



OWNER'S MANUAL



#2600 (20K) Single Point Attachment Fifth Wheel Hitch

Gross Trailer Weight (Maximum)	20,000 lbs.
Vertical Load Weight (Max. Pin Weight)	5,000 lbs.

The following instructions provide valuable information regarding the function and proper use of the SuperLite Fifth Wheel Towing System.

YOU MUST COMPLETELY READ THE INSTRUCTIONS WITHIN THIS MANUAL, PRIOR TO OPERATING THE HITCH TO PREVENT UNNECESSARY DAMAGE TO THE HITCH, VEHICLE, OR TRAILER.

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SYSTEM WEIGHT RATING vs. COMPONENT WEIGHT RATING

A towing system includes each vehicle and component involved in towing. Each item in your towing system has a capacity or weight rating. Your trailer has a Gross Vehicle Weight Rating or GVWR. Your truck has a towing capacity, a payload capacity, and possibly more. In addition, your fifth wheel hitch has a weight rating. This weight rating must be at, or above, the GVWR of your trailer for you to tow safely. In addition, if your truck can tow larger loads (has a larger capacity) than the rating of your hitch, your system is only safe to tow loads at the lower rating, that of the hitch.

Your gooseneck ball will also have a weight rating, just like your fifth wheel hitch. Many times, these ratings are designed to match, but this is not always the case. Your gooseneck ball may be higher rated than your fifth wheel hitch, but it also could be lower depending on the components involved. The lowest rating of any one component in the system becomes the rating of the entire system. If your ball is rated to 18,000 lbs., and your hitch is rated at 24,000 lbs., the weight rating of the entire system will not be above 18,000 lbs. Other components in the system could lower the actual system rating further.

It is the end users responsibility to ensure a safe towing experience. To this end, It is your responsibility to ensure that the truck, trailer, hitching components, and all other items involved are rated or have a capacity sufficient for the loads involved.

CAB CLEARANCE

If you are towing with a short bed truck, you may be aware that adequate cab clearance is needed for sharp angle turns and damage to the truck cab could occur if the clearance is not calculated correctly.

This formula is a guide for checking clearance: (cab to axle) - (half of trailer width) = cab clearance

Here are a few examples:

BED LENGTH	CAB-TO-AXLE DIST.	CAB-TO-TRAILER CLEARANCE
8 ft.	56"	56" - 48" = 8" of cab clearance
6 ft.	40"	40" - 48" = - 8" negative cab clearance
5-1/2 ft.	28-1/4"	28.25" - 48" = -19.75 negative cab clearance

As you can see, an 8' bed truck provides more clearance than needed, whereas a 6' bed truck does not allow for a full 90 degree turn and does not provide sufficient cab clearance by 8". Not ideal, but manageable provided you watch your tighter turns. The 5-1/2' bed truck provides even less cab clearance.

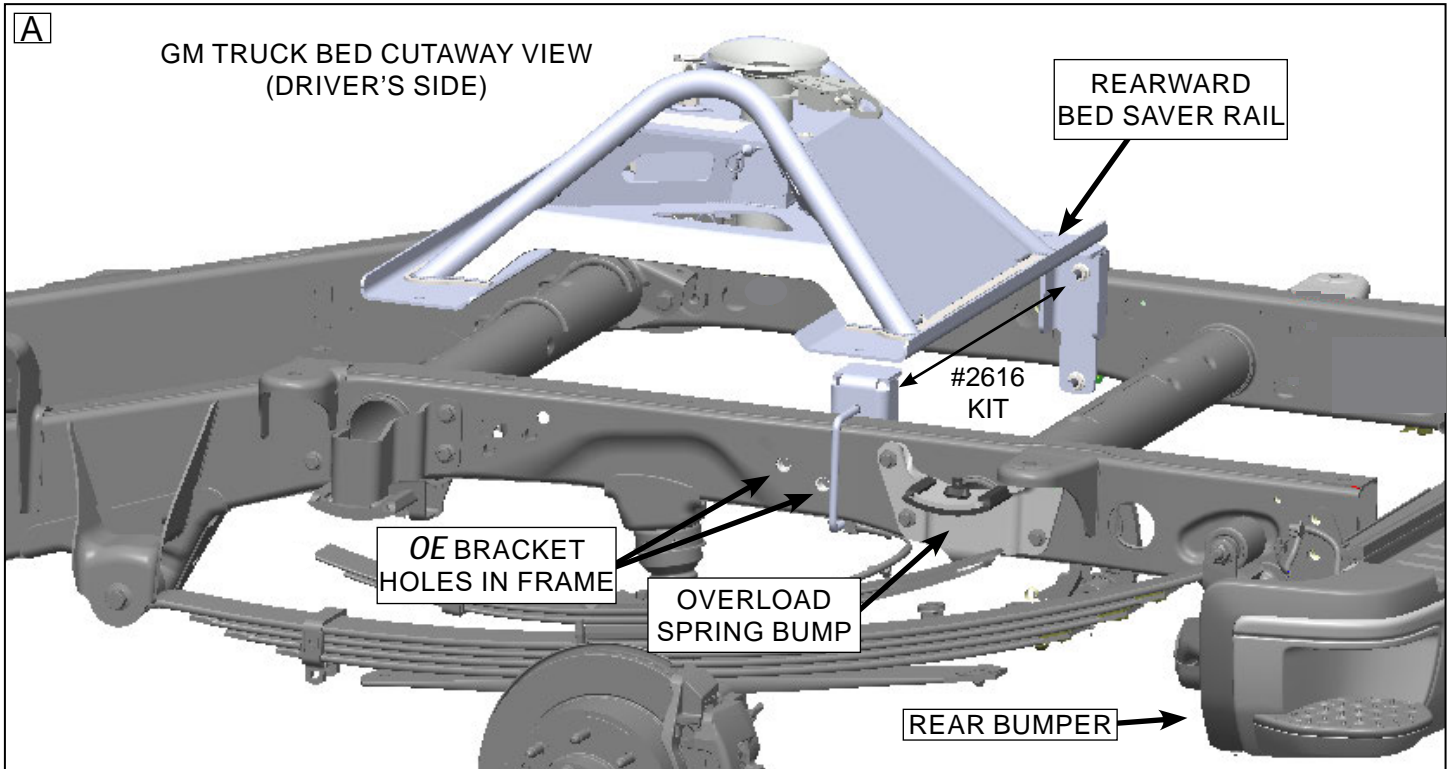
If towing with a truck bed that is 6 ft. or less, you must take into consideration that most gooseneck ball installations are located ahead of the truck axle, which in turn reduces the trailer to cab clearance. This hitch will provide a minimum of 3 1/4" and a maximum of 4 3/4" of rearward offset to the trailer king pin. This additional offset may or may not return the king pin back to the center of the axle. Depending on the gooseneck ball install location, the offset could move the king pin slightly behind the truck's rear axle.

While the #2600 can be used with these shorter bed trucks, keep in mind that PullRite only recommends the use of a slider type hitch for any towing application without 100% cab clearance.

GM TRUCK SUPPORT BRACKET KIT #2616

REQUIRED WHEN USING THE #2600 SUPERLITE IN GM TRUCKS FROM YEARS 2010 - PRESENT

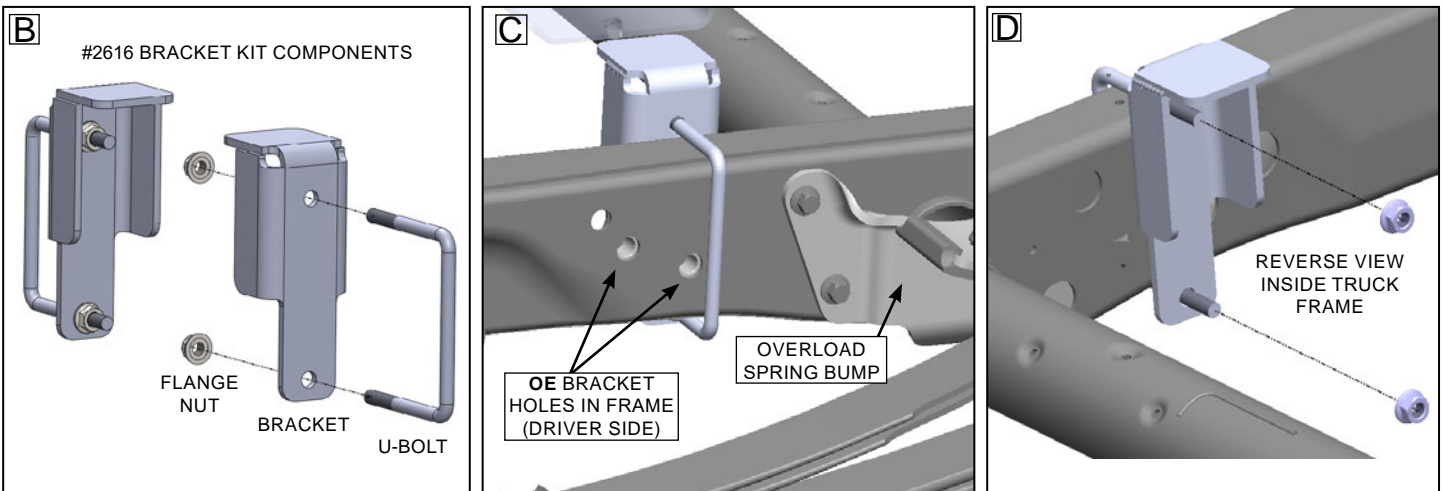
This bracket kit fastens under the GM truck bed to the frame where the SuperLite's rearward rail sits. This helps support the hitch and prevents wear to the truck bed. The bracket kit is a no-drill install that clamps around the truck frame on both sides.



Note: The brackets are identical and can be used for either side.

To Install, make sure top of the brackets are placed below the #2600 rearward bed saver rail. {fig.A}

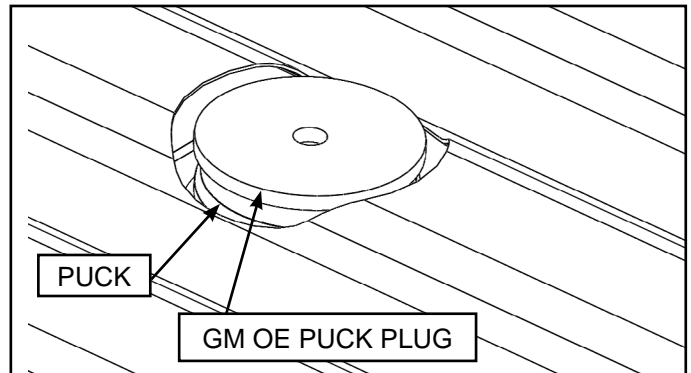
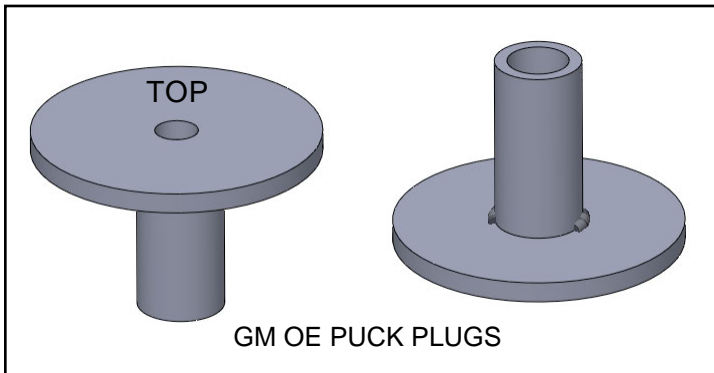
1. Place U-bolt around the truck frame at the point between the OE bracket holes and the overload spring bump. {fig.C}. and slide on brackets inside truck frame. *If OE bracket is present, your truck is equipped with the OE prep package. For this you will need the PullRite OE Puck Plug kit #2620*
2. Hand tighten (4) flange nuts on brackets {fig D}, and then torque all nuts to 75 foot pounds.



GM OE PUCK PLUG KIT #2620

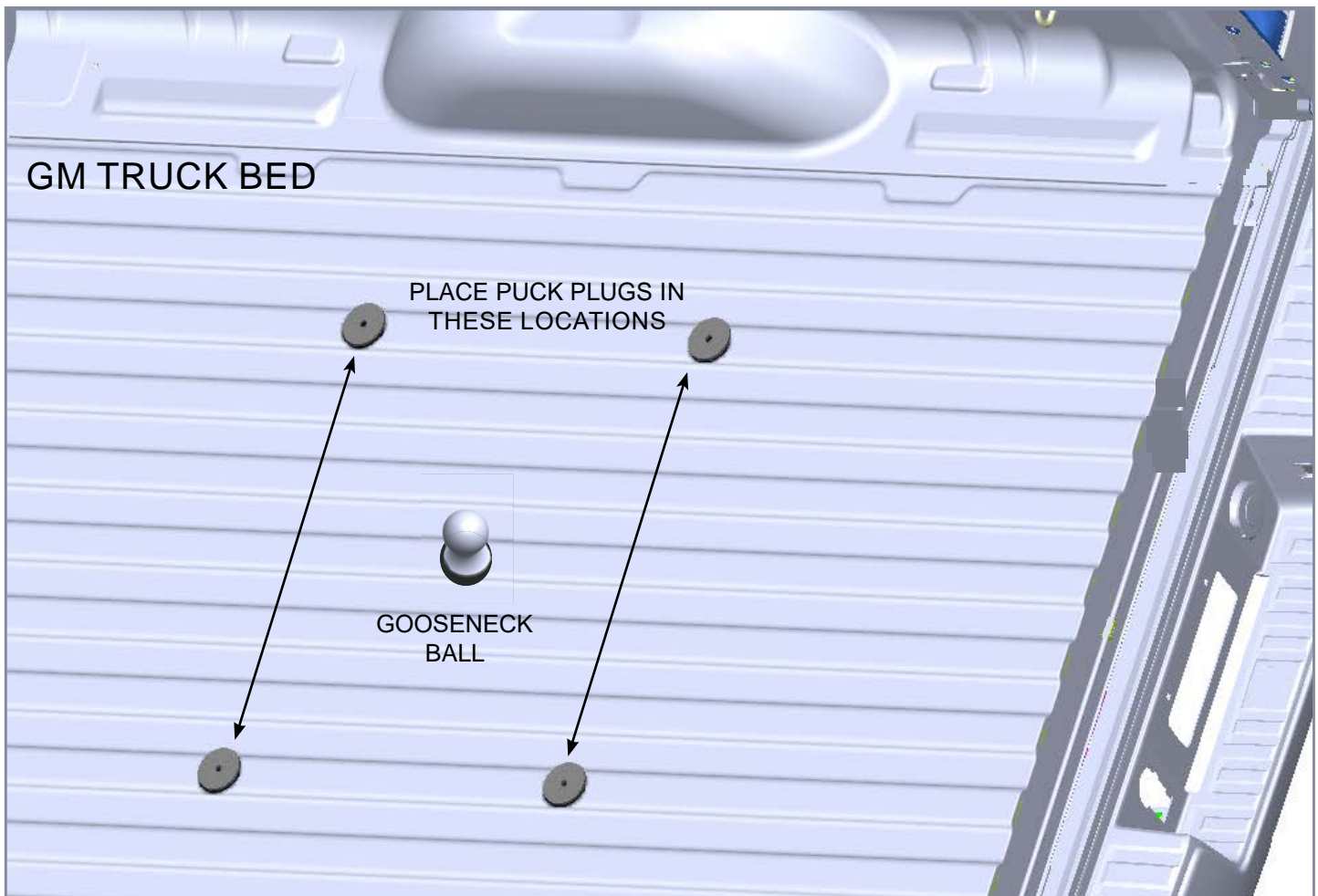
SUPERLITE 2600 SUPPORT FOR GM TRUCKS WITH OE PREP PACKAGE

If your GM truck features the OE prep package for towing, use the GM OE Puck Plug kit (part #2620) in place of the #2616 kit. The plugs fill the gap between truck bed and the tops of the pucks, adding bed support to the SuperLite's Bed Saver rails.



KIT INSTRUCTIONS:

- First, remove the (4) OE Puck Covers.
 - Holding the top of the plug, place the bottom of the Plug into the GM Puck. The Plug will fit loosely. Center within hole.
 - Repeat with the other three plugs. Make sure all (4) plugs are set into each puck location.
- The Pullrite 2600 hitch is ready to Install.



LUBRICATION

DO NOT OPERATE HITCH UNTIL YOU READ THIS SECTION!

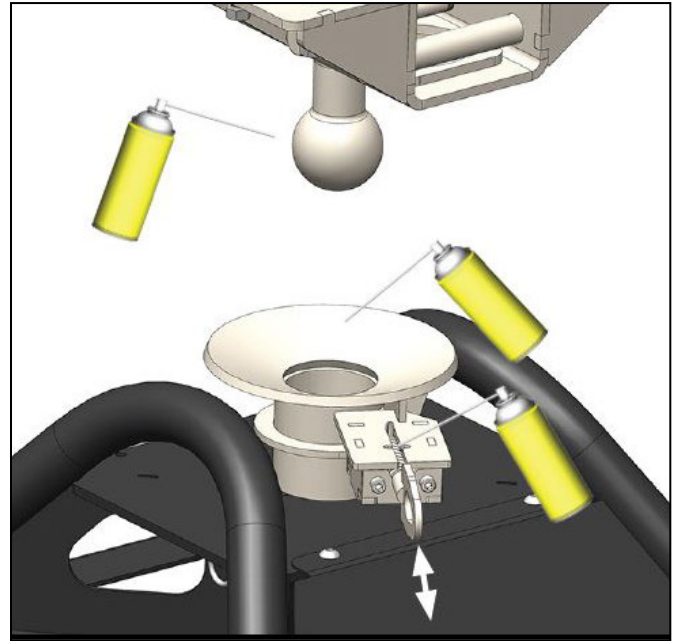
KING PIN ADAPTER BALL & COUPLER TUBE

The King Pin Adapter Ball and Remote Latch System must be lubricated before each trip or as needed. PullRite recommends using a dry graphite spray to prevent the attraction of dust and debris. A light wet lubricant such as WD-40 can also be used, but the two types of lubricants should not be used together.

Be sure the Coupler Tube is free of any obstructions prior to lubrication and before each use. Spray both the Tube and Funnel areas to aid in hitching up.

When lubricating the Remote Latch System using a dry graphite spray, place the latch system in both closed and open positions to cover the spring and pin effectively. If using a wet lube, pull the Release Handle repeatedly between the open and closed positions, so the lubricant is evenly spread among the moving parts.

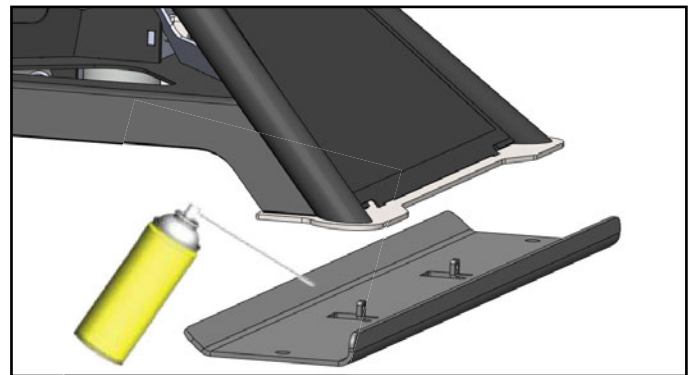
Be sure the King Pin Adapter Ball is clean and free from rust. A light coating of lubricant should be used before each trip or as needed.



BED SAVER RAILS

The Bed Saver Rails connect to the bottom of the hitch and are coated with bed liner type material to protect your truck bed against scratches, paint wear, and galvanic corrosion when in contact with aluminum truck beds. These Bed Saver Rails are engineered to distribute the weight of the load more evenly, also to keep the hitch from laterally rotating out of its intended position.

Because these Bed Saver Rails absorb the vibration movement of the hitch, use a spray like WD-40 for the areas on top where the Hitch Base makes contact. An alternative to lube would be to use our Plastic Slide Kit. See accessories on page 13 for details.



ANNUAL MAINTENANCE

Inspect all hitch hardware to verify that it is securely fastened. Inspect set screws and bolts for tightness and general condition. When storing your SuperLite hitch, you should be sure that the coupler and hitch parts are lubricated with WD-40, or dry lube like our own Slip Plate brand spray (#33040301). Use wet lube for wear areas such as the contact area between the Hitch Base and the Bed Saver Rails where the paint may rub off and form rust. Cover the entire assembly to prevent accumulation of dirt, grime, and rust.

HEIGHT ADJUSTMENT

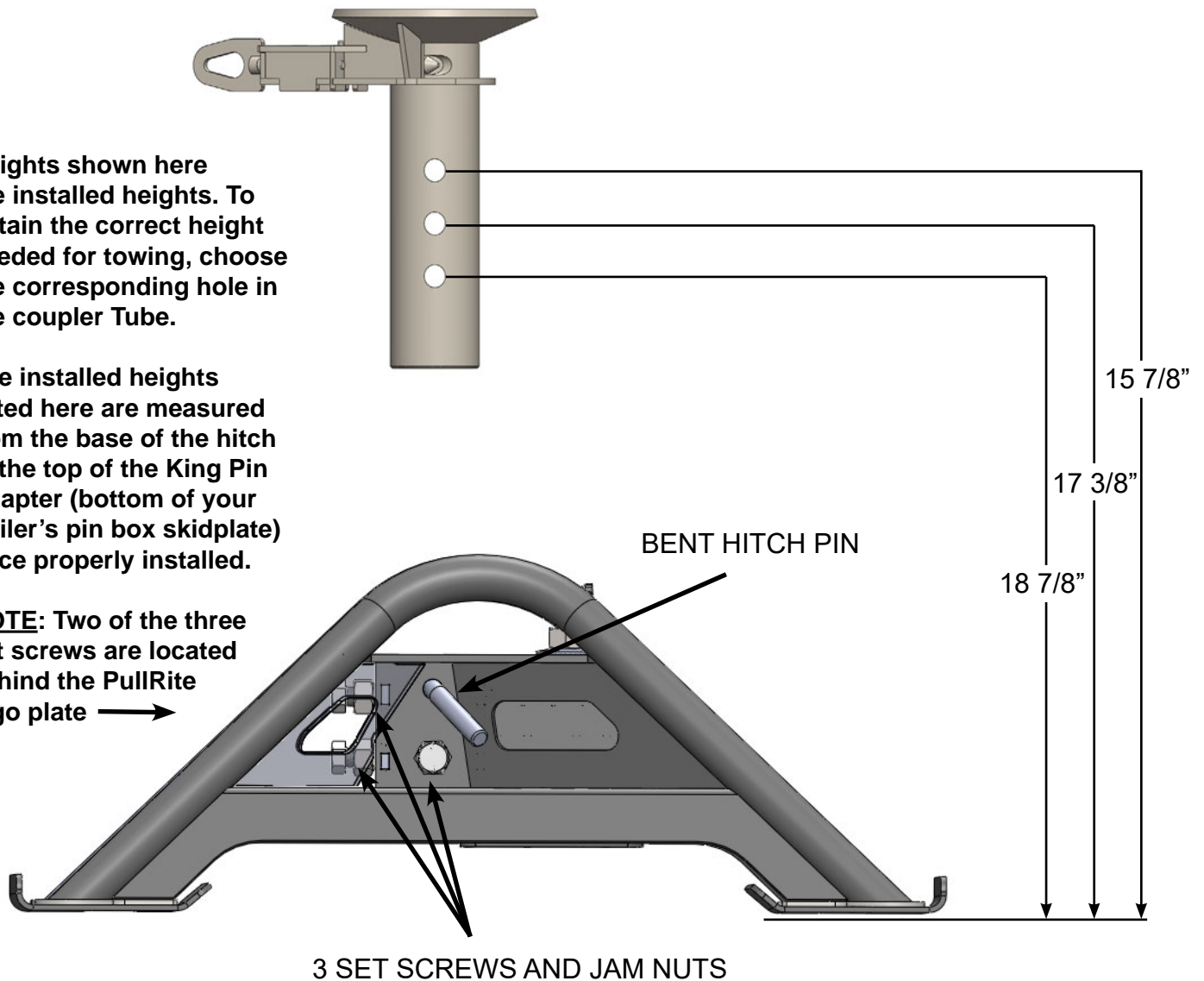
The #2600 SuperLite is height adjustable and can be set at three positions. Refer to the illustration below and the “#2600 Exploded View” drawing on page 10, following each step below to adjust your hitch’s height:

1. Loosen the three coupler jam nuts (7/8” socket) as well as the three coupler bolts (3/4” socket). It is not necessary to remove the bolts - just back out about two complete turns or until the coupler is loose in the base.
2. Remove the bent hitch pin and clip and adjust to the desired height.
3. Re-pin and clip.
4. Torque the three set screws first to 45 ft. lbs., then tighten the jam nuts to 45 ft. lbs. as well. *Over-tightening these set screws could cause damage to the base. Always torque properly.*

Heights shown here are installed heights. To obtain the correct height needed for towing, choose the corresponding hole in the coupler Tube.

The installed heights listed here are measured from the base of the hitch to the top of the King Pin Adapter (bottom of your trailer’s pin box skidplate) once properly installed.

NOTE: Two of the three set screws are located behind the PullRite logo plate →

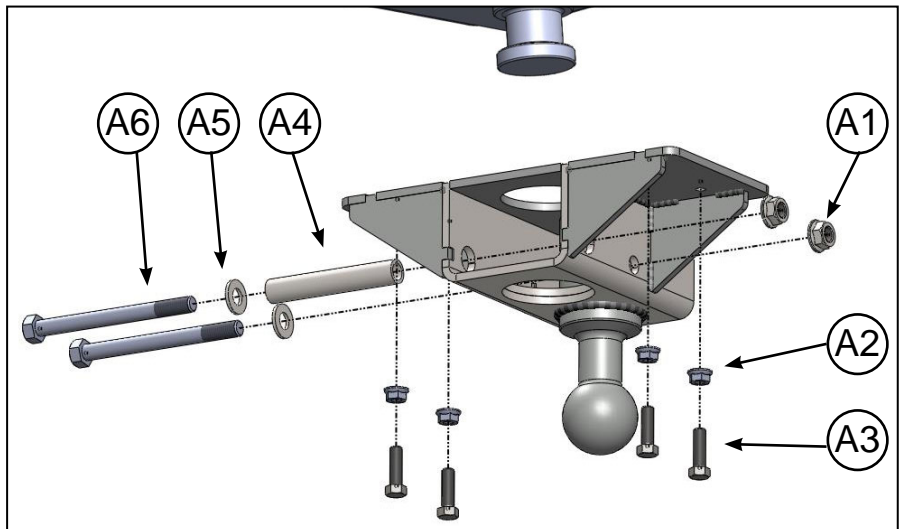


KING PIN ADAPTER INSTALLATION

1. Verify that the king pin is clean and free of burrs before installing the King Pin Adapter. Remove any burrs with a flat file. If you are having fit issues, see “Challenge vs. Solution” on page 11.

2. Slide the King Pin Adapter over the king pin and install one Adapter Plate Bolt {A6} and Flat Washer {A5} horizontally through the smaller cross hole nearest the hitch ball (right). Install 1/2” Flange Nut {A1} and hand tighten only.

3. Install the Adapter Bolt Reinforcement Tube {A4} through the larger cross hole in the Adapter Plate, then the remaining Adapter Plate Bolt and Flat Washer through this tube. Install nut and snug by hand.



4. The adapter can be installed with the hitch ball offset in two positions—either ahead or behind the king pin. Determine the position you would like installed; placing the hitch ball ahead of the king pin will add additional cab clearance during tight turns, but does not guarantee total cab clearance for short bed trucks. Likewise, placing the ball behind the king pin will reduce the trailer-to-cab clearance. Orient the King Pin Adapter appropriately and make sure it's aligned parallel with the king pin box.

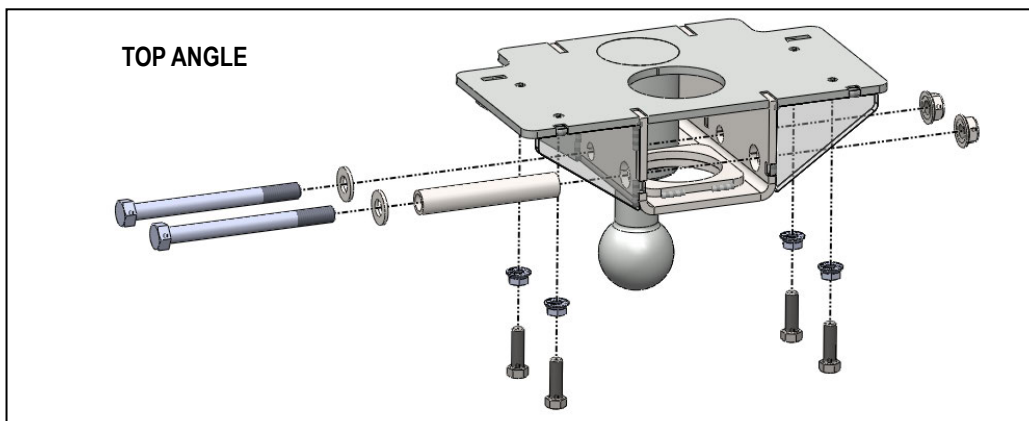
5. Tighten the four Adapter Plate Set Screws {A3} evenly with a 9/16” socket, and torque to 20 ft. lbs. The gap between the King Pin Adapter and the king pin box's skid plate may be uneven due to several conditions, e.g., concave or convex skid plate or a skewed king pin.

6. Tighten the four 3/8” Flange Nuts {A2} until tight (approximately 20 ft. lbs.)

7. Torque both Adapter Plate Bolts installed in Steps 2 & 3 to 75 ft. lbs.

8. Should you want to change the orientation of the adapter, it should only be necessary to loosen the Flange Nuts {A2} and Adapter Plate Set Screws, and rotate the Adapter Plate on the king pin. Loosening the remaining hardware should not be necessary most of the time.

NOTE: It is important that you check the tightness of the adapter set screws often, as they can begin to work themselves loose over a period of time from the normal stresses of towing.

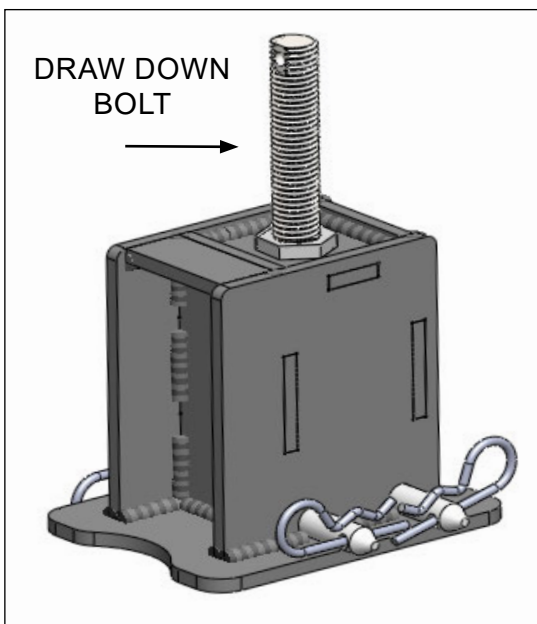


GOOSENECK RECEIVER INSTALLATION

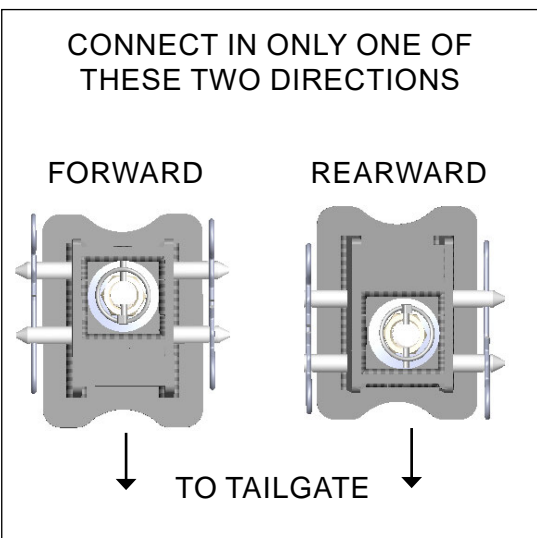
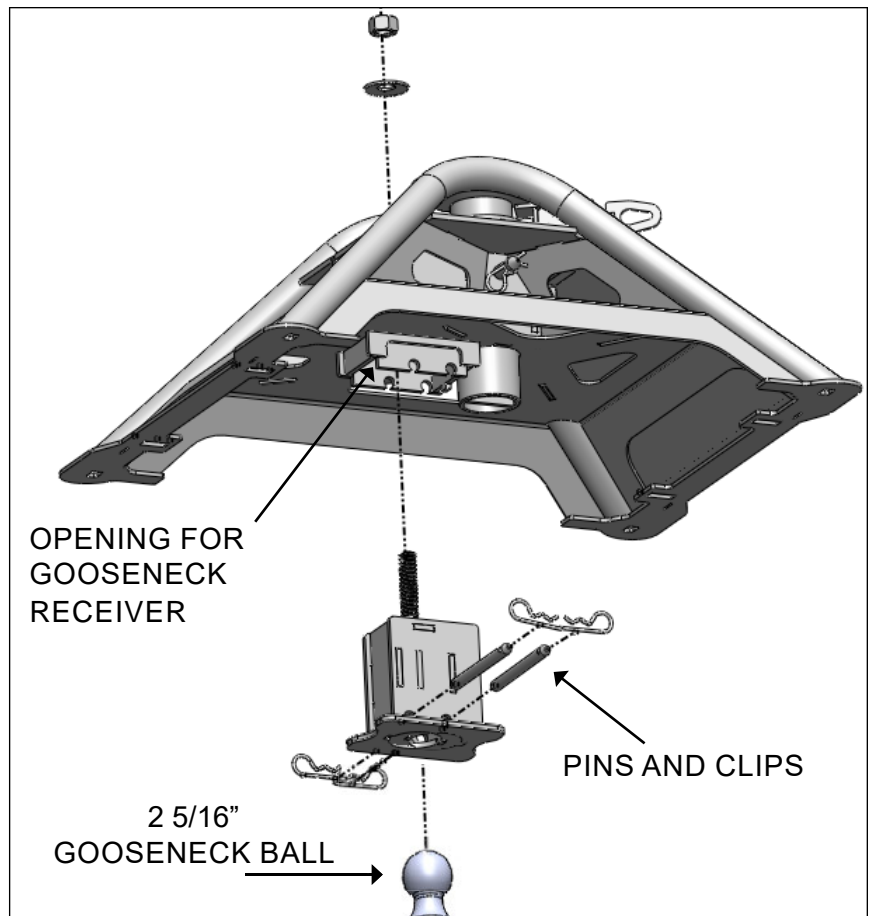
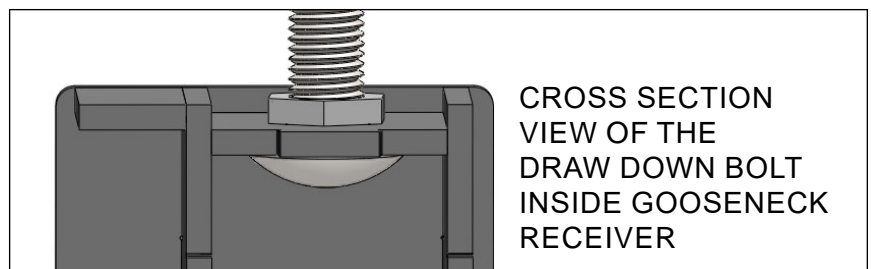
The Gooseneck Receiver is the box that fastens to the original equipment (prep kit) gooseneck ball or aftermarket gooseneck ball (2 5/16", 20,000 lbs rated) in the bed of the truck. Its purpose is to secure the connection of the hitch to the truck bed by way of the Draw Down Bolt (3/4" X 4" carriage bolt). The Gooseneck Receiver can be adjusted 1 inch in either the forward or rearward direction as needed. See the "ABOVE VIEW" diagram below left on this page.

1. Place Gooseneck Receiver over the ball in the truck bed as shown below. Connect with provided clevis pins through the (2) holes in the bottom of the Gooseneck Receiver. Then fasten hairpin clips through clevis pins on both sides.
2. Make sure Gooseneck Receiver is facing one of the two directions as shown in the "ABOVE VIEW" diagram to ensure the hitch is placed in the correct position.

GOOSENECK RECEIVER

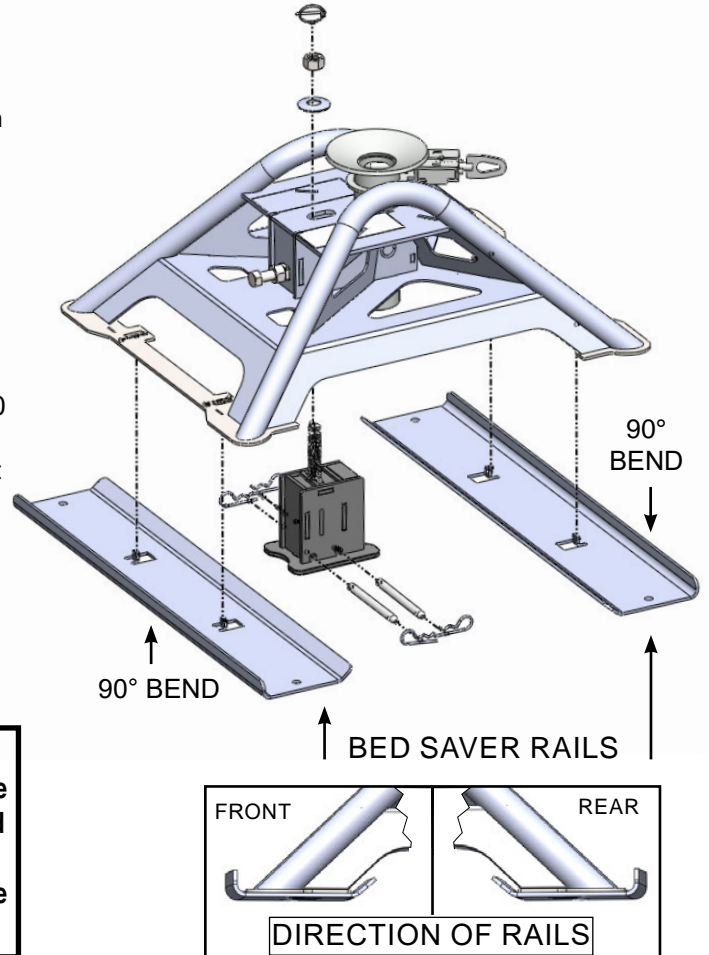


ABOVE VIEW

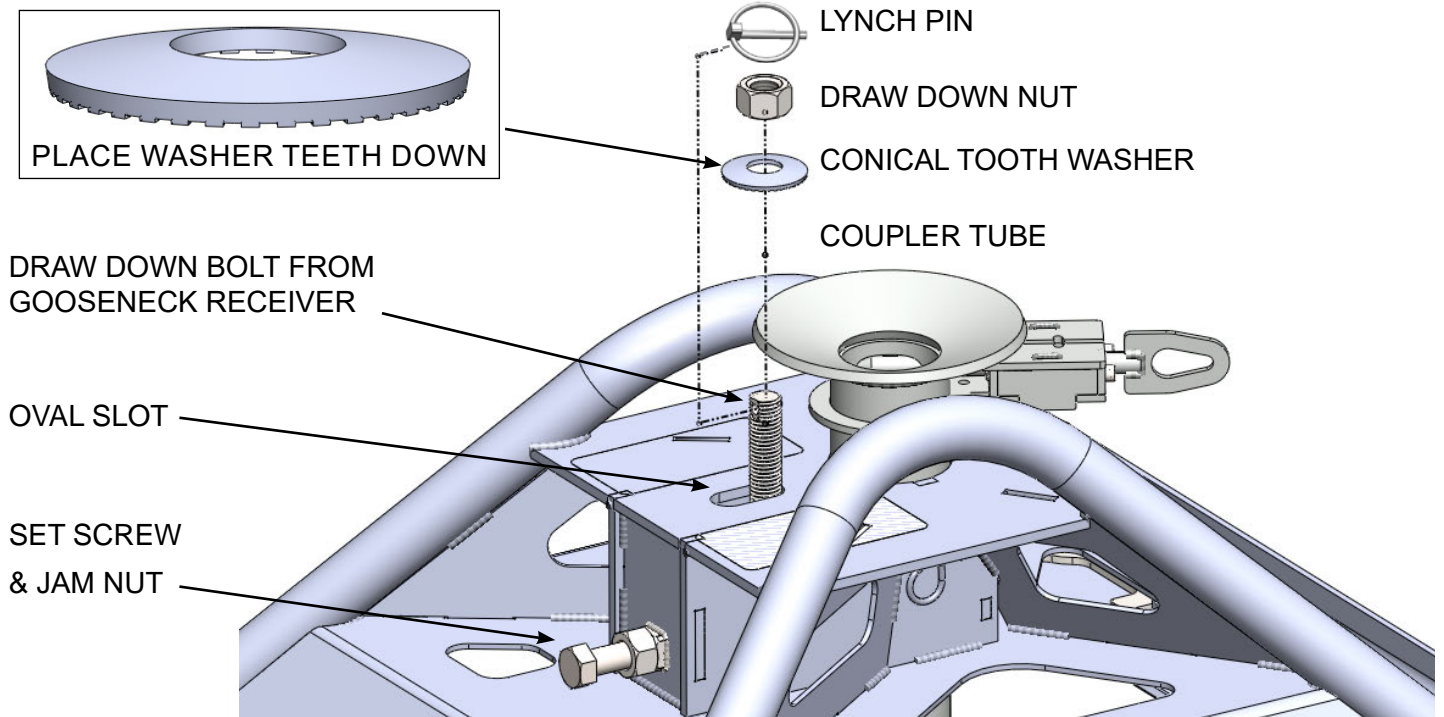


ATTACHING THE HITCH

1. Set the hitch over the Gooseneck Receiver with the PullRite logo plate facing the truck tailgate. Make sure that the Draw Down Bolt from the Gooseneck Receiver extends up through the oval slot in the top of the hitch near the Coupler Tube. Slide the Bed Saver Rails in place under hitch feet (**90° bend facing outward as seen in diagram at right**), and attach with clips. Once the hitch is seated, the next step is to fasten the hitch down to the truck bed.
2. Place the Conical Tooth Washer (teeth down) over the Draw Down Bolt to the hitch, and then thread on the Draw Down Nut. Use a torque wrench to tighten the nut to 60 foot pounds. As an extra measure of security, insert the provided lynch pin through the hole in top of Draw Down Bolt above the nut and snap ring over into the lock position.
3. Locate the set screw and jam nut on the front of the hitch facing the truck cab. Tighten the set screw to 45 foot pounds using a torque wrench, and then snug tighten the jam nut. Make sure hitch is tight against the truck bed.



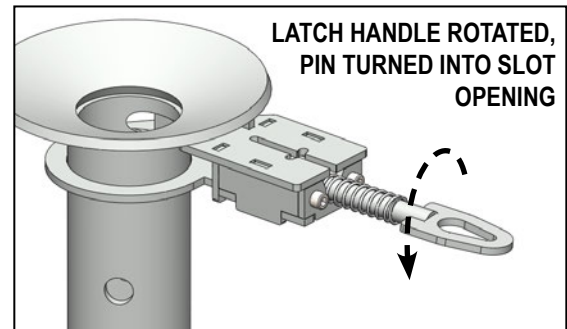
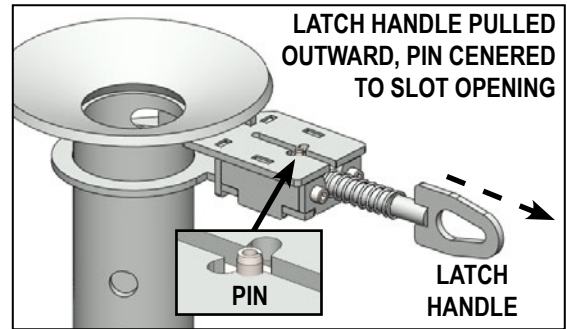
Warning: The Draw Down Bolt and fasteners are the only bolt holding your hitch in place, care should be given to make sure that each time you install your hitch, you have inspected each fastening element for wear, corrosion, crossed threads or any unusual appearance. you should also check the torque of the Draw Down Nut between each use.



HITCHING

WARNING: Never perform any of the following actions while any part of a person is between the vehicle and trailer.

1. Verify that the Latch Handle is pulled outward and rotated (left or right) into the latched open position (right). Damage could result should you attempt to hook up with the latch pin in the closed position.
2. Lower the trailer landing gear high enough to raise the ball above the top of the coupler funnel.
3. After lowering your truck tail gate, back the truck under the kingpin adapter to orient the ball above the funnel coupler (make sure there is space to completely back your truck into hitching position with the tailgate down). It is not necessary to be completely centered over the coupler, as long as the center of the ball is inside the diameter of the "funnel". The ball should slide toward the coupler tube when the trailer jacks are retracted.
4. Lower the trailer landing gear so the ball drops into the hitch coupler. The ball must be fully seated in the coupler to allow the latch mechanism to close properly.
5. Once the weight of the trailer is supported by the tow vehicle, use the latch handle to rotate the latch pin so that it retracts into the locked position. Do not forget this step.

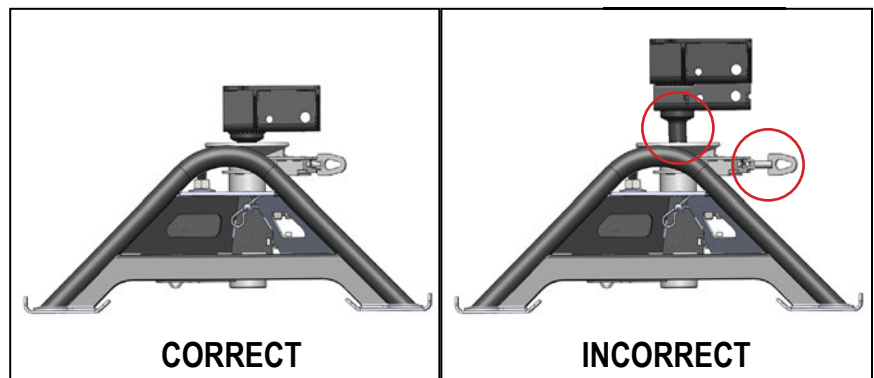


SAFETY CHECKS PRIOR TO TOWING

1. Prior to towing, it is imperative to know if are hooked up and the lock pin is engaged:

- First, check the height of the King Pin Adapter; if seated properly below the Latch Pin, it will sit at the correct height (top left). If it's sitting higher than it should, you've either not lowered your trailer enough, or it's sitting on top of the Latch Pin inside the Coupler Tube.

- Second, check the Latch Handle. If it is pulled outward in the open position, you've not secured the Lock Pin over the ball of the King Pin Adapter (top right).



2. Raise the trailer jack base plates just above the ground, lock your trailer brakes, then pull the tow vehicle slowly forward putting a strain on the trailer.
3. When you are assured that the trailer is safely hooked up, raise your trailer jacks into their fully retracted position.

FAILURE TO PERFORM THESE SAFETY CHECKS MAY RESULT IN DAMAGES TO TRUCK AND TRAILER.

UNHITCHING

WARNING: Never perform any of the following actions while any part of a person is between the vehicle and the trailer.

1. Once you have the trailer located and are ready to unhitch, block the trailer wheels so it will not roll back or forward.
2. Pull the Latch Handle towards the rear of the vehicle and rotate either clockwise or counterclockwise into the slotted opening as you did in the “Hitching” section. The latch pin must be retained in the open position to release the adapter ball from the tube.
3. Extend the trailer jacks until the ball is fully removed from the Coupler Tube and above the top of the coupler funnel.
4. After lowering the truck’s tailgate, disconnect the trailer’s electrical cord and break-away switch cable, then pull forward.

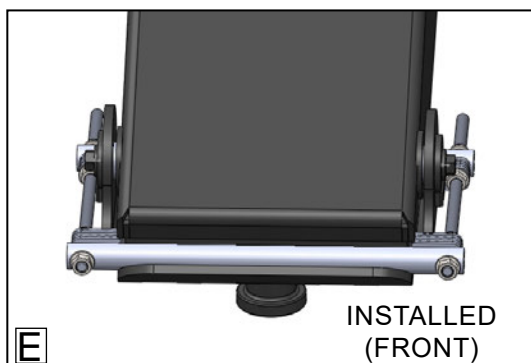
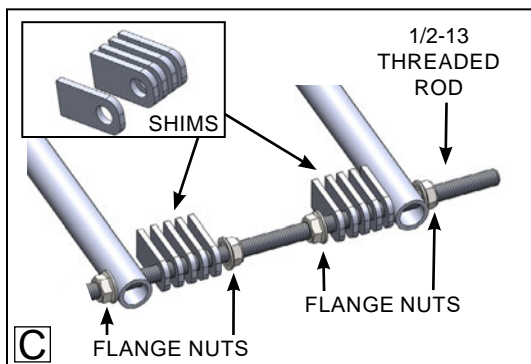
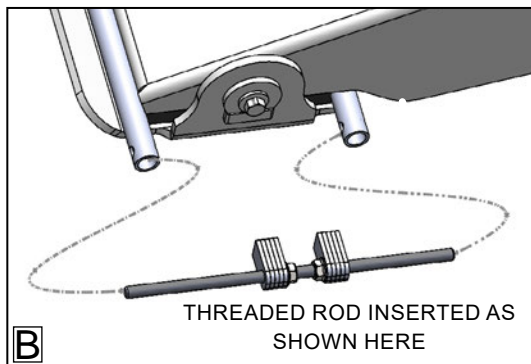
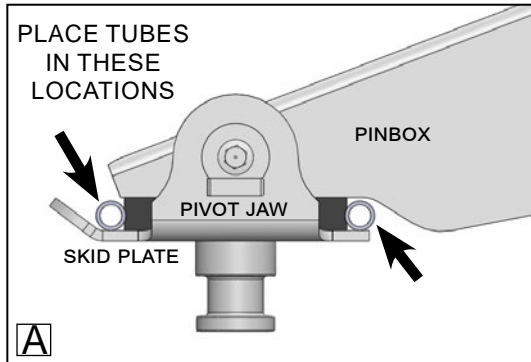
CAUTION: If you find it necessary to reposition your trailer, you must follow the hitching procedures to ensure the hitch is latched before moving the trailer.

CHALLENGE VS. SOLUTION

CHALLENGE	SOLUTION
Cannot open the Latch Pin.	Should only be restricted if trailer is applying pressure to the pin. Raise trailer jacks to relieve ball pressure against pin.
My King Pin Adapter isn’t fitting well over the king pin.	Paint or “crud” build-up on the upper flange of the king pin (particularly near the junction of the king pin and skid plate), bent, skewed, or king pins that are too long or too short can cause a poor fit. Contact PullRite’s Customer Service Dept. at (800) 443-2307 and we will give you suggestions what you can do to correct these problems.
Trailer overhang is hitting the truck bed rails when the trailer and truck are at sharp angles.	Raise or lower the hitch coupler height and/or lower the king pin box. There should be at least 6” between the top of the bed rails and bottom of the trailer.
The latch handle mechanism seems too stiff to operate.	Spray the locking mechanism with WD-40. Work the handle until it slides freely. If the problem persists, you may need to degrease and re-lube all working parts.
I need to have a professional evaluate my SuperLite 2600.	Contact PullRite’s Customer Service Dept. at (800) 443-2307. Your needs will be assessed and resolved by PullRite or you will be directed to an authorized PullRite Service Center.

ROTA-FLEX PINBOX RUBBER ISOLATOR

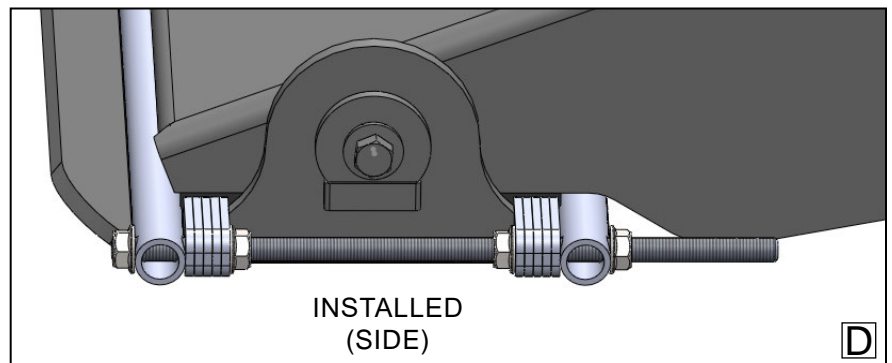
In the case that you use a Rota-Flex pinbox or similar design, the rubber block inside the pinbox has a tendency to work its way out of place while towing with the SuperLite hitch. PullRite's Pinbox Rubber Isolator (Part # 4446) restricts and keeps the rubber block in place.



INSTRUCTIONS TO INSTALL THE KIT

1. Install tubes. Place one tube in front of the pivot jaw, centered side to side and resting on skid plate {fig. A}. Slide the other tube in between the pinbox and skid plate at the rear of the pivot jaw. Align the pre-drilled holes in both tubes, front to back.
2. Apply a flange nut onto one threaded rod, making sure the flange is facing outward from the rod's center. Spin the flange nut to roughly the middle of the threaded rod. Place (5) shims onto the rod {fig. B}. Repeat this process for opposite end of the threaded rod.
3. Insert threaded rod end into the hole on the inside of the back tube, and then slide into the holes on the front tube {fig B} with enough thread protruding to screw on a flange nut facing inward. Screw on another flange nut facing inward on the opposite end of rod. Repeat this step and step # 2 with the threaded rod for the opposite side of the pinbox. Note the order of the hardware {fig.C}.
4. Rotate the shims so that they are resting on the skid plate between pivot jaw and tubes. Tighten the inner and outer flange nuts on one end with two open end wrenches until they are snug against the tubes. Repeat on other end and opposite side.
5. Inspect to make sure unit is tight overall.
6. Torque 1/2-13 flange nuts to 47 foot lbs.

A properly Installed kit should be tightly braced and will look like {fig. D} and {fig. E} below.



AN UPGRADE VERSION OF THIS RUBBER ISOLATOR (PART #4447) IS AVAILABLE, SEE NEXT PAGE FOR THESE & OTHER SUPERLITE ACCESSORIES.

RELATED ACCESSORIES

PullRite offers these excellent accessories for towing with the #2600 hitch. These products are American made and available now through PullRite dealers.

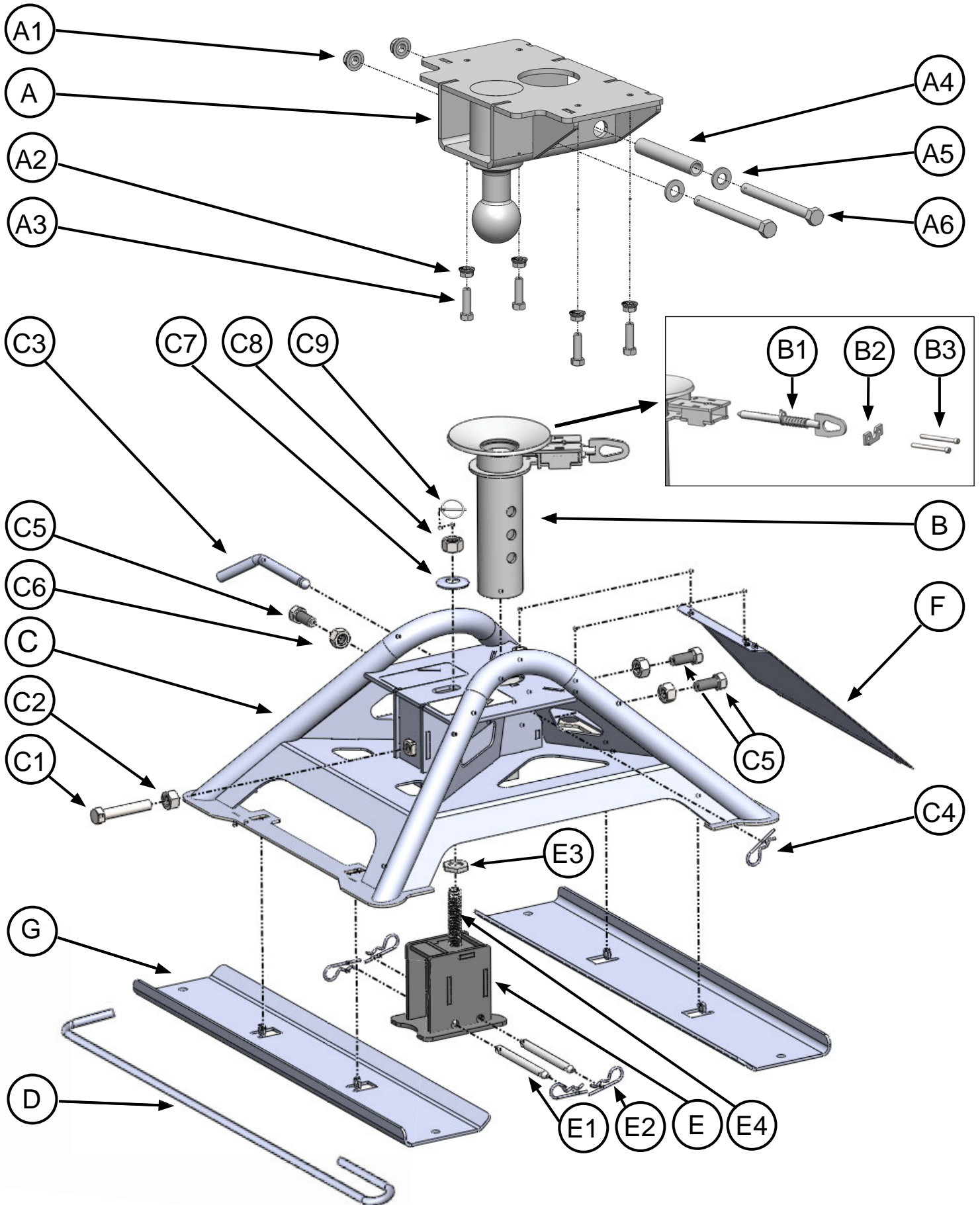
IMAGE	DESCRIPTION	PART #
	<p>30K OE Series Gooseneck Ball</p> <ul style="list-style-type: none"> -Fits truck's factory-equipped Tow Prep Package. -American made with patented TwistLock technology. -Zinc finish 	4436
	<p>30K OE Series Gooseneck Ball w/ Plate</p> <ul style="list-style-type: none"> -Fits truck's factory-equipped Tow Prep Package. -American made with patented TwistLock technology. -Hard nickel finish resistant to scratches. 	4437
	<p>30K OE Series Gooseneck Ball Chain Plate</p> <p>A companion piece for the OE Series Gooseneck Ball.</p>	4438
	<p>20K SuperLite Gooseneck Trailer Adapter</p> <p>Easy to install adapter for a horse trailer, or any gooseneck-type trailer</p>	4443
	<p>Pinbox Rubber Isolator</p> <p>Keeps rubber on Rota-Flex pinboxes from working its way out of place when towing with the #2600</p>	4446
	<p>Pinbox Rubber Isolator</p> <p>A stronger and easier to install upgrade of the #4446</p>	4447
	<p>SlipPlate Dry Graphite Lubricant Spray</p> <p>Case of 12 - 12 ounce cans</p> <p>(Single 12 ounce can - #33040301)</p>	330403
	<p>Lube Plate Kit for Bed Saver Rails</p> <p>Eliminates the need for lubricant where the rails make contact with the hitch</p>	2618

TORQUE TABLE

Apply these torque specifications for the corresponding items listed below upon installation and subsequent inspections of the #2600. See parts list (pg. 17) for identification of items listed on this table.

HARDWARE	SIZE	TORQUE SPECS
LATCH PIN HOUSING SET SCREWS	1/4"	5 FT. LBS - FACTORY ASSEMBLED
ADAPTER PLATE SET SCREWS	3/8"	20 FT. LBS - BOTH BOLT AND SET NUT, MUST BE TORQUED <u>BEFORE</u> TORQUING ADAPTER PLATE BOLTS
ADAPTER PLATE BOLTS	1/2"	75 FT. LBS - TORQUE AFTER ADAPTER PLATE SET SCREWS
COUPLER TUBE SET SCREWS	5/8"	45 FT. LBS - THREE BOLTS AND SNUG TIGHTEN NUTS
DRAW DOWN NUT	3/4"	60 FT. LBS - HITCH TO GOOSENECK RECEIVER
GOOSENECK RECEIVER SET SCREW	5/8"	45 FT. LBS - ONE BOLT AND SNUG TIGHTEN NUT

#2600 EXPLODED VIEW



#2600 PARTS LIST

ITEM	NAME	PART NO.	QTY	DESCRIPTION
A	KING PIN ADAPTER	2403	1	
B	COUPLER TUBE ASSEMBLY	2402	1	
C	BASE HITCH	2601	1	
D	RELEASE HANDLE	2405	1	
ADAPTER PLATE HARDWARE KIT				
A1	1/2" FLANGE NUT	98150201	1	1/2-13" SERRATED FLANGE NUT
A2	3/8" FLANGE NUT	98150168	1	3/8-16" FLANGE NUT
A3	ADAPTER PLATE SET SCREWS	98010222	1	3/8-16 X 1.25" HCS
A4	ADAPTER PLATE REINFORCEMENT TUBE	24030201	1	0.75 X 0.531 TUBE
A5	FLAT WASHER	98250147	1	1/2" FW
A6	ADAPTER PLATE BOLT	98010203	1	1/2-13 X 5 1/2 HCS GRD 5
LATCH PIN ASSEMBLY				
B1	LATCH HANDLE	240205	1	HANDLE AND SPRING
B2	LATCH PIN HOUSING COVER	24020601	1	
B3	LATCH PIN HOUSING SET SCREW	98410236	2	1/4-20 X 2.75" SHCS ZINC
BASE HARDWARE KIT #260204				
C1	GOOSENECK RECEIVER SET SCREW	98010216	1	5/8-11 X 3 1/2 HCS
C2	GOOSENECK RECEIVER SET JAM NUT	98150176	1	5/8-11 JAM NUT
C3	COUPLER TUBE PIN	010019	1	5/8 PIN - 0.625 DIA.
C4	COUPLER TUBE CLIP	98410143	1	HAIRPIN CLIP
C5	COUPLER TUBE SET SCREW	98010231	3	5/8-11 X 1 1/2 HCS
C6	COUPLER TUBE SET NUT	98150176	3	5/8-11 JAM NUT
C7	CONICAL TOOTH WASHER	98200173	1	3/4 CONICAL TOOTH WASHER
C8	DRAW DOWN NUT	98150131	1	3/4-10 HEX NUT
C9	LYNCH PIN	98410525	1	SNAP RING LYNCH PIN
GOOSENECK RECEIEVER AND HARDWARE KIT				
E	GOOSENECK RECEIVER	260202	1	
E1	SUPERLITE RELEASE PIN	26020206	2	5/8 PIN - 0.625 DIA.PINS
E2	SUPERLITE RELEASE PIN CLIPS	98410143	4	HAIRPIN CLIP
E3	PALNUT	98410526	1	3/4 - 10 - 6 NOTCH PALNUT
E4	DRAW DOWN BOLT	26020207	1	3/4-10 X 4" CARRIAGE BOLT GRADE 5
FRONT PLATE				
F	FRONT PULLRITE LOGO PLATE	260203	1	
BASE RAILS				
G	BED SAVER RAILS	26030101	2	

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