

INSTRUCTION MANUAL

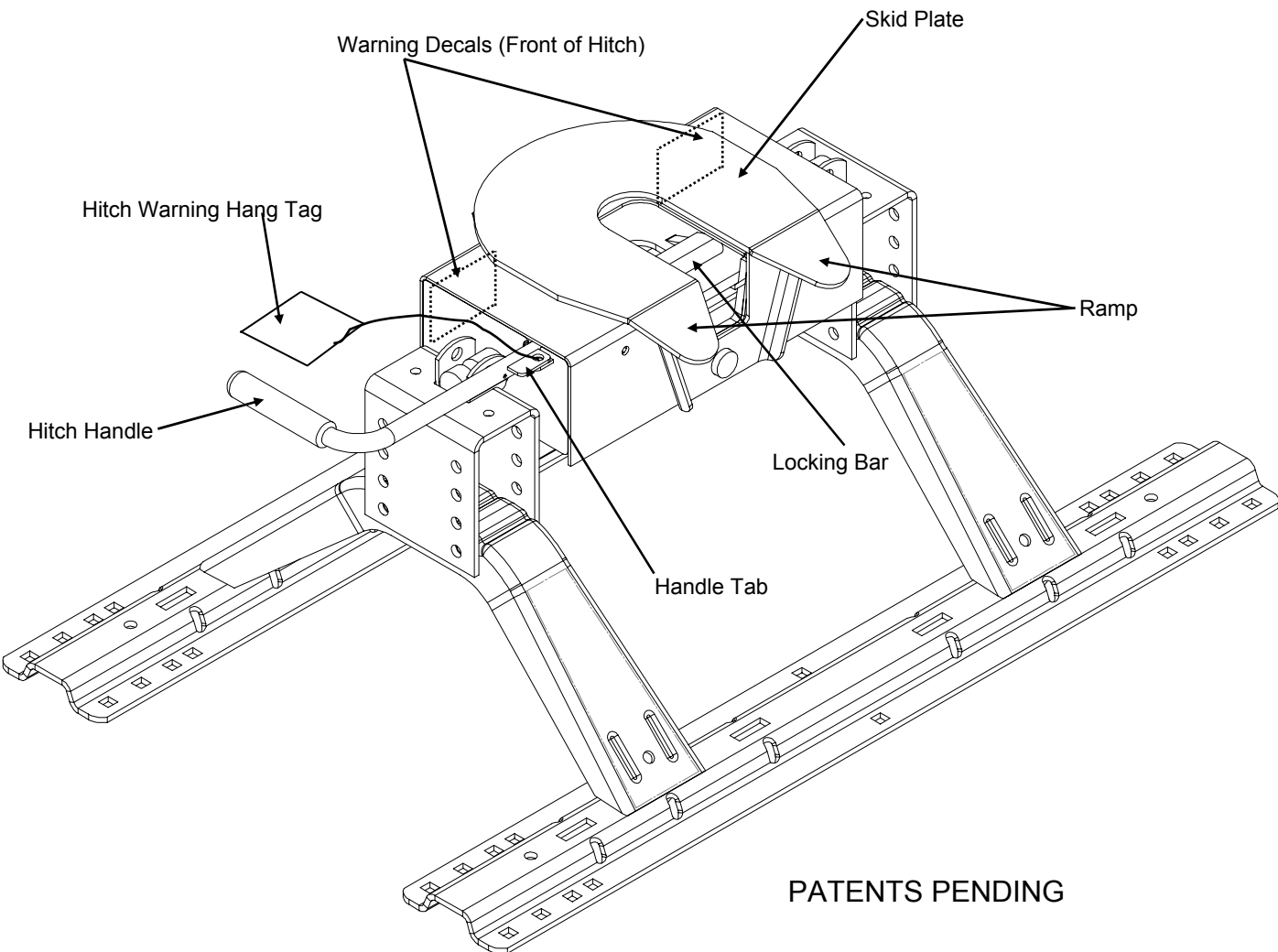
15K Fifth Wheel Hitch

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 procedures.

END USER:

- (1) Read and follow this Manual every time you use 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 Towing 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!

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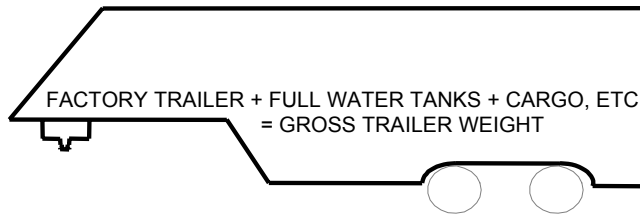
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GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER

⚠ WARNING:

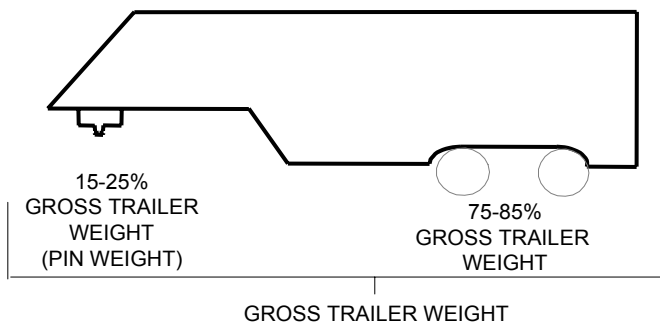
- Trailer and its contents together must not exceed truck, hitch and/or trailer tow ratings.
- Towing vehicle must have a manufacturer's rated towing capacity equal to or greater than the gross trailer weight (dry weight of the trailer plus payload of the trailer). (See Fig. 1)
- Gross weight of trailer must not exceed 15,000 pounds.
- King pin weight must not exceed 3750 pounds (See Fig. 2). If in doubt, have king pin weight measured by qualified facility.

Fig. 1



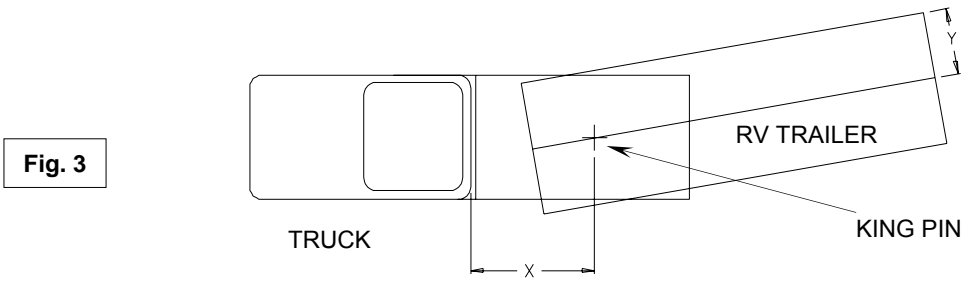
1. This hitch is designed for use with recreational fifth wheel trailers only. Hitch applications other than recreational fifth wheel trailers must be approved in writing by Towing Product's Engineering Department.
2. Use only a SAE 2-inch kingpin with this Fifth Wheel Hitch.
3. Approximately 15%-25% of trailer weight should be on hitch (Pin Weight). See Fig. 2

Fig. 2

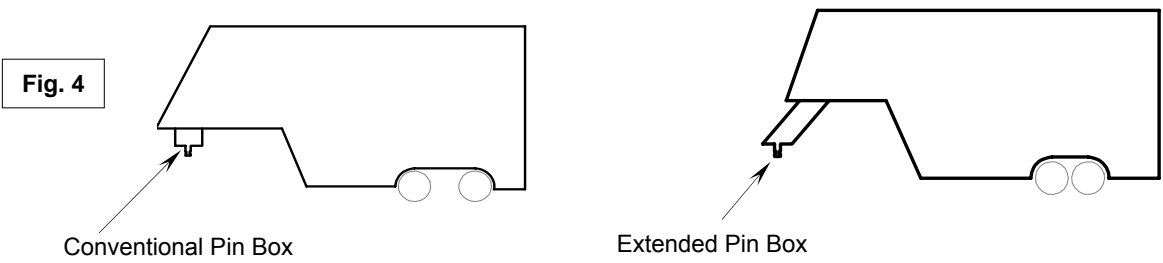


4. Trucks come in many different configurations. This hitch is designed for use in light trucks such as the Ford F-Series, the Chevy Silverado and the Dodge Ram. This hitch is recommended for use with long bed (8ft) light trucks for the best combination in truck-trailer turning clearance.

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)

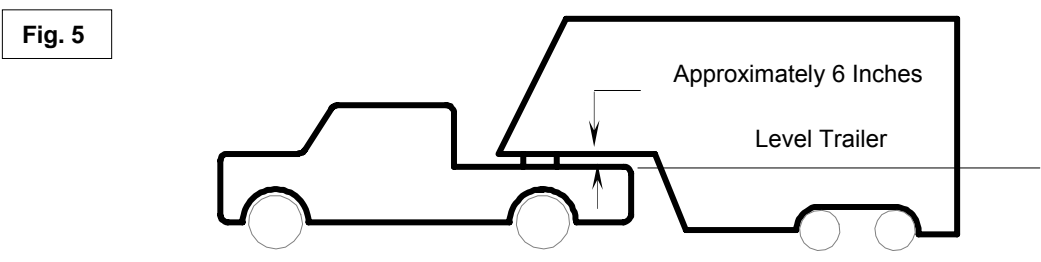


5. If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, Cequent Towing Products recommends the trailer be equipped with an extended pin box to help gain additional truck - trailer turning clearance (See trailer manufacturer for options) (See Fig. 4). It also may be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



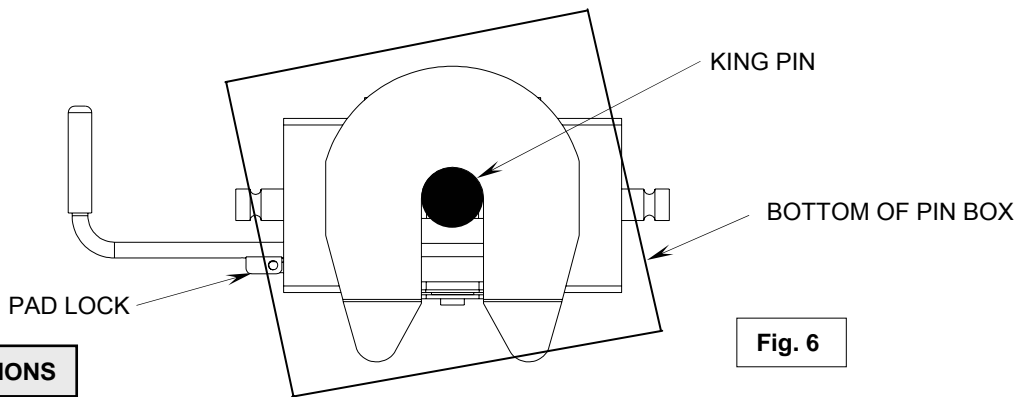
⚠ WARNING:
Do Not install this fifth wheel hitch on or attempt to tow with a short bed pickup truck that has a bed shorter than 6 ft.!

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.



⚠ WARNING:

Do Not use this hitch for towing a trailer with a pin box that could come into contact with or interfere with the pad lock 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.

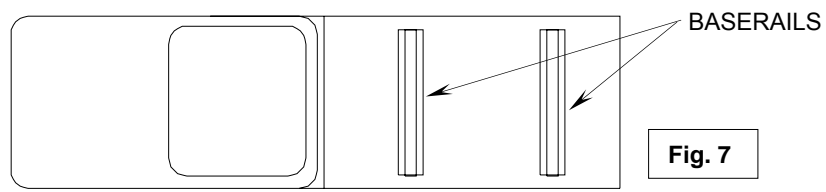


ASSEMBLY INSTRUCTIONS

⚠ 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. 5th Wheel Kit is contained in one carton plus two base rails sent loose. 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 and mounting brackets as described in "Base Rail Installation Section" (pg. 10).

⚠ 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.

- Lubricate yokes in head support (27) with heavy oil or chassis grease.
- Install outer tubular handle (35) over solid inner handle (17) and pin together with cotter pin (34). Bend cotter pin to hold in place.
- 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:

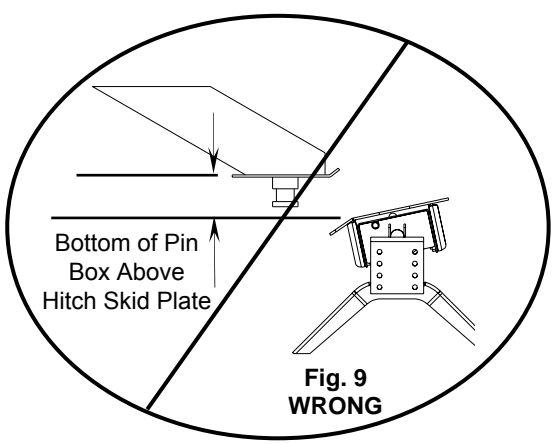
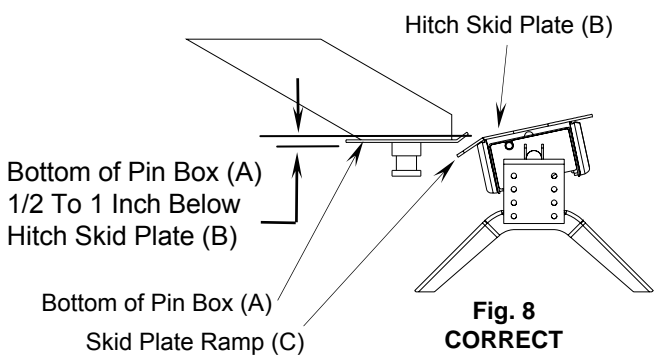
- Lubricate skid plate surface of the hitch (see figure on cover of Manual) with automotive type chassis grease or use a plastic lube plate to provide a lubricated surface. Use engine oil to lubricate pivot points of moving parts within the hitch.
- Plastic lube plates can be used to avoid messy grease. 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.
- Before each trip or maneuver, operate the handle and check that the locking bar opens and closes freely without trailer attached.
- 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!

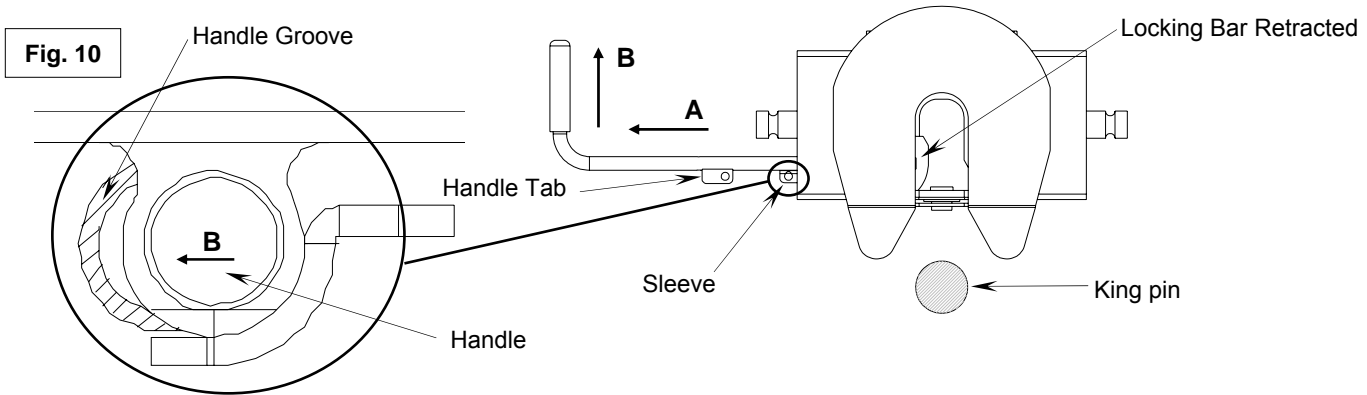
⚠ WARNING:
Failure to follow these instructions may result in death or serious injury.

- 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.
- 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 in box should come in contact with skid plate ramp (“C” in Fig. 8).

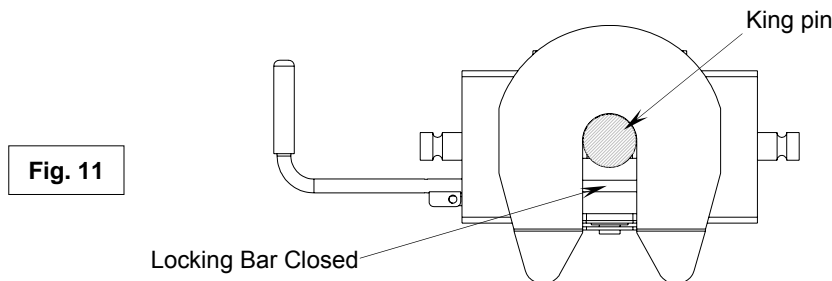


⚠ WARNING:
Failure to follow this instruction may result in king pin being too high and coming to rest on top of closed locking bar or not completely inside locking bar. (See Fig. 9). This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone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



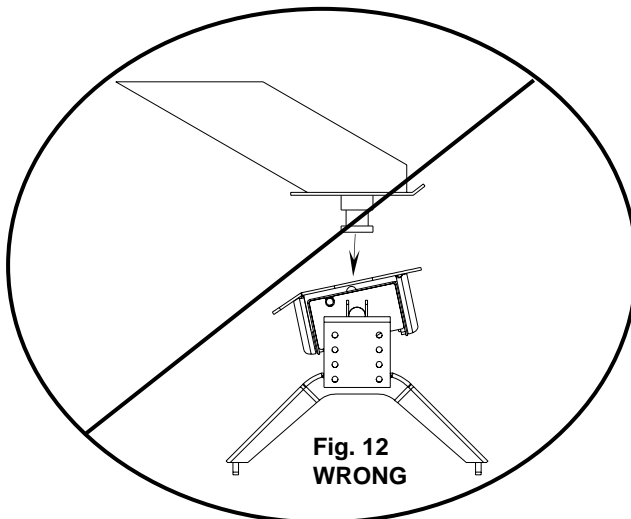
4. With locking bar in the open position (See Fig. 10), back truck slowly into trailer king pin until locking bar slides behind king pin. The locking bar will automatically trap king pin when the king pin is inserted into the hitch far enough to disengage locking bar (See Fig. 11).



5. Use only the method described above for hitching.

⚠ WARNING:

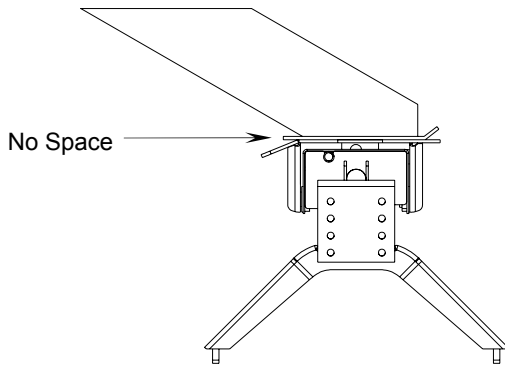
Do not attempt to hitch by using trailer jacks to lower trailer and king pin. This could result in king pin coming to rest on top of skid plate instead of within hitch opening where locking bar is located. King pin could slide off hitch and trailer could drop, resulting in death or serious injury (See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



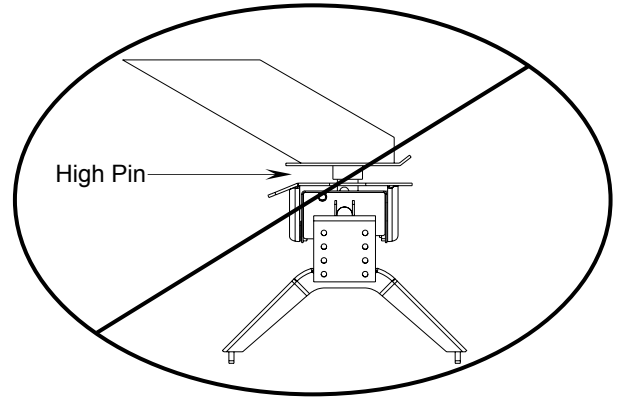
6. With:

- 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!**




**Fig. 13
CORRECT**

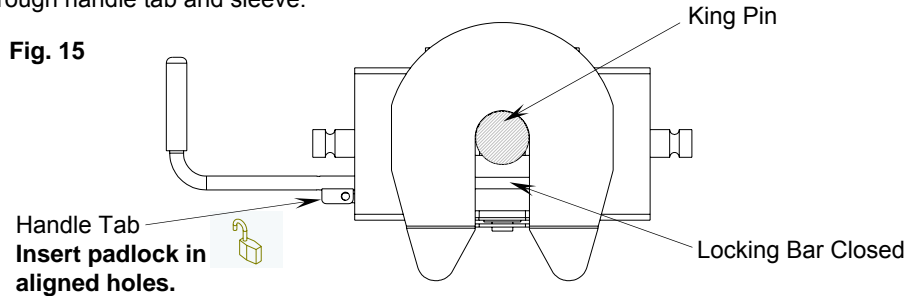


**Fig. 14
WRONG**

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 pad lock could result in trailer suddenly becoming unhitched (see Fig. 15).

Do Not force handle should it not be 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:

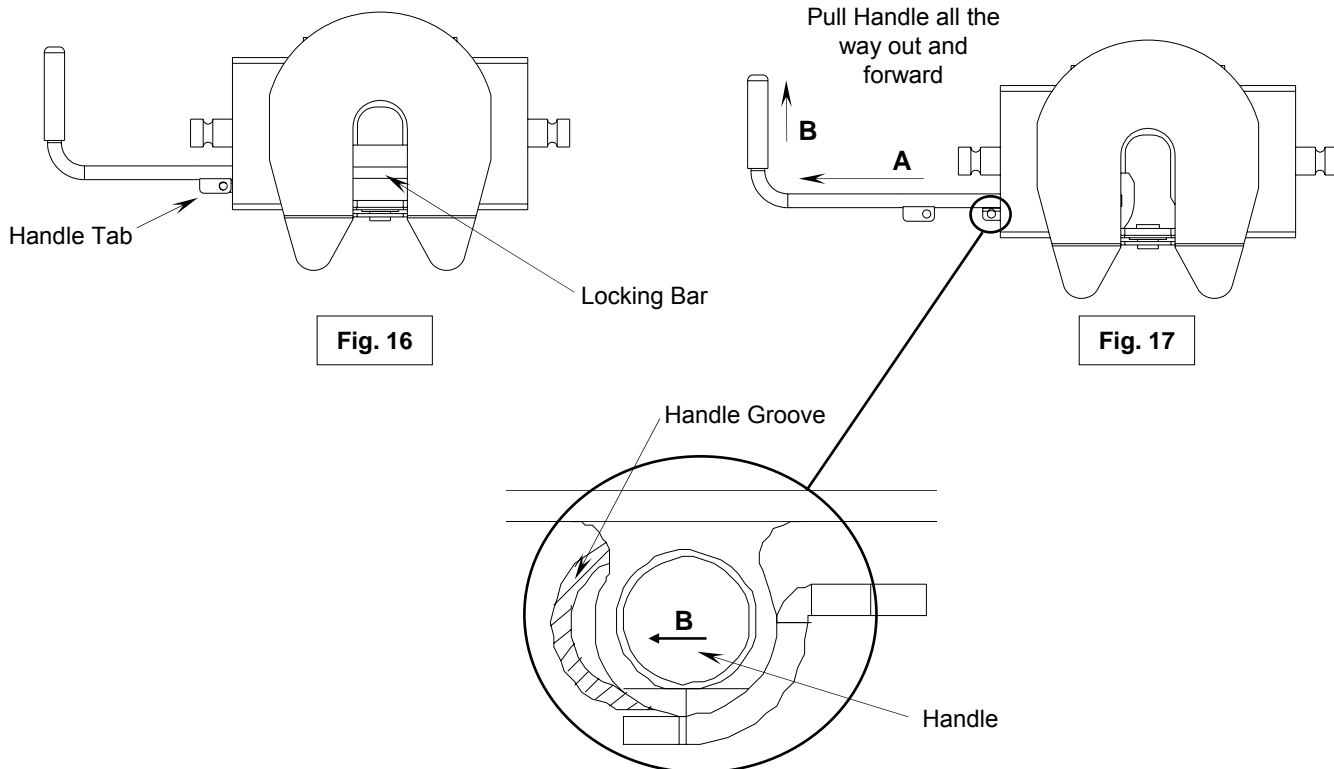
1. Place blocks firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion.
2. Using trailer jacks, lower trailer landing gear following the directions in the Trailer Manual until feet of landing gear are resting on firm ground.
3. Make sure truck is in park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

GENERAL INSTRUCTIONS FOR BASE RAIL INSTALLATION

TOOLS

3/16" drill	3/4" Socket & Open End Wrench
17/32" drill	100 lb-ft Torque Wrench
1" drill (Some Dodge application only)	"C" Clamps

1. The following instructions should be used to mount the 5th 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. 19)
2. 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 5th 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.

3. 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.
4. Use only Cequent Towing Products supplied bolts, nuts, and washers to install this kit. All bolts are grade 5 and nuts are grade 5 unless specified otherwise.
5. Specific instructions for most commonly used vehicles are included. If these instructions do not apply to your vehicle, be sure that each end of each base rail is connected to the vehicle frame. 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 for regular maneuvers and do not apply.

6. 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. 18).
7. 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 5th wheels to these rails (Refer to Fig. 18 below).
8. Drill 8 holes identified in Fig. 18. (Hole location will vary for individual vehicle applications.) Drill all holes with 3/16" drill and enlarge them with a 17/32" drill. Always use sharp drill bits. A 3/16" pilot hole will greatly speed drilling larger holes. 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 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. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

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.

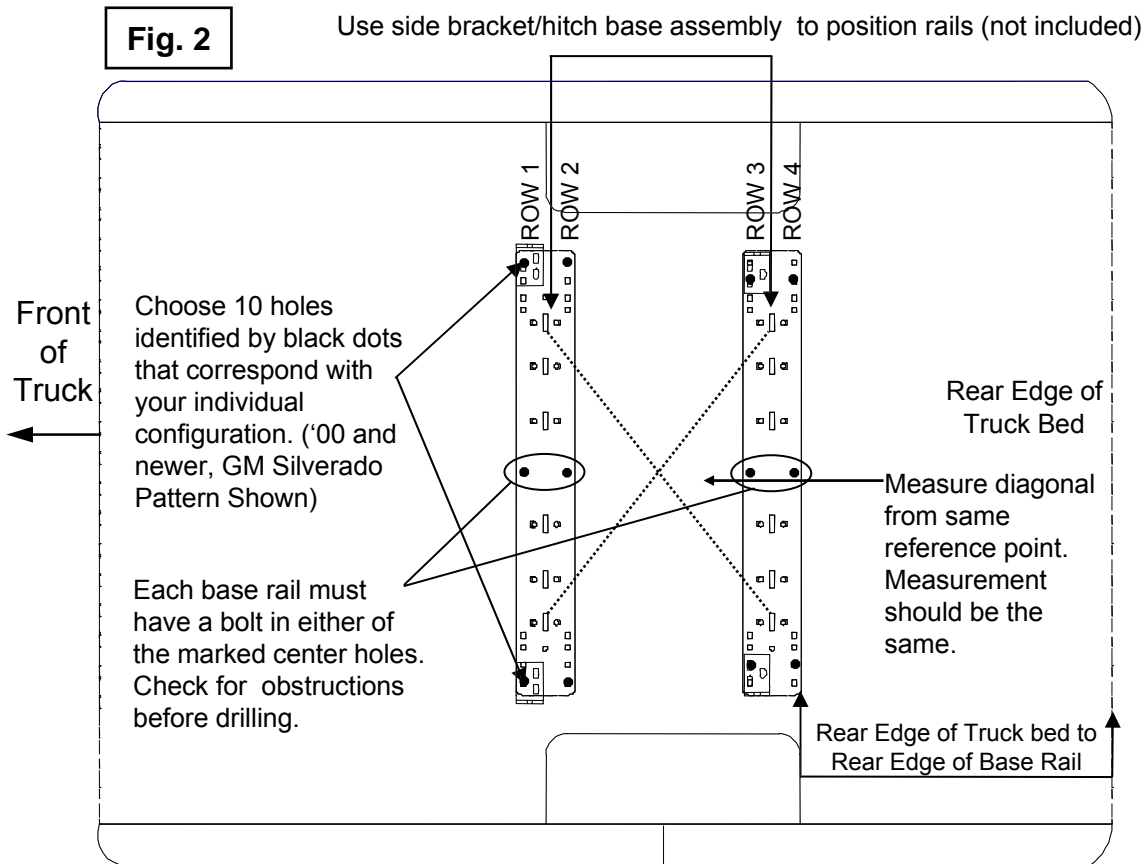
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Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility 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.

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



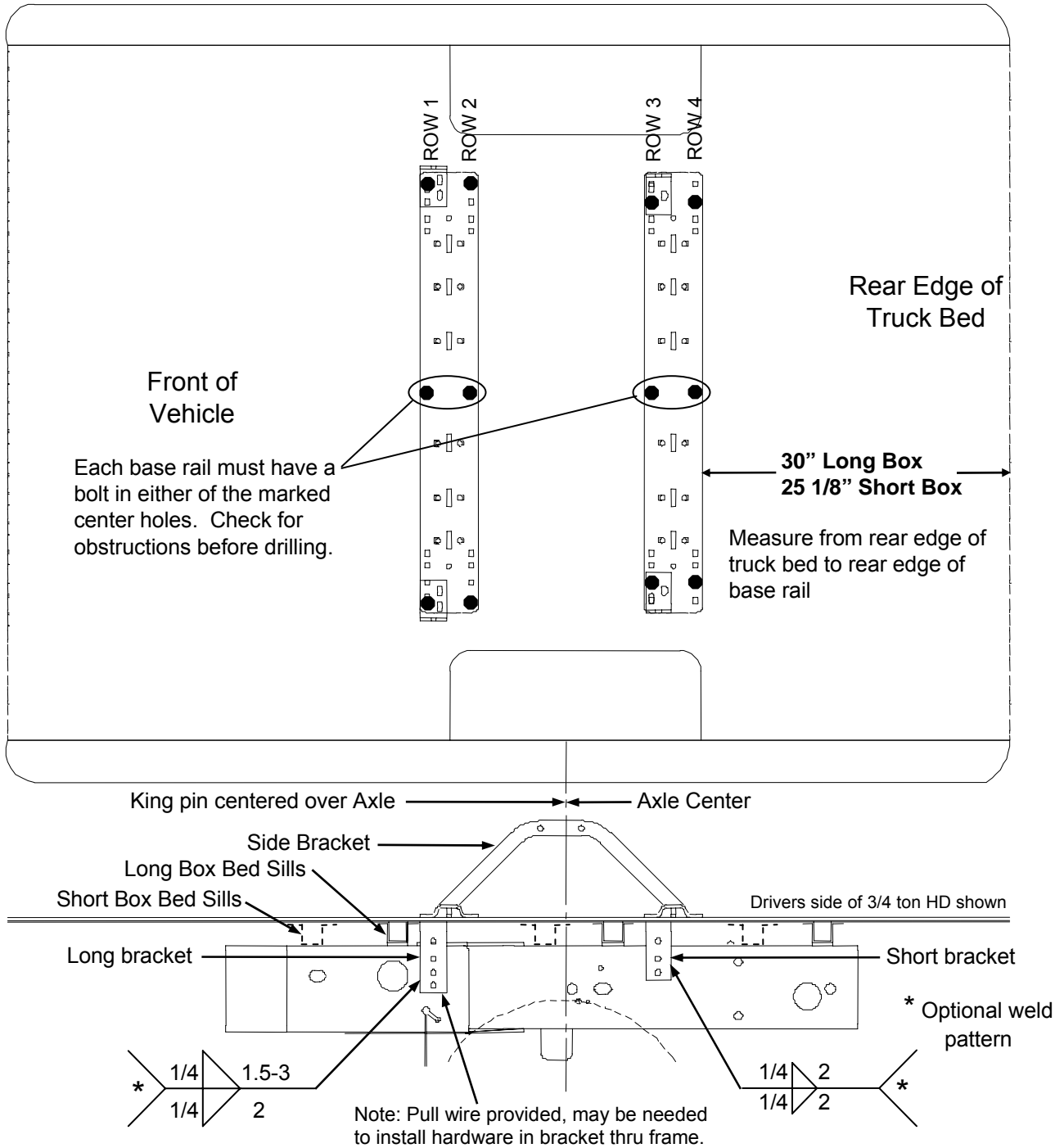
GM '99 Silverado, Sierra (not Sierra Classic) models
GM '00 and newer Silverado, Sierra models including HD models

⚠ 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. Cequent Towing Products 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

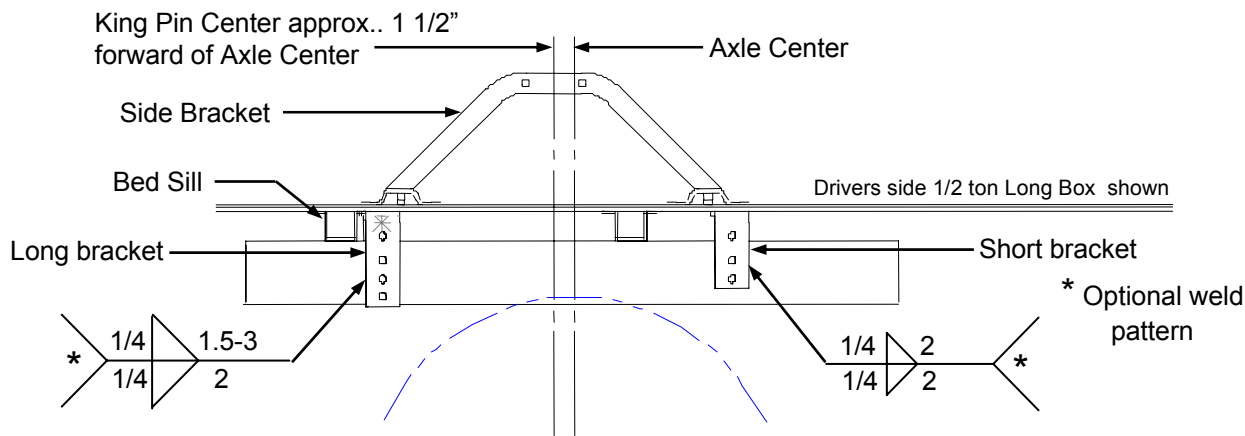
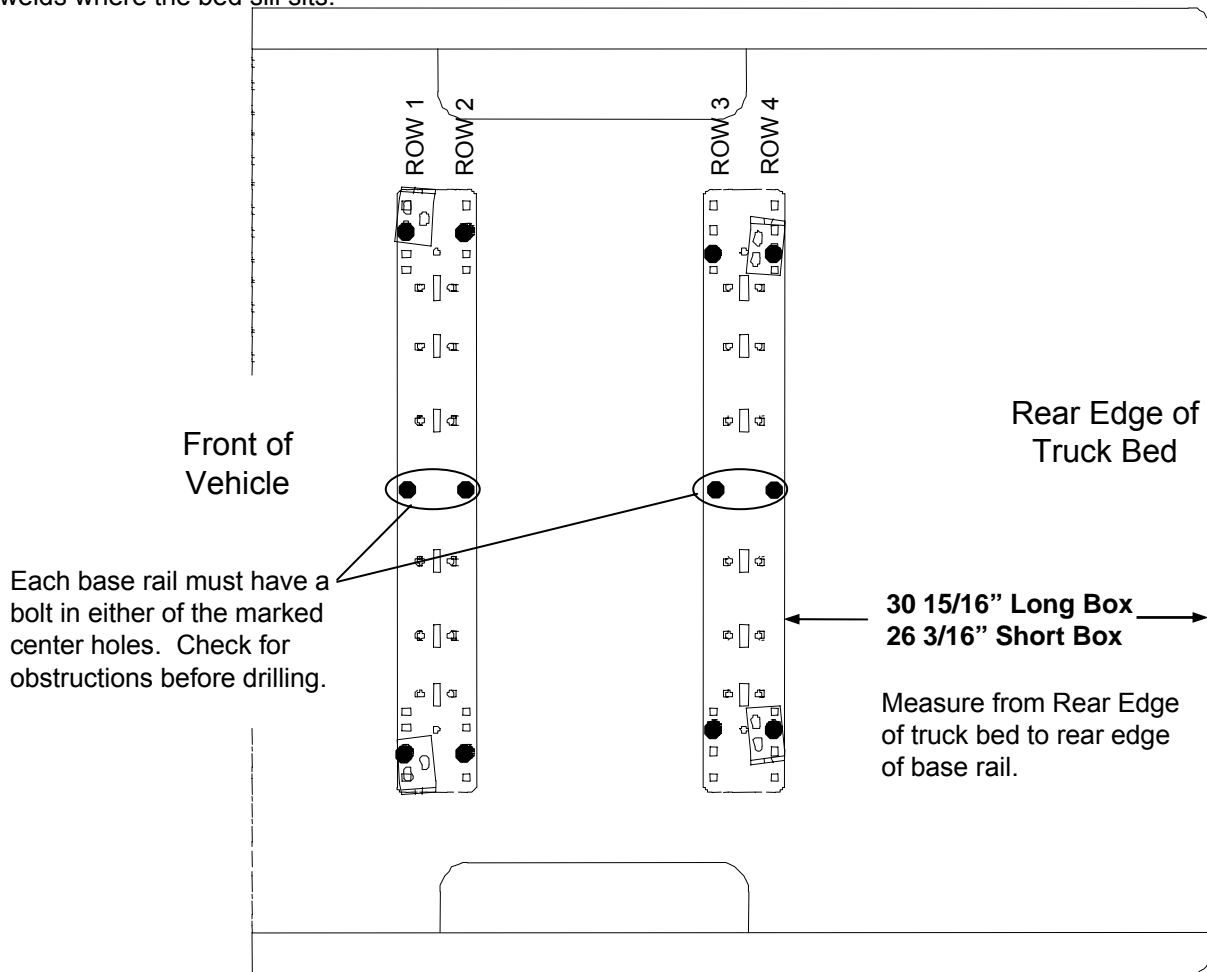
SIERRA CLASSIC (WITH TAPERED FRAME) (RED TURN SIGNALS)

⚠ **CAUTION!** ⚠

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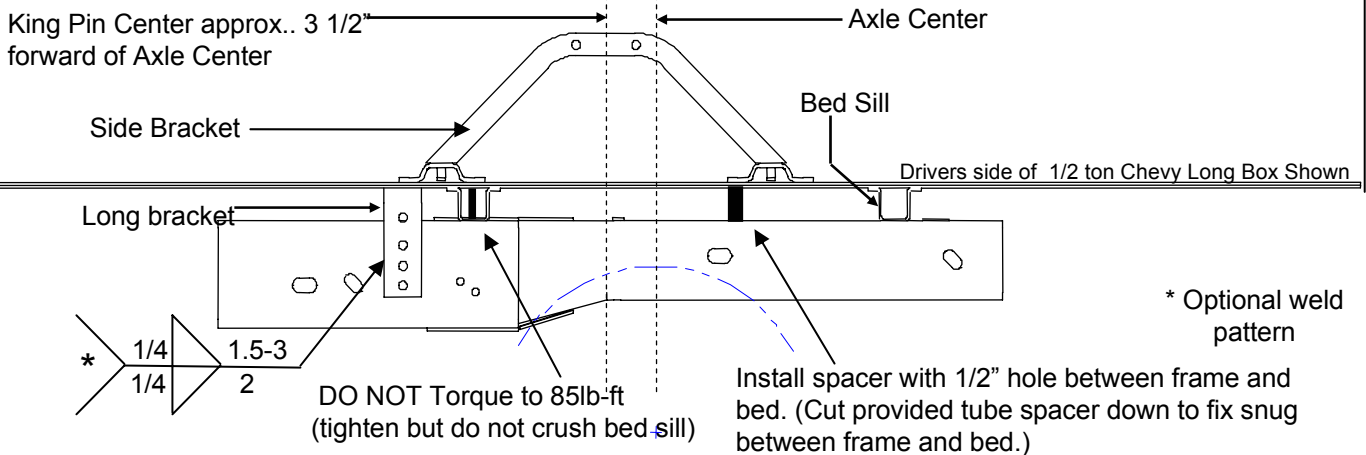
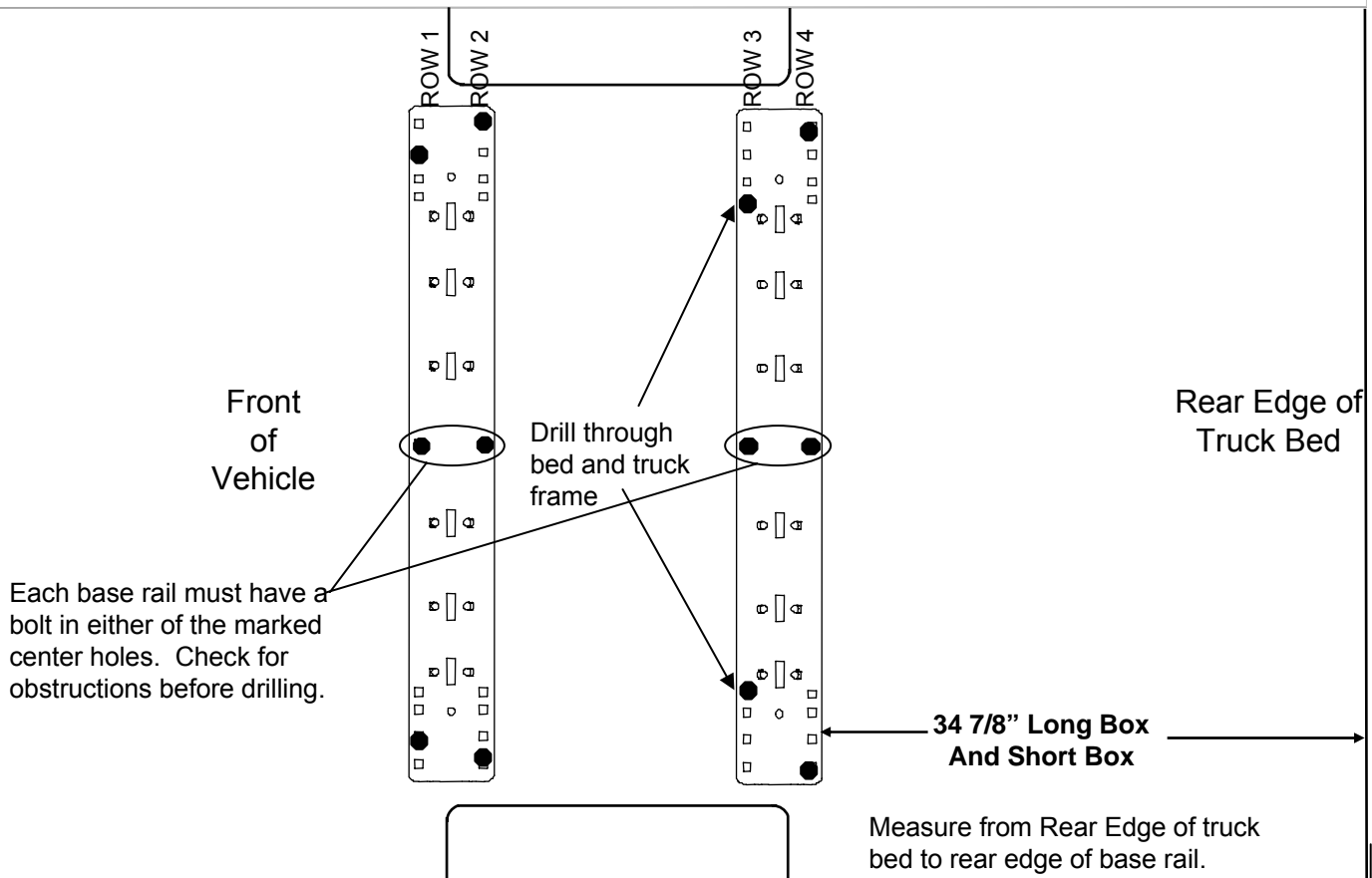
⚠ **CAUTION!** ⚠

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products 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)

⚠ **CAUTION!** ⚠

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



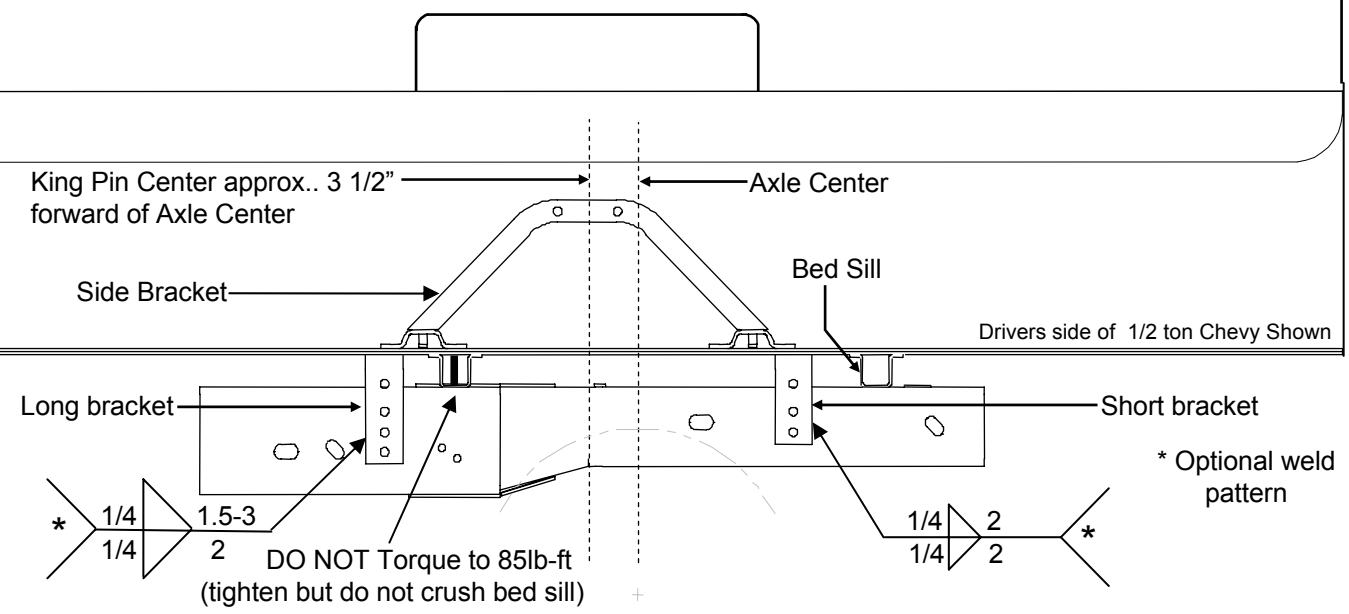
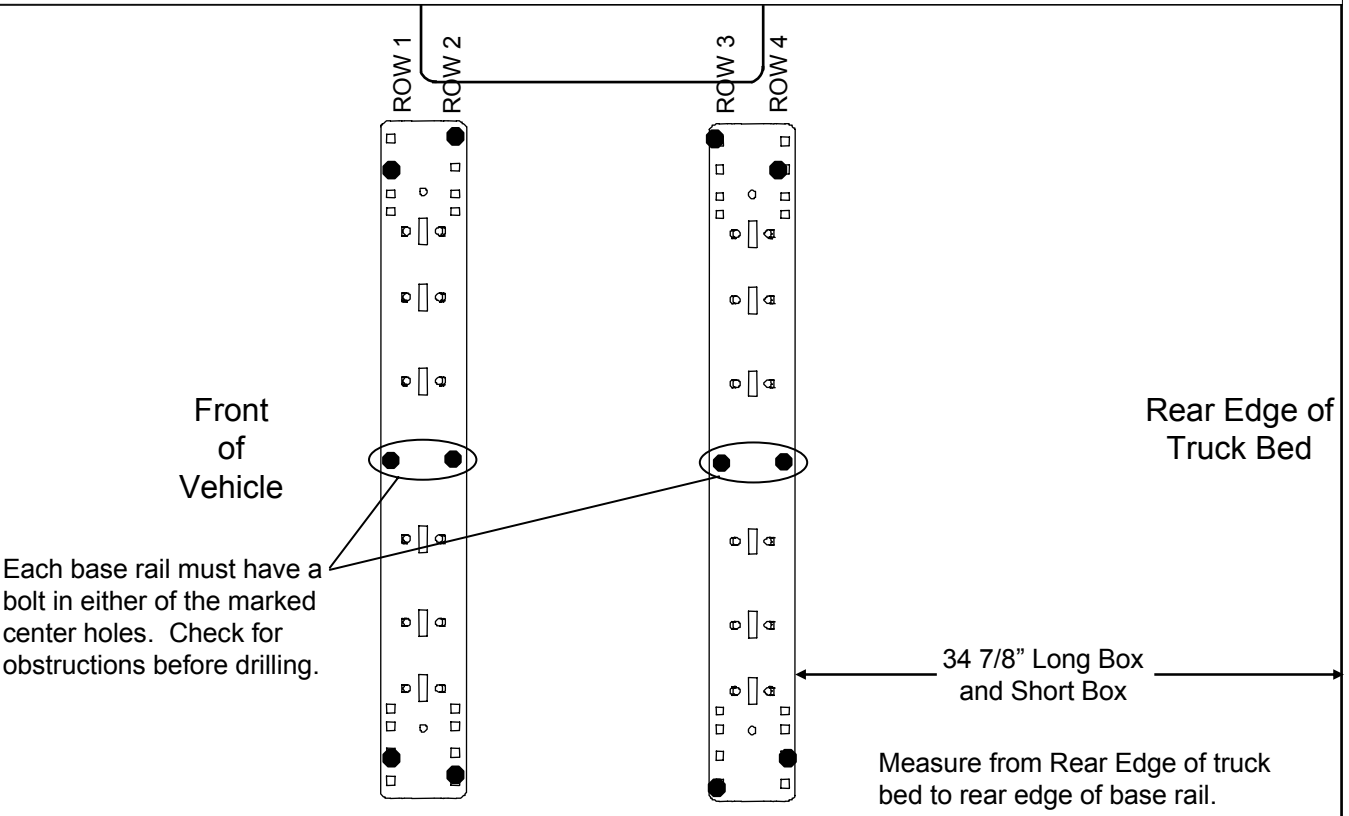
⚠ **CAUTION!** ⚠

Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products 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. Cequent Towing Products 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

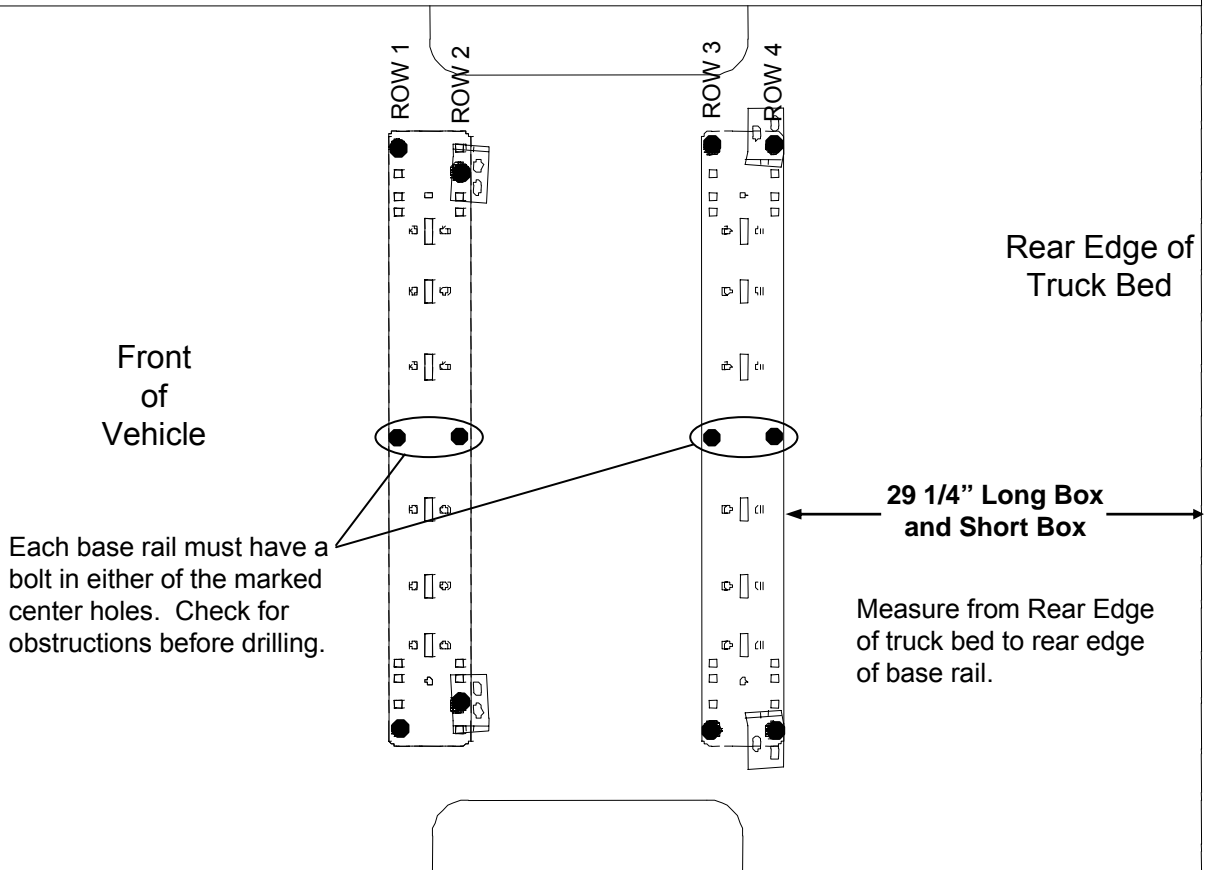
Note: '04 AND NEWER F-150 requires Bracket Kit 58241 (Sold Separately)

⚠ CAUTION! ⚠

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

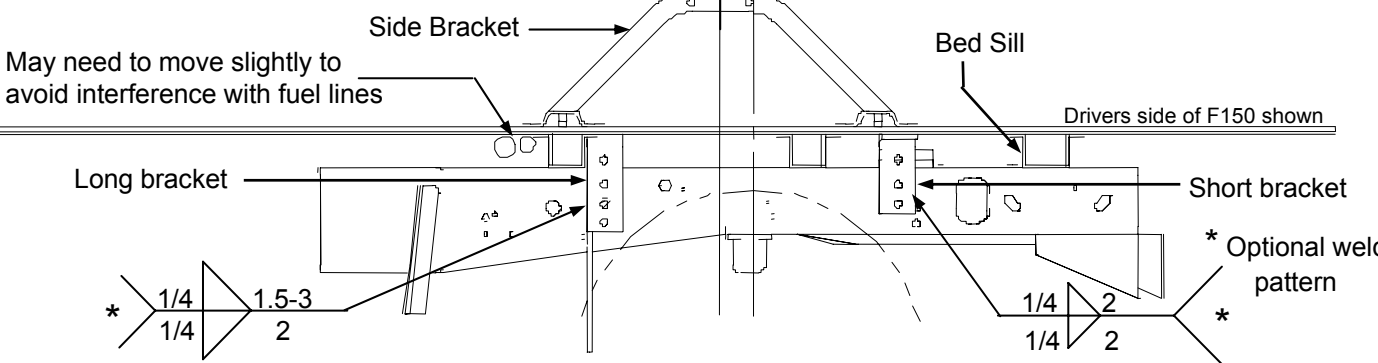
IMPORTANT NOTES FOR THIS INSTALLATION:

1. 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.



King Pin Center approx.. 1 1/2" forward of axle center.

Axle Center



⚠ CAUTION! ⚠

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

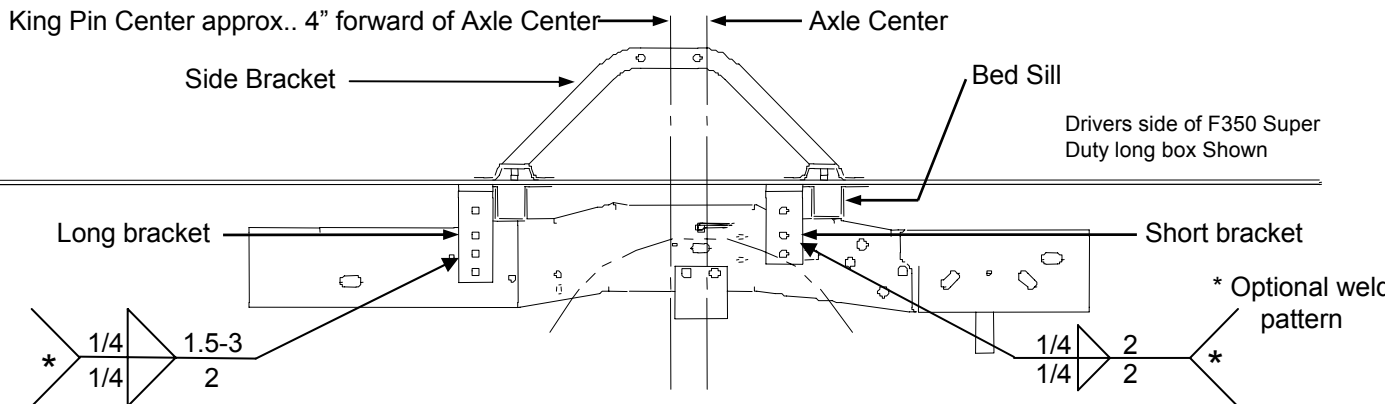
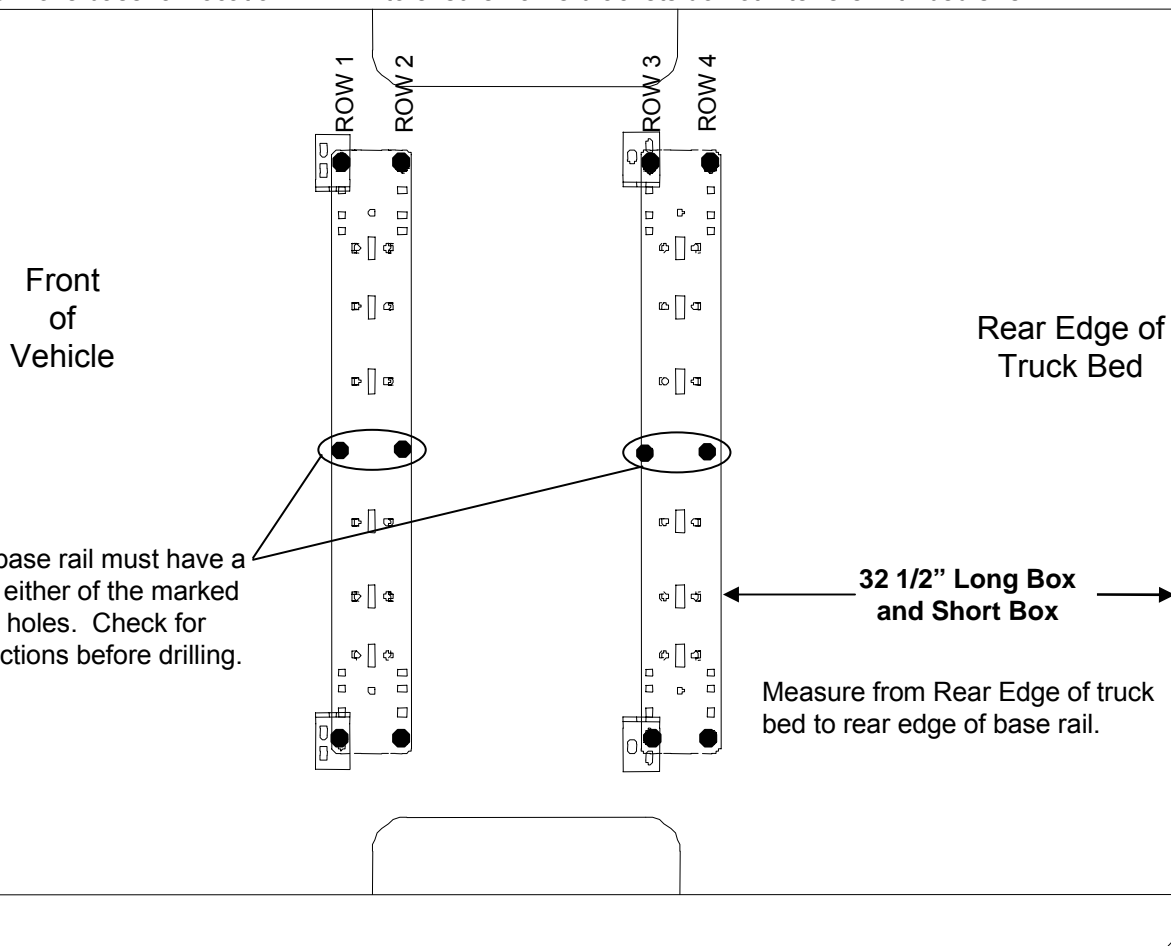
FORD F-150 & F-250 THROUGH '96 / '97 F-250 OVER 8500 GVW, F350 THROUGH '97 / 1999 & NEWER F-250 & F-350 SUPERDUTY

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. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

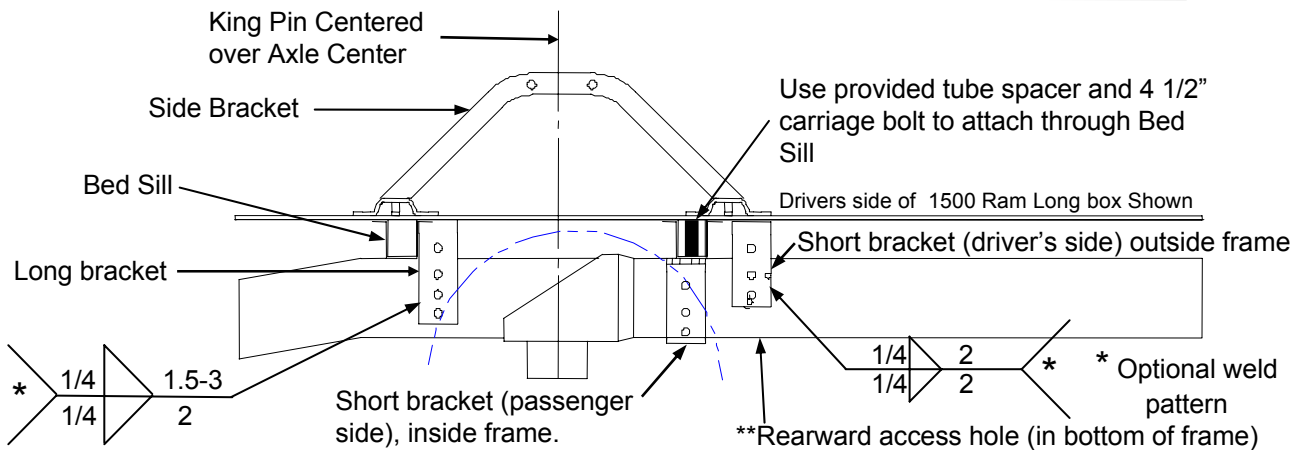
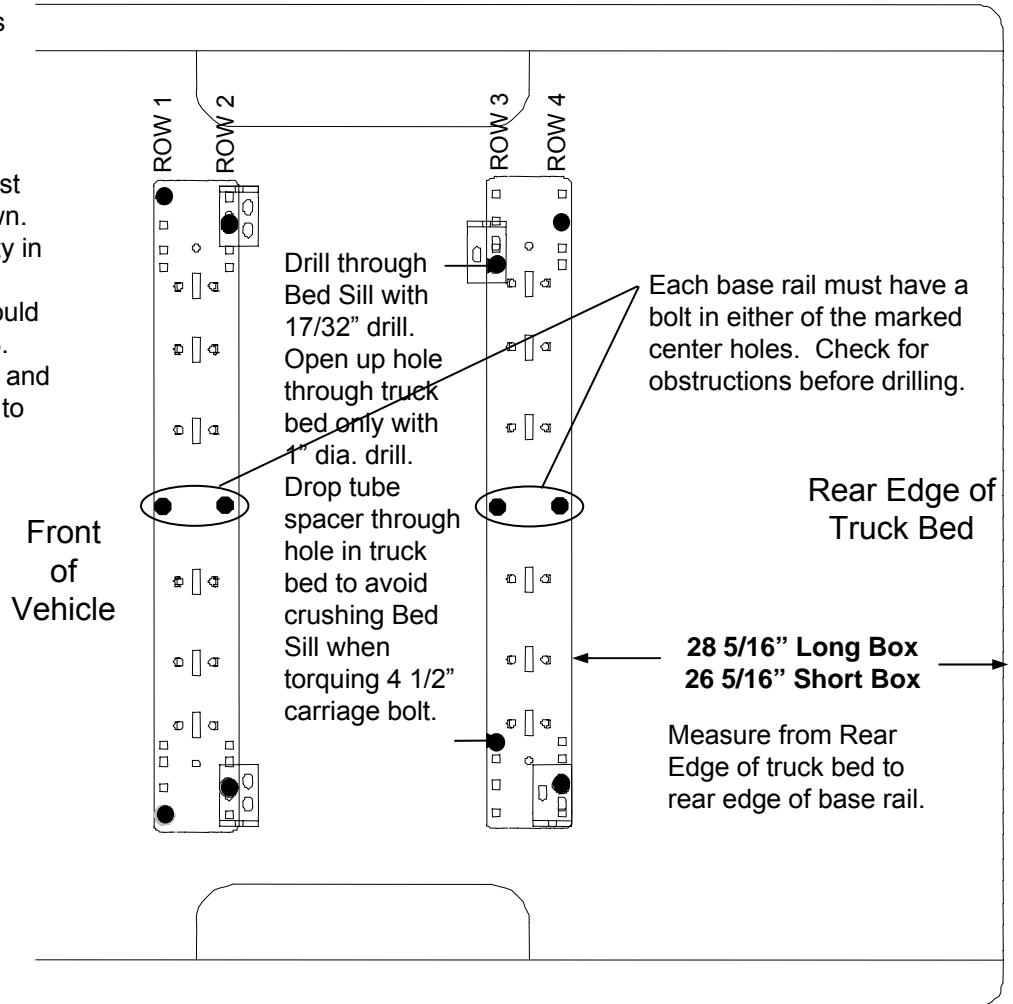
DODGE '02 AND NEWER 1500 / '03 AND NEWER 2500 WITHOUT OVERLOAD BRACKETS ('03 2500 WITH OVERLOAD AND 3500 REQUIRE BRACKET KIT 58186)

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. 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 thru both walls of frame. Drill only thru 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. 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.



CAUTION!

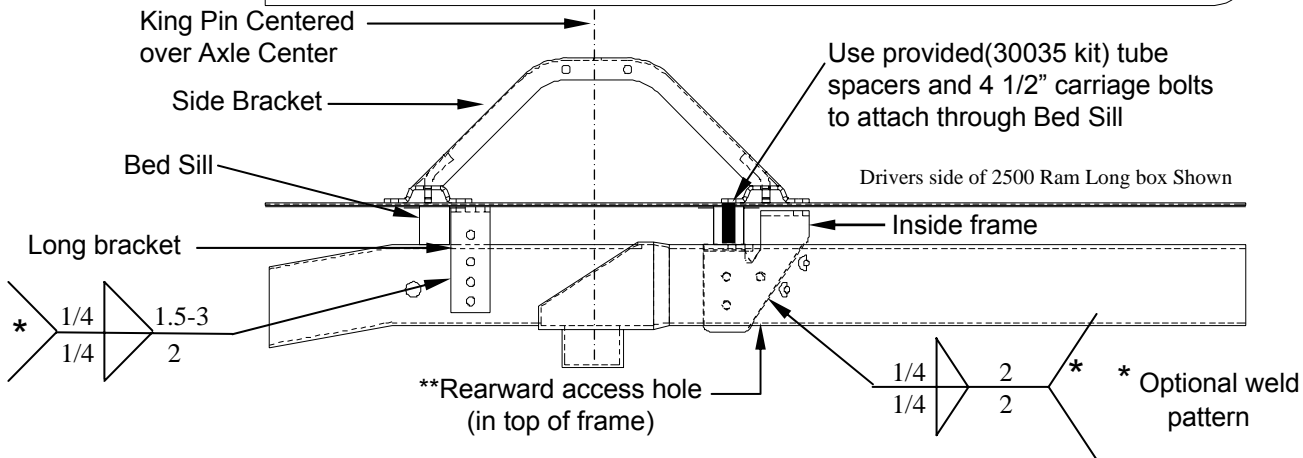
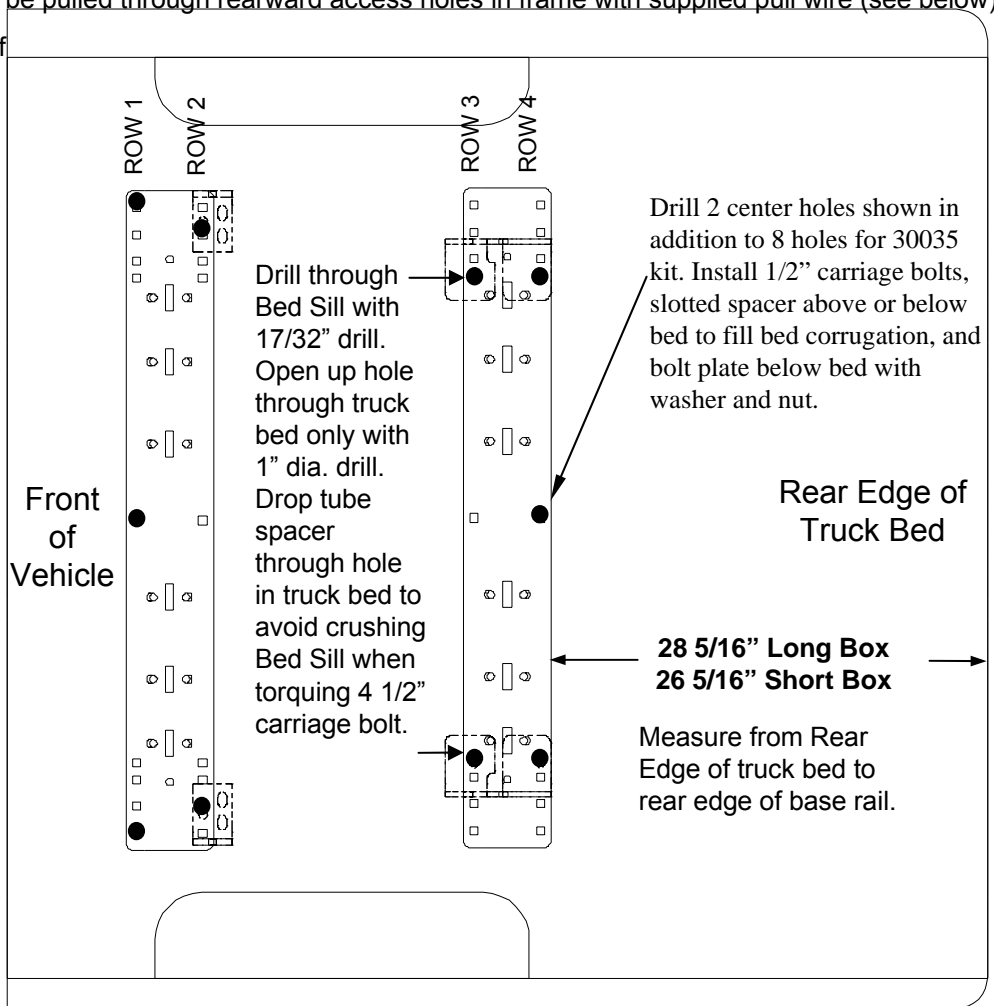
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to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

CAUTION!

Read pages 2-3 of 30035 instructions before starting installation. Failure to do so could result in significant vehicle damage!

IMPORTANT NOTES FOR THIS INSTALLATION:

1. Tube spacers and 4 1/2" carriage bolts used to attach through rearward Bed Sill (Row 3).
2. **Rib neck bolts will need to be pulled through rearward access holes in frame with supplied pull wire (see below).
3. Do not drill thru both walls of frame. Drill only thru 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. Rear brackets can be mounted to frame with (2) bolts in any combination of the three bracket holes.
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.



CAUTION!

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

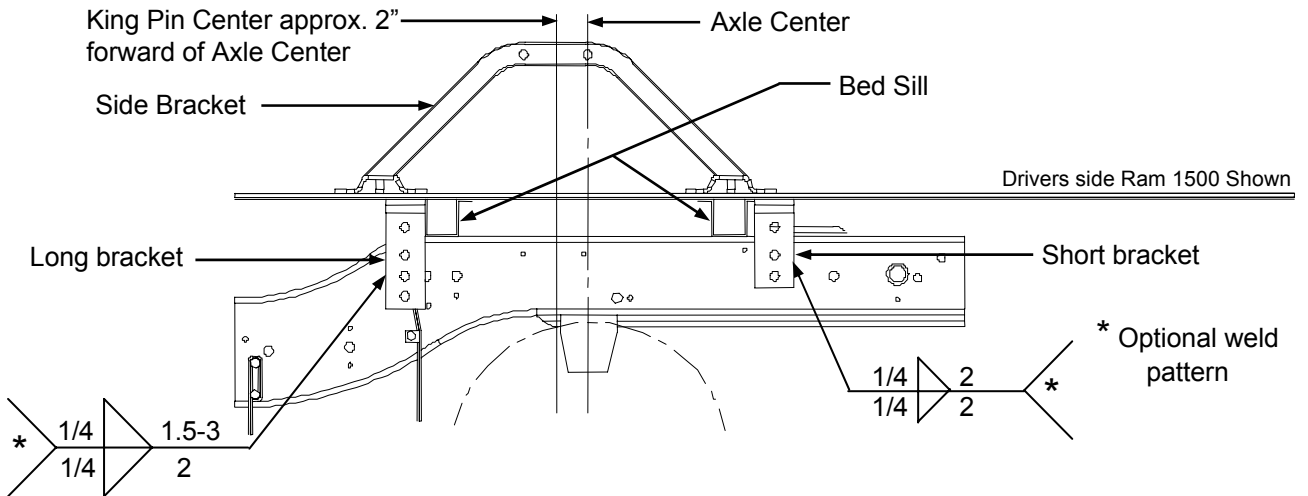
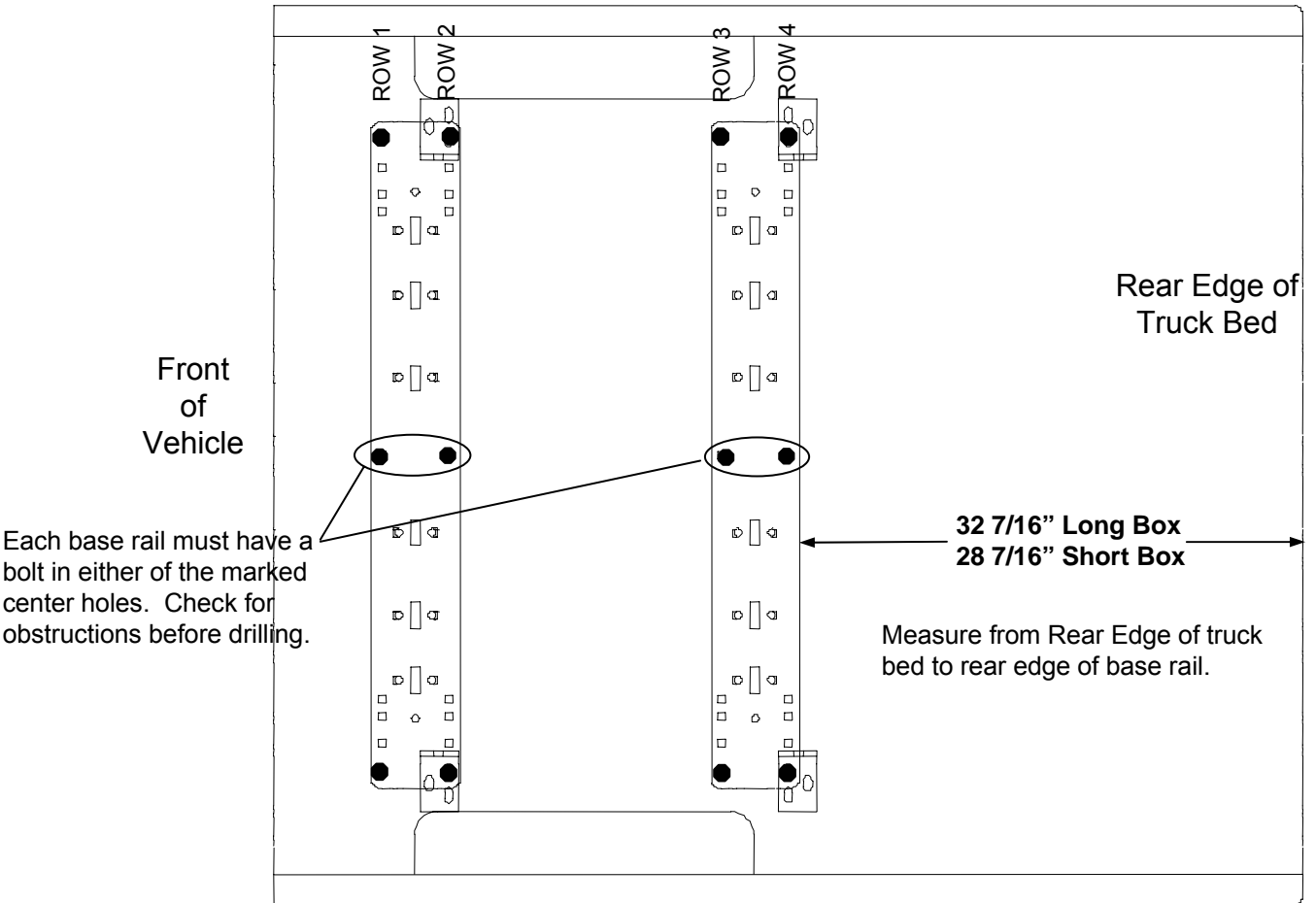
DODGE '94 to '01 1500 / '94 to '02 2500/3500 (FULL SIZE, SHORT AND LONG BOX)

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. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

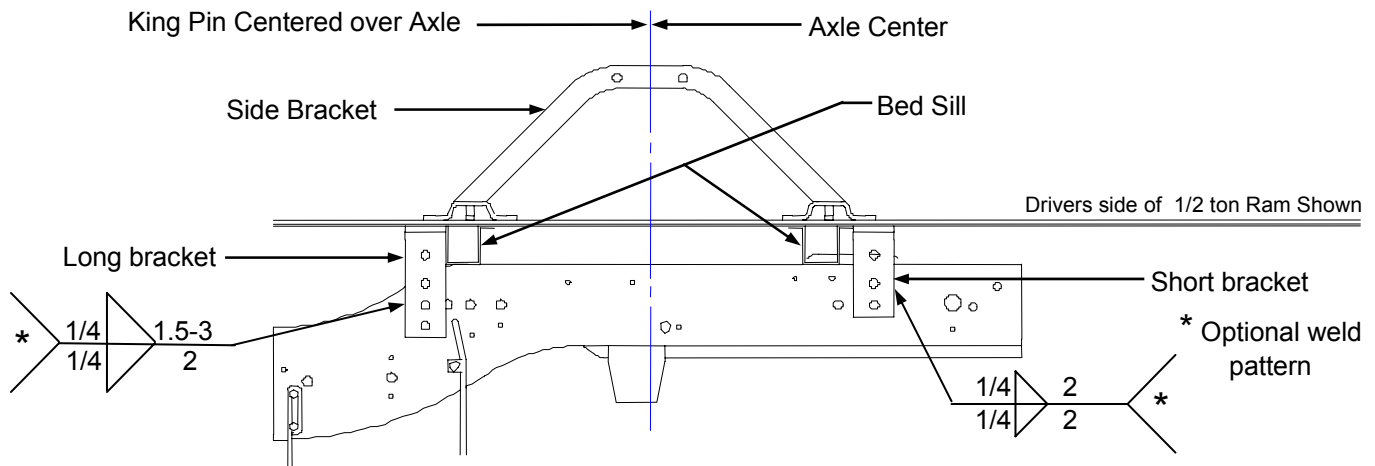
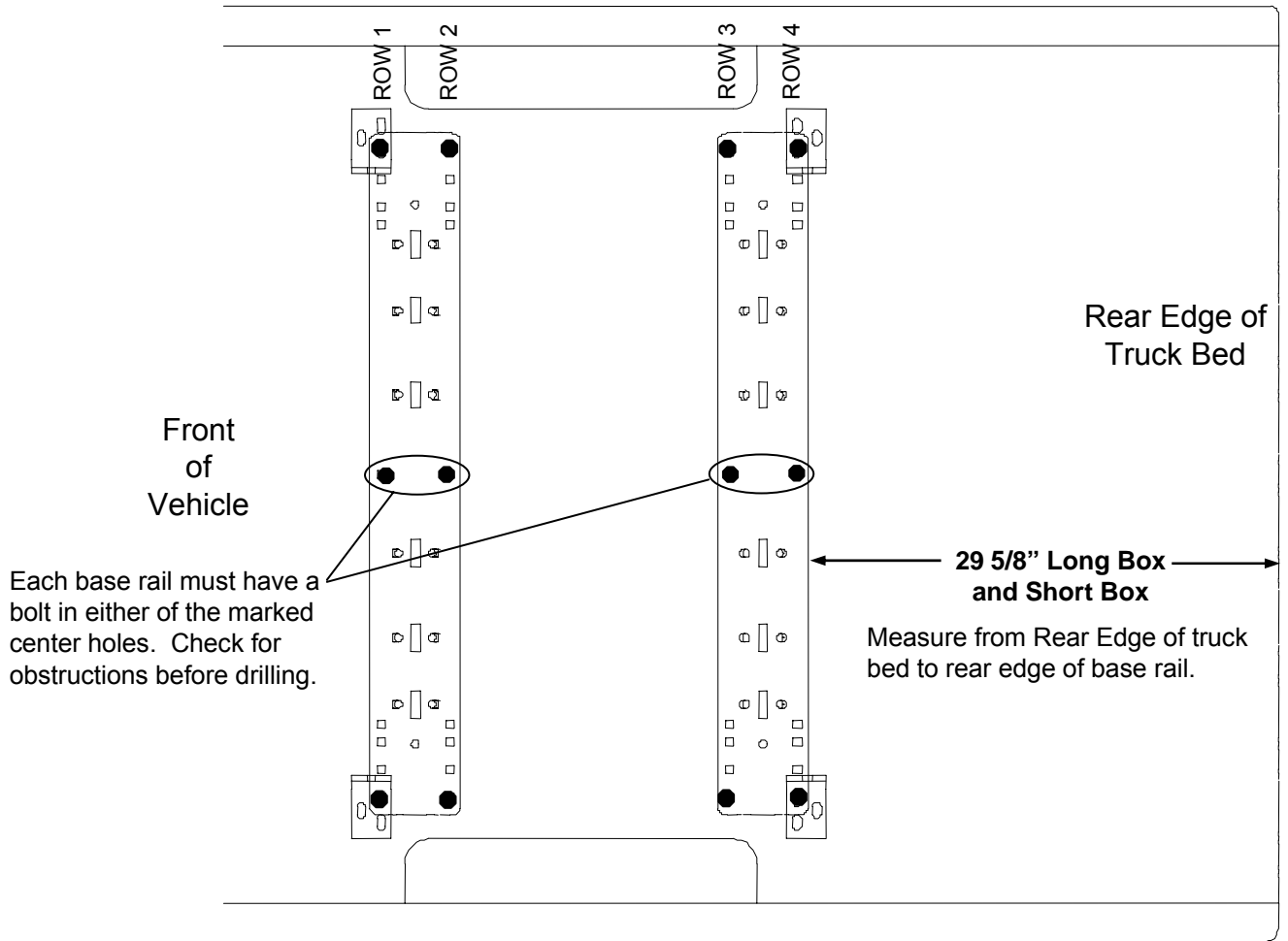
DODGE THROUGH 93 (FULL SIZE)

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



⚠ **CAUTION!** ⚠

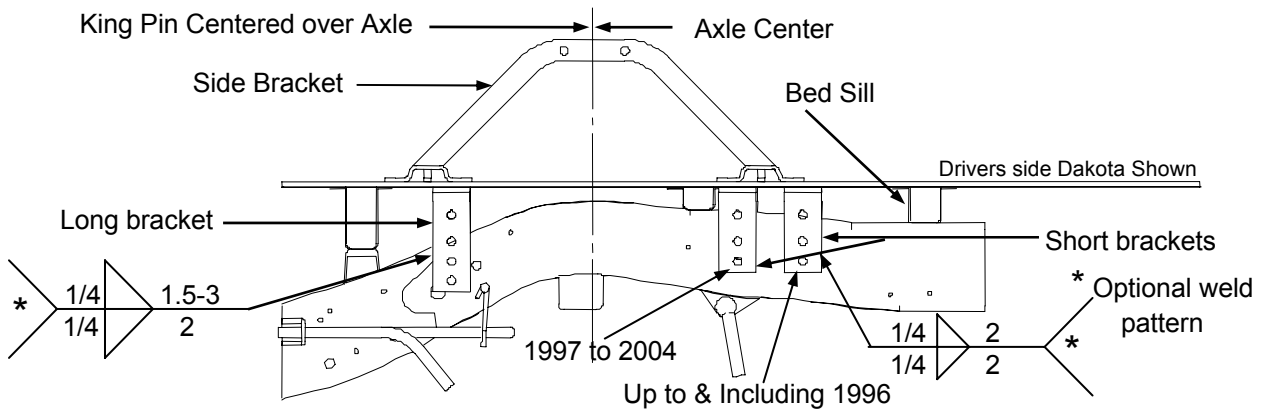
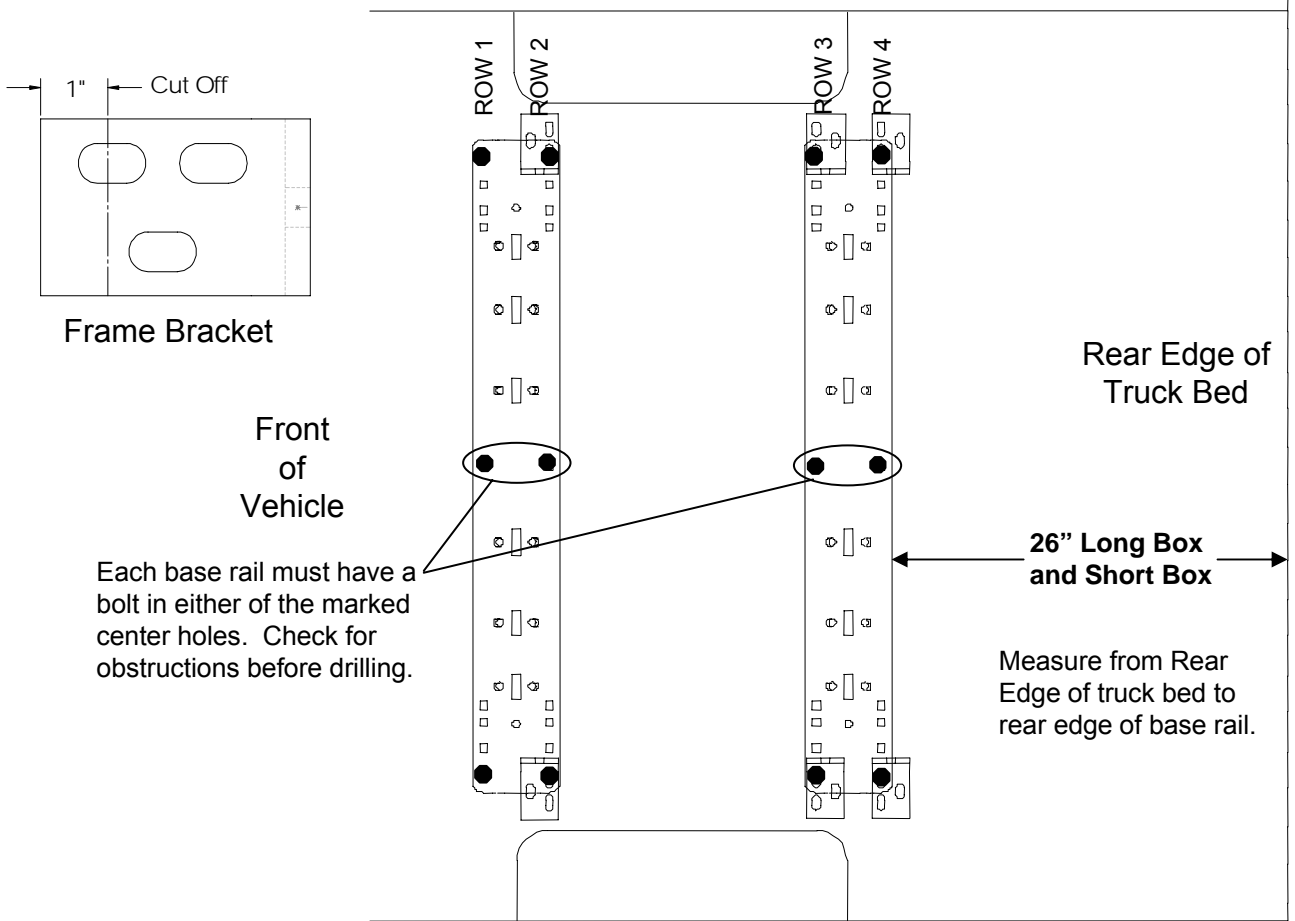
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to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

⚠ **CAUTION!** ⚠

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.



⚠ **CAUTION!** ⚠

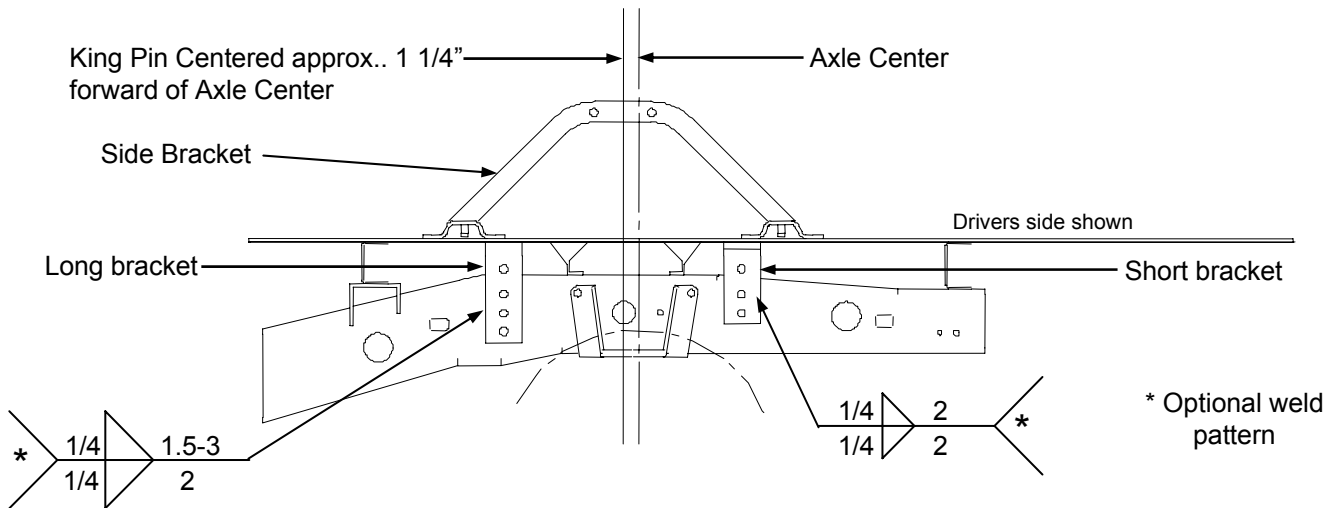
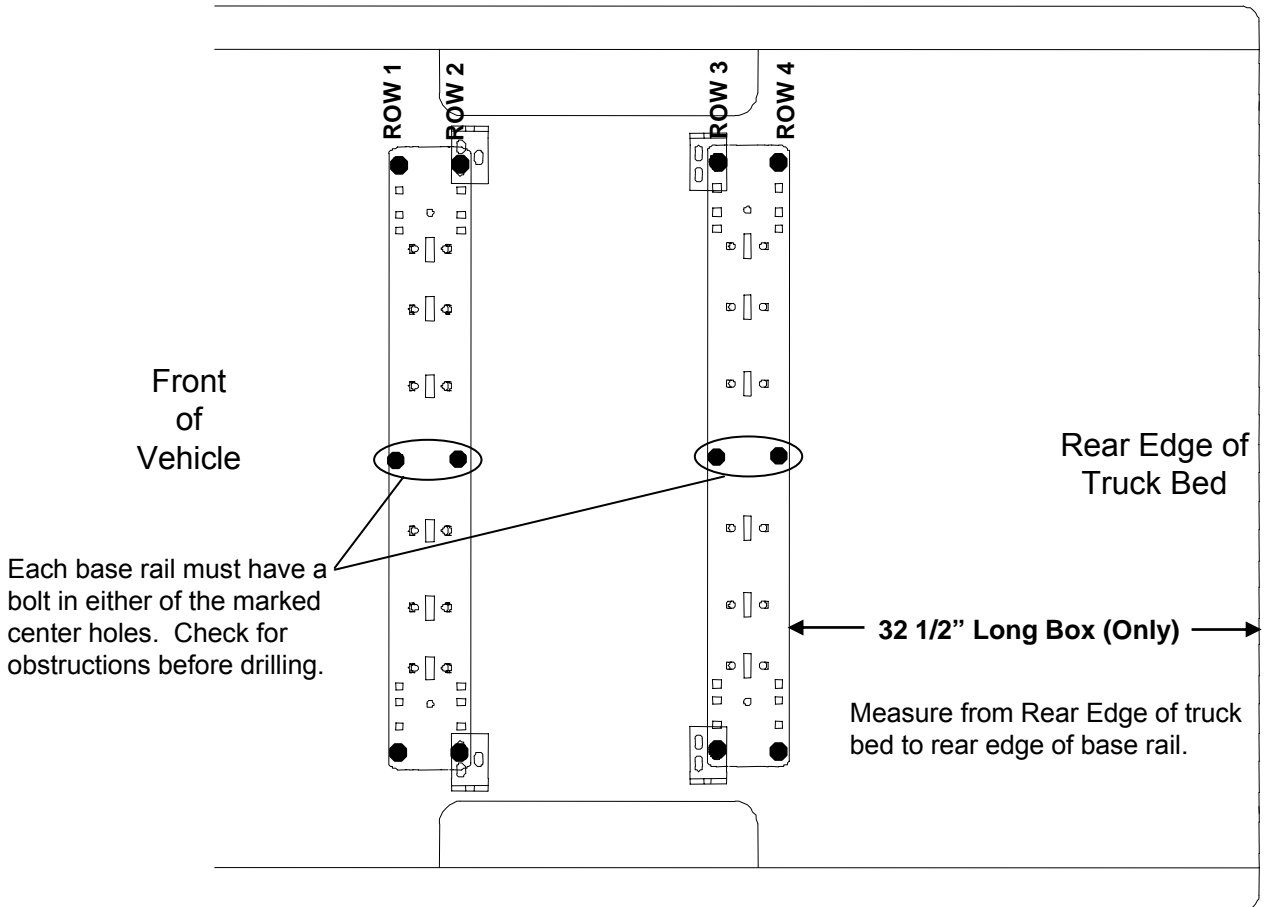
Check for obstructions before drilling. Failure to do so could result in damaged fuel or brake lines, structural members, etc. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to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

TOYOTA TUNDRA 2000 & NEWER (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. Cequent Towing Products does its best to communicate tow vehicle manufacturer changes; however, it is ultimately the responsibility of the installer to prevent damage due to installation.

NOTES

THREE YEAR LIMITED WARRANTY

Cequent Towing Products warrants its 5th Wheels from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for 3 years of ownership to the original consumer purchaser when a Cequent Towing Products mounting kit is used.

Products used by professional hauler's are subject to Towing Product's limited One (1) year warranty.

Cequent Towing Products will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to any Cequent Towing Products dealer (consult local telephone directory) or Cequent Towing Products warehouse, or when returned to the 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.

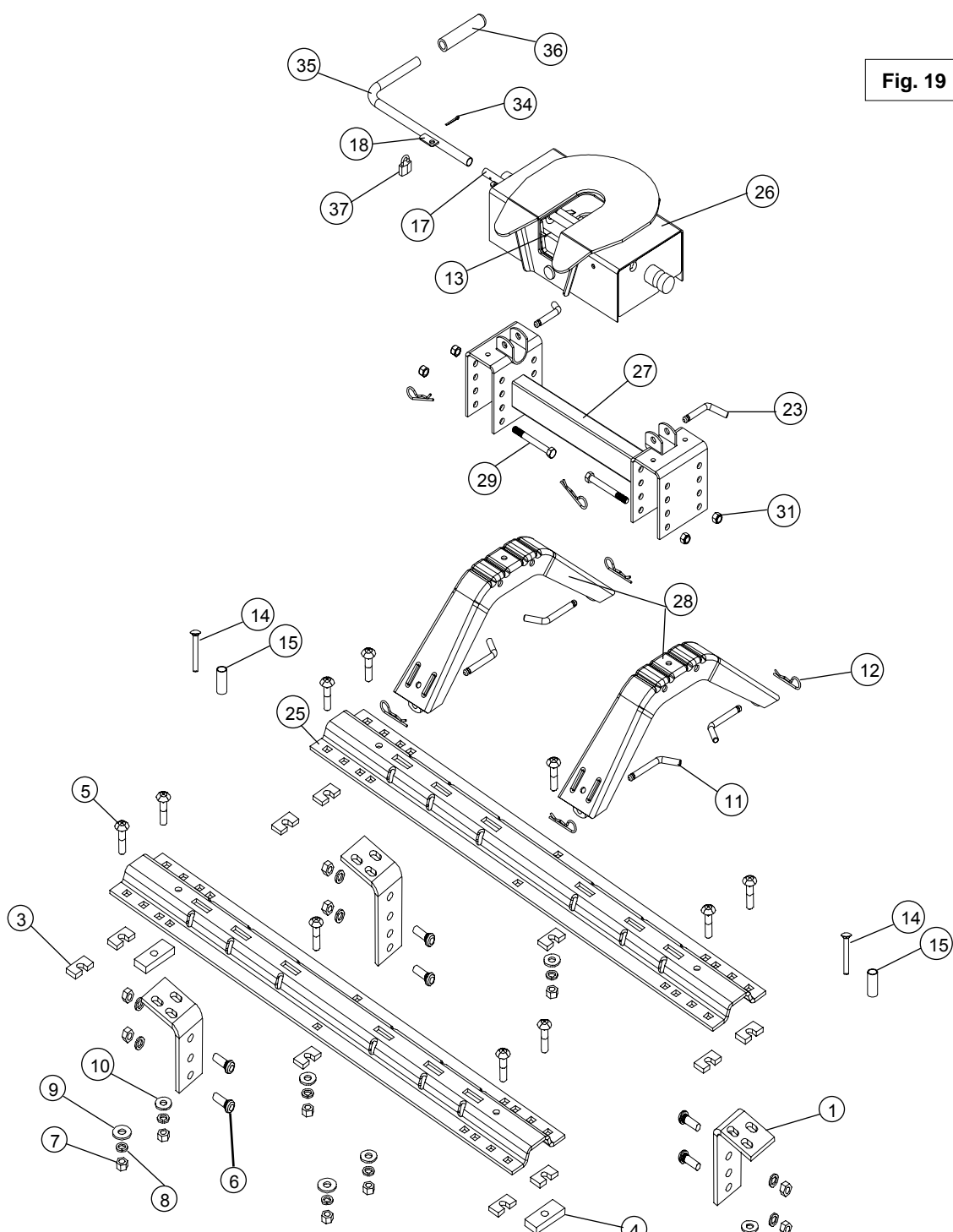
Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Any damage to the 5th Wheel as a result of misuse, abuse, neglect, accident, improper installation, or any use violative of the instruction 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, a state court, or a federal district court.

**Cequent Towing
Products 47774 Anchor
Court West Plymouth,
MI 48170**

Fig. 19



- | | |
|-------------------------|-------------|
| 15K 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" X 4 1/2" BOLTS | (4) |
| 31. 1/2" LOCK NUTS | (4) |
| 34. DRIVE PIN | (1) |
| 35. HANDLE, TUBE | (1) |
| 36. HANDLE GRIP | (1) |
| 37. PAD LOCK | (1) |

- | | |
|--------------------------|-------------|
| BASERAILS | 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. BASERAILS | (2) |