

ASSEMBLY INSTRUCTIONS
Reese® Elite™ Series
FIFTH WHEEL SLIDER HITCH

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.

Item	PART	QTY.
1.	HEAD ASSEMBLY	1
2.	CENTER SECTION	1
3.	SLIDER ASSEMBLY - LH & RH	2
4.	ANCHOR ASSEMBLY	4
	ANCHOR TEE PIN (4) HANDLE R (2) & L (2) 1" JAM NUT (4) 3/16" COTTER PIN (4) ANCHOR BUSHING (4)	
5.	5/8"-11x 1.5" GRADE 8 HEX HEAD BOLT	4
6.	5/8" LOCK WASHER	4
7.	1/4" - 20 x 1.75" Bolt	2
8.	TUBE SPACER	2
9.	TORSION SPRING - LH & RH	2
10.	HANDLE TUBE	1
11.	3/8" x 1" CARRIAGE BOLT	2
12.	3/8" NUT, USE ON HANDLE TUBE	2
13.	1/2" PULL PIN	2
14.	SPRING RETAINING CLIP	3
15.	LYNCH PIN	2
16.	GRIP, HEAD HANDLE	1
17.	GRIP, SLIDER HANDLE	1
18.	SLIDER HANDLE	1
19.	CONNECTOR TUBE	1
20.	SLIDER RAIL	2
21.	5/32" COTTER PIN	2
22.	SLIDER ASSEMBLY COVER - LH & RH	2
23.	1/4" SHEET METAL SCREW	8
24.	3/8" x 4" BOLT	2
25.	3/8" LOCK NUT, USE ON 3/8" BOLT	2
26.	LOCK PIN AND CLIP	1
27.	NYLON LANYARD	1
28.	3/8" LOCK WASHER	2
29.	BAIL PIN	1
30.	HANG TAG	1
31.	1/4" FENDER WASHER	2
32.	3/8 WASHER	4

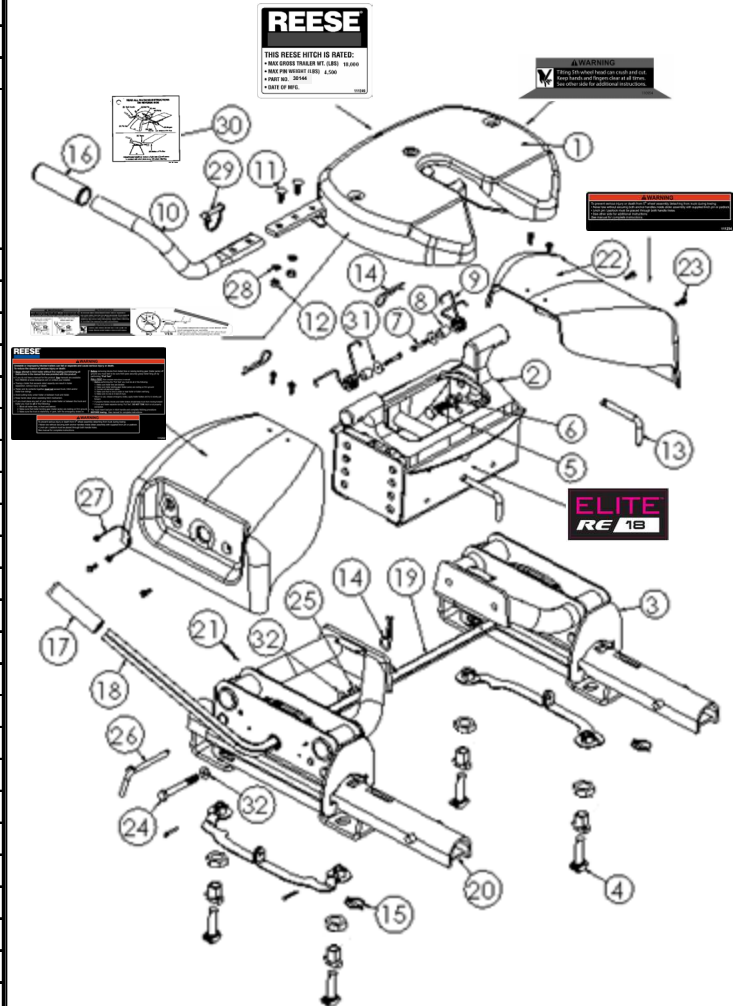


Figure 1

NOTE: KIT 30070 WILL ONLY CONTAIN PARTS 3, 4, 17-27, 32

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

⚠ WARNING:

Failure to follow all of these instructions may result in death or serious injury!

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GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER

⚠ WARNING:

Failure to check and follow tow ratings could result in tow vehicle damage or truck and trailer separation while hauling.

- 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. 2)
- Gross weight of trailer must not exceed 18,000 pounds.
- King pin weight must not exceed 4,000 pounds.
- (See Fig. 3). If in doubt have king pin weight measured by qualified facility.

Figure 2



1. Check Tow Ratings:

Vehicle Tow Rating: _____.

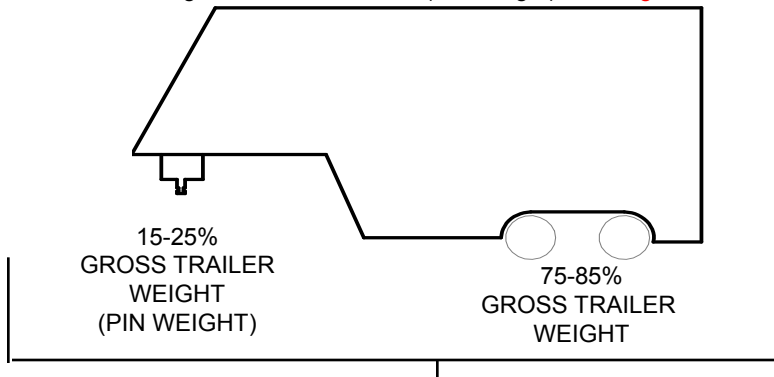
Reese® Elite™ Series Hitch Rating: _____.

Gross Trailer Weight (Fig. 2): _____.

***Trailer weight should be the lowest of these recorded ratings for safe towing conditions.**

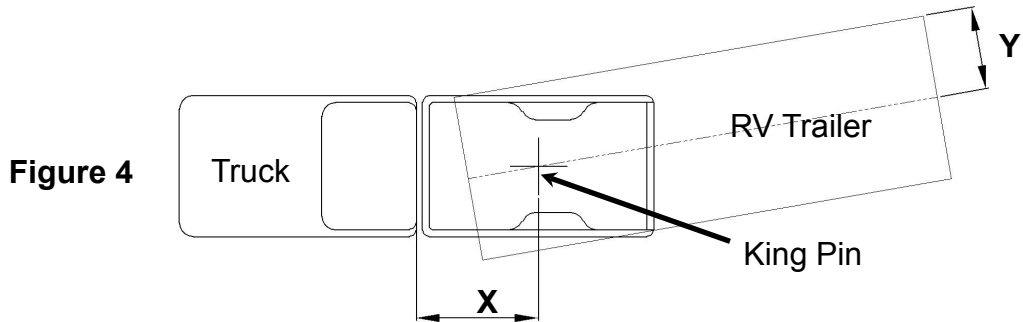
2. **Cequent Performance Products, Inc.** hitches are designed for use with recreational fifth wheel trailers only. Hitch applications other than recreational fifth wheel trailers must be approved in writing by **Cequent Performance Products, Inc.** Engineering Department.
3. Use only a SAE 2-inch kingpin with your *Reese® Elite™ Series* Fifth Wheel Hitch.
4. Approximately 15%-25% of trailer weight should be on hitch (Pin Weight). See Fig. 3.

Figure 3

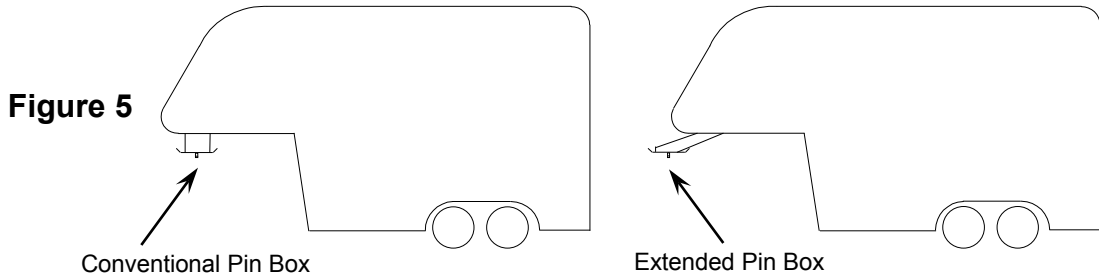


5. Trucks come in many different configurations. **Cequent Performance Products, Inc** hitches are designed for use in light trucks such as the Ford F-Series, the Chevy Silverado and the Dodge Ram. **Cequent Performance Products, Inc.** recommends the use of long bed (8ft) light trucks for the best combination 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. 4), should be approximately 4 inches greater than one-half the trailer width ("Y" in Fig.4)

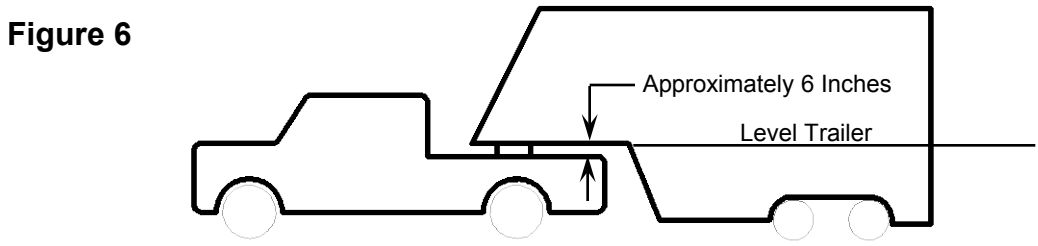


6. If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, **Cequent Performance Products, Inc.** recommends the trailer be equipped with a minimum 13" extended pin box to help gain additional truck - trailer turning clearance (See trailer manufacturer for options) (See Fig. 5).



⚠ 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.!

7. 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. 6). Allow more clearance between pickup walls and trailer for off road use.



CAUTION:

The measurements above are guidelines. If your measurements are close to these numbers re-check clearances. If vehicle and/or trailer has any added bed vicinity accessories (i.e. fairings, air dams, ground effects, bed rails, etc.). Additional dimensioning and clearance checks have to be made.

8. Hitch height determination:
 With trailer leveled and on level ground measure from the ground to the king pin box, **Dimension "A" in Fig. 7**. Secondly, measure from the height of the inside of the truck bed to the ground, **Dimension "B" in Fig. 7**. **Dimensions "C" and "D" in Fig. 7** can be used to determine the amount of clearance over the side rails, as mentioned in **instruction #7** (Additional clearance may be needed for off road maneuvering and/or steep inclines while turning).

$$\text{Hitch Height} = A - B + 2''$$

The 2" value is an estimate of suspension compression due to king pin weight of the trailer. This compression could range between 1"-5" depending on the truck being used and the trailer being towed.

$$D - C + 2'' > 6'' \text{ as noted in instruction \#7.}$$

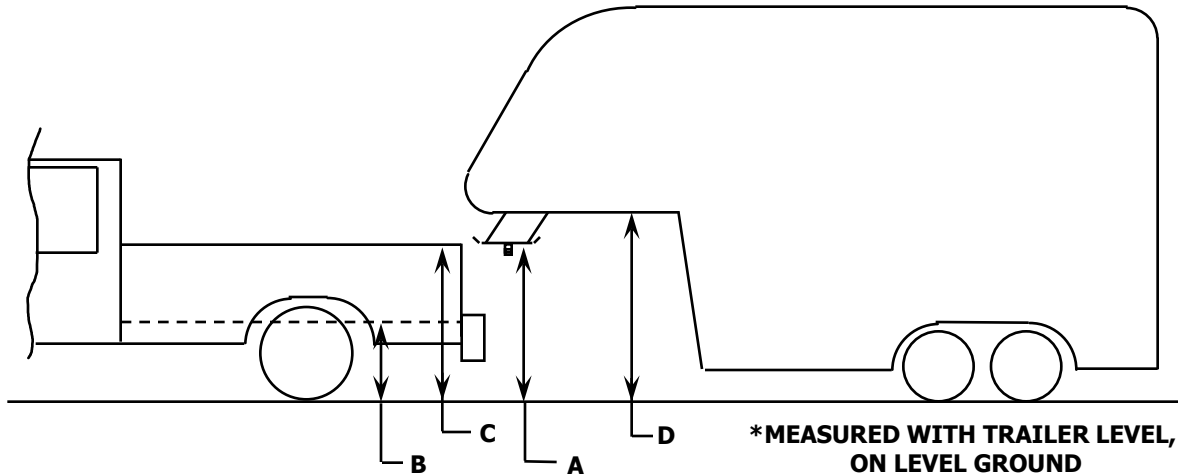


Figure 7

9. If a lube plate is to be used with an *Reese® Elite™ Series* Fifth Wheel it must be at least 12" in diameter. **Cequent Performance Products, Inc.** offers this optional lube plate as part # 83001

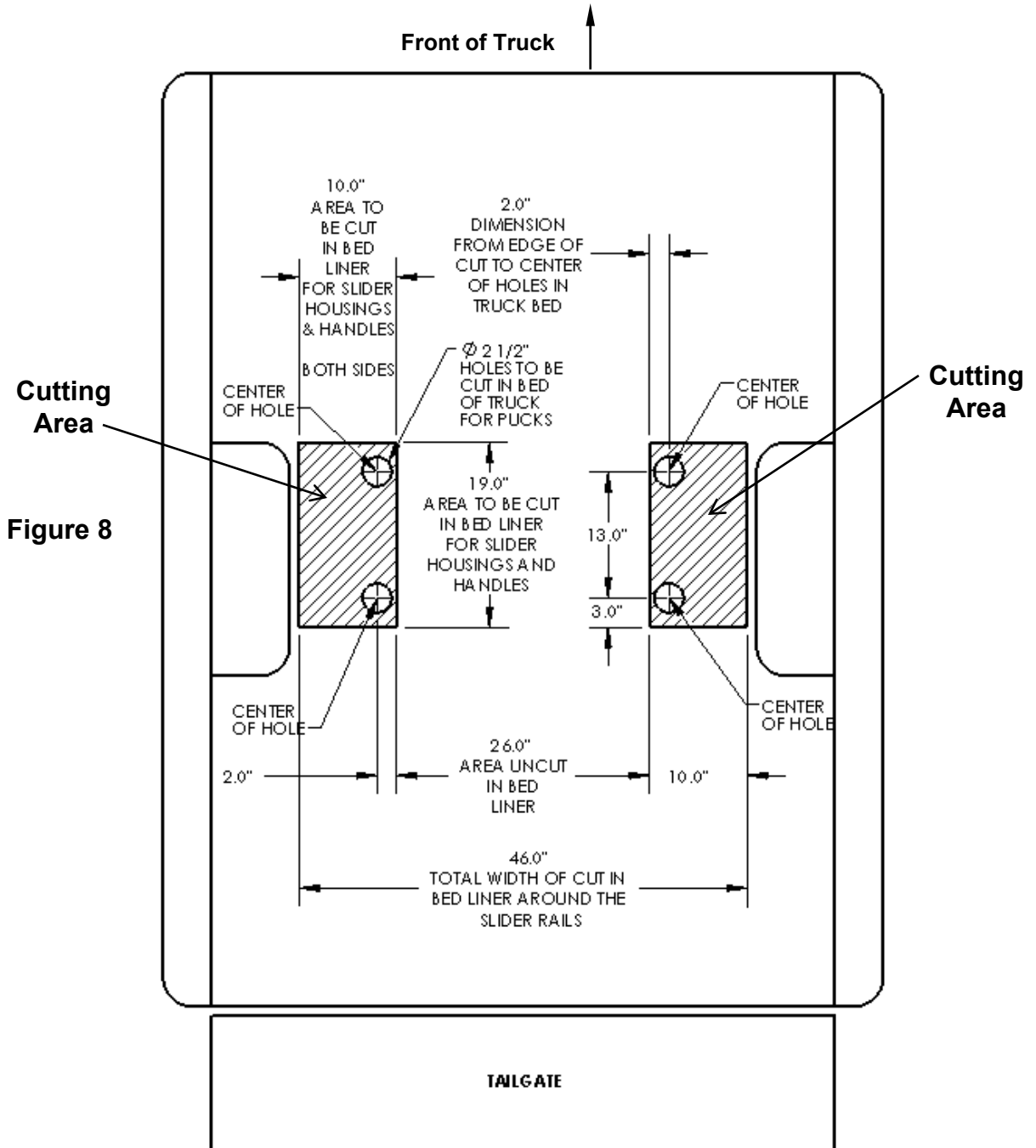
⚠ WARNING:

- Connection for trailer wiring must be located at the side of the truck bed between the driver's seat and the rear wheel to prevent operators from working between the truck and trailer.
- Avoid putting any part of your body under the trailer or between the truck and trailer. Unexpected or accidental movement of the truck or the trailer can cause serious injury or death
- If you must place any part of your body under the trailer or between the truck and trailer you **MUST** perform **ALL** of the following steps:
 - Check that the truck transmission is in park
 - Check that the emergency brake is on
 - Block in front of and behind all trailer tires
 - Check that the trailer landing gear are resting on firm ground

If your truck is equipped with a plastic bed liner, then cutting or removal of the plastic bed liner **MAY** be necessary for the proper installation and operation of the *Reese® Elite™ Series* FIFTH WHEEL SLIDER HITCH. Refer to the “Plastic Bed Liner Instructions” portion on this page for complete instructions on where to cut your plastic bed liner if required. **If your truck is not equipped with a plastic bed liner or if it has a spray in bed liner, then you should use the instructions provided in the mounting kit for your specific truck and skip to page 6 for the rest of the *Reese® Elite™ Series* FIFTH WHEEL SLIDER HITCH assembly.**

Plastic Bed Liner Instructions:

1. Follow the mounting kit instructions for your specific vehicle.
2. Measure and mark the distances provided in **Figure 8** for the correct areas to be cut out of your plastic bed liner.
3. Remove the plastic bed liner from your truck and cut out the marked areas with a saw or cutting device of your choice.
4. Reinstall the plastic bed liner.
5. Continue the rest of the *Reese® Elite™ Series* FIFTH WHEEL SLIDER HITCH assembly.



Reese® Elite™ Series FIFTH WHEEL ASSEMBLY

TOOLS

- 15/16" Socket & Open End Wrench
- 200 lb-ft Torque Wrench
- 3/4" & 1-1/2" Box or End Wrenches
- 3/4" Socket
- Tape Measure

- Safety Glasses
- White Lithium Grease & Wheel Grease
- 9/16" Socket or Open End Wrench
- 7/16" Socket or Open End Wrench

1. Check all the boxes for all the components listed in **Figure 1** and become familiar with component terminology.
2. Loosely assemble the two slider assemblies (Figure 1, #3) to the center section using 5/8-11 x 1.5" bolts and lock washers (Figure 1, #5, #6)

NOTE A: Hole positions used in assembly will need to be made based on the head height measurements taken previously, calculated height closest to one of the following height dimensions: 15.75" (2nd holes down), 17.0" (3rd holes down), 18.25" (bottom holes).

DO NOT USE THE TOP HOLE.

See Figure 9.

NOTE B: The ears on the center section should be offset forward, if clearances allow. See Figure 10. See mounting rail installation instructions for your specific vehicle.

3. Tighten 5/8" bolts (Figure 1, #5) in the center section to 170 ft-lbs.

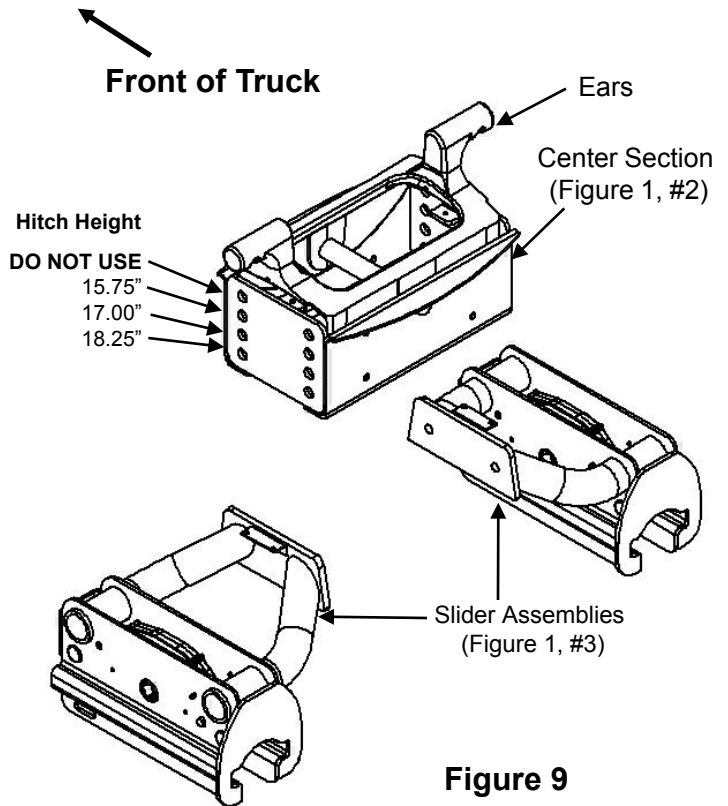


Figure 9

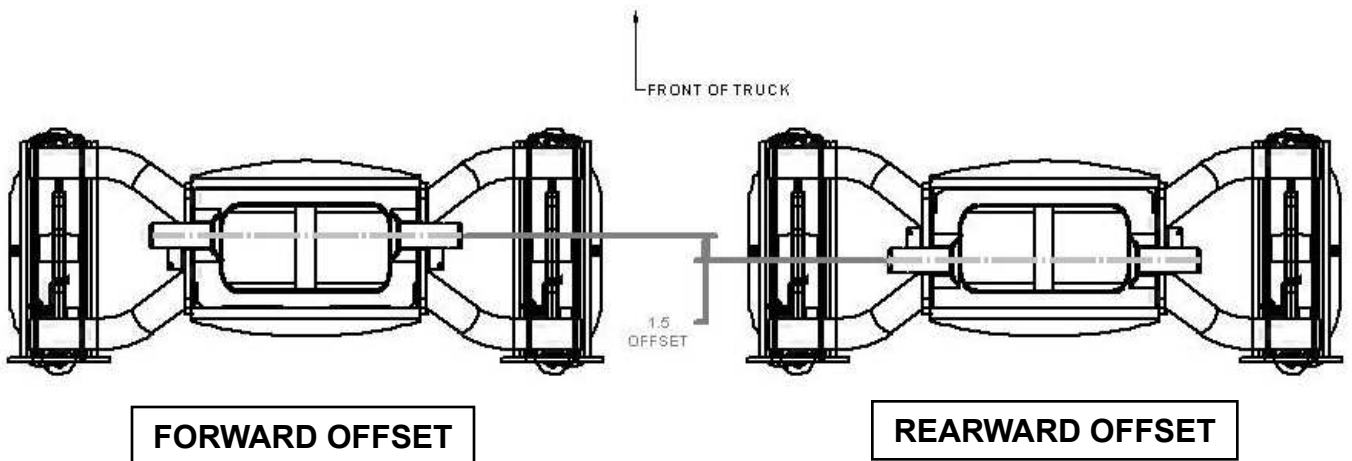


Figure 10

4. Assemble the slider handle (Figure 1, #18) and the connector tube (Figure 1, #19), minus the cotter pins (Figure 1, #21). The cotter pin holes should all be on the same sides. See Figure 11a. Make sure the lock cams inside the slider assemblies are orientated in the same direction, towards the front of the truck. See Figure 11b. If not, pull up on the “jaw” mechanism and rotate them until they do. Slide the slider handle assembly (Figure 1, #18, #19) through the driver’s side slider assembly (Figure 1, #3). The slider handle (Figure 1, #18) must be in the same orientation as the lock cams in the slider assembly (Figure 1, #3) (handle points towards front of truck). See Figure 11b & 11c. Insert the cotter pins (Figure 1, #21) into the slider handle assembly (Figure 1, #18, #19) (cotter pins should go into the holes that are nearest the slider assemblies). See Figure 11d. The indents on both slider assemblies must be aligned to each other and also aligned to the holes in the slider handle and connector tube. See Figure 11d. Do not put slider handle grip on slider handle yet.

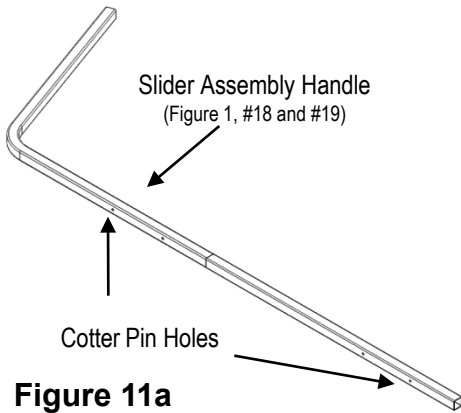


Figure 11a

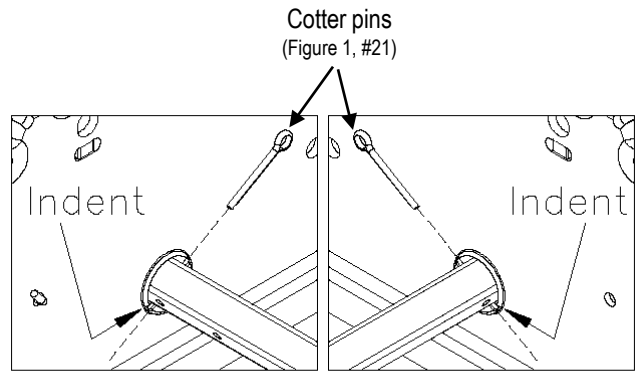


Figure 11d

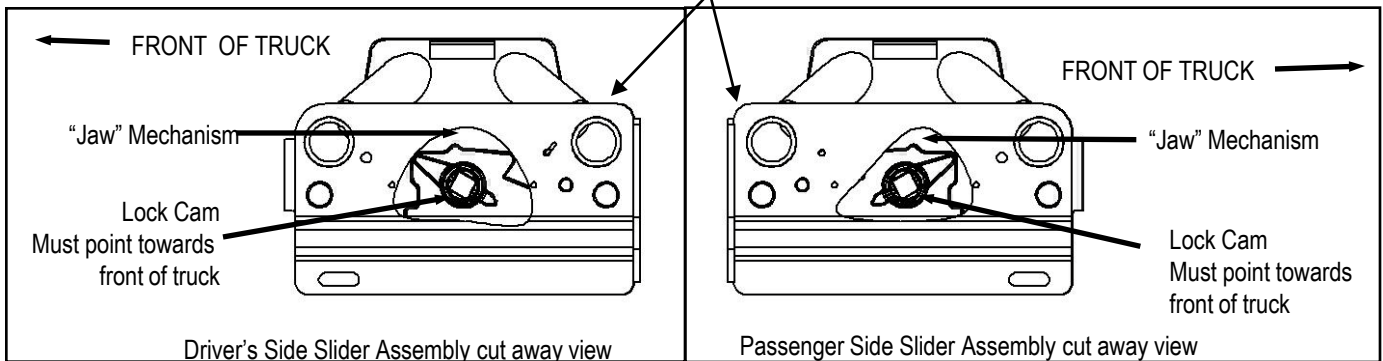


Figure 11b

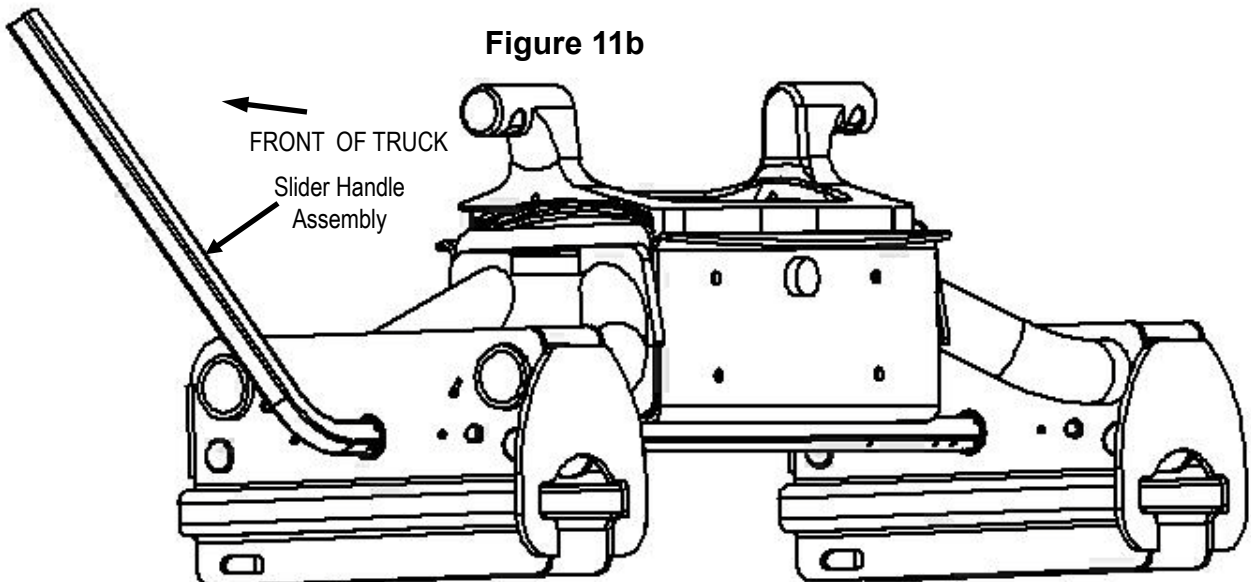


Figure 11c

- Lube all 4 Anchor Bushing (Figure 1, #4) with white lithium grease. Do this by spraying or manually applying the grease to the inside of the Anchor Bushing. See Figure 12.

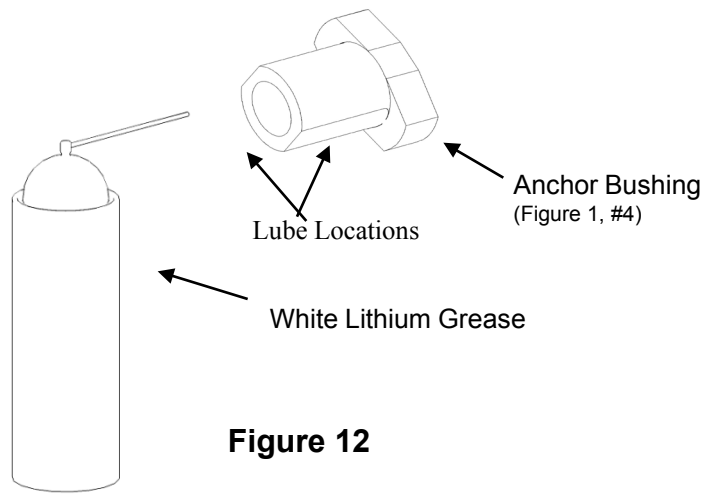


Figure 12

- Loosely assemble the four anchor bushings (Figure 1, #4) to the slider rails using the 1" jam nuts (Figure 1, #4). See Figures 13a & 13b.

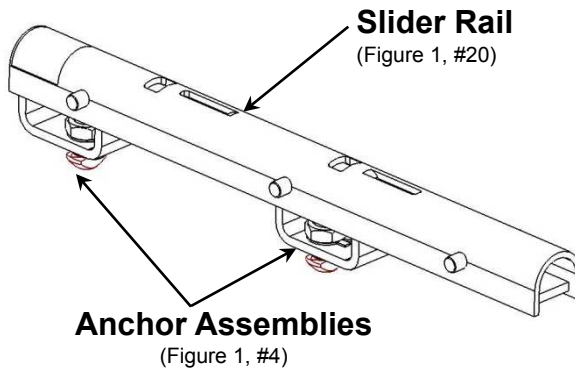


Figure 13a

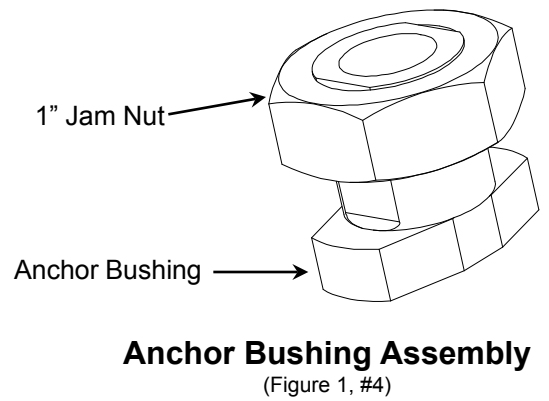


Figure 13b

- Place the slider rails (Figure 1, #20) as per Figure 14 into the mounting pucks previously installed in the truck (See *Reese® Elite™ Series* Mounting Kit Instructions).

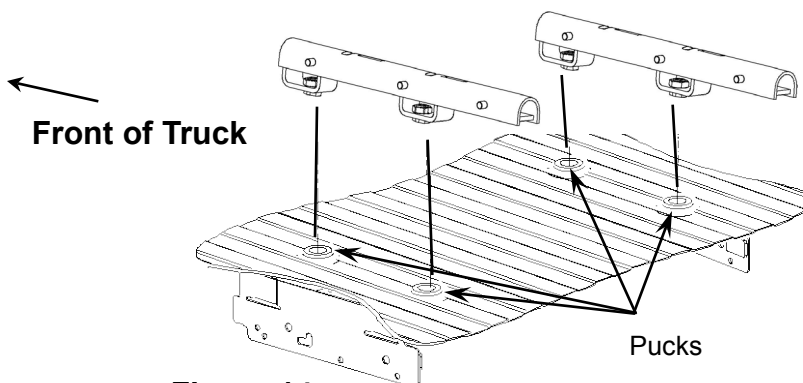


Figure 14

8. Measure from the bottom of the seam in the passenger side roller housing to the bottom of the seam in the driver's side roller housing on the front side of the FIFTH WHEEL Slider Hitch. Measure from the inside to the outside of the cut out in the face plate on the rear side of the FIFTH WHEEL Slider Hitch. Note which measurement is smaller. See Figure 15.

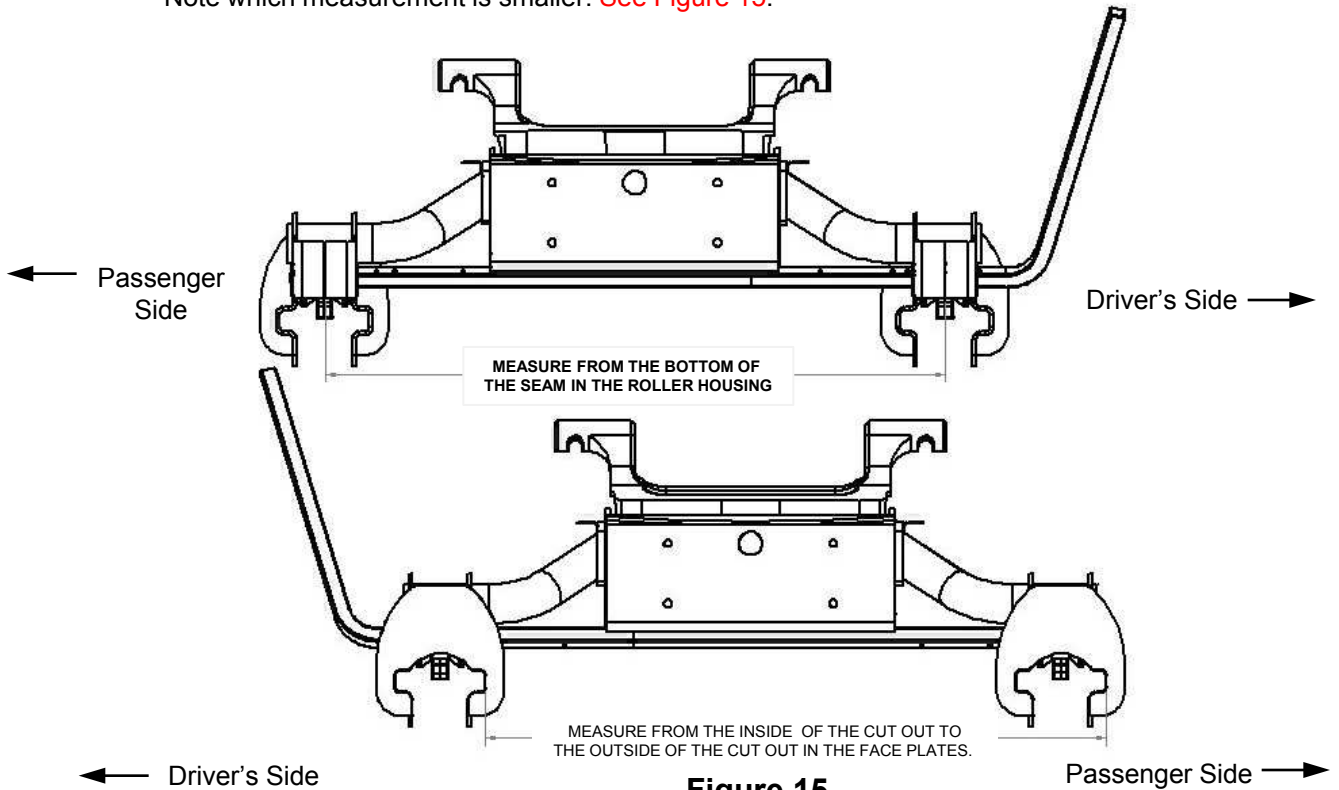


Figure 15

9. Measure the distance between the 2 slider rail assemblies (Figure 1, #20) that are in the truck bed at the "Center line Dimension" in Figure 16. Adjust the slider rail assemblies (Figure 1, #20) so that they measure the same distance apart as the smaller dimension measured in Step 8. Measure diagonally across the slider rail assemblies (Figure 1, #20) at the locations in Figure 16. These 2 diagonal measurements must be equal to ensure that the rails are squarely lined up in the truck bed.

Note: Due to the heavy duty nature of the FIFTH WHEEL Slider Hitch, the assembly may not slide by hand when installed, especially if slider rails are not securely installed to insure they are parallel and square.

Rails should be installed so that the centerline measurement of the slider rail assemblies are the same as the smaller measurement at the bottom of the seam in the roller housing performed in Step 8.

Rails should also be square in the truck bed. The diagonal measurements performed in Step 9 should be the same.

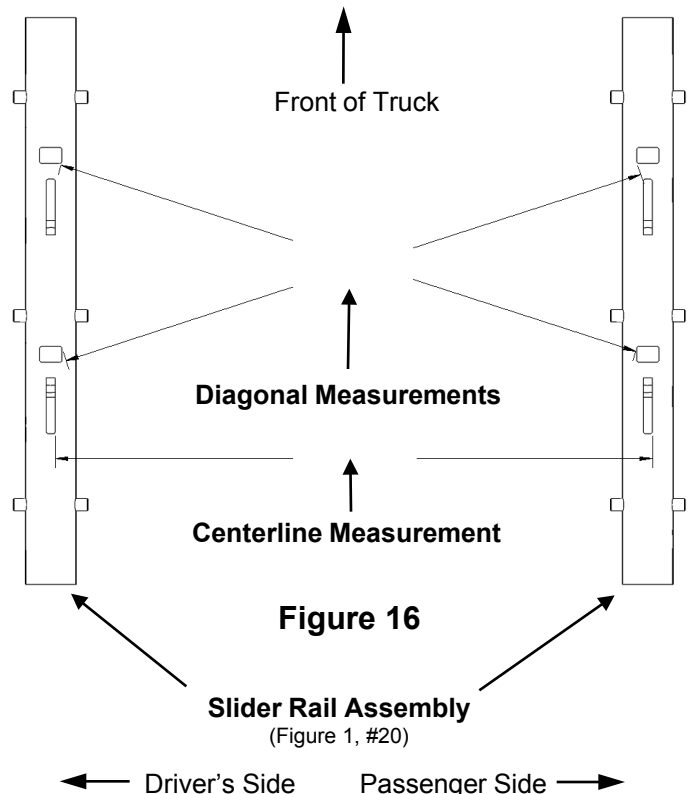


Figure 16

Slider Rail Assembly
(Figure 1, #20)

10. Once the slider rail assemblies (Figure 1, #20) are attached to each other, snug tight (no vertical play in anchor bushing assembly) all four 1" jam nuts (Figure 1, #4) inside the slider rails using a 1-1/2" box end wrench as it sits in the pucks in the bed of the truck. Finish tightening each jam nut (Figure 1, #4) by turning the nut 1/4 turn more to achieve the required torque. See Figure 17. Measure the slider rails (Figure 1, #20) after the 1" jam nuts (Figure 1, #4) are torqued, to be sure that they remained square and equal to the smaller dimension measured in Step 8. While tightening. If they are not square and equal to the smaller dimension measured in Step 8, then loosen the 1" jam nuts (Figure 1, #4) and repeat Steps 9 & 10 until they are square.

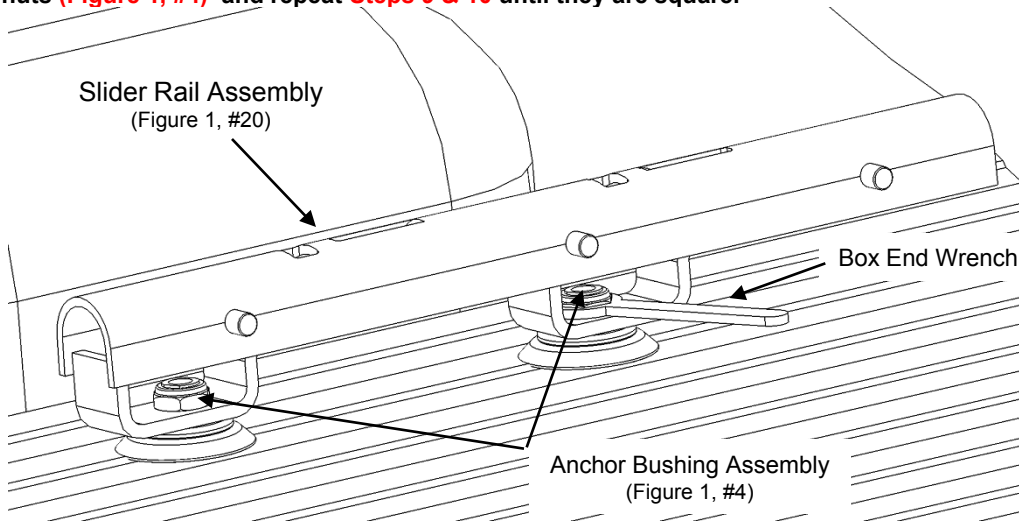


Figure 17

11. Remove the rails (Figure 1, #20) from the truck bed and prepare for installing the Anchor Tee Pins, Anchor Handles and the 3/16" cotter pins (Figure 1, #4). (Install the Anchor Tee Pin (Figure 1, #4) by inserting it up through the Anchor bushing (Figure 1, #4) and threading it into the Anchor Handle (Figure 1, #4). See Figure 18a. Each slider rail (Figure 1, #20) gets one of each anchor handle (Figure 1, #4) (Anchor Handle "A" & Anchor Handle "B"). See Figure 19 for correct handle orientation. The Anchor Tee Pin (Figure 1, #4) should be threaded as far as it can go into the Anchor Handle (Figure 1, #4). The hole in the Anchor Tee Pin (Figure 1, #4) will probably not line up with the slot in the Anchor Handle nut (Figure 1, #4) at this point and should be turned back slowly until they are inline. Once aligned, rotate the Anchor Tee Pin (Figure 1, #4) 540 degrees (1 1/2 times) counter clockwise until the hole and slot re-align. The 3/16" cotter pin (Figure 1, #4) can now be inserted into the hole. Once the 3/16" cotter pin (Figure 1, #4) is in place, pry open the ends and bend them back on themselves to secure. See Figures 18a, 18b & 18c.

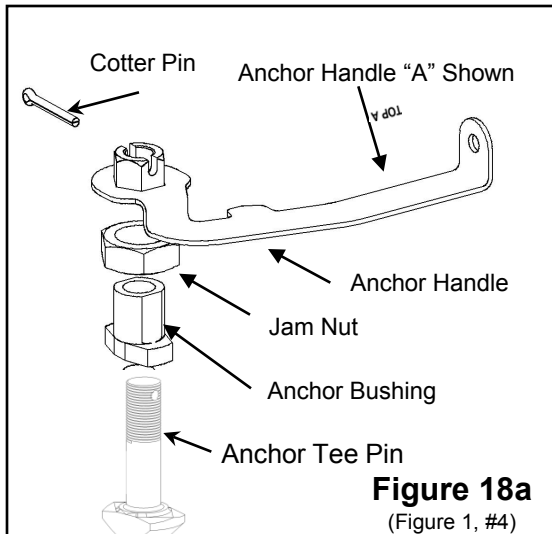


Figure 18a
(Figure 1, #4)

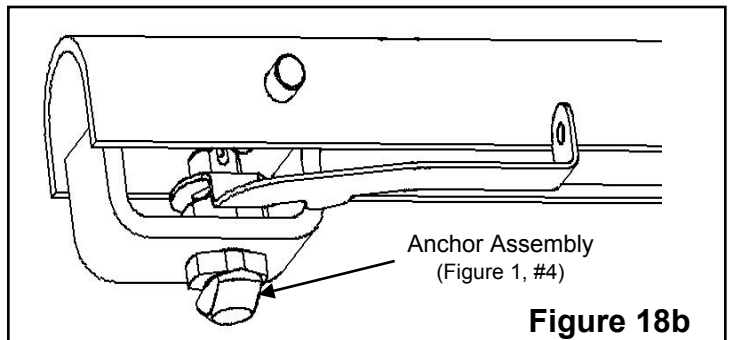


Figure 18b

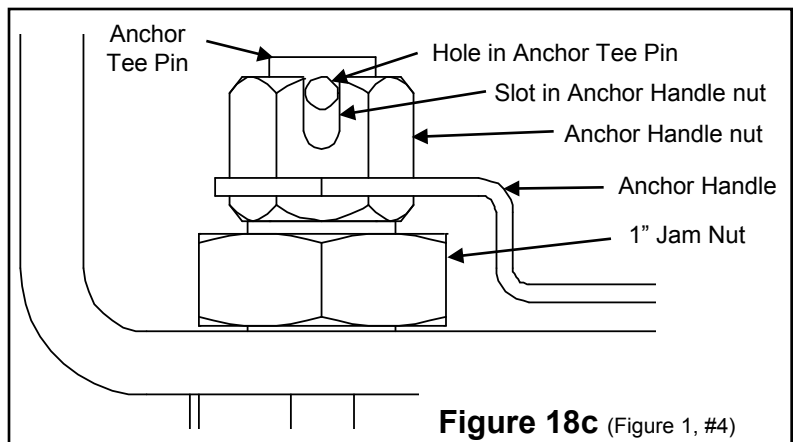


Figure 18c (Figure 1, #4)

12. When properly installed, **all** the Anchor Handles (Figure 1, #4) should be parallel to the Slider Rail Assembly (Figure 1, #20) when locked. The Anchor Handles (Figure 1, #4) are Unlocked when rotated 90 degrees (perpendicular to the Slider Rail Assembly (Figure 1, #20)). See Figure 19. The stamped wording on the handles should always face upward.

⚠ WARNING:
Failure to properly install handles could result in tow vehicle damage.

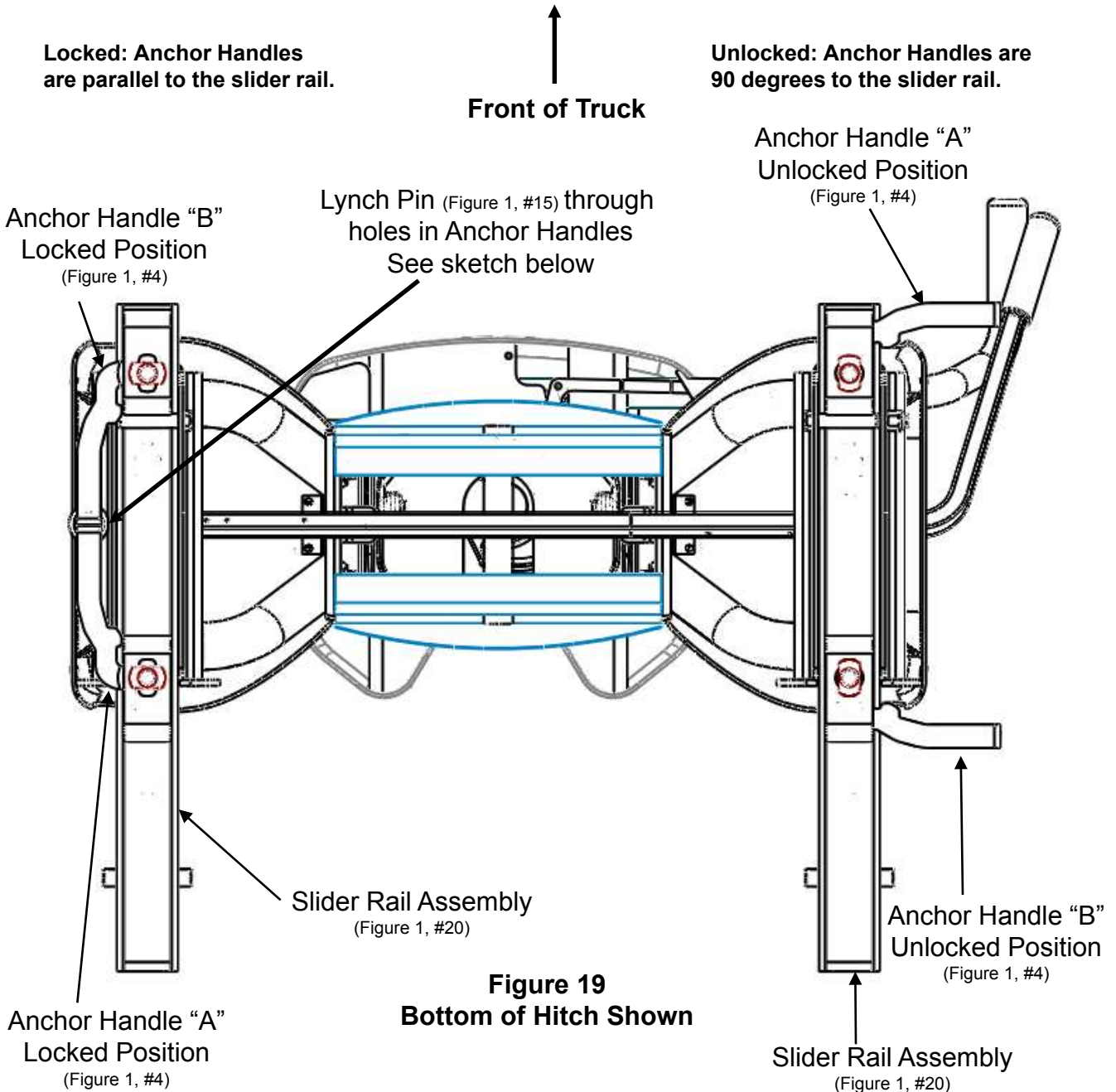
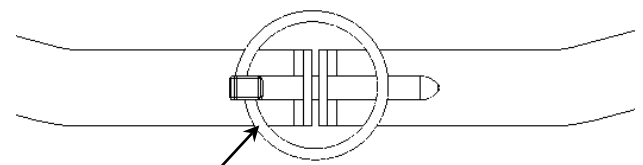


Figure 19
Bottom of Hitch Shown

⚠ WARNING:
To prevent serious damage to truck and/or persons both Lynch Pins **Must** be installed through the holes in the Anchor Handles for the hitch to be properly locked.



Install Lynch Pin (Figure 1, #15) through holes in Anchor Handles (Figure 1, #4) to lock

13. Grease Lock Arms, Lock Cams, Springs, and Rollers in both Slider Assemblies (Figure 1, #3). Grease the Guide Slots in the Slider Rails (Figure 1, #20). Apply white lithium grease to entire rail of both Slider Rails (Figure 1, #20) before use. See Figure 20a & 20b.

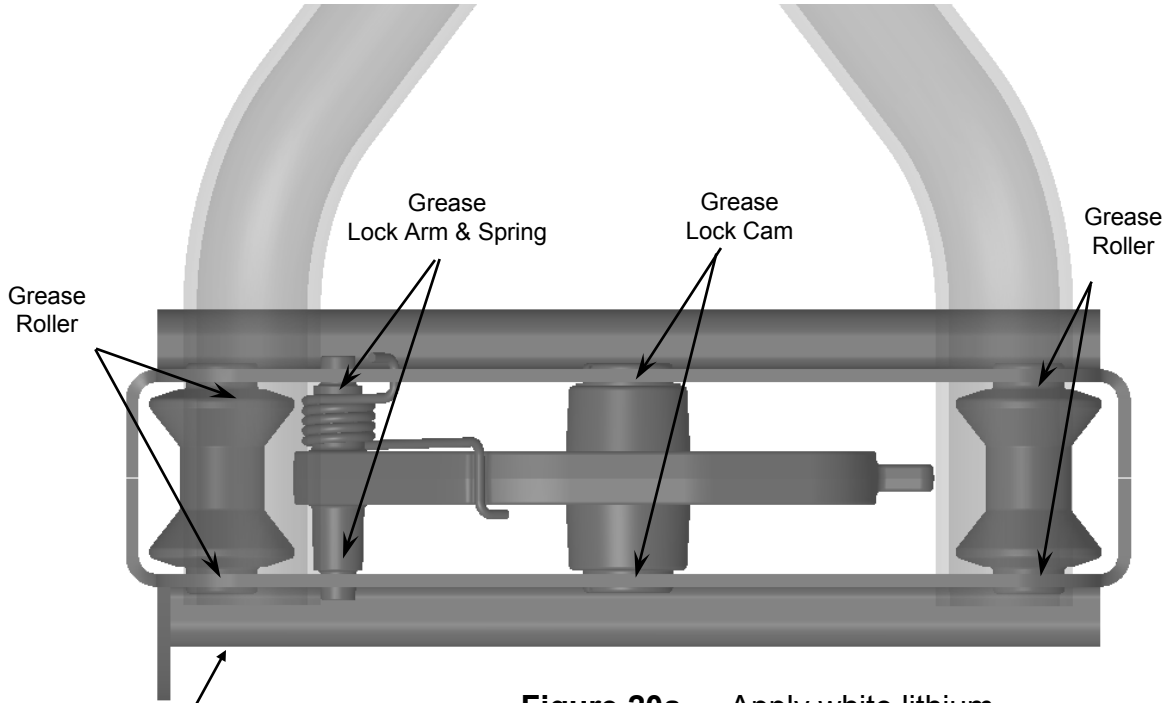


Figure 20a

Apply white lithium Grease to both rails Before use.

Slider Assembly
(Figure 1, #3)

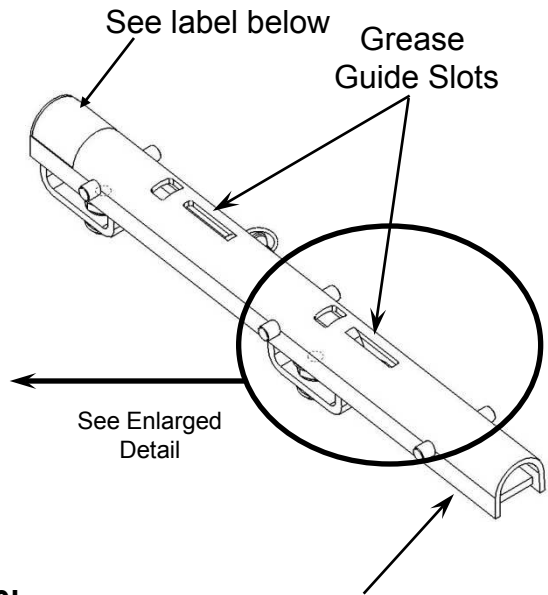
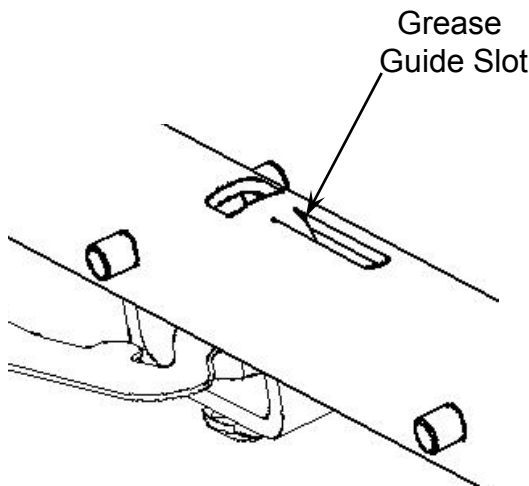
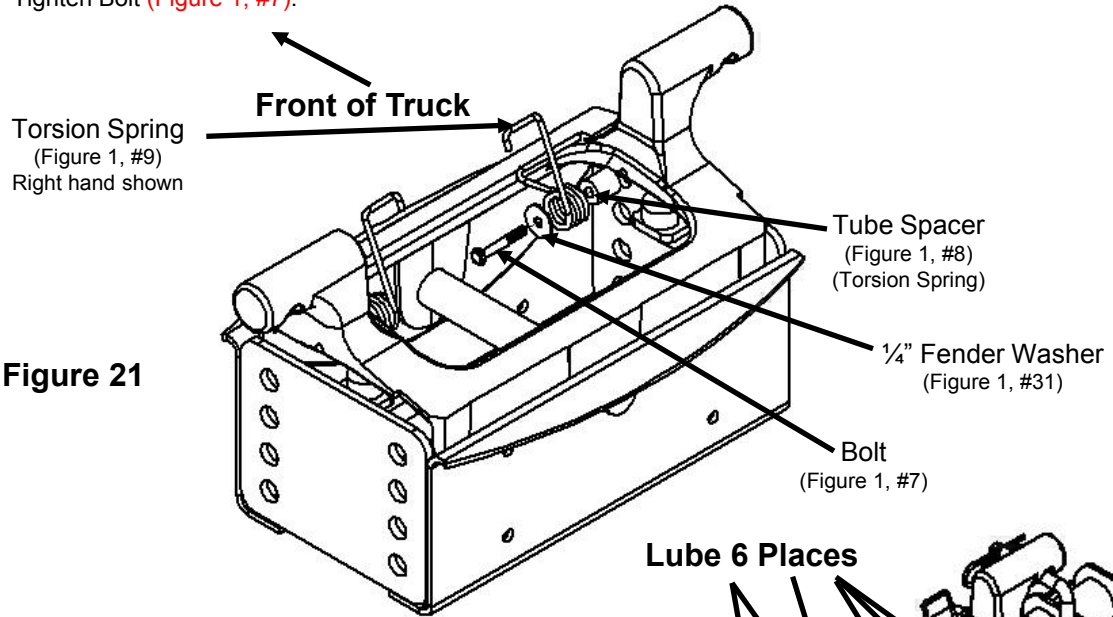


Figure 20b

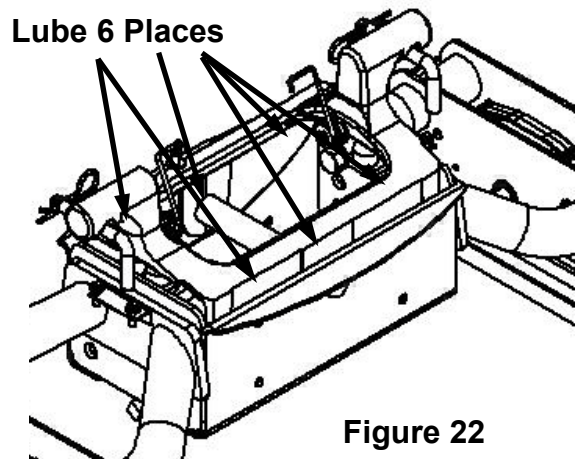
Slider Rail Assembly
(Figure 1, #20)

APPLY WHITE LITHIUM
GREASE BEFORE USE
SEE INSTRUCTIONS

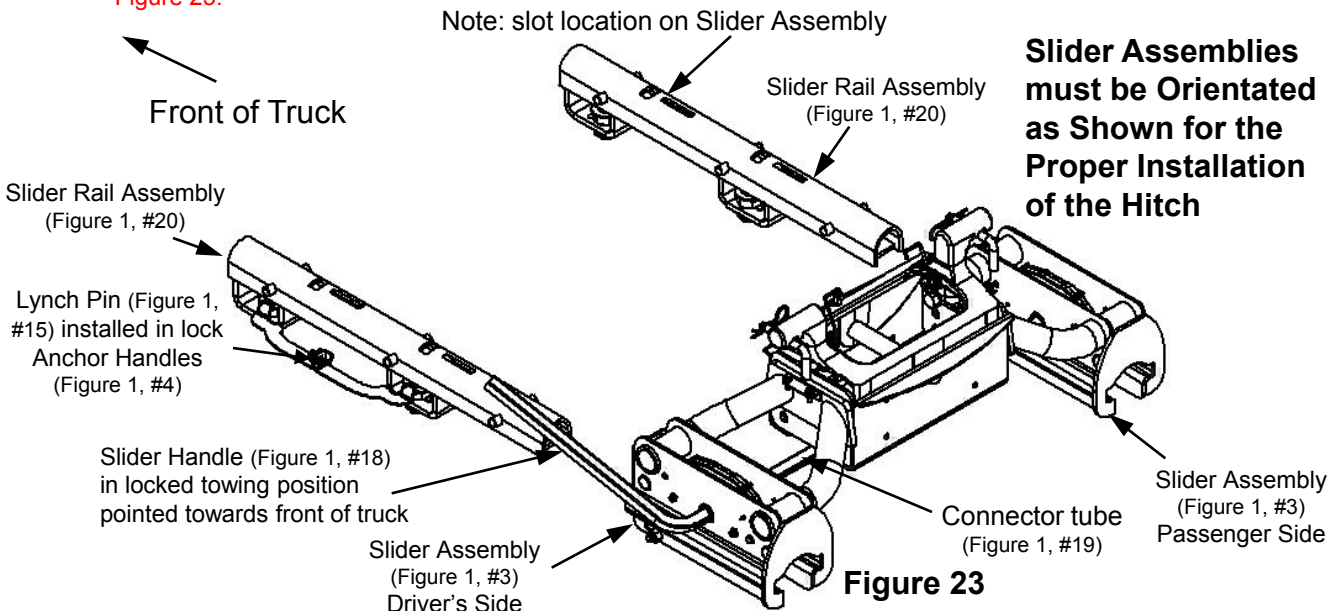
14. Install the torsion springs (Figure 1, #9), tube spacers (Figure 1, #31) and bolt (Figure 1, #7). See Figure 21. Left hand and Right hand torsion springs (Figure 1, #9) need to be installed into the center section (Figure 1, #2) so that the coil is facing the rear of the truck and wide hook sits over casting as shown in Figure 21. Tighten Bolt (Figure 1, #7).



15. Lube center section (Figure 1, #2) with lithium grease as shown in Figure 22.



16. Reinstall the Slider Rail Assemblies (Figure 1, #20) back into the truck bed as shown in Figure 23. Rotate the Anchor handles (Figure 1, #4) into the locked position and attach the lynch pins (Figure 1, #15). See Figures 1, 19 & 23
17. Align the slider assemblies (Figure 1, #3) up to the slider rails (Figure 1, #20) attached in the truck. Ensure that both Slider Rails (Figure 1, #20) have been coated with White Lithium Grease (See figure 20b). See Figure 23.



18. Slide the entire slider assembly (Figure 1, #3) onto the slider rails (Figure 1, #20). See Figure 24. This is accomplished by rotating the slider handle (Figure 1, #18) into the unlocked position, See Figure 25. It may be necessary to lift the “Jaw” Mechanism by hand when starting the slider assembly on the slider rail (Figure 1, #20). See Figure 26.
19. Install 3/8” bolts (Figure 1, #24), 3/8 washers (2) (Figure 1, #32), and 3/8” lock nuts (Figure 1, #25) onto both slider assemblies (Figure 1, #3). See Figures 1, 25, & 26. **Lock nut (Figure 1, #25) must be installed to the inside of the system. A maximum of 3 threads MUST be showing. Do not torque. See lock nut detail below.**
20. Rotate the handles (Figure 1, #4) in the anchor assemblies (Figure 1, #4) to the unlocked position and lift the entire slider assembly (Figure 1, #3) and slider rails (Figure 1, #20) out of the pucks. **This is a precautionary measure to insure that the hitch is assembled correctly. If your hitch does not lift out of the pucks repeat steps 7-11 on page 8-10.**
21. Replace the entire slider assembly (Figure 1, #3) and slider rails (Figure 1, #20) into pucks with all handles (Figure 1, #4) in unlocked position. Rotate the handles (Figure 1, #4) to the locked position, and place lynch pins (Figure 1, #15) through anchor handle (Figure 1, #4) holes. See Figure 19.

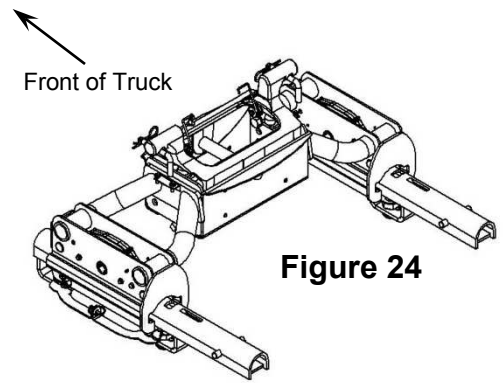
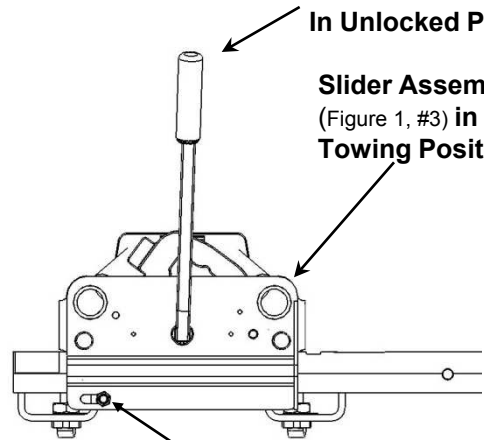


Figure 24

Slider Handle (Figure 1, #18) In Unlocked Position

Slider Assembly (Figure 1, #3) in Towing Position

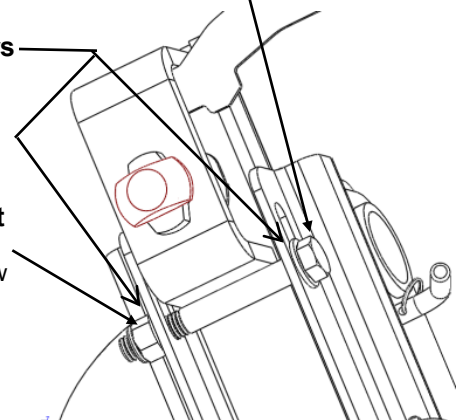


3/8” Bolt (Figure 1, #24)

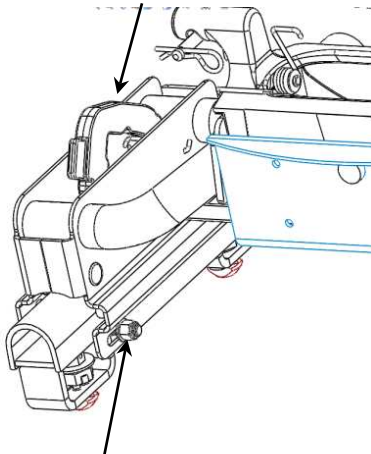
Figure 25

(2) 3/8” Washers (Figure 1, #32)

3/8” Lock Nut (Figure 1, #25) See detail below

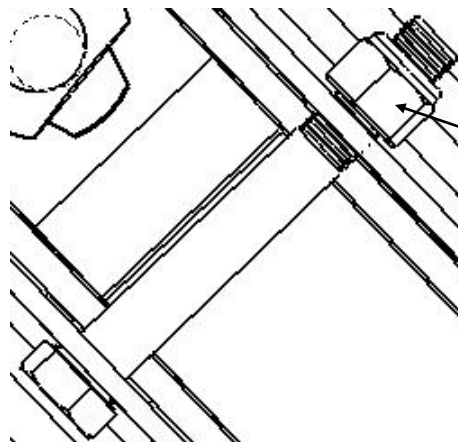


“Jaw” Mechanism



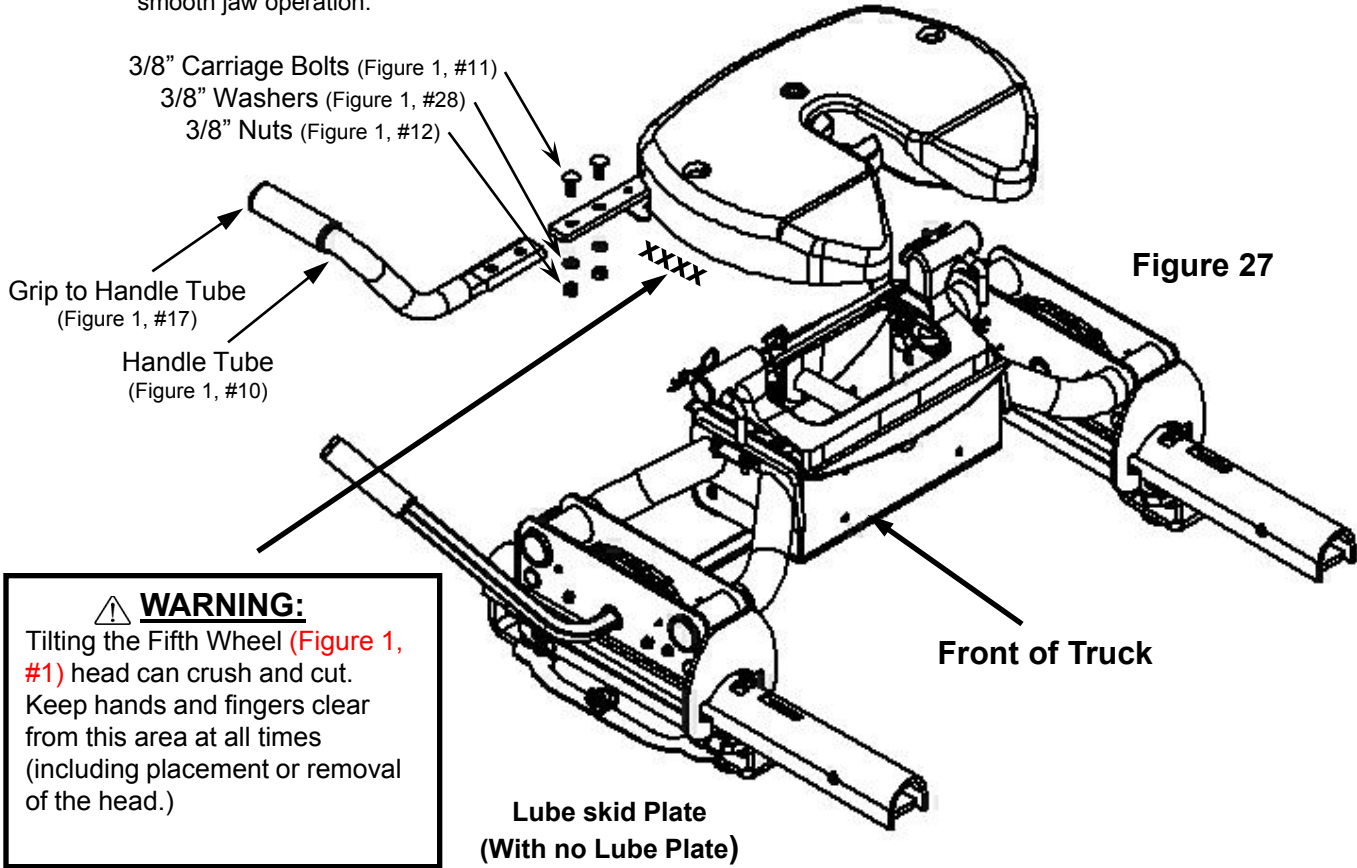
3/8” Lock Nut (Figure 1, #25) – Nut MUST be installed To the inside of system for System to work properly..

Figure 26

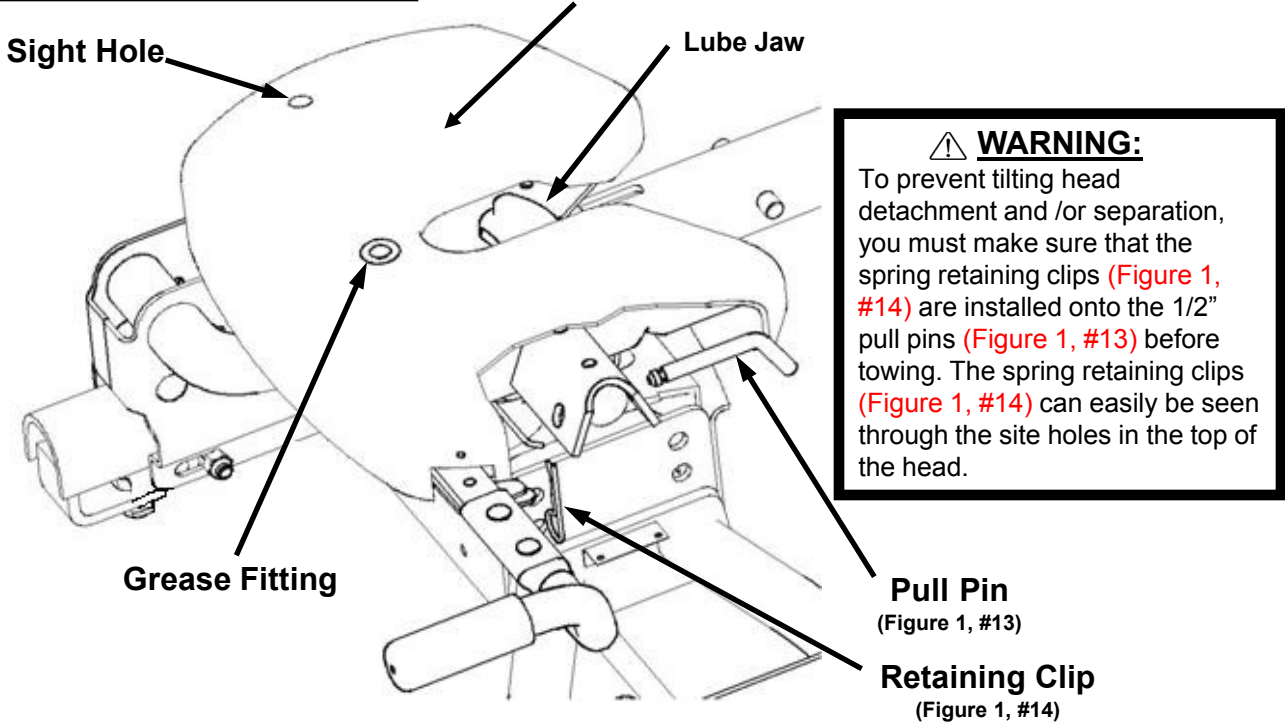


Lock nut to be installed to the INSIDE of the slider. DO NOT TORQUE. Bolt MUST move freely in the system.

22. Place and pin head assembly (Figure 1, #1) onto center section (Figure 1, #2). See Figures 27 & 28.
23. Add Handle Tube (Figure 1, #10), Grip Handle Tube (Figure 1, #17), Carriage Bolts (Figure 1, #11), washers (Figure 1, #28) & nuts (Figure 1, #12). See Figure 27. Torque 3/8" hardware to 35 ft-lbs.
24. Lube jaw and skid plate (If no lube plate is being used). See Figure 28. The jaw pin comes greased from the factory, grease fitting on top of head. See Figure 28. Grease should be added every 6 months to insure smooth jaw operation.



⚠ WARNING:
 Tilting the Fifth Wheel (Figure 1, #1) head can crush and cut. Keep hands and fingers clear from this area at all times (including placement or removal of the head.)



⚠ WARNING:
 To prevent tilting head detachment and /or separation, you must make sure that the spring retaining clips (Figure 1, #14) are installed onto the 1/2" pull pins (Figure 1, #13) before towing. The spring retaining clips (Figure 1, #14) can easily be seen through the site holes in the top of the head.

Figure 28

25. Use the supplied screws (Figure 1, #23) to install the plastic covers (Figure 1, #22) by sliding it around the slider handle (Figure 1, #18) through the hole in the plastic cover (Figure 1, #22). See Figures 1 & 29. The plastic cover (Figure 1, #22) with the larger label should be placed on the driver's side of the truck. Install the lock pin (Figure 1, #26) and nylon lanyard (Figure 1, #27) using the screws provided (Figure 1, #23). Secure the lock pin (Figure 1, #26) with the spring clip (Figure 1, #14). Install the slider handle grip (Figure 1, #17) onto the slider handle (Figure 1, #18). See Figures 29. The lock pin (Figure 1, #26) and spring clip (Figure 1, #14) is a device that keeps the "Jaw" mechanism from opening. Therefore it must be installed and used anytime the hitch is in use, see Figure 30, except when the sliding mechanisms needs to be in operation for maneuvering the hitch to and from the maneuvering position. See Figure 31.

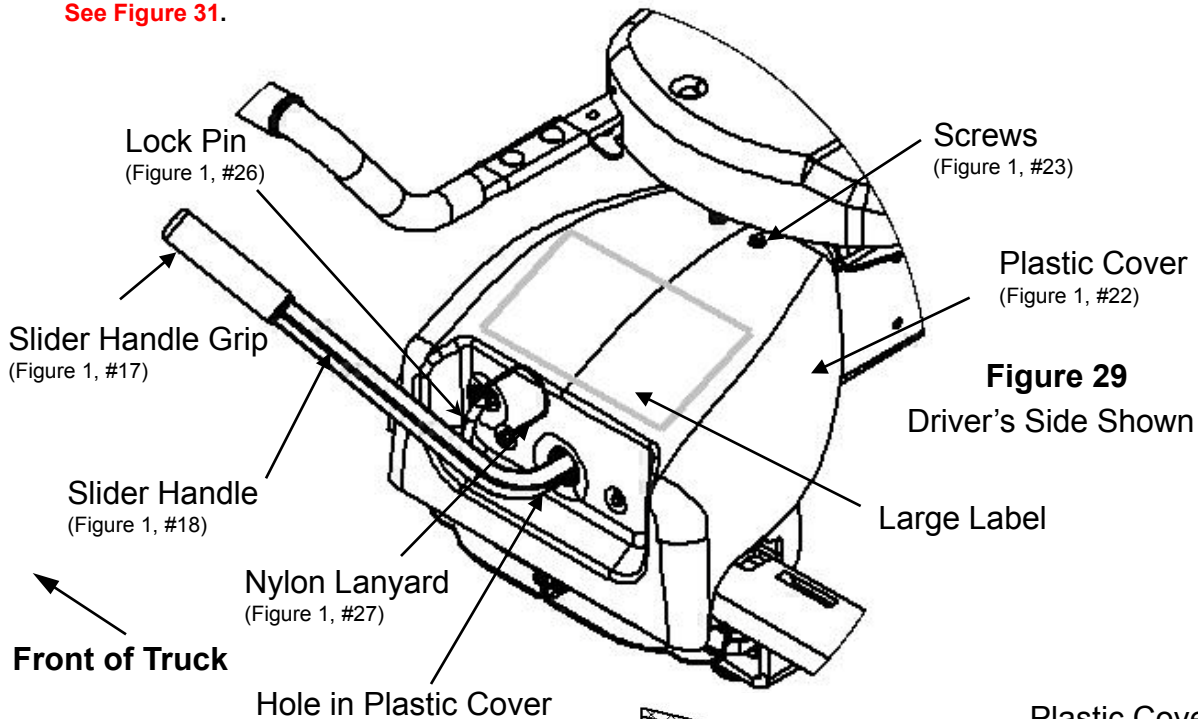


Figure 29
Driver's Side Shown

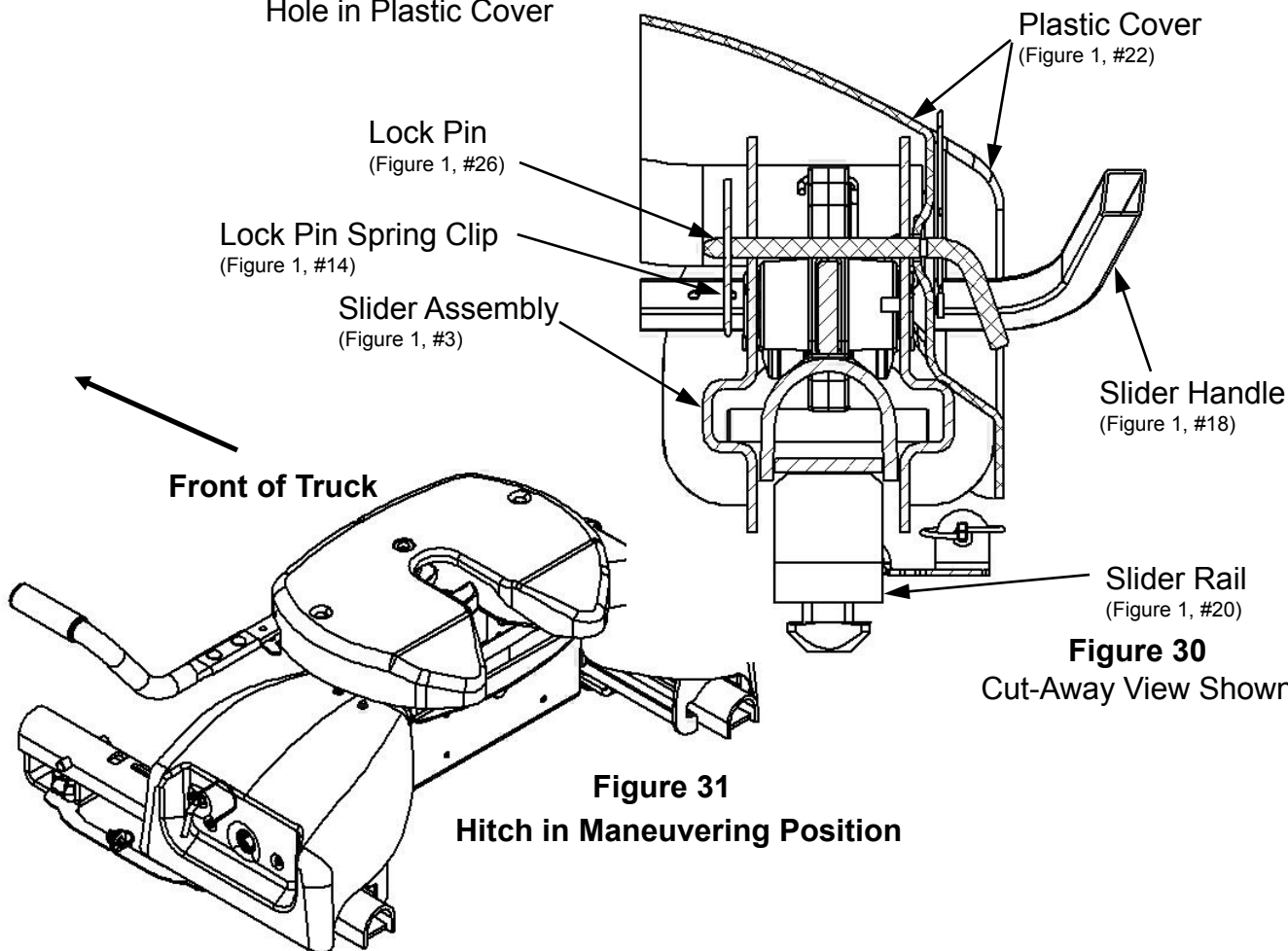


Figure 30
Cut-Away View Shown

Figure 31
Hitch in Maneuvering Position

NOTES

SEVEN YEAR LIMITED WARRANTY

Cequent Performance Products, Inc. warrants its *Reese® Elite Series™* Fifth Wheel Hitches from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for 7 years of ownership to the original consumer purchaser when a Cequent Performance Products, Inc. mounting kit is used.

Cequent Performance Products, Inc. will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to any Cequent Performance Products, Inc. dealer, Cequent Performance Products, 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.

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