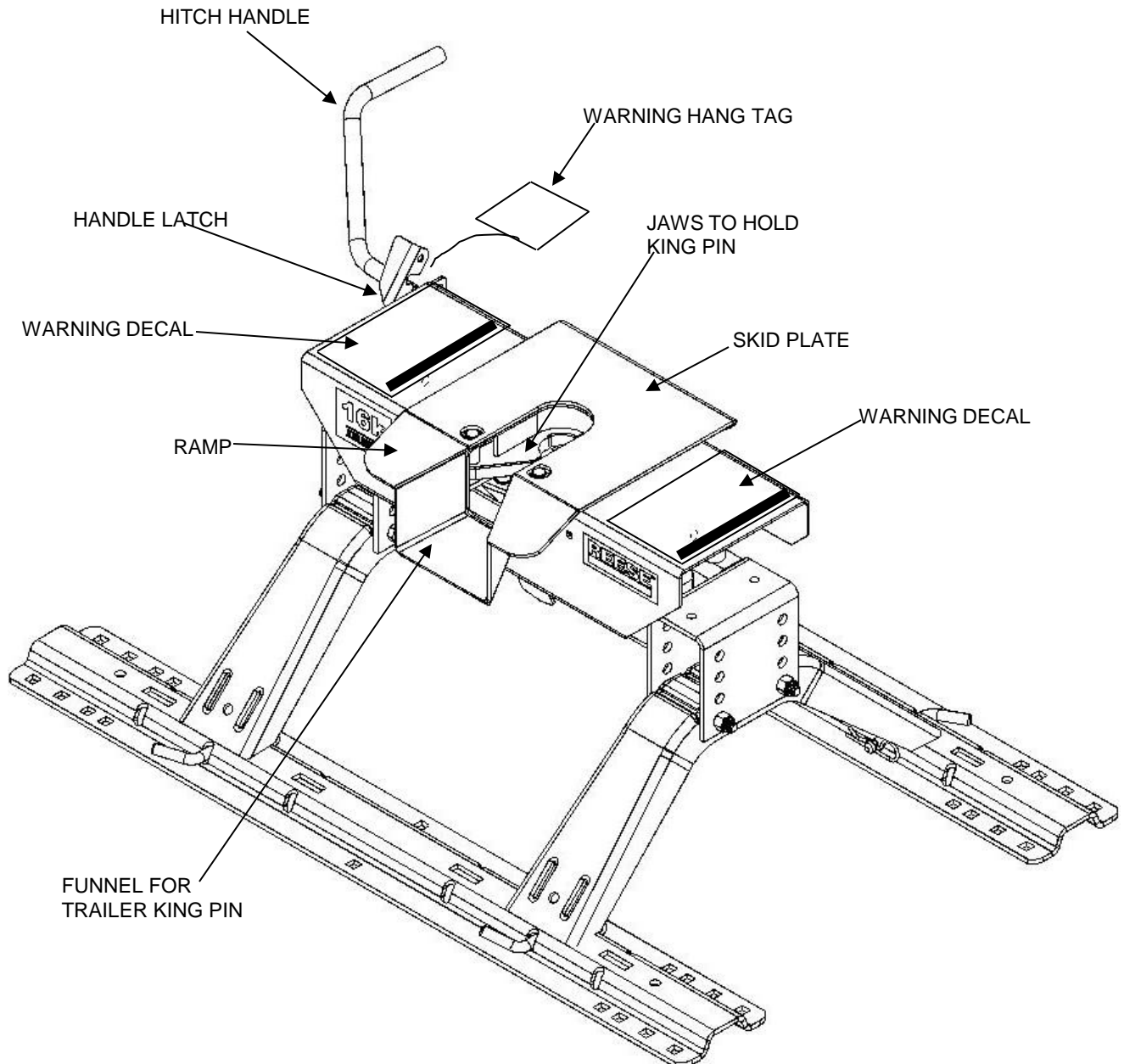


### DEALER/INSTALLER:

- (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.



**⚠ WARNING:**

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

**INDEX**

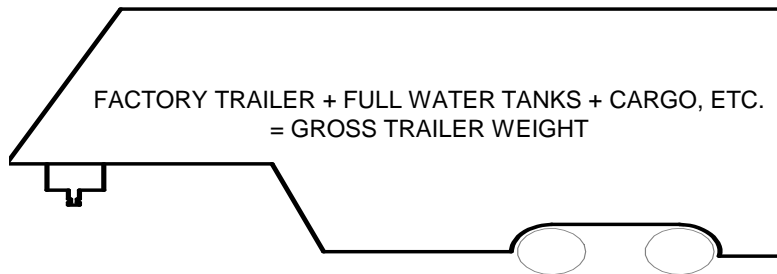
1. GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER	P. 2
2. ASSEMBLY INSTRUCTIONS	P. 4
3. BEFORE EACH TRIP	P. 5
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**GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER**

**⚠ WARNING:**

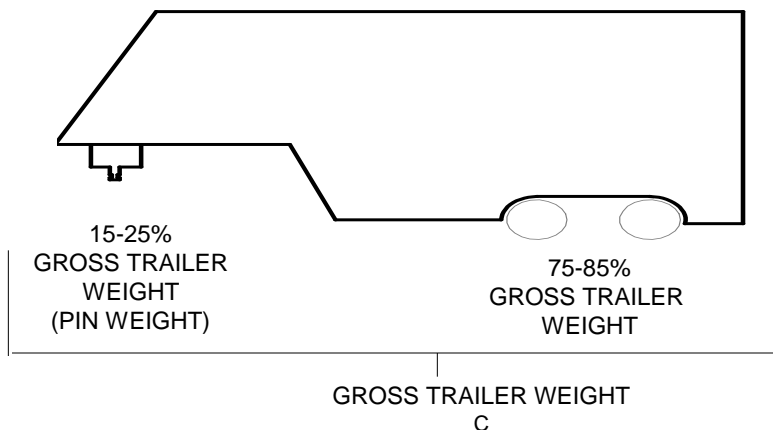
- Trailer and its contents together must not exceed truck, hitch and/or trailer tow ratings.
- Towing vehicle must have a manufacturer's rated towing capacity equal to or greater than the gross trailer weight (dry weight of the trailer plus payload of the trailer). (See Fig. 1)
- Gross weight of trailer must not exceed 16,000 pounds.
- King pin weight must not exceed 4,000 pounds (See Fig. 2). If in doubt have king pin weight measured by qualified facility.

**Fig. 1**



1. Reese 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 Reese's Engineering Department.
2. Use only a SAE 2-inch kingpin with your Reese Fifth Wheel Hitch.
3. Approximately 15%-25% of trailer weight should be on hitch (Pin Weight). See Fig. 2.

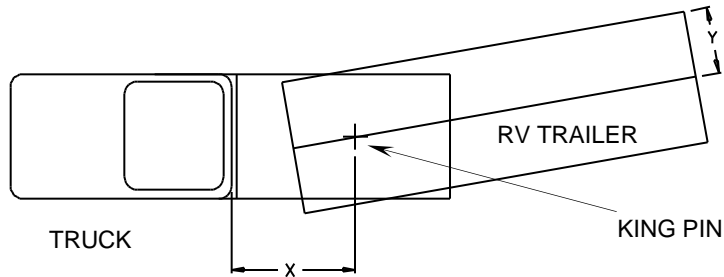
**Fig. 2**



4. Trucks come in many different configurations. Reese hitches are designed for use in light trucks such as the Ford F-Series, the Chevy Silverado and the Dodge Ram. Reese recommends the use of long bed (8ft) light trucks for the best combination in truck - trailer turning clearance.

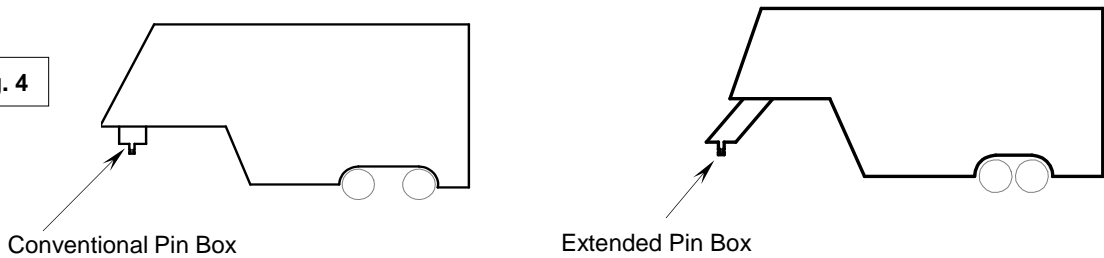
Rule of thumb: The distance from the back of the truck cab to the center of the rear truck axle ("X" in Fig. 3), should be approximately 4 inches greater than one-half the trailer width ("Y" in Fig.3)

Fig. 3



5. If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, Reese 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 Reese Kwik-Slide (**Part # 30048**) for increased turning clearance for low speed, non-highway maneuvering.

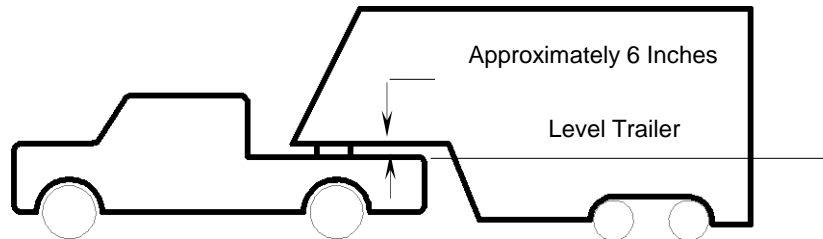
Fig. 4



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

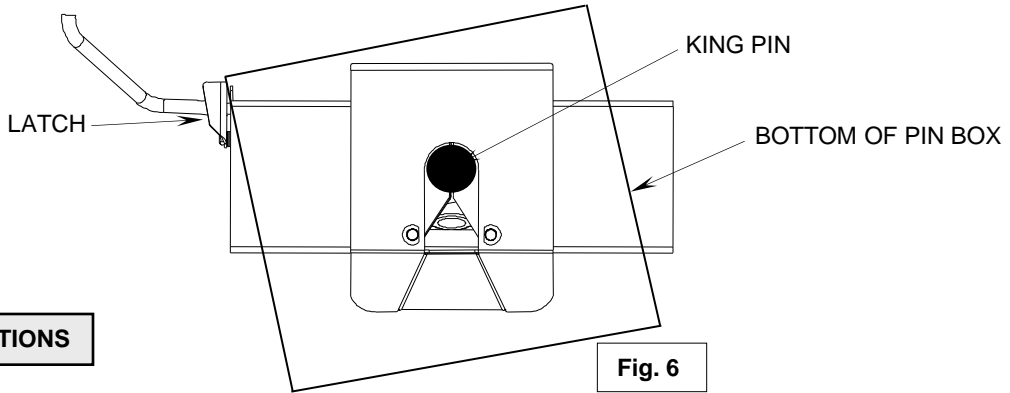
6. The height of the hitch and the pin box should be adjusted so the trailer is approximately level as it is towed. Allow approximately 6 inches clearance between the top of the pickup walls and the underside of the front of the trailer for pitch and roll of the trailer. (See Fig. 5). Allow more clearance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

Fig. 5



**⚠ WARNING:**

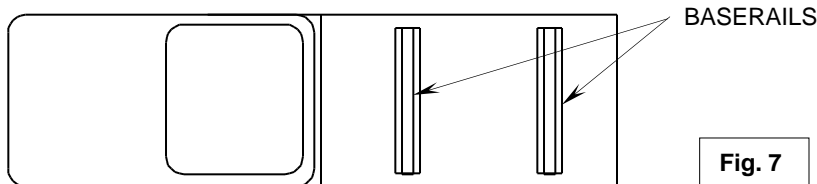
**Do Not** use this hitch for towing a trailer with a pin box that could come into contact with or interfere with the latch for the hitch handle when turning! (See Fig. 6) If the pin box contacts the hitch handle or its latch when turning, the trailer may become unhitched.



**⚠ 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. 20 on back page. Numbers in parentheses refer to parts in Fig. 20.
2. 5th Wheel Kit is contained in two cartons. Unpack and become familiar with parts on parts list. Base rails, brackets and hardware are in separate kit (part no. 30035) with separate Installation Instructions for Fifth Wheel Rail Mounting Kit.
3. Place two base rails (25) across bed of truck (See Fig. 7). Select one leg (28) and place tabs through the middle rectangular slot 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 retaining 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 (32), (with heads toward inside as shown) and lock nuts (33).
5. Torque 1/2" nuts to 75 lb. ft.
6. Install base rails and mounting brackets as described in "Installation Instructions for 5th Wheel Rail Mounting Kit," Part # 30035.

**⚠ WARNING**

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

7. Lubricate yokes (37) in head support with heavy oil.
8. Install outer tubular handle (35) over solid inner handle (17) and pin together with cotter pin (34). Bend cotter pin to hold in place. Check that latch bolt (19) is snug. Do not over tighten (latch (18) must be able to move with firm hand effort). Check to see that all snap rings (16) are in place.
9. Install rubber stopper (42) onto head support (27) using #8 machine screws and #8 nuts. Install one stopper on the right side of head support and one on the left. See figure 10 on page 6 for details.
10. Place head assembly (26) into head support (27) and secure with pivot pin (30). Insert klik-pin (31) into pivot pin (30).

#### BEFORE EACH TRIP:

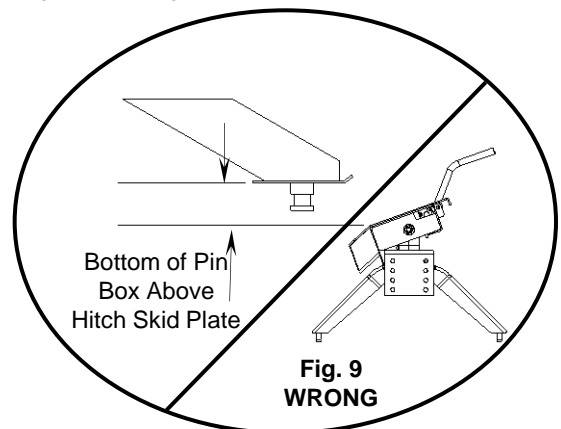
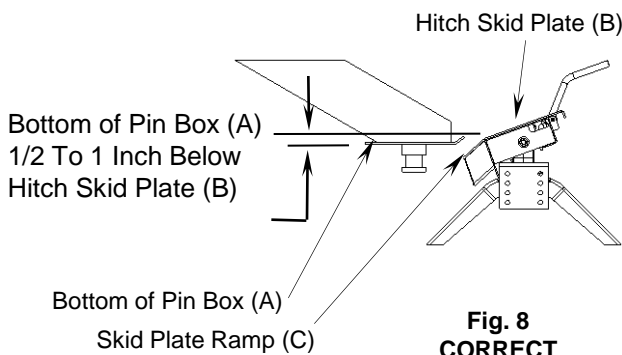
1. Lubricate skid plate surface of the hitch (see figure on cover of Manual) with automotive type chassis grease or use a plastic lube plate to provide a lubricated surface. Use engine oil to lubricate pivot points of moving parts within the hitch.
2. Plastic lube plates (Reese No. 74295) can be used to avoid messy grease. The plastic lube plate must not exceed 3/16 of an inch in thickness to ensure hitch will operate properly. Lube plates must be 10 inches in diameter or larger to properly distribute king pin weight.
3. Before each trip or maneuver, operate the handle and check that the jaws open and close freely.
4. See that all hitch pull pins (# 11 on Fig. 19) are in place and the spring retaining pins (#12 on Fig. 19) are installed.

#### HITCHING PROCEDURE:

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

**⚠ WARNING:**  
**FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DEATH OR SERIOUS INJURY.**

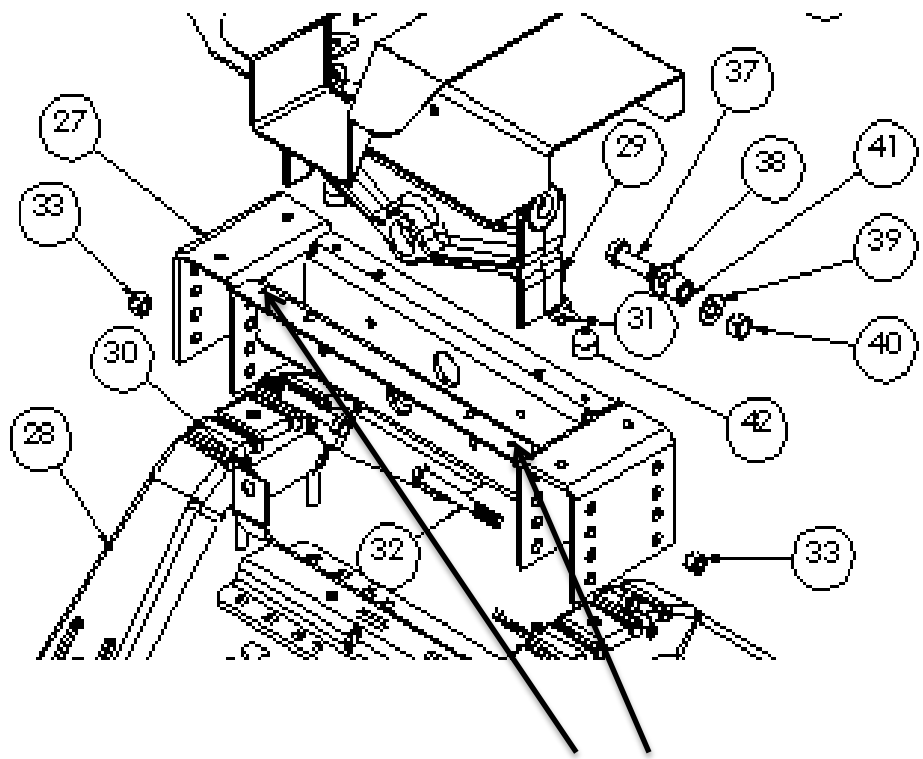
1. Place blocks (sometimes called “chocks”) firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion. DO NOT REMOVE BLOCKS UNTIL EACH OF THE FOLLOWING STEPS AND THE PULL TEST HAVE BEEN COMPLETED. Lower tailgate if necessary.
2. Using trailer jacks, adjust trailer height following the directions in the trailer manual so that bottom of trailer pin box (“A” in Fig. 6) is ½ to 1 inch below skid plate (See “B” in Fig. 8). During the hitching maneuver, the bottom of the trailer pin box should come in contact with skid plate ramp (“C” in Fig. 8).



#### **⚠ WARNING:**

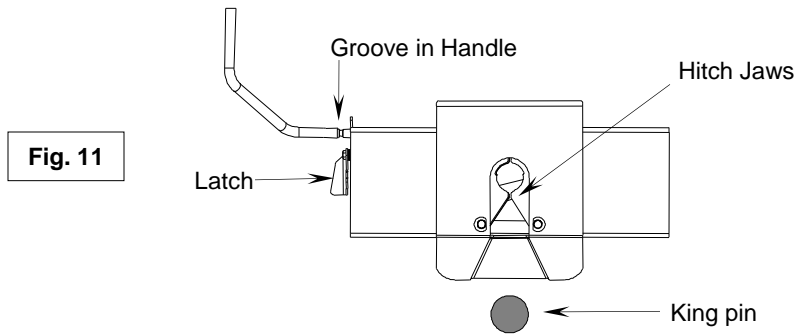
Failure to follow this instruction may result in king pin being too high and coming to rest on top of closed jaws or not completely inside jaws. (See Fig. 9). This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone is under the trailer or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

Fig. 10

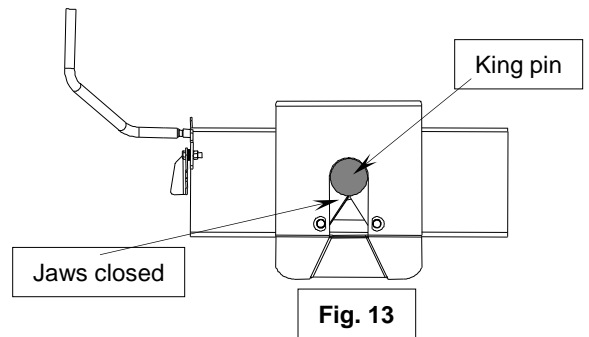
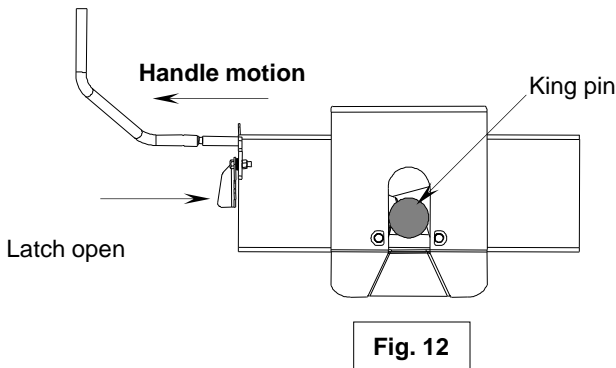


#8 screw here with  
rubber stopper and nut

3. Rotate latch (see Fig. 11) toward trailer and free of groove in handle. NOTE: Hitch jaws will not open and proper hitching cannot occur if latch is in handle groove.



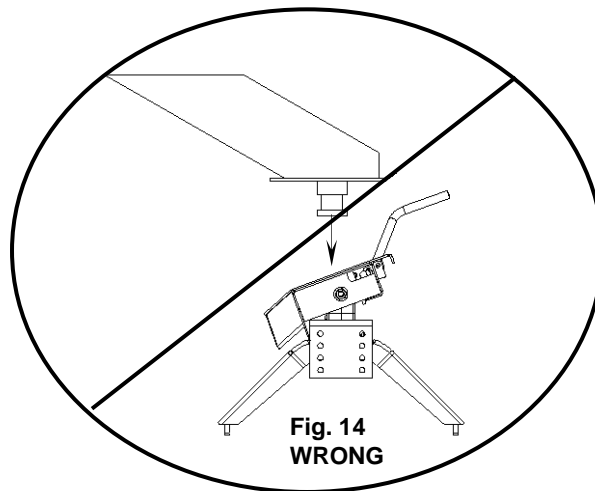
4. With handle in the closed position (See Fig. 11), back truck slowly into trailer. As the trailer king pin enters the hitch it will push the hitch jaws open and extend the handle (See Fig. 12). As king pin completely enters head, jaws will spring closed around king pin and handle will return to the closed position. (See Fig. 13)



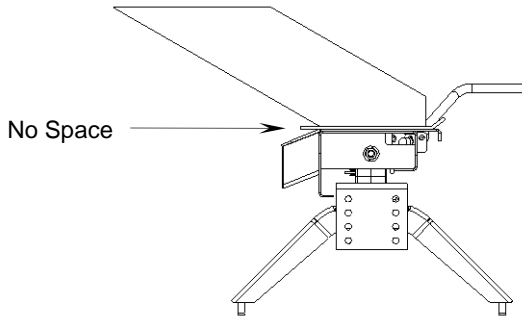
5. Use only the method described above for hitching.

 **WARNING:**

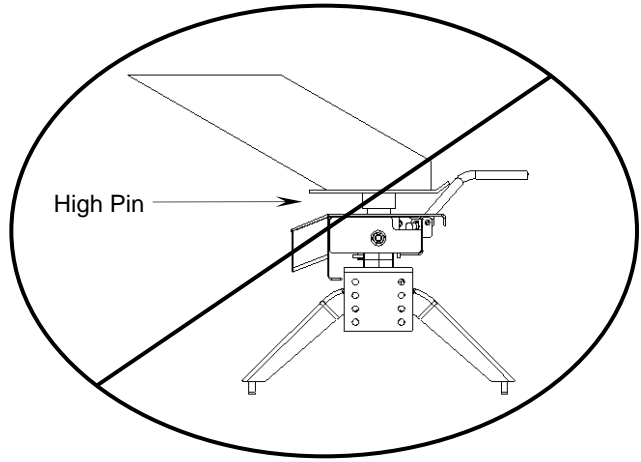
Do not attempt to hitch by using trailer jacks to lower trailer and king pin. This could result in king pin coming to rest on top of skid plate instead of within hitch opening where jaws are located. King pin could slide off hitch and trailer could drop, resulting in death or serious injury (See Fig. 14).



6. With all trailer wheels still firmly blocked, 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. 15). If space exists, (See Fig. 16) 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!**

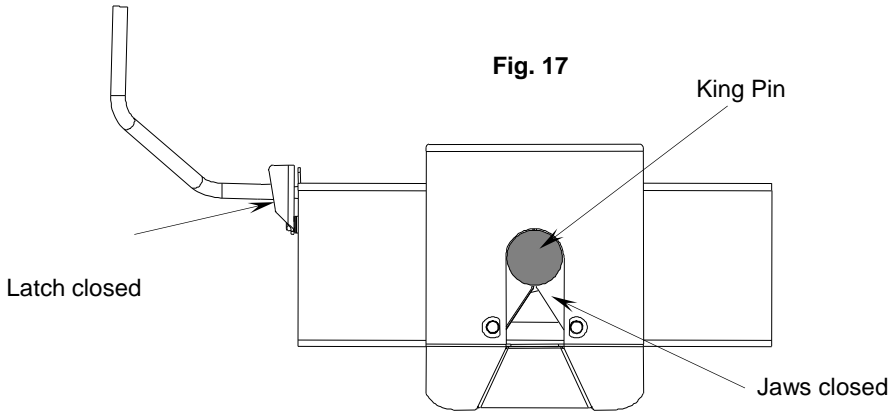


**Fig. 15  
CORRECT**



**Fig. 16  
WRONG**

7. Rotate latch for hitch handle to closed position in groove of handle to be sure hitch jaws are locked closed. **IF LATCH IS NOT ALIGNED WITH GROOVE IN HANDLE, TRAILER HAS NOT BEEN PROPERLY CONNECTED TO HITCH. DO NOT TOW!** Repeat above steps until trailer is properly hitched. (See Fig. 17)



**Fig. 17**

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; and
- Truck stationary and with emergency brake on:

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 landing 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:

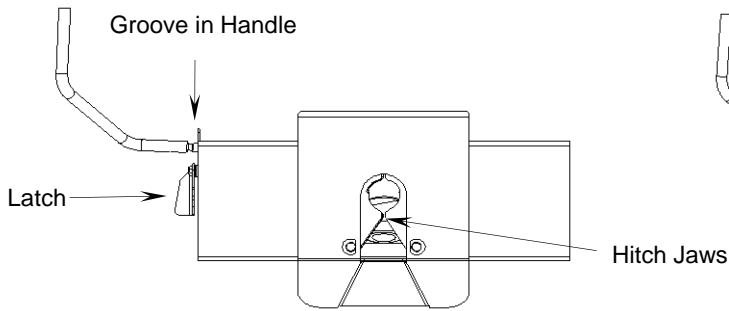
1. Place blocks firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion.
2. Using trailer jacks, lower trailer landing gear following the directions in the Trailer Manual until feet of landing gear are resting on firm ground.
3. Make sure truck is in park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

### **WARNING:**

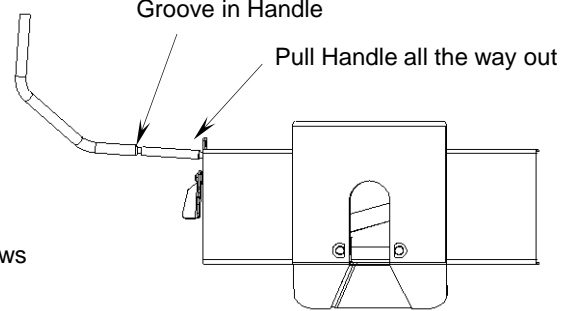
Trailers that are not stable or properly hitched can fall and kill you! To avoid death or serious injury:

- 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. Rotate latch for hitch handle toward trailer and free of groove in handle. (Fig. 17 on next page)
7. Pull hitch handle out completely until it latches in open position so that king pin is no longer securely grasped by hitch jaws (See Fig. 19 on next page). Trailer is now free from hitch and truck. If handle does not pull out, there is probably pressure against the jaws. To relieve this pressure, back the truck slightly. Reset truck emergency brake. Then pull hitch handle out completely until it latches in open position. (See Fig. 19)



**Fig. 18**



**Fig. 19**

8. 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!

9. Close hitch jaws by pushing handle forward and up.  
**(Spring will close jaws.)**

10. KEEP WHEEL BLOCKS IN PLACE. This will keep trailer from moving unexpectedly

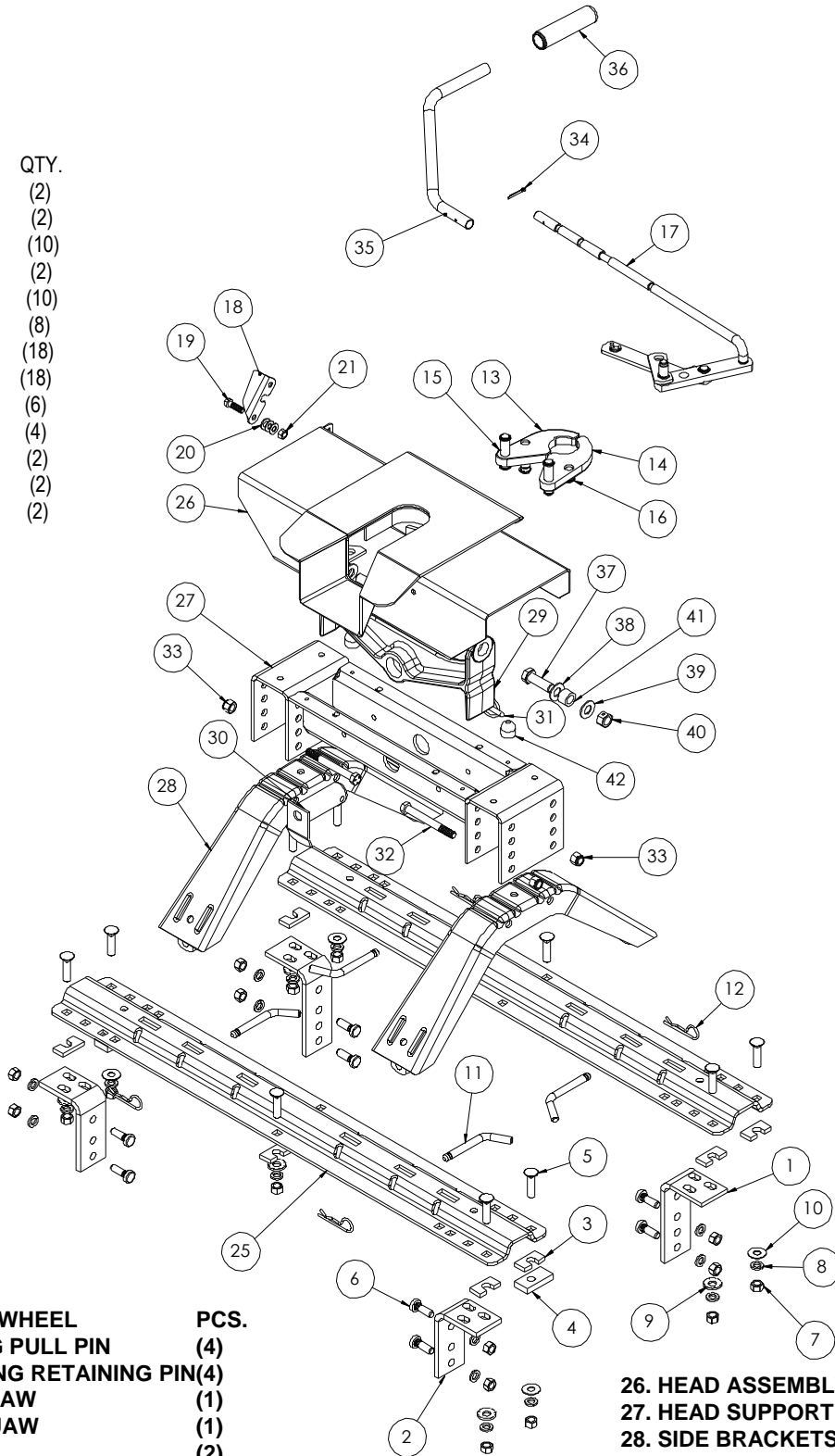
**MAINTENANCE:**

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

# Fig. 20

SEPARATE BASERAIL KIT  
PART #30035

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



16K 5TH WHEEL	PCS.
11. LONG PULL PIN	(4)
12. SPRING RETAINING PIN	(4)
13. L.H. JAW	(1)
14. R.H. JAW	(1)
15. PIN	(2)
16. RETAINER RINGS	(6)
17. ACTUATING HANDLE	(1)
18. LATCH	(1)
19. 3/8" BOLT	(1)
20. 3/8" FLAT WASHER	(1)
21. 3/8" LOCK NUT	(1)
22. SPRINGS	(2)

26. HEAD ASSEMBLY	(1)
27. HEAD SUPPORT	(1)
28. SIDE BRACKETS	(2)
29. PIVOT BEAM	(1)
30. PIVOT PIN	(1)
31. KLIK-PIN	(1)
32. 1/2-13" X4 1/2" BOLTS	(4)
33. 1/2" LOCK NUTS	(4)
34. COTTER PIN	(1)
35. HANDLE, TUBE	(1)
36. HANDLE GRIP	(1)
42. RUBBER STOPPER	(2)

# Cequent Performance Products, Inc.

## INSTRUCTION MANUAL

### REESE™ Fifth Wheel Slider 50024

#### DEALER/INSTALLER:

- (1) Provide this Manual to end user.
- (2) Physically demonstrate sliding 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 this REESE™ Fifth Wheel Slider.
- (2) Save this Manual for future reference.
- (3) Pass on copies of Manual to any other user or owner of this REESE™ Fifth Wheel Slider.
- (4) Never remove Fifth Wheel Slide warning decal as shown on the cover of this manual.

NOTE: This product is rated at 20,000 lbs gross trailer wt. and 5,000 lbs vertical pin wt.  
Do not exceed the tow vehicle manufactures towing rating.  
Do not exceed the rating of the fifth wheel hitch you are using.

NOTE: This Fifth Wheel slider will position your Fifth Wheel hitch 10" rearward. This **HOWEVER** does **NOT** guarantee clearance between your truck cab and the trailer.

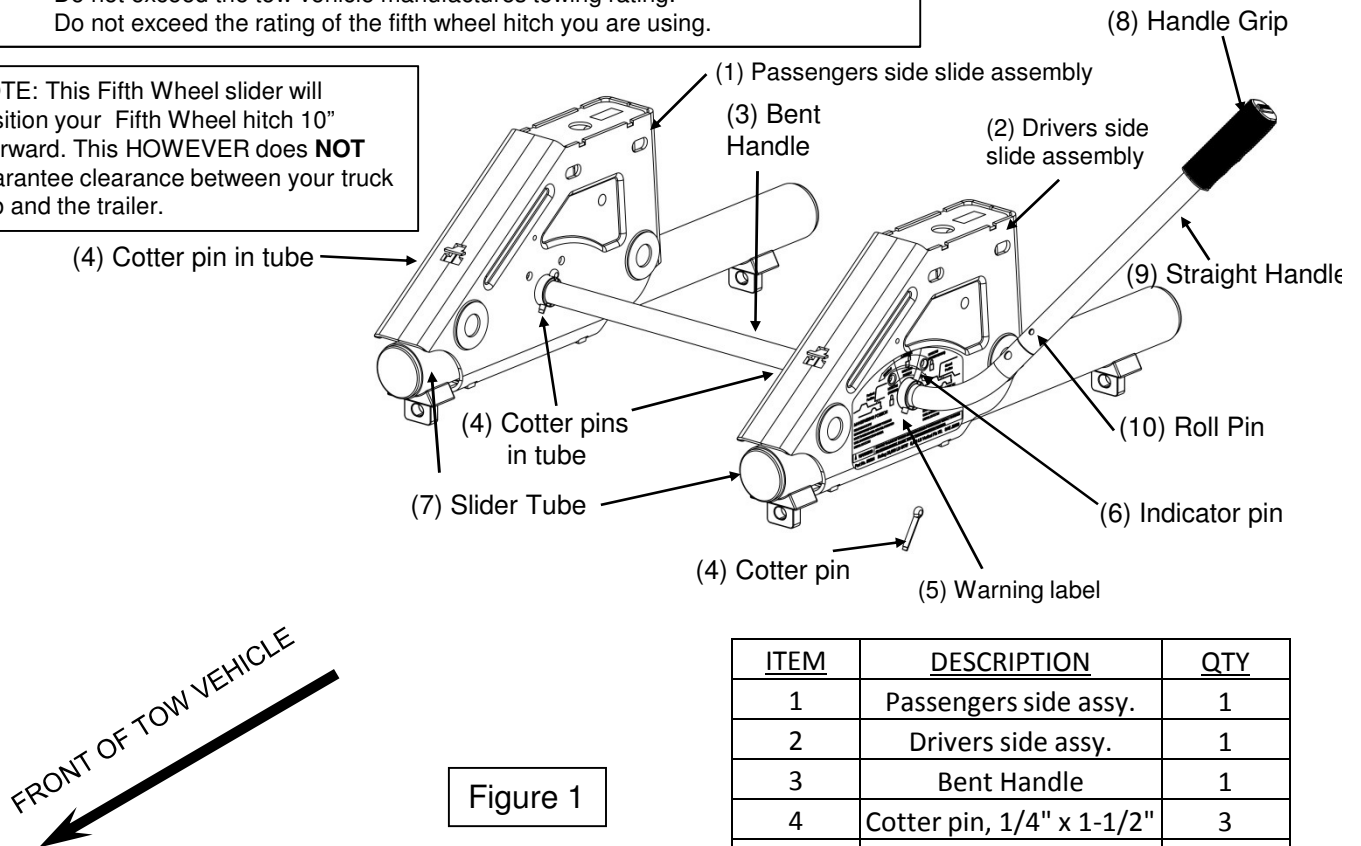


Figure 1

ITEM	DESCRIPTION	QTY
1	Passengers side assy.	1
2	Drivers side assy.	1
3	Bent Handle	1
4	Cotter pin, 1/4" x 1-1/2"	3
5	Warning label	1
6	Indicator pin, 1/4" x 2"	1
7	Slider tube	2
8	Handle Grip	1
9	Straight Handle	1
10	Roll Pin, 1/4" x 1"	1

(OVER)

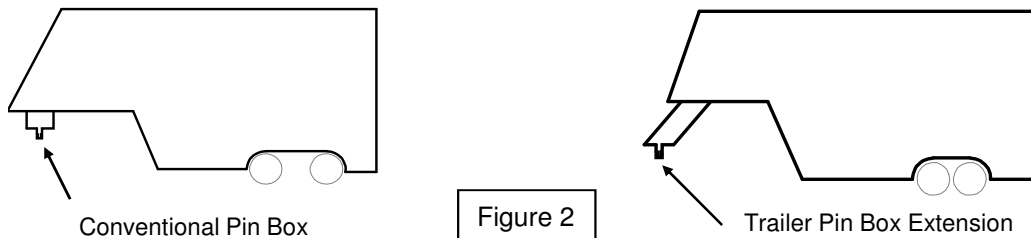
**⚠ WARNING:**  
**Failure to follow these instructions may result in death or serious injury!**

**⚠ WARNING:**  
**Slide hitches that are not properly locked can suddenly move and kill you!**  
**To avoid death or serious injury:**

- **Never** place any part of your body in the truck bed or between the truck and the trailer unless each and every one of the following conditions are met :
  1. **Truck is in park with emergency brake on, and**
  2. **All trailer wheels are blocked on each side of wheel.**
- **Always perform “push test” or “pull test” by following the instructions in this manual.**

#### BEFORE INSTALLATION

1. Fifth wheel trailers are typically designed for use with long bed (8 foot) trucks. These trucks provide ample turning clearance between the truck cab and trailer front (recommended).
2. Short bed trucks (less than 8 ft.) require additional turning clearance to avoid truck cab or trailer damage during normal turns. This is best accomplished through the use of a trailer pin box extension (see Figure 2). Cequent Performance Products, Inc. suggest the use of a minimum of a 13 inch pin box extension to be able to comfortably make normal turning maneuvers with a short bed truck. Contact your trailer manufacturer or Cequent Performance Products, Inc. for pin box extension options.

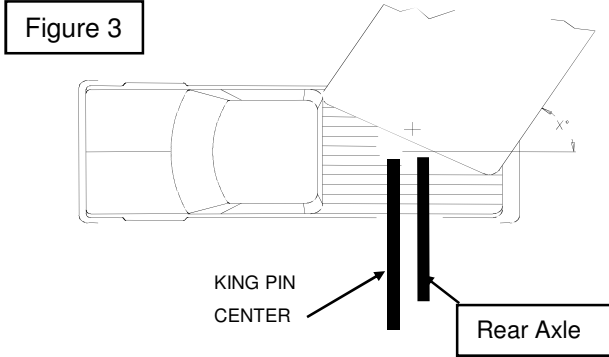


**⚠ CAUTION:**  
**Turning clearance is reduced when towing with a short bed truck! This can result in the trailer striking the inside of the truck bed. Always monitor the truck cab and the trailer clearance during turns. Failure to do so could result in significant property damage.**

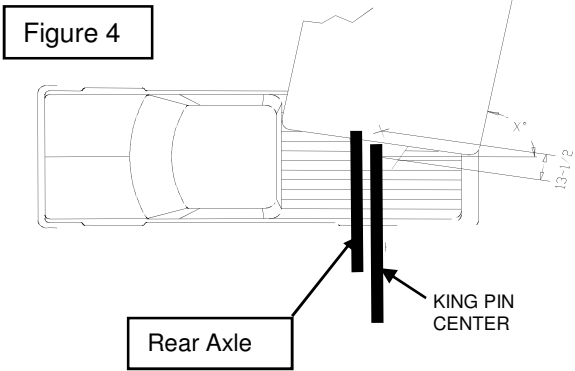
3. The REESE™ FIFTH WHEEL SLIDER is designed to be used with Cequent Performance Products, Inc. Fifth WHEEL installations only. These installations are described in the Cequent Performance Products, Inc. INSTALLATION INSTRUCTIONS BASE RAIL MOUNTING KITS. These instructions specify the exact placement of the base rails in relation to the rear of the truck bed for most current pickup trucks. See your REESE™ dealer for other installation instructions.

**⚠ WARNING:**  
**Never tow trailers on the highway or at high speed conditions with SLIDER in the Maneuvering Position (rearward of the rear axle)! Towing with the trailer king pin rearward of the rear truck axle can affect weight distribution and may interfere with the towing vehicle’s handling and response characteristics. Poor handling and response characteristics could result in death or serious injury.**

4. The REESE™ FIFTH WHEEL SLIDER provides additional turning clearance for low speed, off-highway maneuvering such as backing a fifth wheel trailer into a tight camp site. This is done by sliding the hitch 10 inches rearward of its normal Towing Position (Figure 3) to a Maneuvering Position (Figure 4). This places the trailer king pin behind the rear truck axle.



In this figure, the REESE™ FIFTH Wheel Slider is positioned in the **Towing Position**. Note that a 13-1/2" pin box extension has been used. This is the only position you should use when towing!



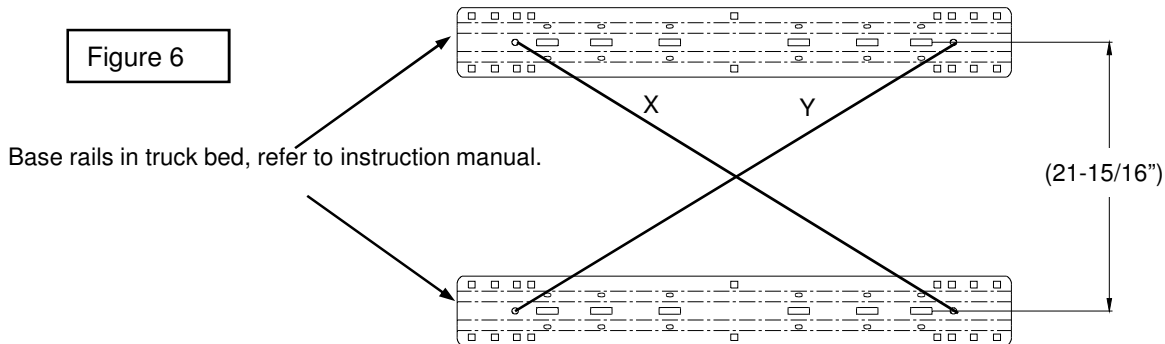
In this figure, the REESE™ FIFTH Wheel Slider is positioned in the **Maneuvering Position**. Note that a 13-1/2" pin box extension has been used. The maneuvering Position should only be used at a low speed, when high maneuverability is needed!

**⚠ WARNING:**

**Never tow trailers on the highway or at high speed conditions with the SLIDER in the Maneuvering Position (rearward of the rear axle)! Towing with the trailer king pin rearward of the rear truck axle can affect weight distribution and may interfere with the towing vehicle's handling and response characteristics. Poor handling and response characteristics could result in death or serious injury.**

5. Due to the heavy duty nature of the REESE™ FIFTH WHEEL SLIDER assembly, the assembly may not slide by hand when installed, especially if base rails are not parallel and centered. Rails should be installed so that the center lines of each rail are (21 15/16") apart (see Figure 6). Diagonal dimensions "x" and "y" (as depicted in Figure 6) should be within 0.1 inch (1/8") of each other.

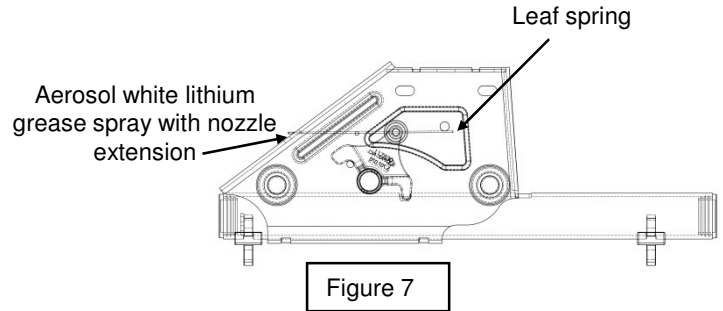
***If this alignment is not met, loosen hardware and realign base rails. Re-torque hardware per base rail instructions after base rails are properly aligned.***



## INSTALLATION

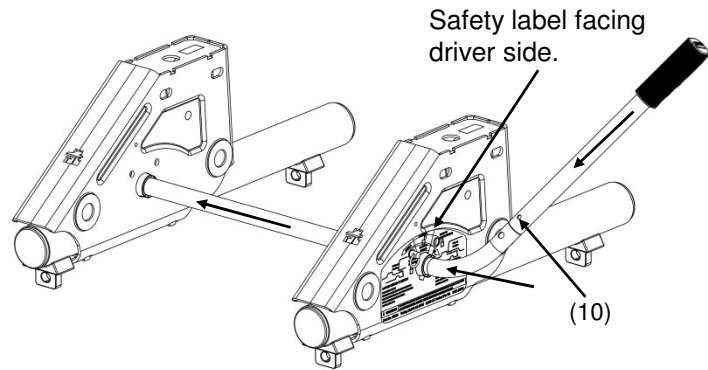
1. These instructions should be used to mount the REESE™ FIFTH Wheel Slider. Care and attention to detail will ensure a quick, safe and quality installation. Check parts against Figure 1 to become familiar with kit.

2. Before installing REESE™ FIFTH Wheel Slider, the leaf spring must be greased as shown using white lithium grease or equivalent (see Figure 7). For best results, use aerosol white lithium grease with a spray nozzle extension. Make sure entire underside of spring is coated! Repeat this application monthly during use.

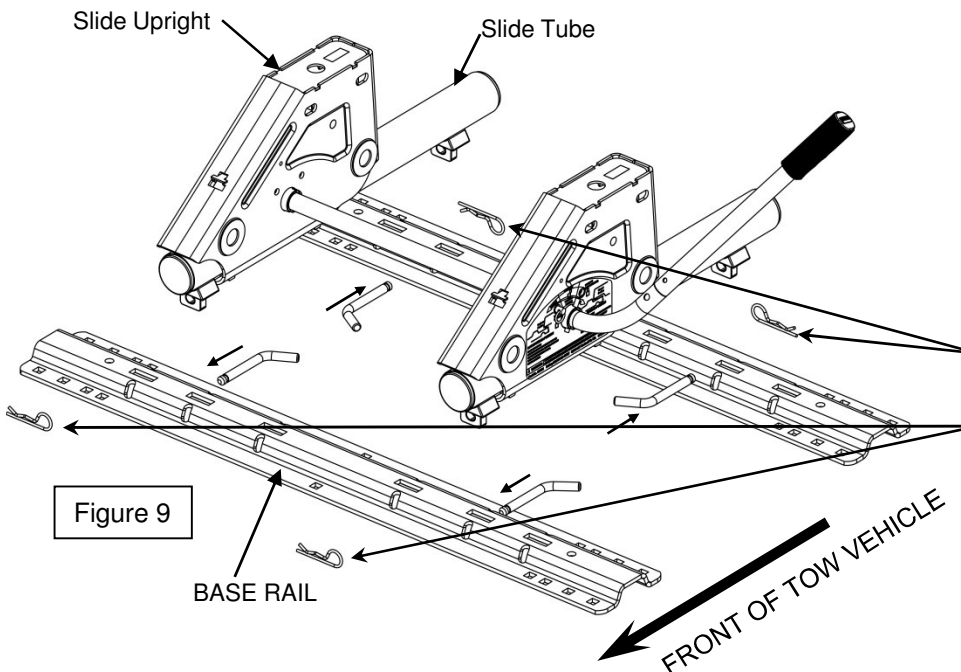


3. Before setting the REESE™ FIFTH Wheel Slider into the bed of the pickup. Insert the bent handle(3) through drivers side assembly(2) (driver's side of towing vehicle) and then through passengers side slide assembly(1). Slide straight handle(9) over bent handle(3). Install roll pin(10). See Figure 8.

**Hint:** It may be easier to lay the handles on a firm surface to install the roll pin. Then insert the handle into the drivers and passengers assemblies. When installing handle grip (8), rotate it so the molded finger areas align for your use. Either left hand or right hand usage.



4. Set the REESE™ FIFTH Wheel Slider into base rails and pin in position as shown in Figure 9 below.



**⚠ WARNING:**  
Pull pin spring clips must be on the outside of base rail as shown. (Spring clips installed on the inside of base rail will not allow Slider to move far enough to lock). Sliders that are not properly locked can suddenly move and cause serious injury or death.

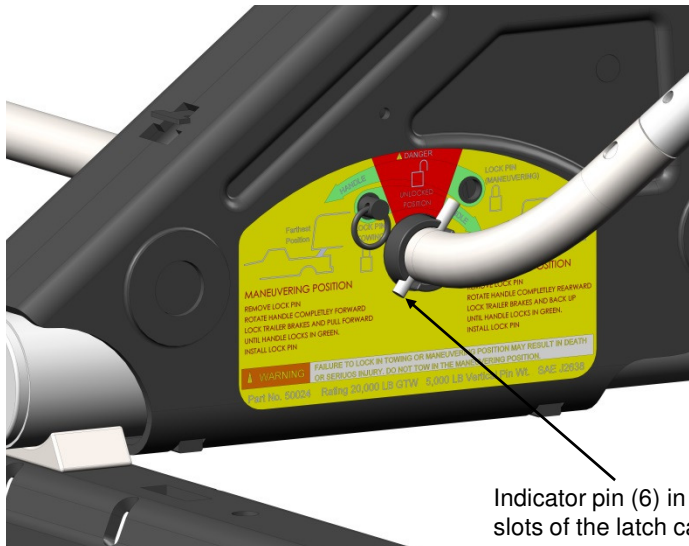
5. Loosely assemble head support to REESE™ FIFTH Wheel Slider at desired height.

**NOTE: Bottom position may not be used on all hitch models.**

Use the cotter pins(4) and indicator pin(6) to trap handle(3) in place as shown. Be sure pin is installed in handle as shown. Install so that the indicator pin is in both slots of the casting. (See Figure 11).

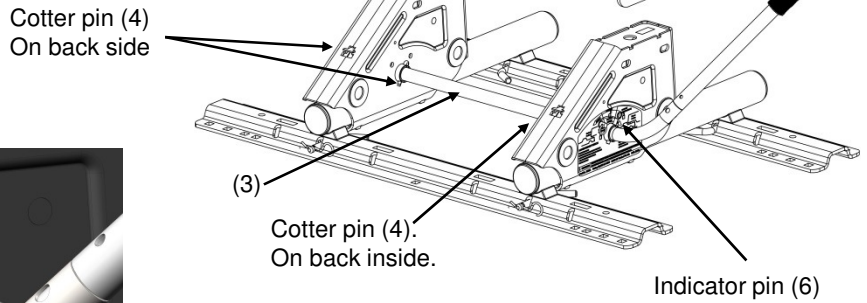
6. Snug up all bolts and nuts.  
Torque 1/2" bolts to 85 ft. lb.

Figure 11



Indicator pin (6) in both slots of the latch casting.

Figure 10



Cotter pin (4)  
On back side

(3)  
Cotter pin (4).  
On back inside.

Indicator pin (6)

7. Coat top surface of slide tube and roller holes in each slider assembly with all purpose grease or Teflon lube, use as needed (see Figure 12). Repeat this application monthly during use.

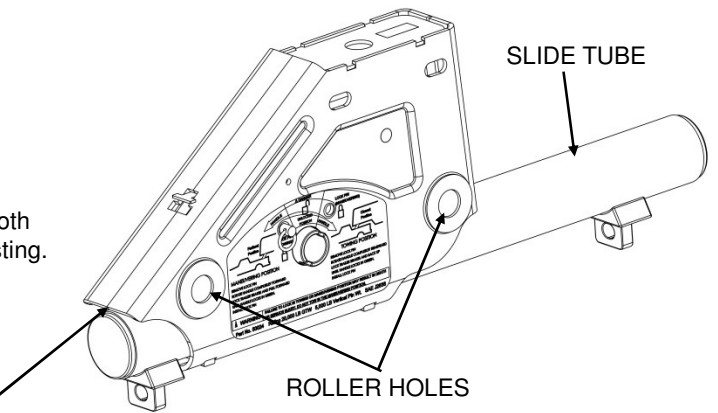


Figure 12

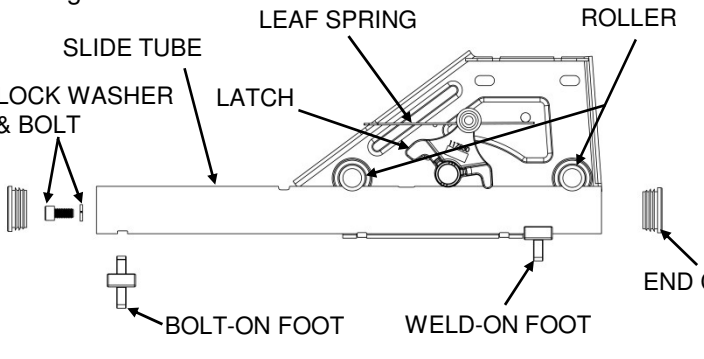


Figure 13

**⚠ WARNING:**

**Slide hitches that are not properly locked can suddenly move and kill you!**

**To avoid death or serious injury:**

**•Never place any part of your body in the truck bed or between the truck and the trailer unless each and every one of the following conditions are met :**

- 1. Truck is in park with emergency brake on, and**
- 2. All trailer wheels are blocked on each side of wheel.**

**•Always perform “push test” or “pull test” by following the instructions in this manual.**



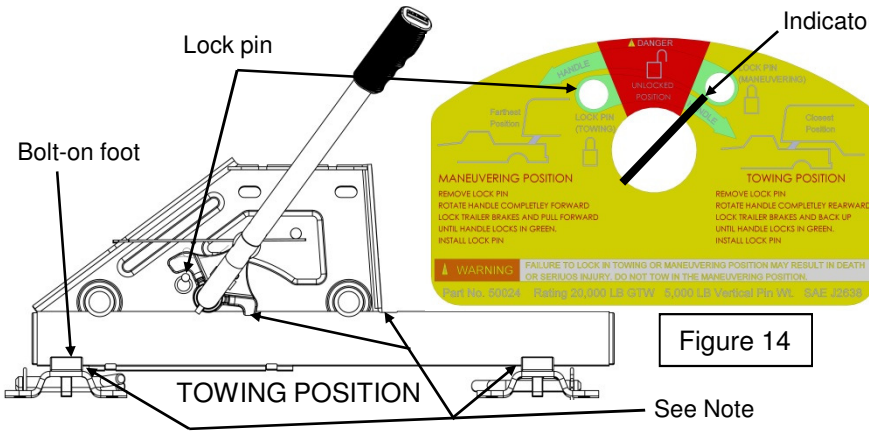


Figure 14

See Note

Leaf spring on latch cam and lock pin keeps latch from disengaging. Hitch can not move rearward with lock pin and latch engaged.

**Note:** Keep areas around the feet and latching holes clear for proper operation.  
**Caution:** Make sure truck tailgate has clearance prior to sliding the hitch back.



**MOVE FROM TOWING TO MANEUVERING POSITION**

1. Position truck and trailer in a **straight line** on a flat, level area.
2. **Place truck in "Park" with emergency brake "on"**.
3. Remove lock pin from towing hole and pull handle (9) forward (see Figure 15). If handle (9) is hard to move it may be wedged into the latching hole in the slider tube (7). This can be remedied by slightly moving the truck back or forth until the handle (9) moves freely. Repeat step 2 if needed.
4. Indicator pin (6) should be over the red unlocked range, near the green maneuvering range (see Figure 15). Spring pressure will press latch against top of tube.
5. Return to truck. Release emergency brake. Manually engage trailer brake and pull truck forward until REESE™ FIFTH Wheel Slider stops and the latches engage in maneuvering position (see Figure 16).

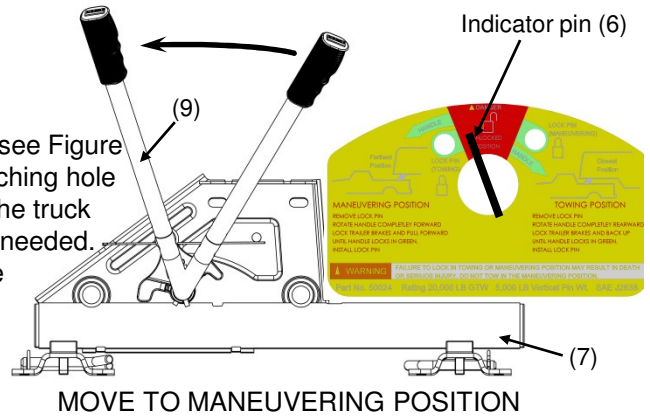


Figure 15

6. Perform "**PUSH TEST**" as follows:
  - A. Manually engage trailer brakes from truck cab.
  - B. Back truck into trailer.
  - C. If Slider does not move, latch has engaged tubes (7) and Slider should be engaged in maneuvering position.
  - D. If Slider does move, latch has not engaged tubes (7). **DO NOT TOW!!** Repeat steps 1 - 6 above until the latch has engaged the tubes (7).
  - E. Install lock pin completely in maneuvering hole. (See figure 16)

7. Examine warning label (5). Indicator pin (6) should now be over the green range on the left side of the warning label (5) (see Figure 16).

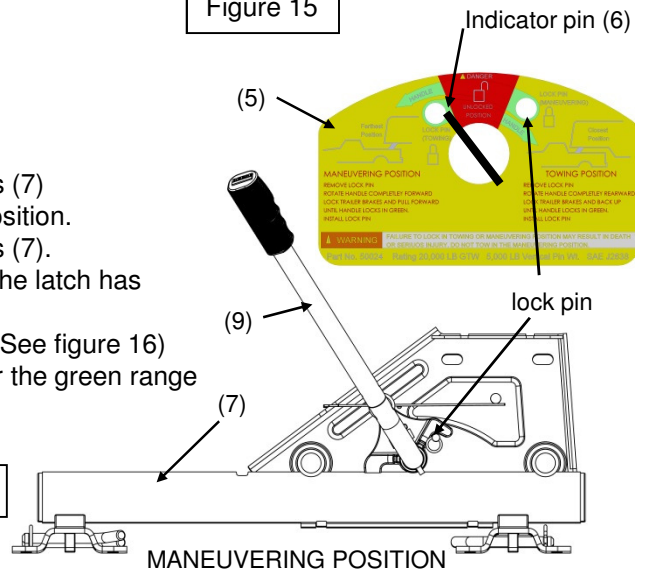


Figure 16



**⚠ WARNING:**

**Slide hitches that are not properly locked can suddenly move and kill you!**

**To avoid death or serious injury:**

- **Never** place any part of your body in the truck bed or between the truck and the trailer unless each and every one of the following conditions are met :
  1. Truck is in park with emergency brake on, and
  2. All trailer wheels are blocked on each side of wheel.
- **Always** perform "push test" or "pull test" by following the instructions in this manual.

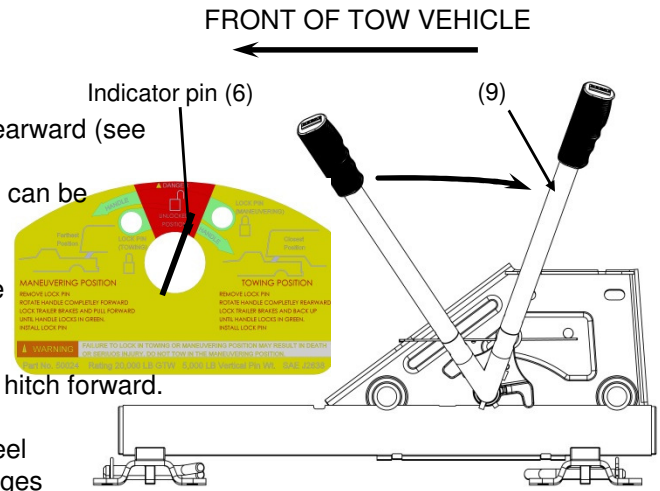
## MOVE FROM MANEUVERING TO TOWING POSITION

1. Position truck and trailer in a **straight line** on a flat, level area.
2. **Place truck in "Park" with emergency brake "on"**.
3. Remove lock pin from maneuvering hole and push handle (9) rearward (see Figure 17). If handle (9) is hard to move it may be wedged into the latching hole in the slider tube (7). This can be remedied by slightly moving the truck back or forth until the handle (9) moves freely. Repeat step 2 if needed.
4. Indicator pin (6) should be over the red unlocked range near the green towing range (see Figure 17). Spring pressure will press latch against top of tube.

Caution: Make sure truck tailgate has clearance prior to sliding the hitch forward.

5. Return to truck. Release emergency brake. Manually engage trailer brake and back truck rearward until REESE™ FIFTH Wheel Slider stops near the bolt on foot (Figure 12) and the latch engages in the towing position (see Figure 18).
6. Perform "**PULL TEST**" as follows:
  - A. Manually engage trailer brakes from truck cab. Pull truck ahead.
  - B. If Slider does not move, the latch has engaged the tubes (7) and Slider should be engaged in the towing position.
  - C. If Slider does move, the latch has not engaged the tubes (7). **DO NOT TOW!**. Repeat steps 1 - 6 above until the latch has engaged the tube (7).
  - D. Install lock pin completely in towing hole. (see figure 18)

- D. Install lock pin completely in towing hole. (see figure 18)
7. Examine the warning label (5). Indicator pin (6) should now be over the green range on the right side of the warning label (5) (see Figure 18). If the indicator (6) pin is over the red range on the warning label (5), the latch has not engaged the tubes (7). **DO NOT TOW!** Repeat steps 1- 6 above.



MOVE TO TOWING POSITION

Figure 17

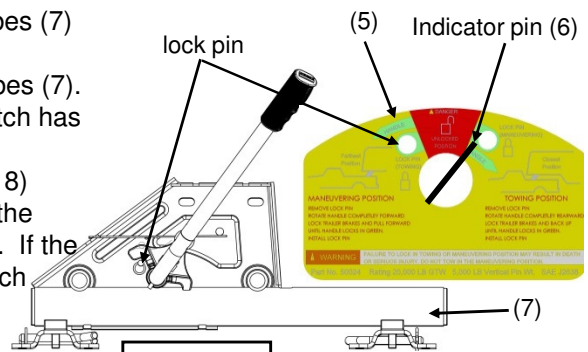


Figure 18

TOWING POSITION

### ⚠ **WARNING:**

**Slide hitches that are not properly locked can suddenly move and kill you!**

**To avoid death or serious injury:**

**•Never place any part of your body in the truck bed or between the truck and the trailer unless each and every one of the following conditions are met :**

1. **Truck is in park with emergency brake on, and**
2. **All trailer wheels are blocked on each side of wheel.**

**•Always perform "push test" or "pull test" by following the instructions in this manual.**