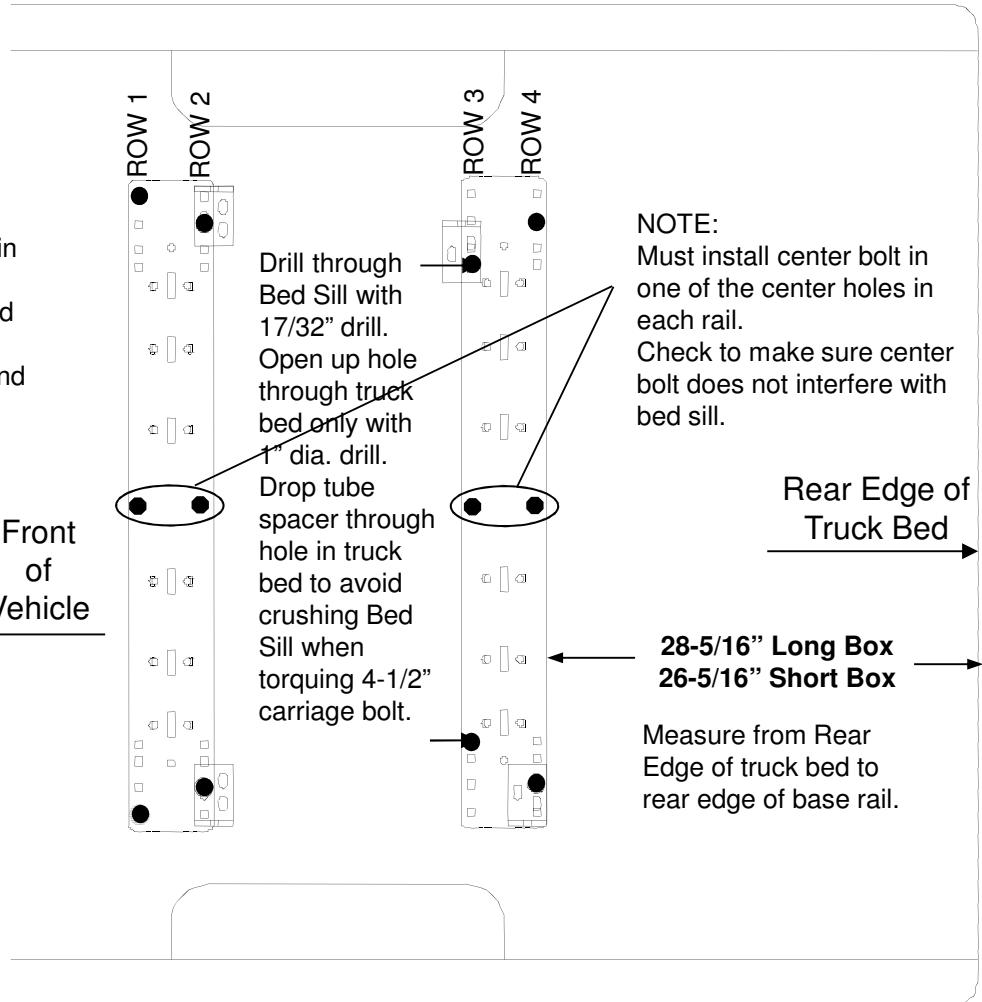
**DODGE (RAM) '02-08' 1500 / '03-12' 2500 WITHOUT OVERLOAD BRACKETS
('03-12' 2500 WITH OVERLOAD AND 3500 REQUIRED BRACKET KIT 58186, See page 18)**



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Tube spacer and 4 1/2" carriage bolt used to attach through rearward Bed Sill (Row 3).
2. **Rib neck bolts will need to be pulled through access holes in frame with supplied pull wire (see below).
3. Do not drill through both walls of frame. Drill only through wall of frame to which bracket is mounted.
4. It is very important that brackets in Row 2 are against rear side of Bed Sill as shown. Due to dimensional instability in Bed Sill placement with the Dodge truck, interference could result when drilling in Row 3. Observe caution note below and double check all areas prior to drilling.
5. To avoid drilling inside of frame, (Passenger Side Row 3) Optional Custom Bracket (58023) can be purchased from your dealer if needed. The use of this bracket allows for drilling outside the frame and avoids exhaust hanger.
6. *Due to tubular frames having thinner walls than previous C channel frames, extra caution needs to be used when mounting with the optional welding.



Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

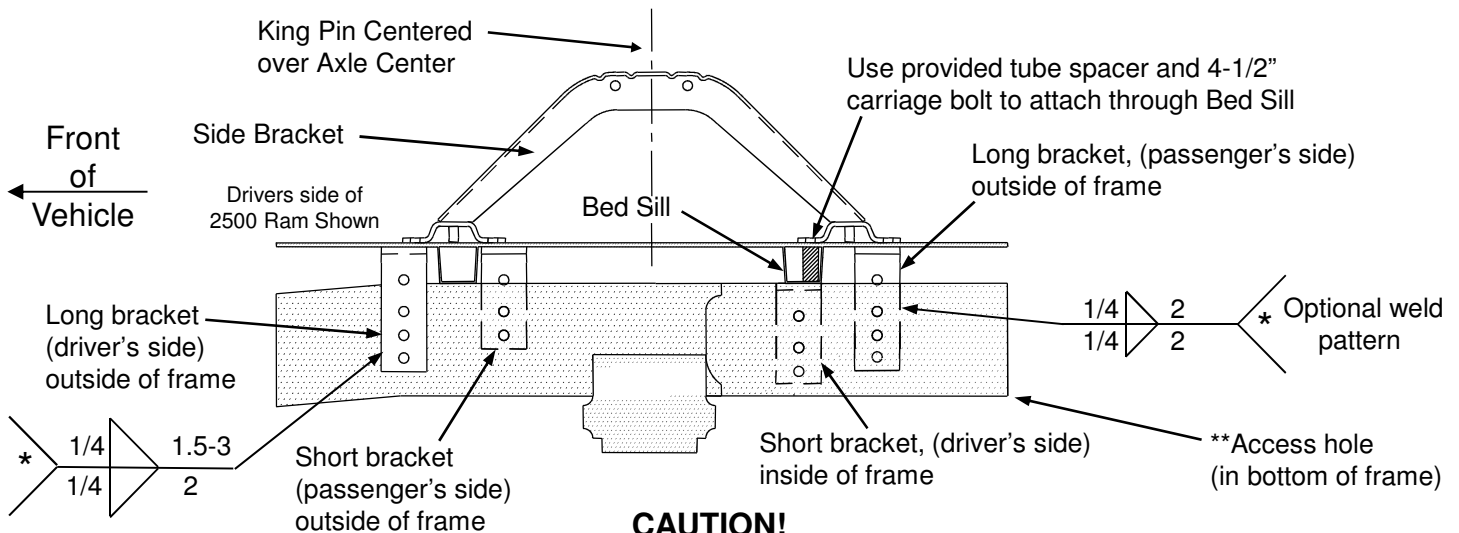
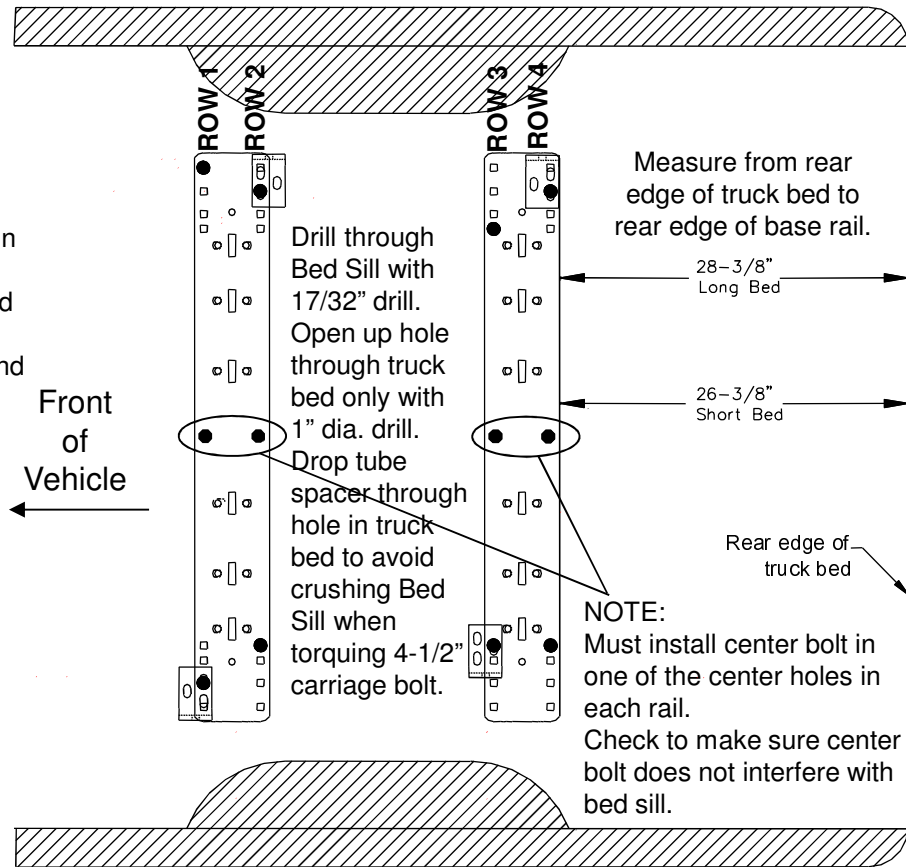
2013 MODEL YEAR RAM 2500 HD (Dodge/Chrysler) (without overload brackets)



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Tube spacer and 4 1/2" carriage bolt used to attach through rearward Bed Sill (Row 3).
2. **Rib neck bolts will need to be pulled through access holes in frame with supplied pull wire (see below). Wire extensions will need to be added on to the pull wires for the forward rib bolts.
3. Do not drill through both walls of frame. Drill only through wall of frame to which bracket is mounted.
4. It is very important that brackets in Row 2 are close to rear side of Bed Sill as shown. Due to dimensional instability in Bed Sill placement with the Dodge truck, interference could result when drilling in Row 3. Observe caution note below and double check all areas prior to drilling.
5. *Due to tubular frames having thinner walls than previous C channel frames, extra caution needs to be used when mounting with the optional welding.



CAUTION!

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

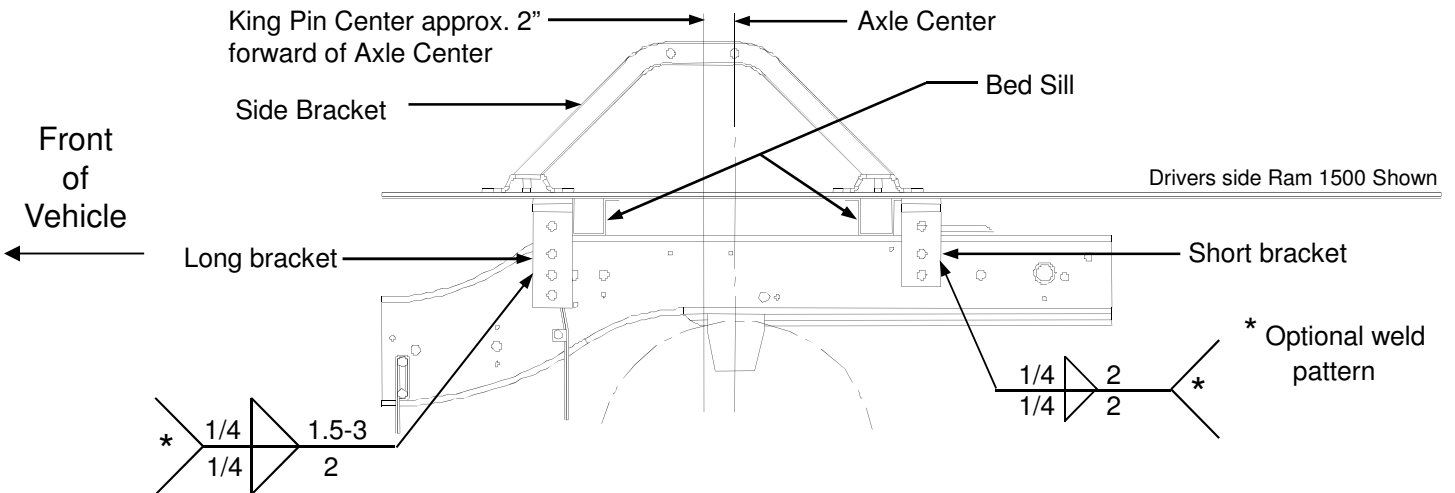
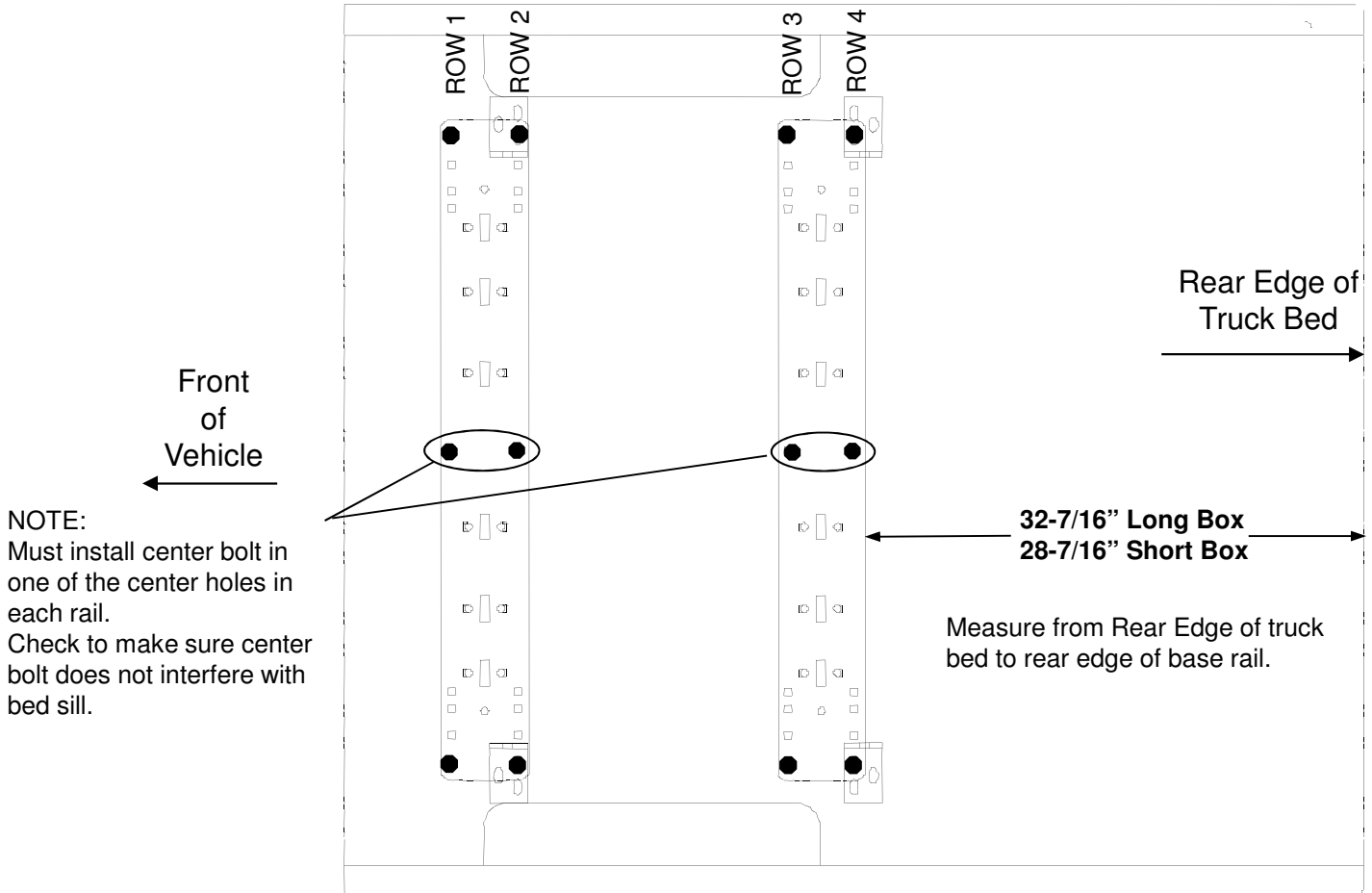
DODGE '94 to '01 1500 / '94 to '02 2500/3500 (FULL SIZE, SHORT AND LONG BOX)

CAUTION!

Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. It is very important that brackets in Row 2 are against forward side of bed sill as shown below. Due to dimensional instability in bed sill placement with the Dodge truck, interference could result when drilling in Rows 3 or 4. May need to move base rail location +/- 1/2" to ensure frame brackets do not interfere with bed sills.



CAUTION!

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

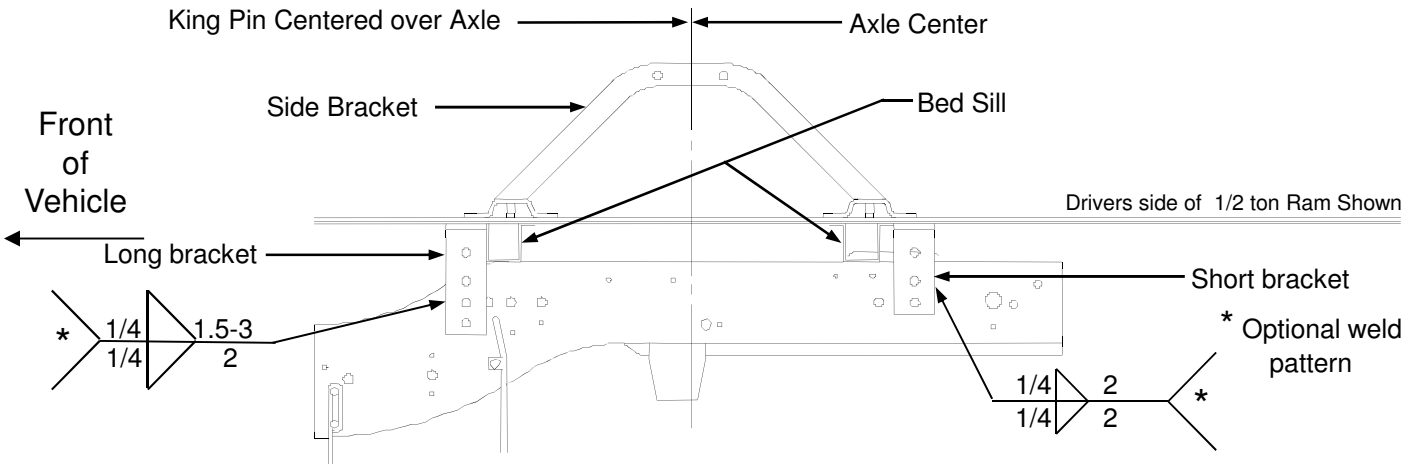
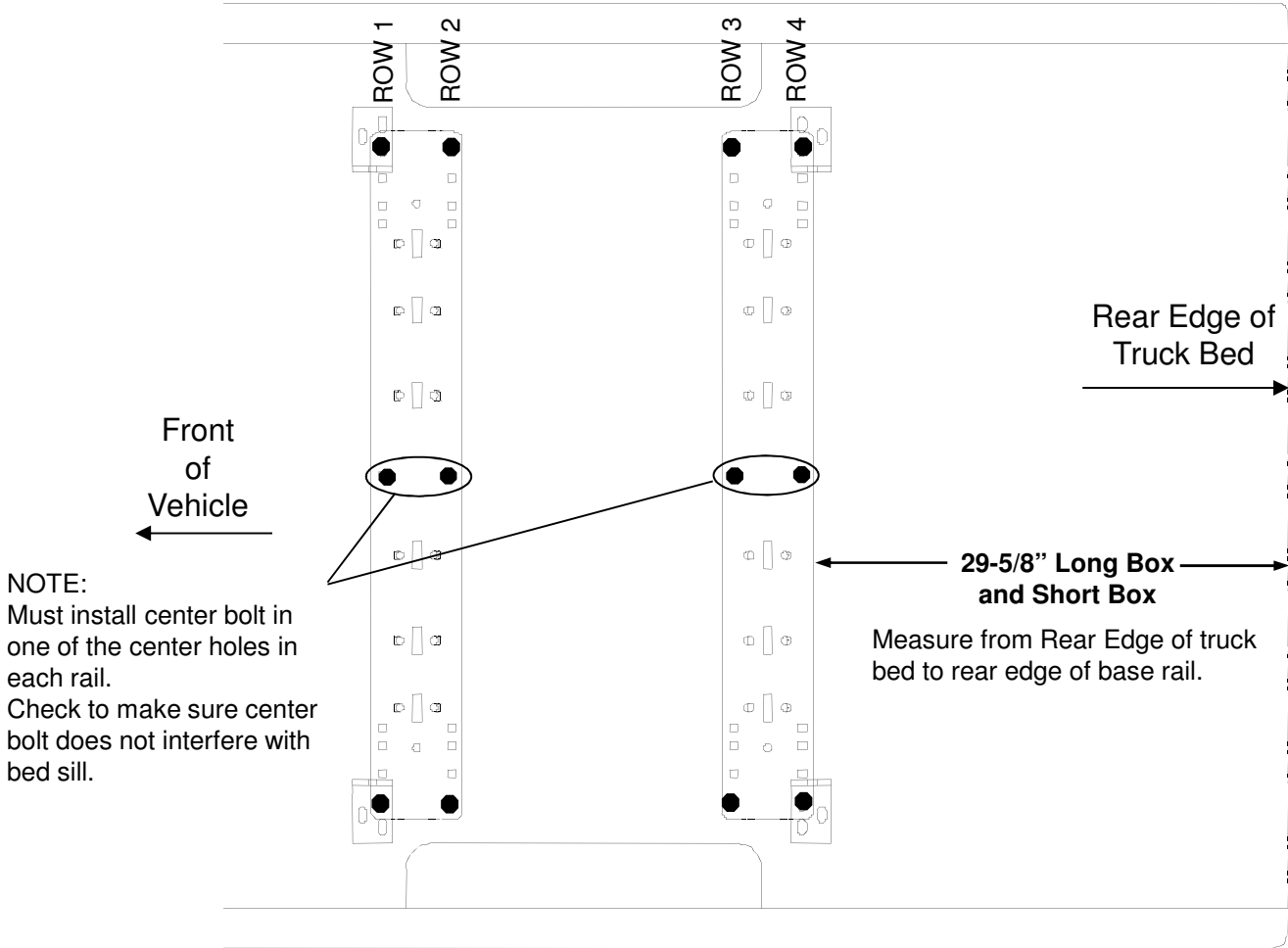
DODGE THROUGH 93 (FULL SIZE)



Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. May need to move base rail location +/- 1/2" to ensure frame brackets do not interfere with bed sills.



Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc.
Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

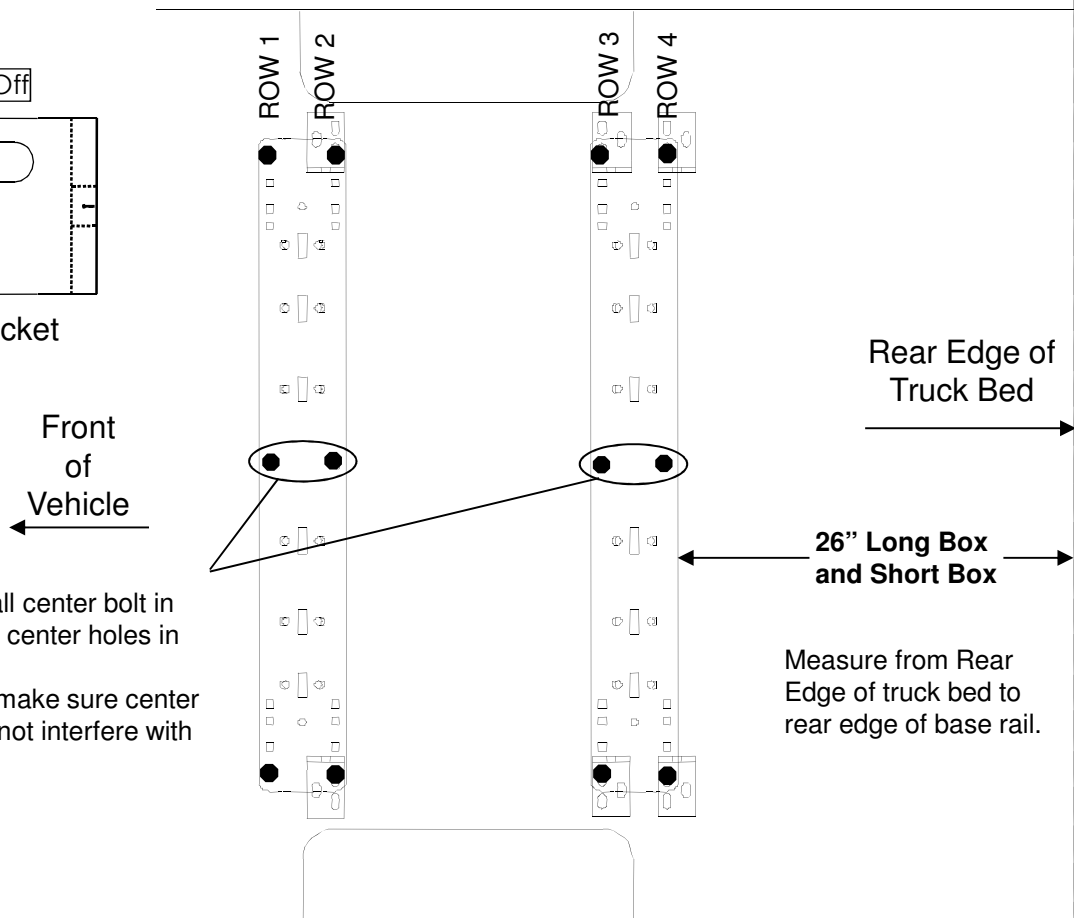
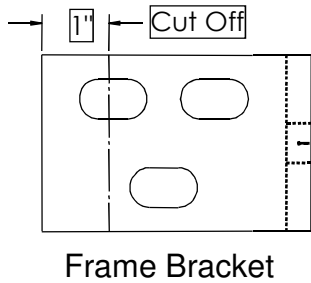
DODGE '94 to 2004 DAKOTA



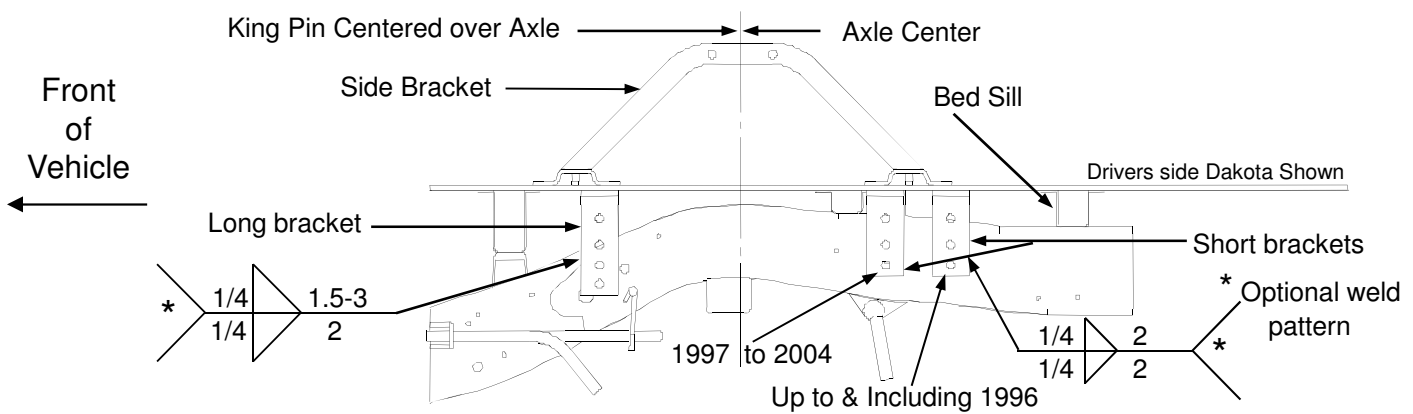
Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Find parallel rows of bed sill spot welds in bed of truck. No drilling should be done in the ~4" between parallel rows of spot welds where the bed sill sits.
2. Cut 1" from top flange of brackets. Under bed, mount brackets with flanges facing out.
3. Put rear brackets on Row 3 for '97 to Present models. Put brackets on Row 4 for '96 and Earlier models.



NOTE:
Must install center bolt in one of the center holes in each rail.
Check to make sure center bolt does not interfere with bed sill.



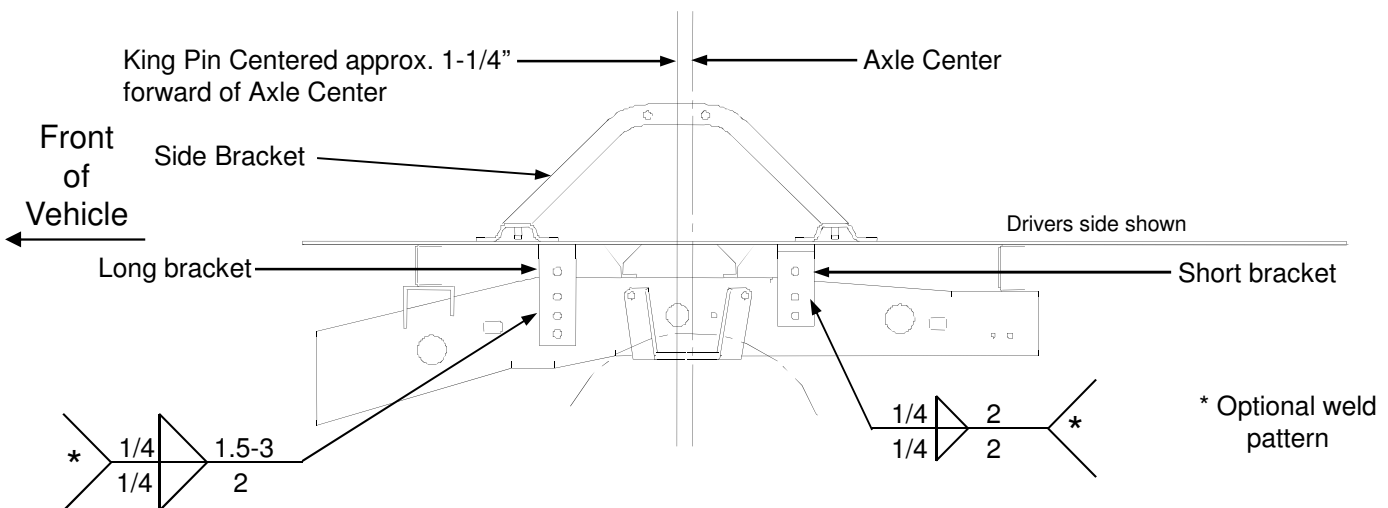
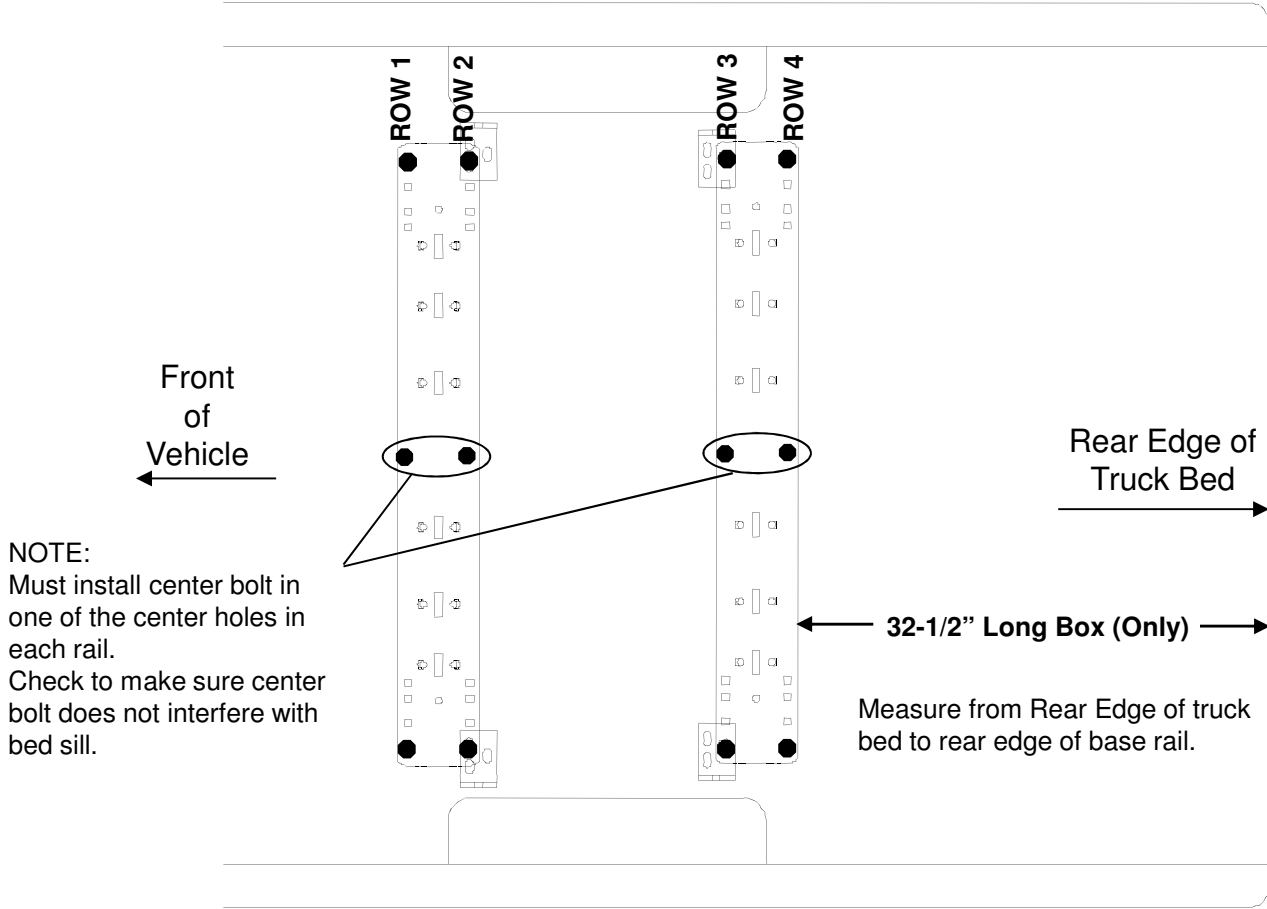
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

TOYOTA TUNDRA 2000 to 2006 (STANDARD CAB LONG BOX ONLY)

⚠ CAUTION! ⚠

Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

NOTE: For Toyota Tundra application, part #58197 spacer kit is required. Stack (1) 3/16" and (1) 5/16" thick slotted spacer to avoid crushing of truck bed.



⚠ CAUTION! ⚠

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

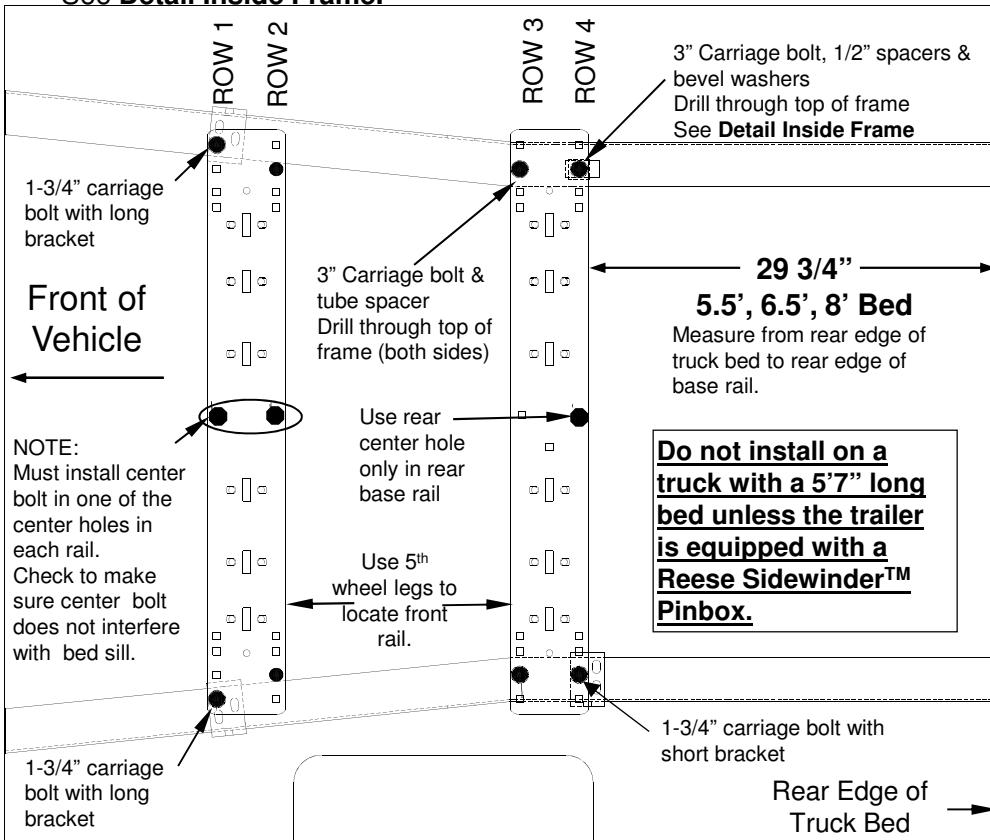
**2007 And Newer Toyota Tundra 6.5' & 8' Beds – requires Service Kit 58309
(Crewmax 5.5' Bed requires Reese Sidewinder™ Pinbox)**



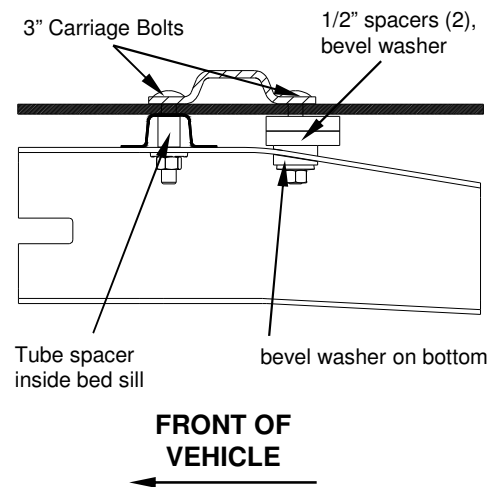
Read pages 2-3 of these instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

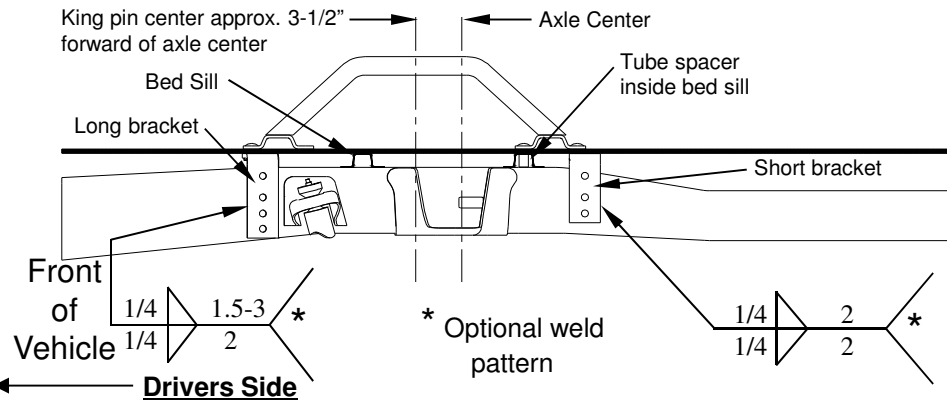
1. Use the 58309 service kit together with the 30035 mounting kit. Read p. 1-3 of the 30035 instruction for general information.
2. The mounting holes for Row 3 go through the inside of the bed sill. After measuring, drill an 1/8" hole for the rear rail. Be sure the hole is in the center of the bed sill. Make sure it lines up correctly. Drill a 9/16" hole through the bed and the top of the frame on both sides. For the Row 4 passenger side attachment, drill through the bed and the top of the frame as well.
3. The rear rail on the passenger side is secured directly to the frame with 3" carriage bolts provided in the 58309 kit. For the Row 3 attachment, a tube spacer should be placed inside the bed sill on top of the frame and under the bottom of the bed. Line up the spacer with the drilled hole before inserting the carriage bolt. Repeat for both sides. See **Detail Inside Frame**.



Rear Passenger Side Detail Inside Frame



4. For the Row 4 passenger side attachment, stack two 1/2" spacers and a bevel washer, provided in the 58309 kit, to fill the gap between the bed and the frame. Use another bevel washer, conical toothed washer, and hex nut to fasten the 3" carriage bolt in place. See above drawing.
5. Install the long brackets on the front rail and the short bracket on the rear rail driver side using the 1-3/4" carriage bolts provided in the 58309 kit. All other attachments to the bed use 2" carriage bolts from the 30035 kit.



Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Horizon Global America Inc. does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

REQUIRED ADAPTOR BRACKETS

2004 - 2014 FORD F-150 – REGULAR, SUPERCAB & SUPER CREW– SEE 58426N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2015 & Up FORD F-150 – REGULAR, SUPERCAB & SUPER CREW– SEE 58545N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2003 – 2012 DODGE(RAM) 2500/3500 with Overload Brackets – REGULAR, QUAD & CREW– SEE 58186N
FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2009 & 2012 DODGE(RAM) 1500 – REGULAR, QUAD & CREW– SEE 58386N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2013 & 2017 DODGE(RAM) 1500 – EXCEPT W/ AIR SUSPENSION OR W/ ECO DIESEL ENGINE
– SEE 58386N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2014 & 2017 DODGE(RAM) 1500 – EXCEPT W/ AIR SUSPENSION– SEE 58523N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2013 & Up RAM 3500 – REGULAR, QUAD & CREW– SEE 58520N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2014 & Up RAM 2500 – REGULAR, QUAD & CREW– SEE 58522N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)

2004 & Up NISSAN TITAN – CREWCAB & KING CAB – SEE 58405N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)
(6-1/2' and 7' beds may require the Reese Sidewinder™ Pinbox or KWIK-SLIDE)

2000 – 2006 TOYOTA TUNDRA -8' BED – SEE 58197N FOR DETAILS

2007 & Up TOYOTA TUNDRA -ALL CAB STYLES – SEE 58309N FOR DETAILS
(5-1/2' Bed Requires Reese Sidewinder™ Pinbox)
(6-1/2' and 7' beds may require the Reese Sidewinder™ Pinbox or KWIK-SLIDE)

NOTES

10 YEAR LIMITED WARRANTY

Horizon Global America Inc. warrants its Fifth Wheel Hitch Mounting Kits from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for 10 years of ownership to the original consumer purchaser when a **Horizon Global America Inc.** mounting kit is used.

Horizon Global America Inc. will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to any **Horizon Global America Inc.** dealer, **Horizon Global America Inc.** Warehouse or returned to factory. TRANSPORTATION CHARGES PREPAID, at the address below. THIS WARRANTY IS LIMITED TO DEFECTIVE PARTS REPLACEMENT ONLY. LABOR CHARGES AND/OR DAMAGE INCURRED IN INSTALLATION OR REPLACEMENT AS WELL AS INCIDENTAL AND CONSEQUENTIAL DAMAGES CONNECTED THEREWITH ARE EXCLUDED.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Any damage to the Fifth Wheel Hitch as a result of misuse, abuse, neglect, accident, improper installation, or any use violative of instructions furnished by us, WILL VOID THE WARRANTY.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. In the event of a problem with warranty service or performance, you may be able to go to a small claims court, or a federal district court.

Horizon Global America Inc.
47912 Halyard Dr. Suite 100
Plymouth, MI. 48170