

INSTALLATION / OPERATING INSTRUCTIONS

Reese® Elite™ Series

FIFTH WHEEL SLIDER 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 Figure 33 of this manual. If damaged, contact Cequent Performance Products, Inc. (1-800-632-3290) for free replacement.

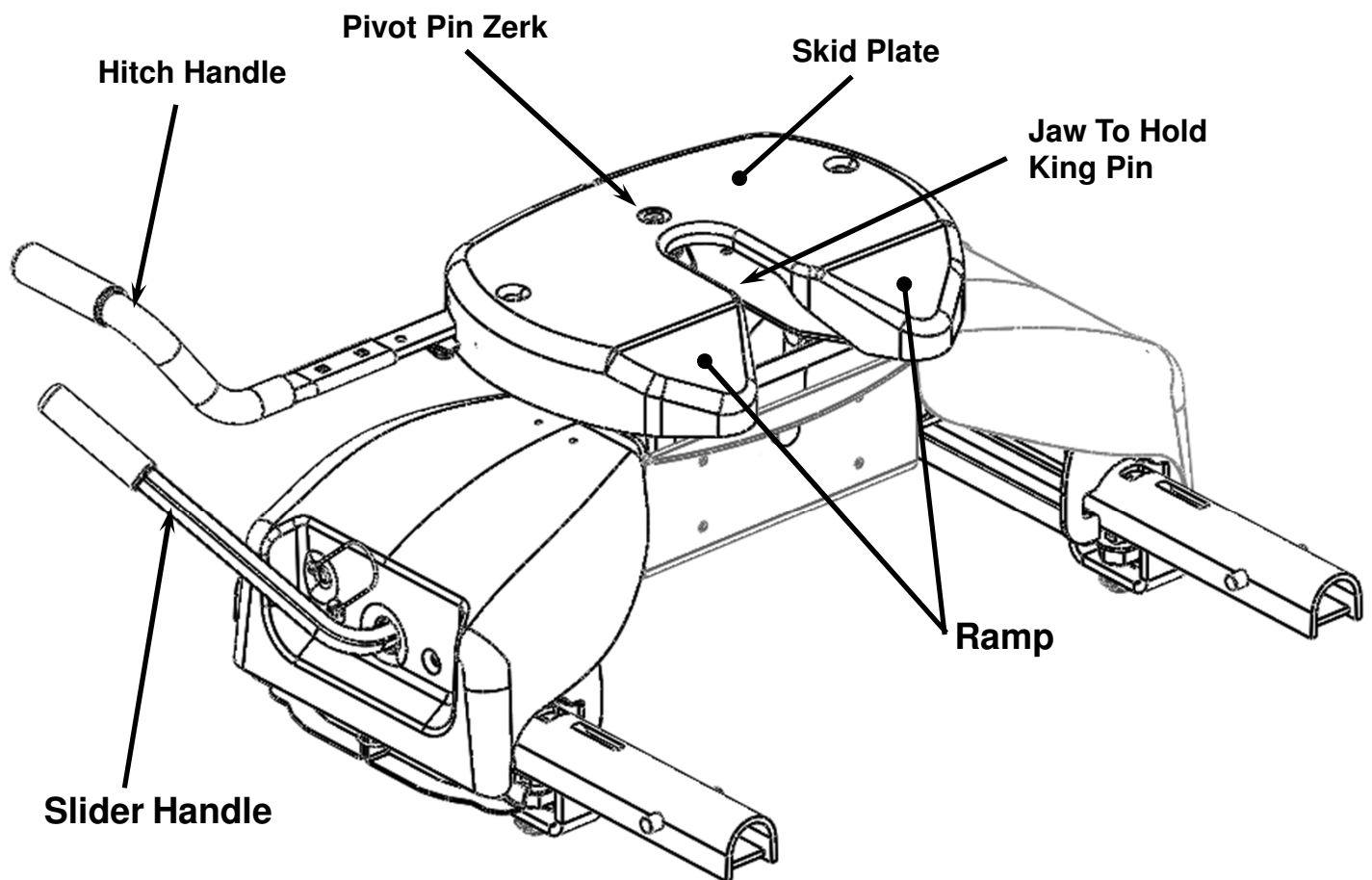


Figure 1

For Installation Assistance or Technical Help, Call 1-800-632-3290

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

INDEX

1. GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER	P. 2-4
2. PLASTIC BED LINER INSTRUCTIONS	P. 5
3. CENTER SECTION HEIGHT ADJUSTMENT	P. 6
4. OPERATING HANDLE INSTALLATION INSTRUCTIONS	P. 7
4. INSTALLATION AND REMOVAL OF HITCH	P. 8-9
5. OPERATING INSTRUCTIONS	P. 10-16
6. MAINTENANCE	P. 17-18
7. PARTS LIST	P. 19
8. LIMITED LIFETIME WARRANTY	P. 20

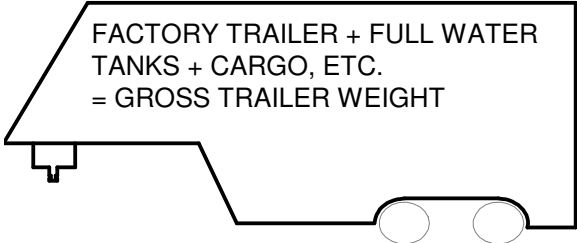
GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER

⚠ WARNING:

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

- Trailer and its contents together must not exceed truck, hitch and/or trailer tow ratings.
- Towing vehicle must have a manufacturer’s rated towing capacity equal to or greater than the gross trailer weight (dry weight of the trailer plus payload of the trailer). (See Fig. 2)
- Gross weight of trailer must not exceed 18,000 pounds.
- King pin weight must not exceed 4,000 pounds.
- (See Fig. 3). If in doubt have king pin weight measured by qualified facility.

Fig. 2



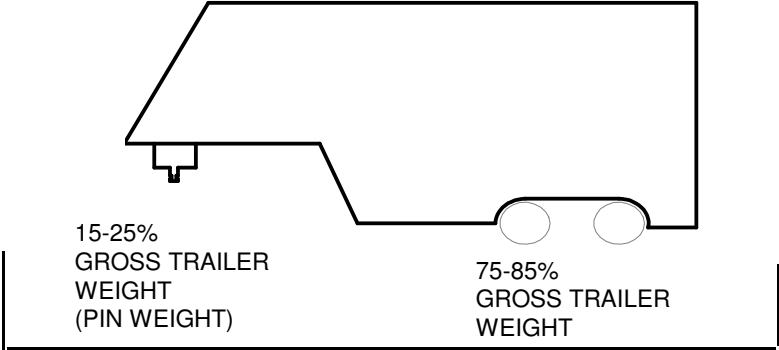
1. Check Tow Ratings:

Vehicle Tow Rating: _____
 Elite Series Hitch Rating: _____
 Gross Trailer Weight (Fig. 2): _____

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

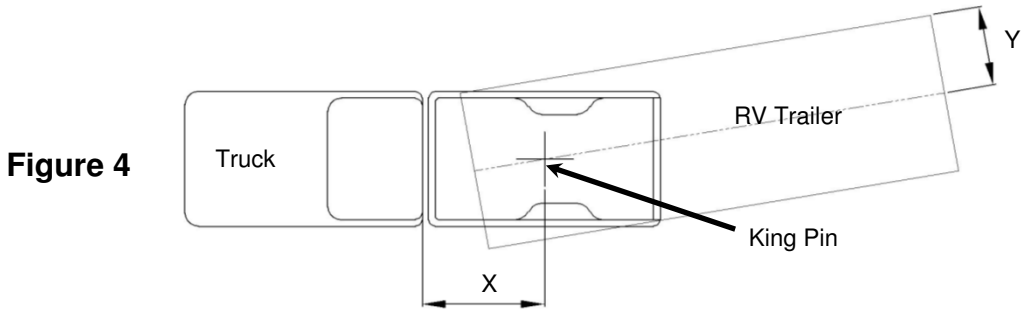
2. Cequent Performance Products, Inc. hitches are designed for use with recreational fifth wheel trailers only. Hitch applications other than recreational fifth wheel trailers must be approved in writing by Cequent Performance Products, Inc. Engineering Department.
3. Use only a SAE 2-inch king pin with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

Figure 3

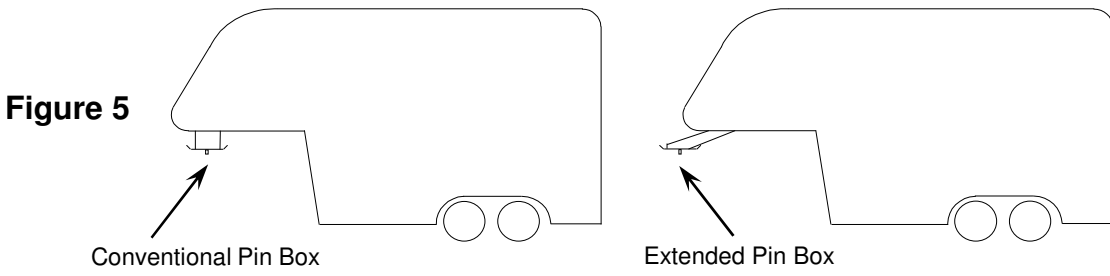


5. Trucks come in many different configurations. Cequent Performance Products, Inc hitches are designed for use in light trucks such as the Ford F-Series, the Chevy Silverado and the Dodge Ram. Cequent Performance Products Inc. recommends the use of long bed (8ft) light trucks for the best combination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

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



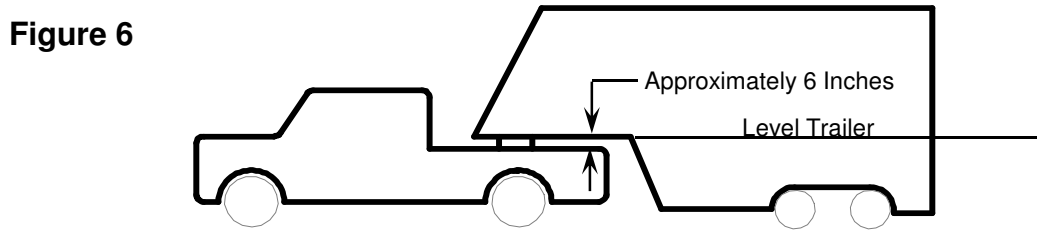
6. If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, Cequent Performance Products , Inc. recommends the trailer be equipped with a minimum 13" extended pin box to help gain additional truck - trailer turning clearance (See trailer manufacturer for options) (See Fig.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



⚠ **WARNING:**

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

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



CAUTION:

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

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

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

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

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

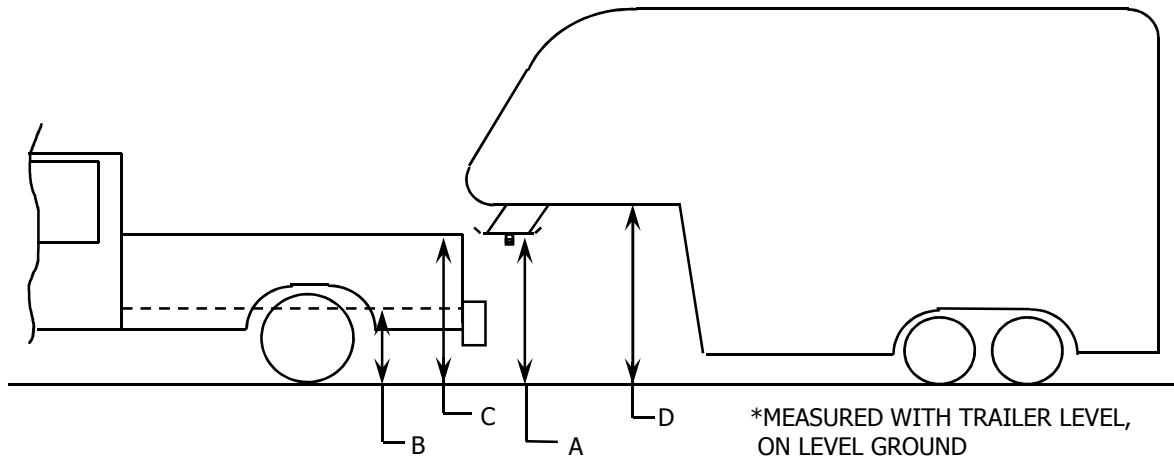


Figure 7

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

⚠ WARNING:

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

Plastic Bed Liner Instructions:

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

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

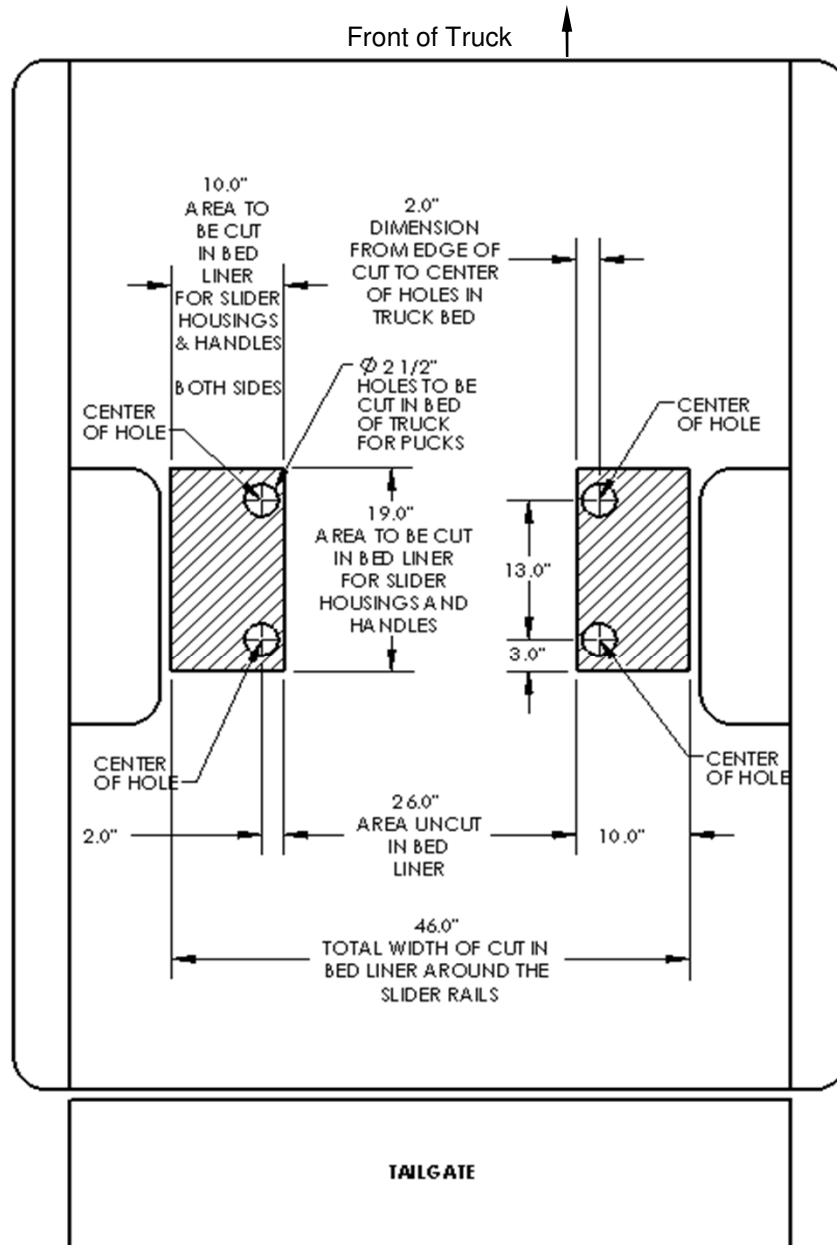


Figure 8

CENTER SECTION HEIGHT AND ORIENTATION ADJUSTMENT

TOOLS

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

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

1. Check all the boxes for all the components listed in Figure 1 and become familiar with component terminology.
2. Loosely assemble the two slider assemblies to the center section using 5/8-11 bolts and lock washers

NOTE A: Hole positions used in assembly will need to be made based on the head height measurements taken previously, calculated height closest to one of the following height dimensions: 15.75" (2nd holes down), 17.0" (3rd holes down), 18.25" (bottom holes).
DO NOT USE THE TOP HOLE.
 See Figure 9.

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

3. Tighten 5/8" bolts in the center section to 170 ft-lbs.

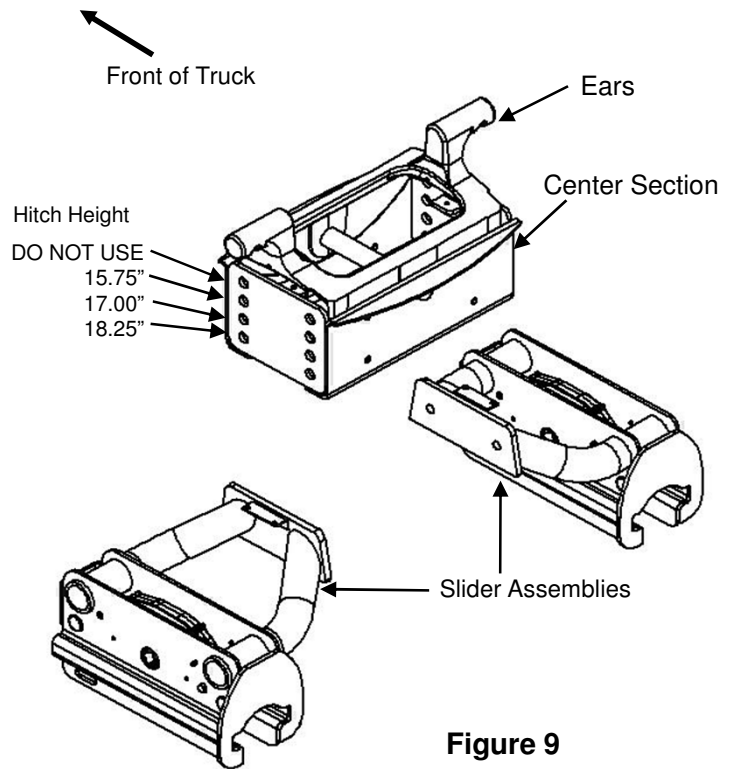


Figure 9

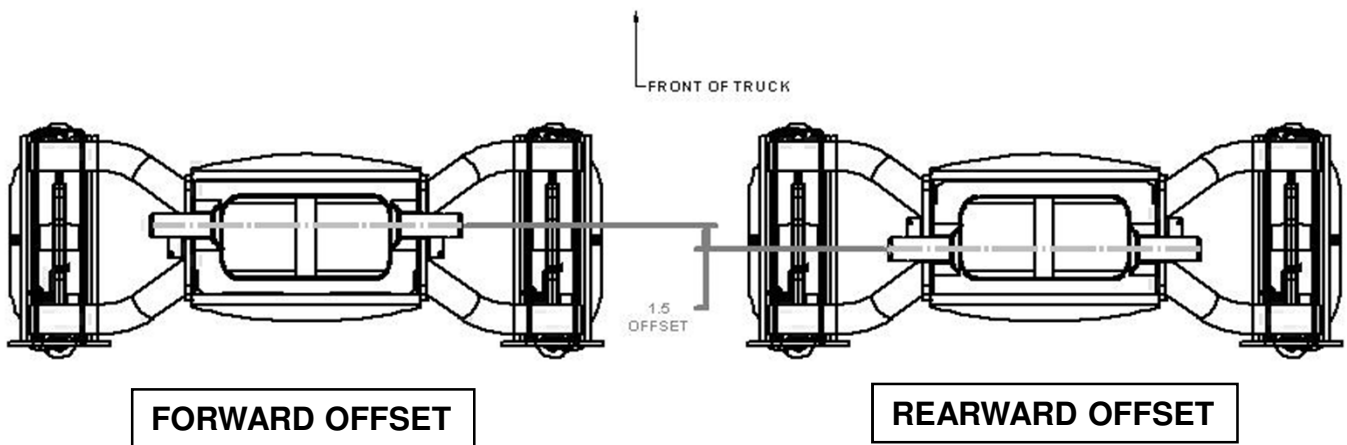


Figure 10

Slider Operating Handle Installation

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

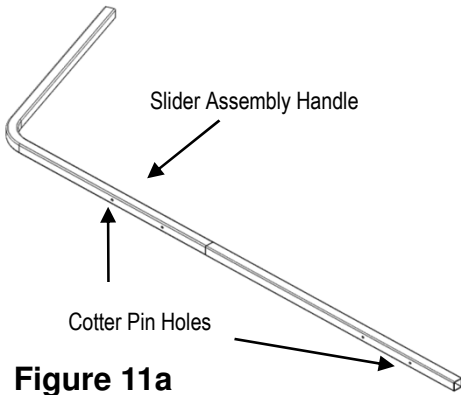


Figure 11a

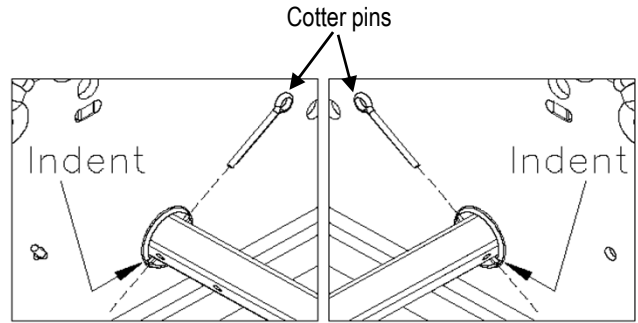


Figure 11d

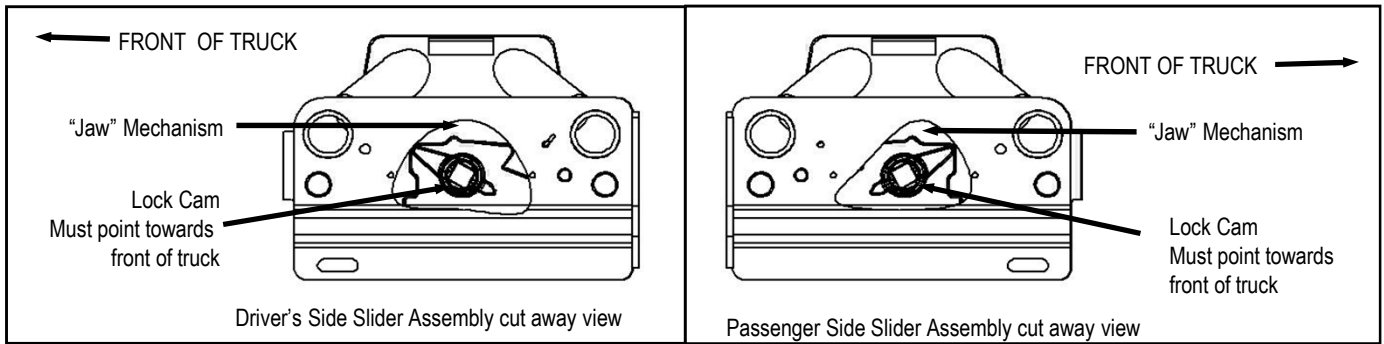


Figure 11b

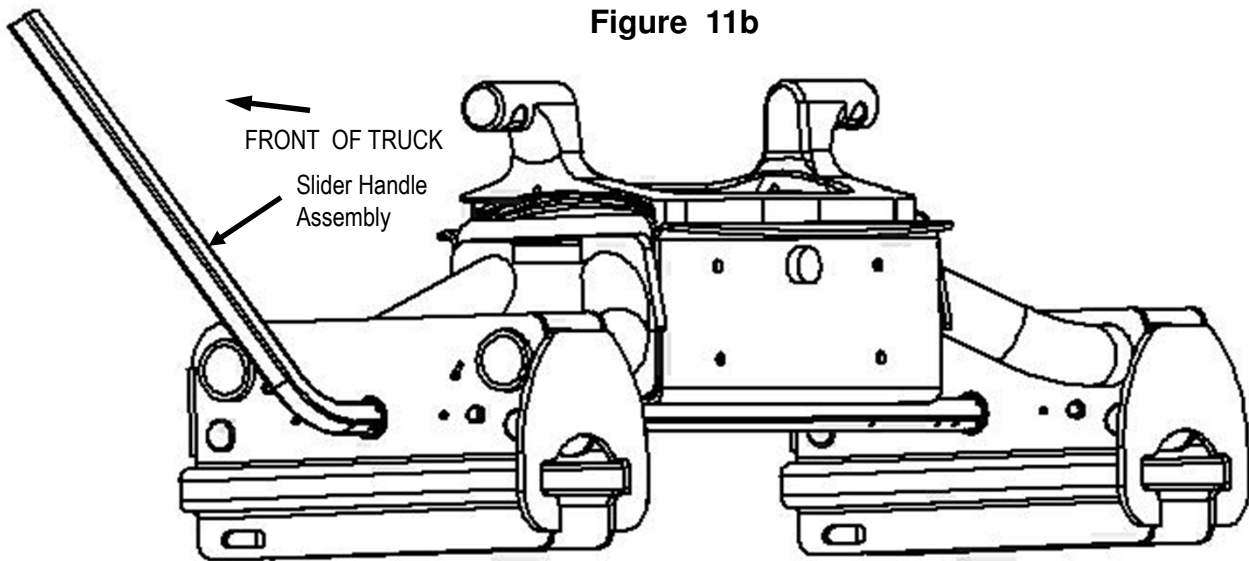


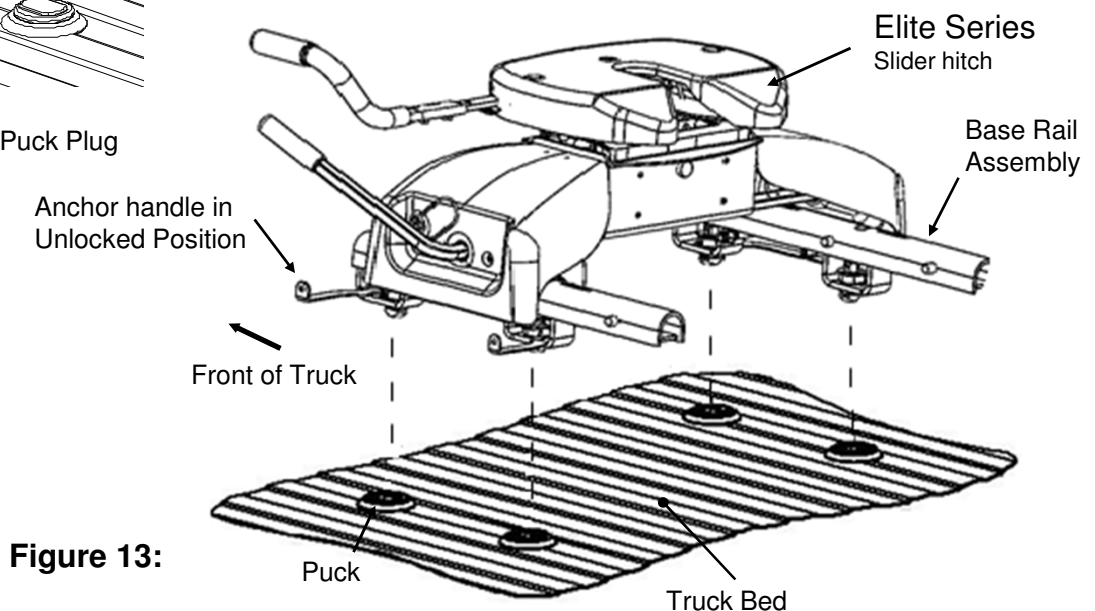
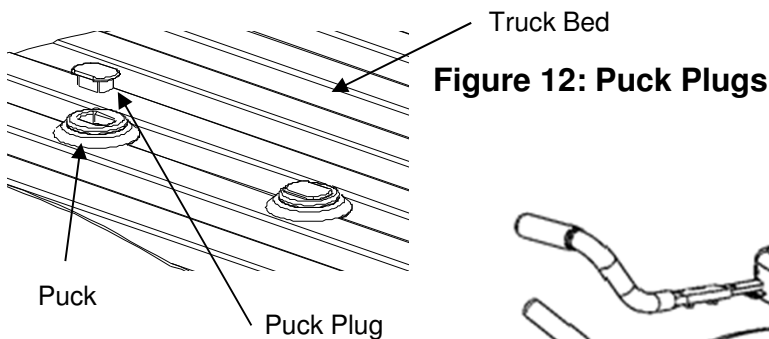
Figure 11c

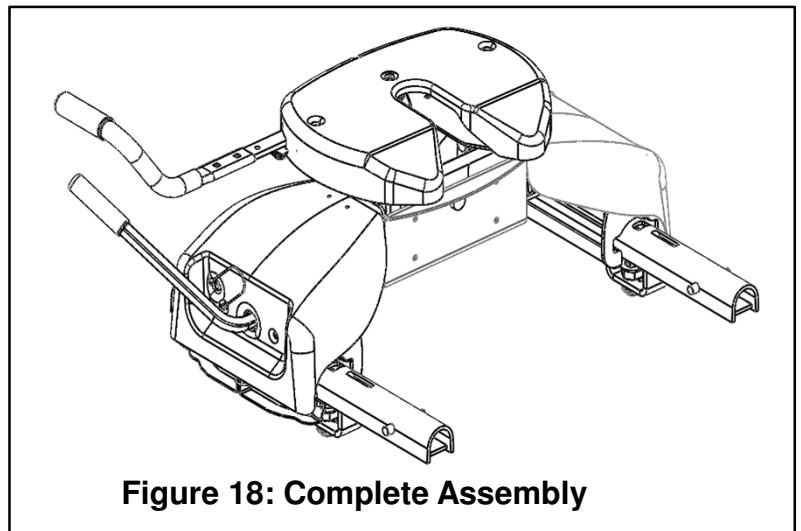
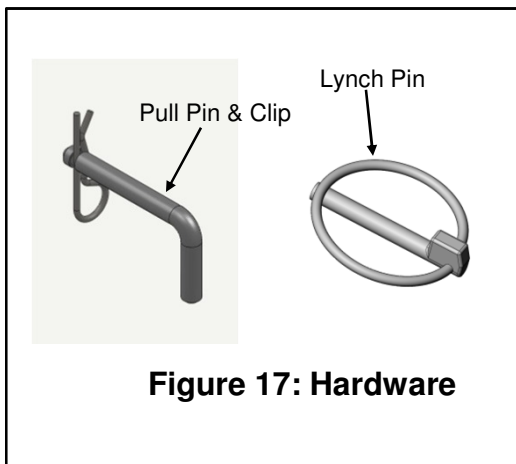
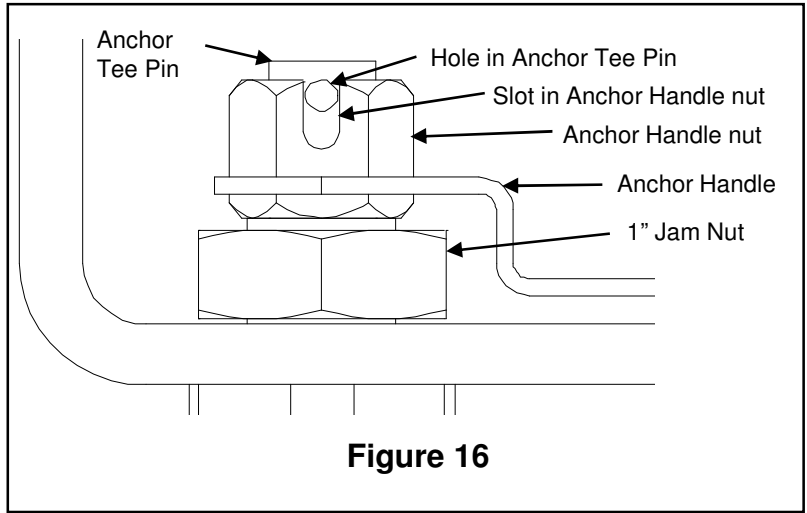
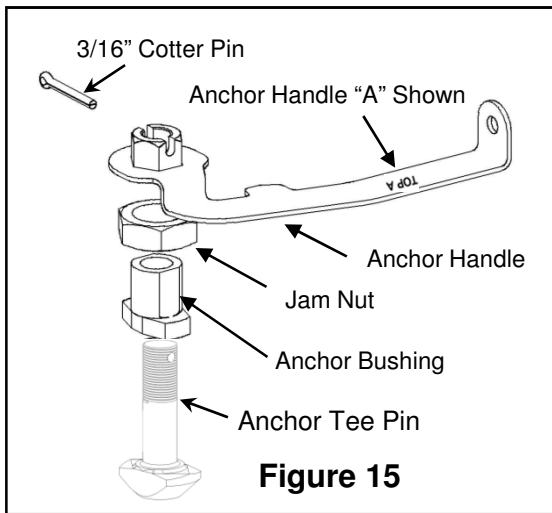
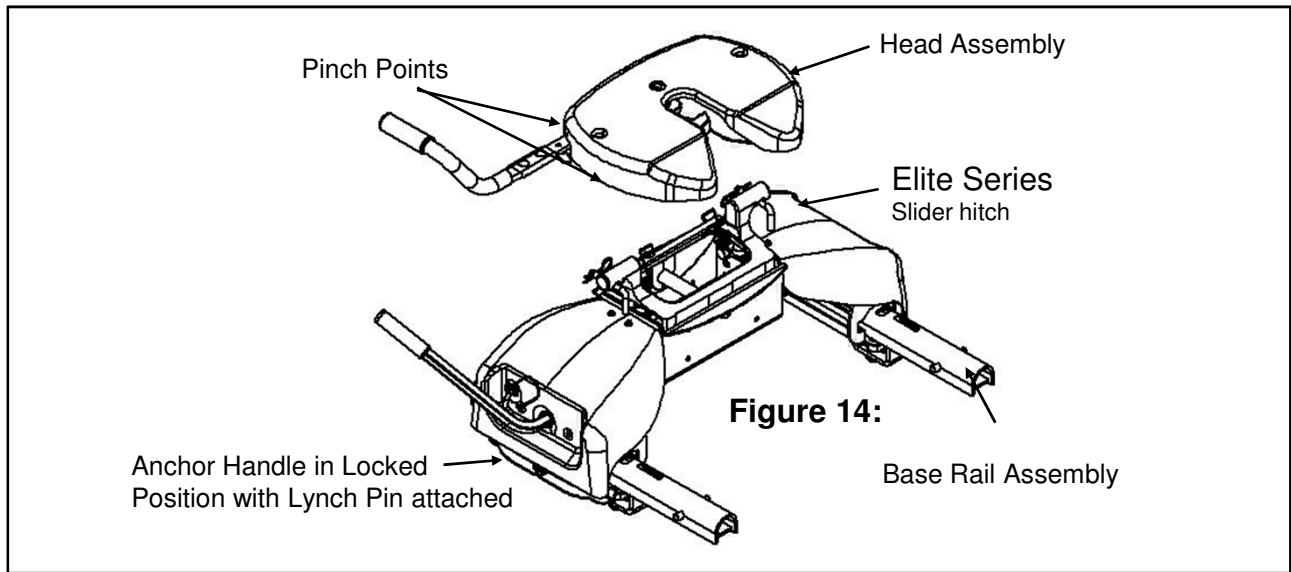
SLIDER HITCH INSTALLATION:

1. Remove puck plugs from all (4) of the pucks in the truck bed (Figure 12) and store for use when hitch is removed.
2. Set Elite Series Slider hitch onto the pucks, and rotate handles into unlocked position (approximately perpendicular with base rail assembly) (Figure 13) until hitch drops into pucks on all (4) corners.
3. Rotate (4) anchor handles into the locked position (anchor handles parallel with base rail assembly). Figure 14.
4. If system has any vertical movement, remove the slider from the hitch from the pucks. Remove the 3/16" cotter pin, turn the tee pin 1/2 turn clockwise to tighten or 1/2 turn counterclockwise to loosen (due this to all 4 mounting points). Replace cotter pin in the system (DO NOT BEND). Figure 15 and 16.
5. Repeat steps #2 and #3. Check the hitch for any vertical movement.
6. If the anchor handles lock into place and there is no vertical movement - pry open the ends of the 3/16" cotter pin and bend them back on themselves to secure. See figures 15 and 16. If system has vertical movement repeat step #4.
7. Place lynch pins / locks through the anchor handle holes on each side to anchor hitch into pucks. Figure 14 and 17.
8. KEEPING HANDS AND FINGERS AWAY FROM THE PINCH POINTS ON EACH SIDE OF THE HEAD, place head assembly onto the Elite Series Slider hitch. Figure 14. Head assembly should tilt rearward on the torsion springs.
9. Insert pull pin and clip on each side of the head to attach to the Elite Series Slider hitch. Figures 14 & 17.
10. Pull up on head to test that all attachments have been completed properly and hitch is ready to tow. Figure 18.

SLIDER HITCH REMOVAL:

1. Remove pull pin and clip from each side of the head. Figure 17.
2. KEEPING HANDS AND FINGERS AWAY FROM THE PINCH POINTS ON EACH SIDE OF THE HEAD, lift head assembly of Elite Series Slider hitch. Figure 14. Store where dirt and debris will not get inside jaw mechanism.
3. Remove lynch pin / lock from the anchor handle holes on each side of the Elite Series Slider hitch. Figures 14 & 17. Store lynch pins.
4. Rotate (4) handles into unlocked position (perpendicular with base rail assembly). Figure 13. Lift each side of hitch out of pucks separately, handles may have to be jiggled slightly to align anchors with puck holes to remove.
5. Store hitch in dry place where dirt and debris will not get into anchor assemblies.
6. Press puck plugs (packed with mounting kit) into all (4) of the pucks in the truck bed to keep debris out of pucks. Figure 12.





OPERATING INSTRUCTIONS

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

BEFORE EACH TRIP:

1. Lubricate skid plate surface of the hitch and pivot pin zerk (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. A lube plate (Cequent Performance Products, Inc. No. 83001) can be used to avoid messy grease. The lube plate must not exceed 3/16 of an inch in thickness to ensure hitch will operate properly.

Lube plate must be 12 inches in diameter or larger to properly distribute king pin weight.

3. Before each trip or maneuver, operate the hitch handle and check that the jaws open and close freely.
4. See that all hitch pull pins (# 13 on Figure 30) are in place and the spring retaining pins (# 14 on Figure 30) are installed.
Note: Hitch pull pins used with the Elite Series Hitch are 90 degree bent pins and if replacements are needed, please contact the factory at 1-800-632-3290. Check that all anchor handles are lynch pinned/locked inside the slider rail assembly.

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

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

HITCHING PROCEDURE:

1. Before towing, check to make sure entire Slider Assembly is properly locked in the Towing or Maneuvering Position. See Figures 27a or 27c.
2. Place blocks (sometimes called "chocks") firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion and apply the trailer brakes. **DO NOT REMOVE BLOCKS OR TRAILER BRAKES UNTIL EACH OF THE FOLLOWING STEPS AND THE PULL TEST HAVE BEEN COMPLETED.** Lower tailgate if necessary. **Clearance of the lowered tailgate to the trailer needs to be monitored during hookups as some manufacturer combinations of truck and trailer have little or no clearance.**

3. Using trailer jacks, adjust trailer height following the directions in the trailer manual so that the bottom of trailer pin box ("A" Figure. 19) is 1/2 to 1 inch below skid plate (See "B" in Figure 19). During the hitching maneuver, the bottom of the trailer pin box should come in contact with skid plate ramp ("C" in Figure 19).

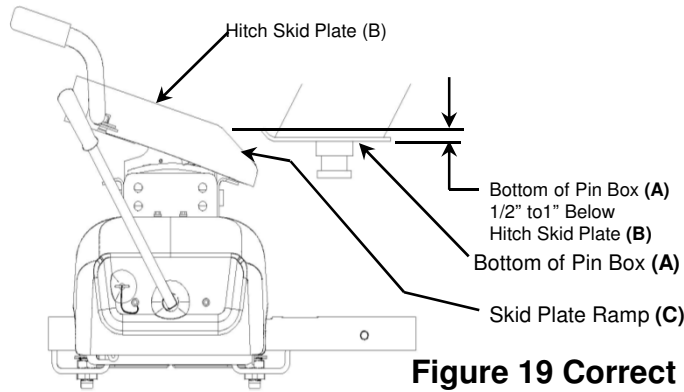


Figure 19 Correct

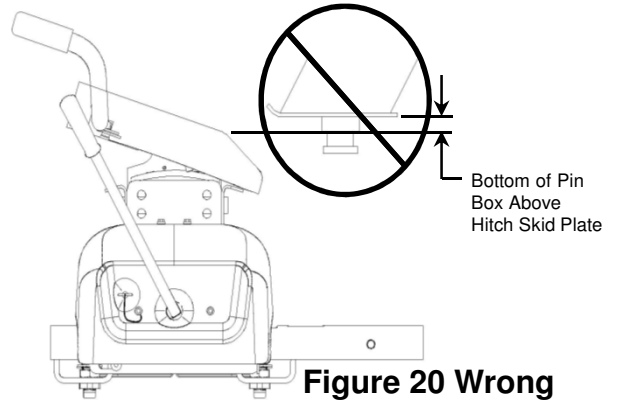


Figure 20 Wrong

⚠ 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 Figure 20). 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.

4. Remove bail pin (see Figure 21). Then pull handle out and rearward to hold open

NOTE: Hitch jaw must be in the open position for king pin to enter the hitch.

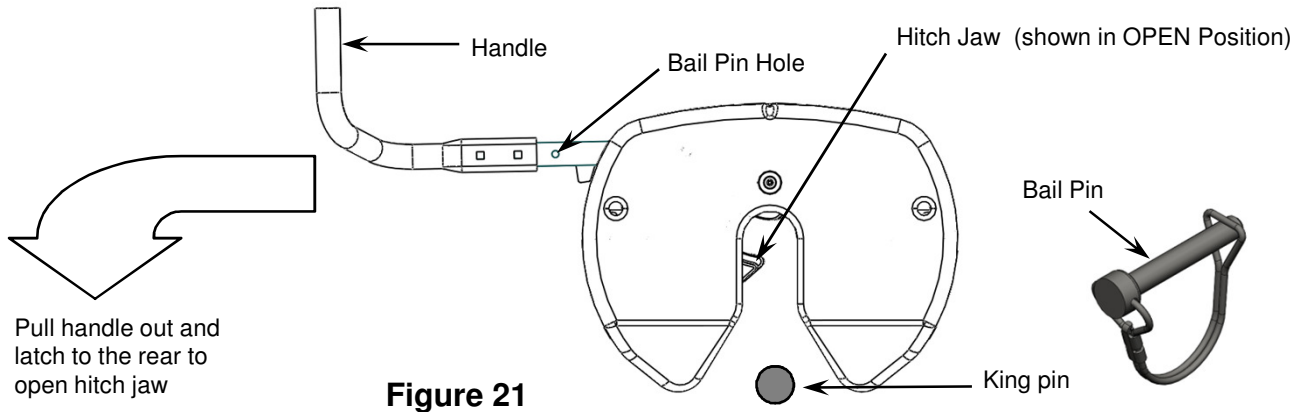


Figure 21

5. With handle in the open position (See Figure 21, back truck slowly into trailer. As king pin completely enters head, jaw will spring closed around king pin and handle will return to the closed position. If the handle does not return to the closed position, then try to push the handle back to the closed position. If handle does not return to the closed position then move the truck slightly forward or rearward until the handle returns to the closed position (See Figure 22).

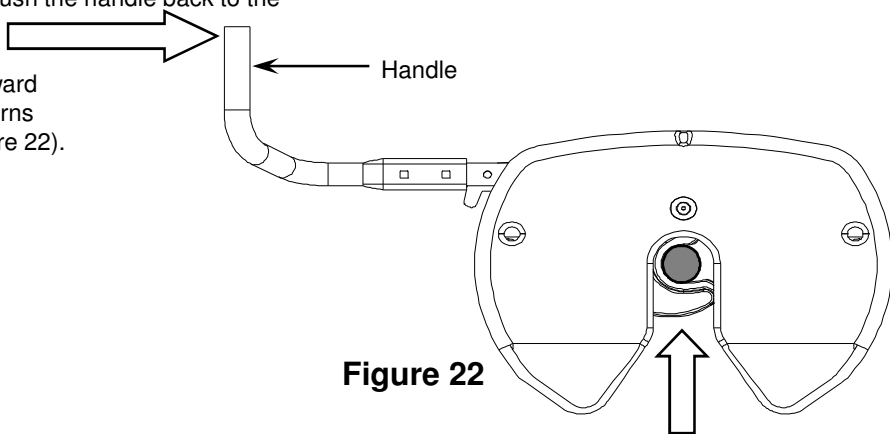


Figure 22

Hitch Jaw (shown in CLOSED Position)

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 Figure 23). If space exists, (See Figure 24) trailer has not been properly hitched. **DO NOT TOW!** Instead, repeat above steps until trailer is properly hitched. **DO NOT PLACE PART OF BODY UNDER TRAILER TO PERFORM THIS INSPECTION!**

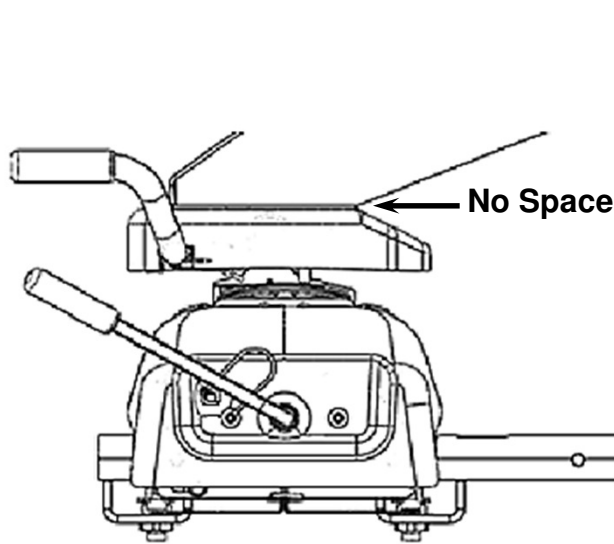


Figure 23
Correct

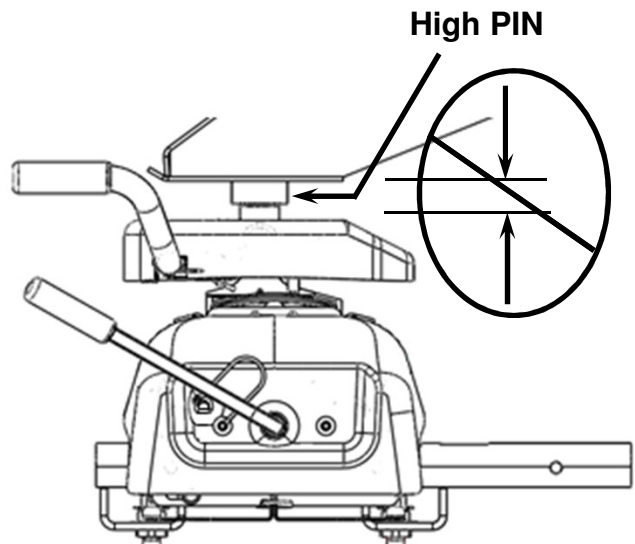


Figure 24
WRONG

7. Place bail pin through bail pin holes in the handle and base plate to make sure the hitch jaw is locked closed. **IF FLAG BLOCKS HOLE FOR BAIL PIN, TRAILER HAS NOT BEEN PROPERLY CONNECTED TO HITCH. DO NOT TOW!** Repeat above steps until trailer is properly hitched. (See Figure 25)

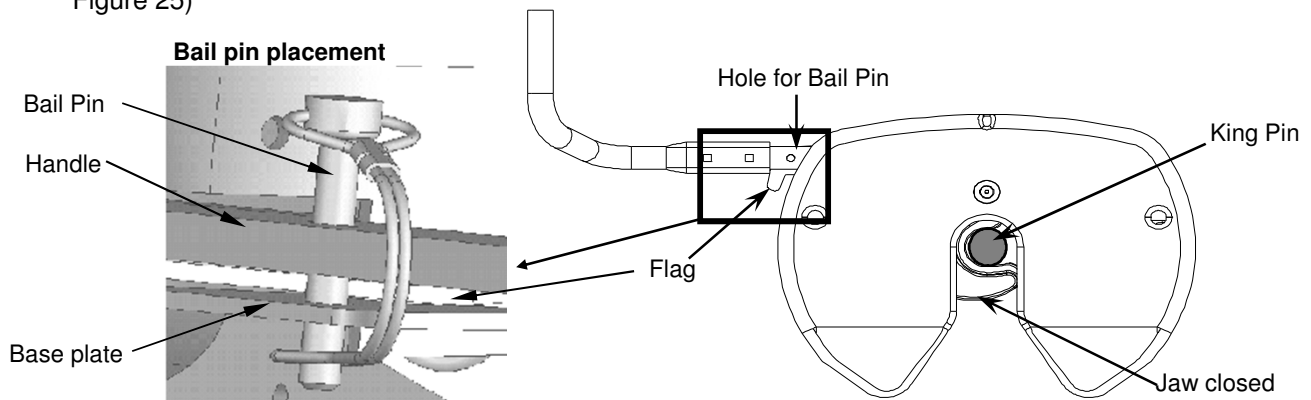


Figure 25

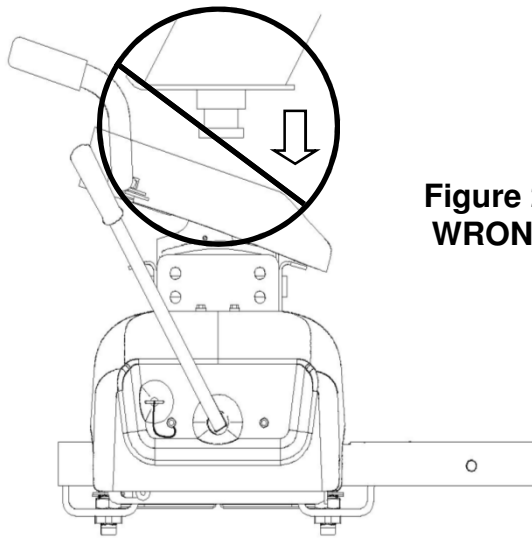
8. With:

- All trailer wheels still firmly blocked in front and behind each tire, 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:

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. 26). 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.



**Figure 26
WRONG**

⚠ 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. **ALWAYS, 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 pull test may result in death or serious injury

1. With all trailer wheels still firmly blocked, and
2. Trailer landing gear still resting on firm ground and supporting trailer weight and,
3. Truck stationary and with emergency brake on:
4. Make sure no one is between truck and trailer, Return to cab of truck and release truck's emergency brake. Apply trailer brakes. 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 you followed all previous steps, the trailer will not drop or fall and you will easily be able to repeat the Hitching Procedure.

 **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!

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

UNHITCHING PROCEDURE:

PERFORM THE FOLLOWING IN THIS ORDER:

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

 **WARNING:**

Trailers that are not stable or properly hitched can fall and cause 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 bail pin from hole in handle.
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 Figure 21). Trailer is now free from hitch and truck. If handle does not pull out, there is probably pressure against the jaw. To relieve this pressure, back the truck slightly or pull the truck slightly forward. Reset truck emergency brake. Then pull hitch handle out completely until it latches in open position.

8. **AFTER MAKING CERTAIN NO ONE IS STANDING BETWEEN TRUCK AND TRAILER OR IN FRONT OF THE 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 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!

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

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. Block front and back of all trailer wheels.
4. Lower trailer landing gear so it is resting on firm ground.
5. Remove Lock Pin from Slider Assembly. Some older models may use a pull pin with a spring retainer clip
6. Rotate Handle to Unlocked Position-Straight Up. See Figure 27b.
7. Return to truck. Release emergency brake. Manually engage trailer brake and pull truck forward until FIFTH WHEEL Hitch stops and engages in the maneuvering position (see Figure 27c).
8. Place truck in "Park" with emergency brake "on".
9. Reinsert Lock Pin. Some older models may use a pull pin with a spring retainer clip (If the lock pin cannot be reinstalled, then the fifth wheel is not fully engaged – Repeat steps 1 – 9 above)
10. Perform "**PUSH TEST**" as follows:
 - A. Manually engage trailer brakes from truck cab.
 - B. Back truck into trailer against trailer wheel blocks.
 - C. If the hitch does not move, then the hitch is locked in the maneuvering position.
 - D. If the hitch does move, then the hitch is not locked .

DO NOT TOW!. Repeat steps 1 - 10 above.
11. Again, place truck in "Park" with emergency brake "on".
12. Examine slider handle position label. Handle should now be over the green range on the right side of the label (see Figure 27c). If the slider handle is over the red range on the label, then the hitch is not properly locked in the maneuvering position. **DO NOT TOW!** Repeat steps 1- 11 above.
13. After successfully performing above steps, fully raise trailer landing gear (See trailer manual).
14. Remove and store all trailer wheel blocks.

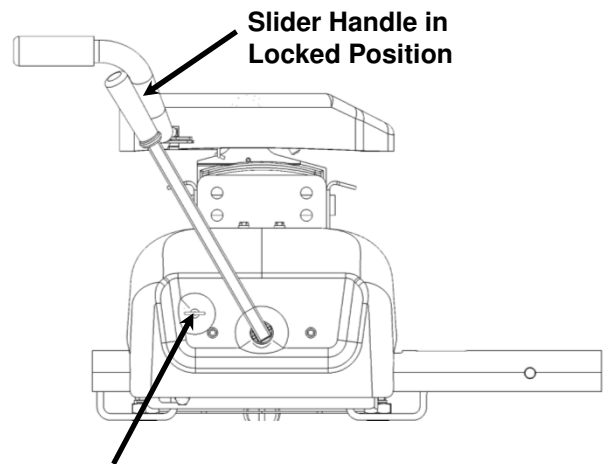


Figure 27a
Locked Towing Position

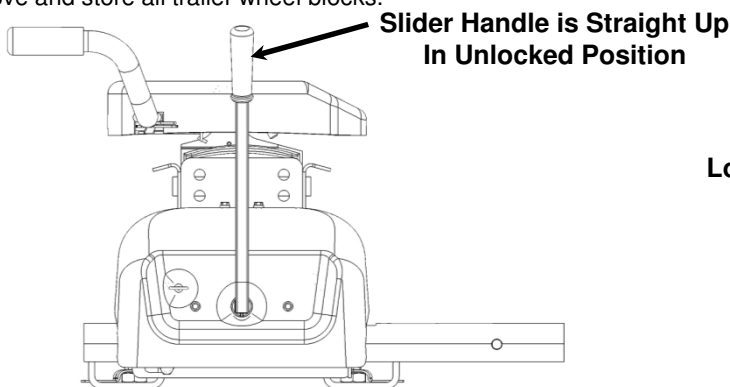


Figure 27b

Unlocked Towing Position

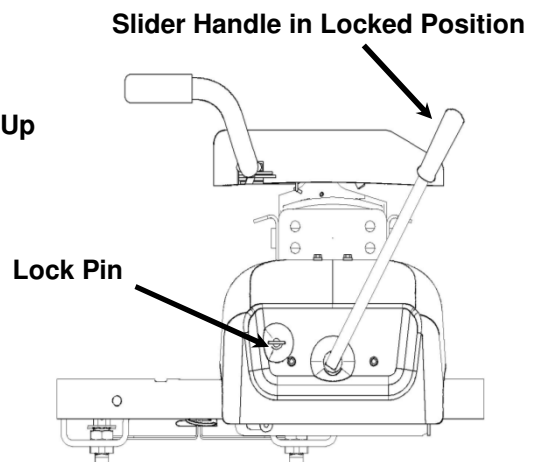


Figure 27c

Locked Maneuvering Position

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. Block front and back of all trailer wheels.
4. Lower trailer landing gear so it is resting on firm ground.
5. Remove Lock Pin from Slider Assembly. Some older models may use a pull pin with a spring retainer clip
6. Rotate Handle to Unlocked Position-Straight Up. See Figure 28b.
7. Return to truck. Release emergency brake. Manually engage trailer brake and back truck rearward until FIFTH WHEEL Hitch stops and engages in the towing position (see Figure 28c).
8. Place truck in "Park" with emergency brake "on".
9. Reinsert Lock Pin. Some older models may use a pull pin with a spring retainer clip. (If the lock pin cannot be reinstalled, then the fifth wheel is not fully engaged – Repeat steps 1 – 8 above)
10. Perform "**PULL TEST**" as follows:
 - A. Manually engage trailer brakes from truck cab.
 - B. Pull truck and trailer forward against trailer wheel blocks.
 - C. If the hitch does not move, then the hitch is locked in the towing position.
 - D. If the hitch does move, then the hitch is not locked.

DO NOT TOW! Repeat steps 1 - 10 above.
11. Again, place truck in "Park" with emergency brake "on".
12. Examine warning label. Handle should now be over the green range on the left side of the warning label (see figure 28c). If indicator pin is over red range on warning label, hitch in not properly locked in the towing position.
DO NOT TOW! Repeat steps 1-11 above.
13. After successfully performing above steps, fully raise trailer landing gear (See trailer manual).
14. Remove and store all trailer wheel blocks.

Handle in Locked Position

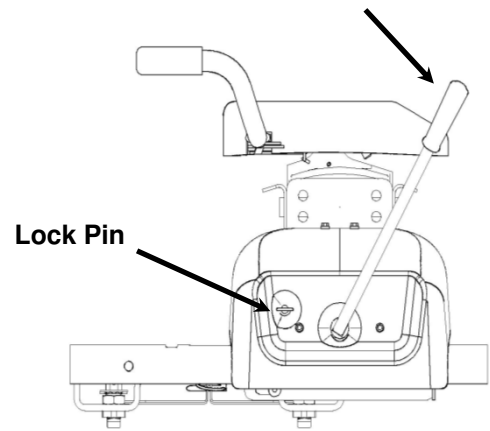


Figure 28a

Locked Maneuvering Position

Handle is Straight Up In Unlocked Position

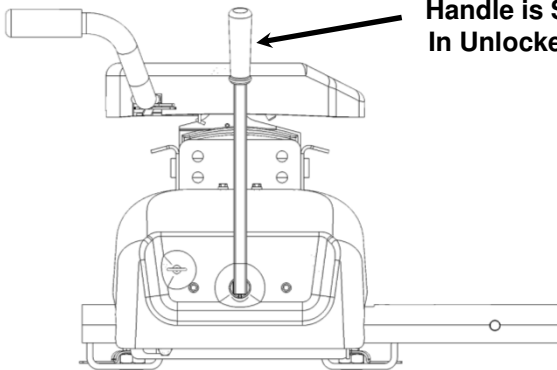


Figure 28b

Unlocked Towing Position

Handle in Locked Position

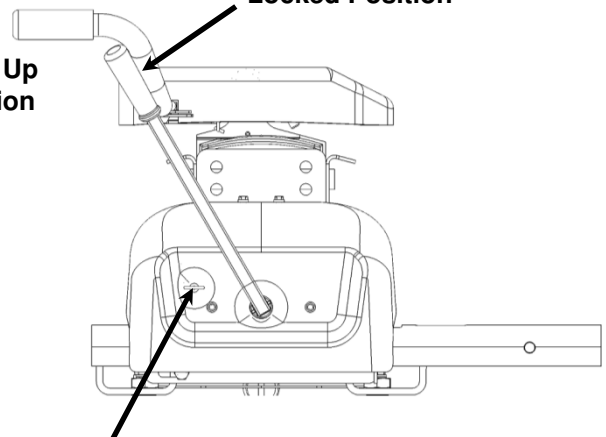


Figure 28c

Locked Towing Position

MAINTENANCE

1. Recheck tightness of all hardware every 1000 miles of use. All 5/8" bolts have a torque specification of 170ft-lbs and 1" jam nuts should be box wrench tight .
Box wrench tight is when you tighten each jam nut ¼ turn more once there is no vertical play in all the anchor bushing assemblies. See page 9.
 See "Before each trip" section in this manual on page 10.
2. **Anchor assemblies should be lubed every 6 months with lithium grease to keep assemblies moving freely.**
3. **Lubricate Rollers, Lock Cam, Lock Arm, Slider Rails & Spring on Slider Assemblies every 6 months with lithium grease to keep assemblies moving freely. See Figure 29A & 29B.**

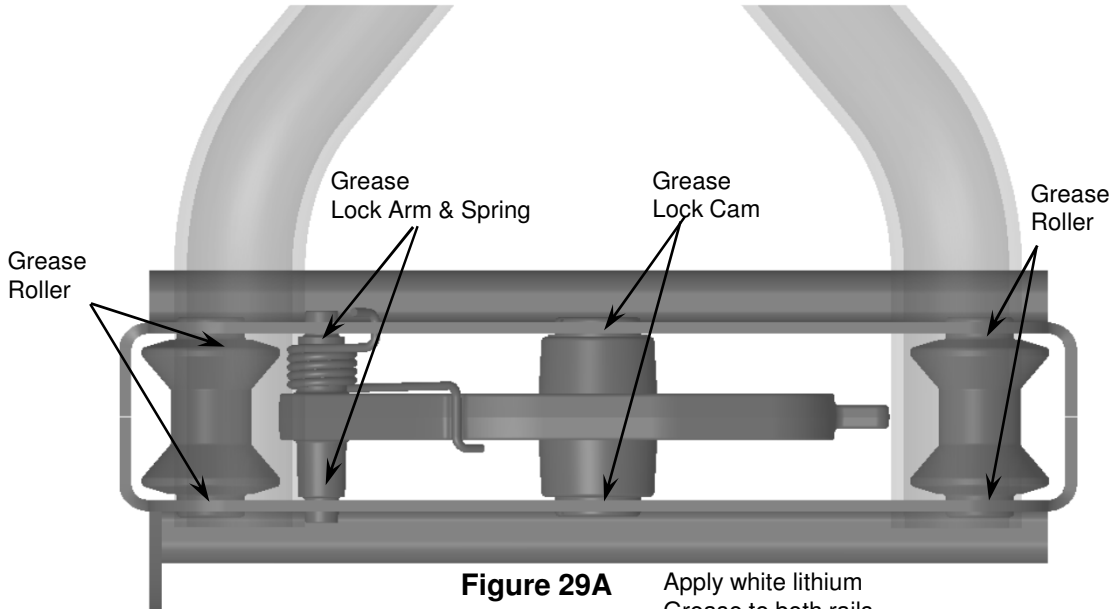


Figure 29A

Apply white lithium Grease to both rails Before use. See label below

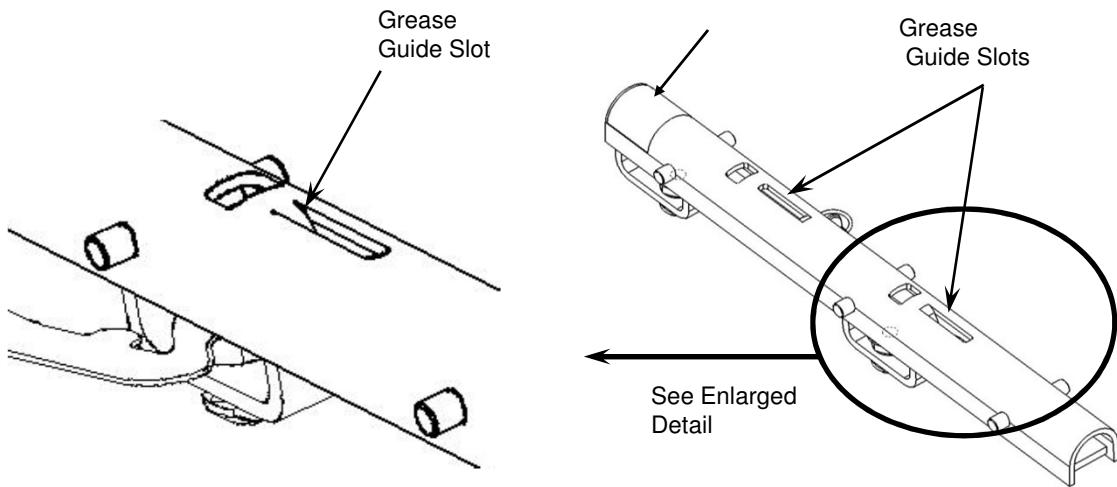
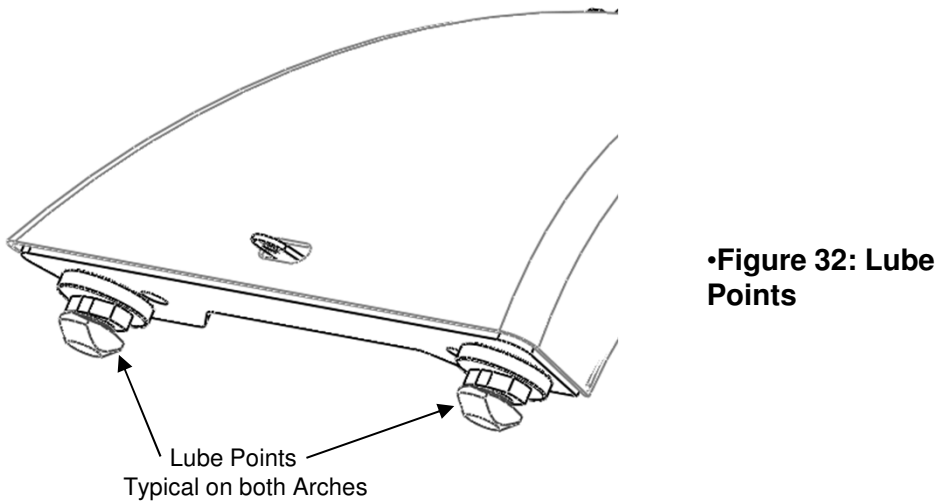
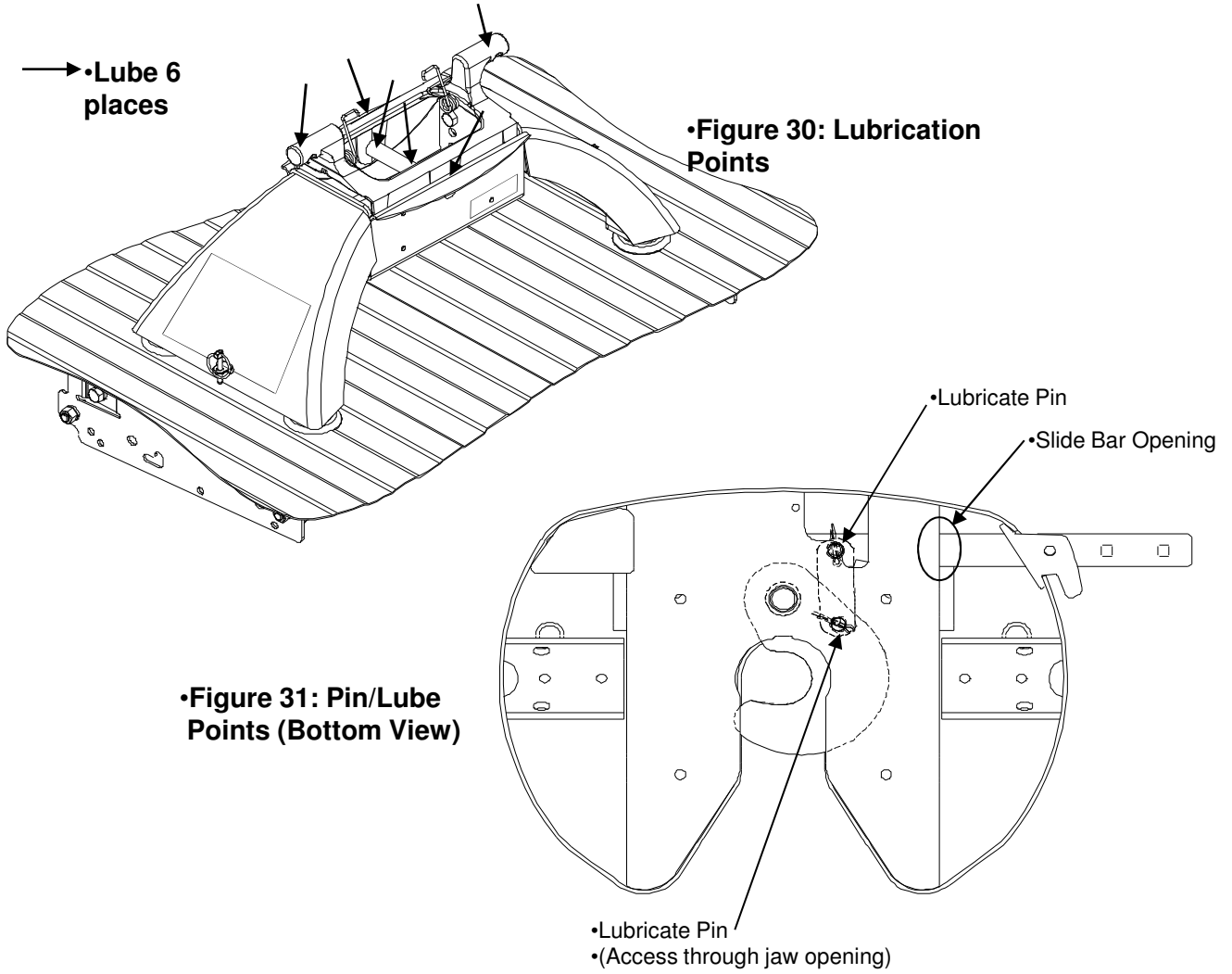


Figure 29B

APPLY WHITE LITHIUM
GREASE BEFORE USE
SEE INSTRUCTIONS

LUBRICATION:

1. Lube center section as shown in Figure 30 with lithium grease.
2. Lube pins (2) and slide bar opening as shown in Figure 31 with lithium grease prior to installation/operation.
3. Lube feet with lithium grease for easier engagement as shown in Figure 32.



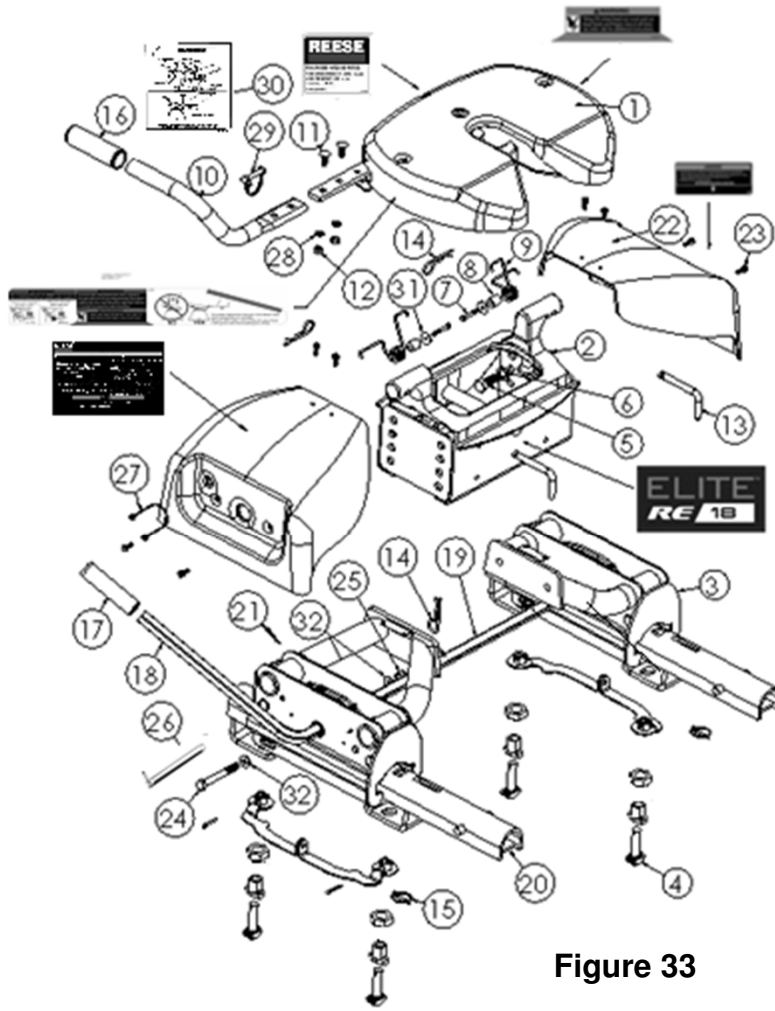


Figure 33

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

NOTES

LIMITED LIFETIME WARRANTY

- Cequent Performance Products Inc. (“We” or “Us”) warrants to the original consumer purchaser only (“You”) that the product will be free from material defects in both material and workmanship, ordinary wear and tear expected; provided that installation and use of the product is in accordance with product instructions. There are no other warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose. This warranty is not transferable.
- This warranty does not cover: (a) normal wear and tear; (b) damage through abuse, neglect, misuse, or as a result of any accident or in any other manner; (c) damage from misapplication, overloading, or improper installation; (d) improper maintenance and repair; and (e) product alteration in any manner by anyone other than Us, with the sole exception of alterations made pursuant to product instructions and in a workmanlike manner.
- To make a Warranty claim, contact Us, at our principal address of 47912 Halyard Dr. Suite 100, Plymouth, MI 48170, 1-800-632-3290, identify the product by model number, and follow the claim instructions that will be provided. Any returned product that is replaced by Us becomes our property. You will be responsible for return shipping costs. Please retain your purchase receipt to verify date of purchase and that You are the original consumer purchaser. The product and the purchase receipt must be provided to Us in order to process Your Warranty claim.
- Product replacement is Your sole remedy under this Warranty. We shall not be liable for service or labor charges incurred in removing or replacing a product or any incidental or consequential damages of any kind.
- You acknowledge and agree that any use of the product for any purpose other than the specified use(s) stated in the product instructions is at Your own risk.
- This Warranty gives you specific legal rights, and You may also have other rights which vary from state to state. This Warranty is governed by the laws of the State of Michigan, without regard to rules pertaining to conflicts of law. The state courts located in Oakland County, Michigan shall have exclusive jurisdiction for any disputes relating to this warranty.

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