



You **can** take it with you.

INSTRUCTION & OPERATION MANUAL

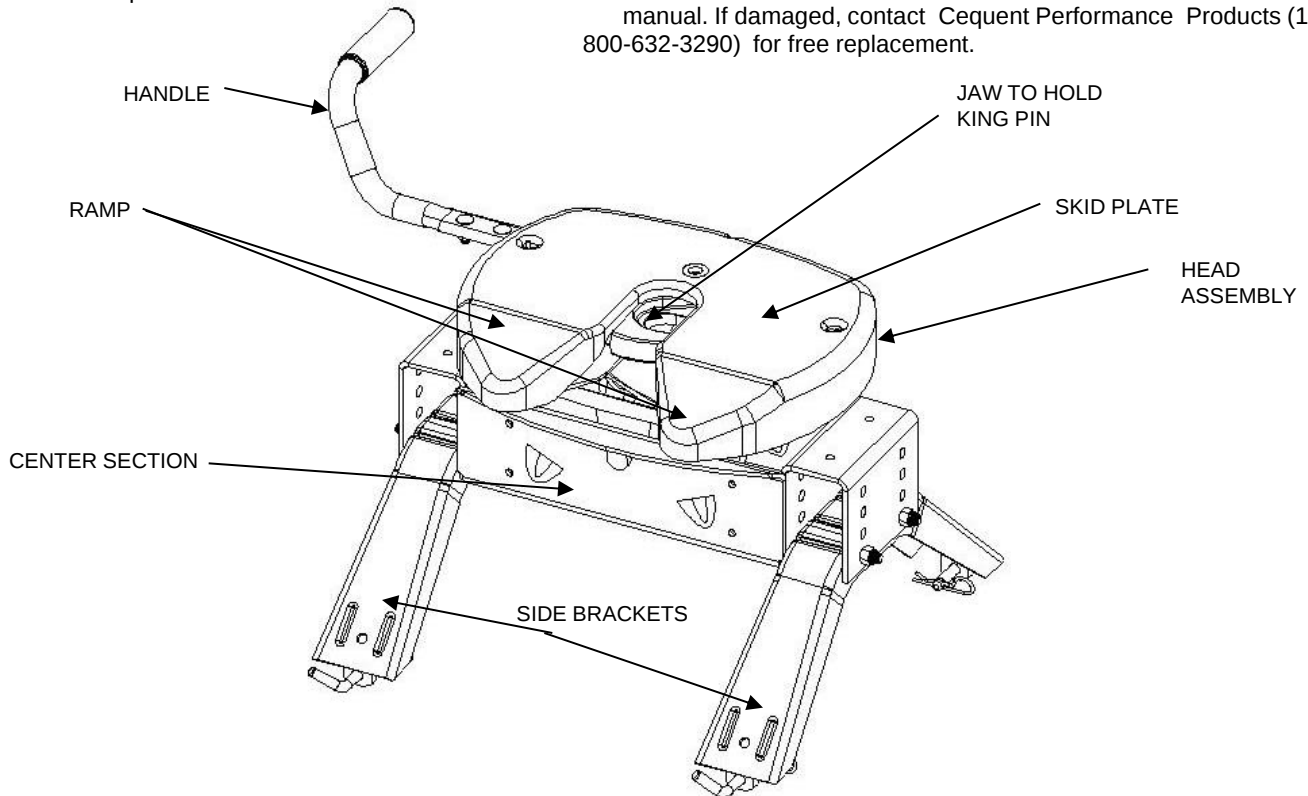
20K - Fifth Wheel Hitch

DEALER/INSTALLER:

- (1) Provide this Manual to end user.
- (2) Physically demonstrate hitching and unhitching procedures in this Manual to end user.
- (3) Have end user demonstrate that he/she understands procedures.

END USER:

- (1) Read and follow this Manual every time you use hitch.
- (2) Save this Manual and Hitch Warning Hang Tag for future reference.
- (3) Pass on copies of Manual and Hitch Warning Hang Tag to any other user or owner of hitch.
- (4) Never remove hitch warning decals as shown on the cover of this manual. If damaged, contact Cequent Performance Products (1-800-632-3290) for free replacement.



WARNING:

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

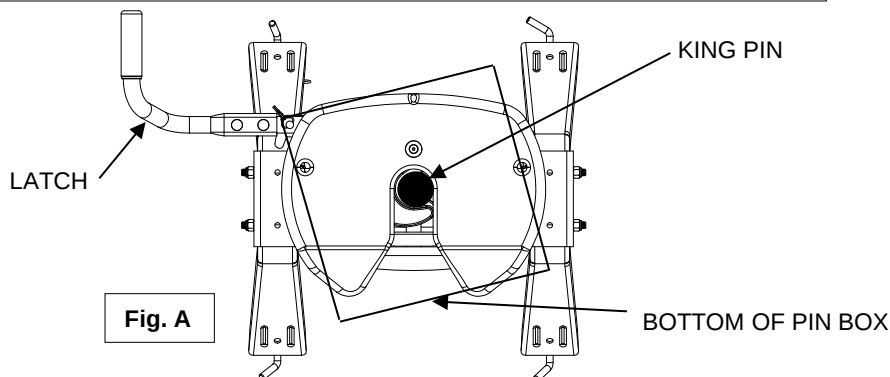
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For Installation Assistance or Technical Help, Call 1-888-521-0510

⚠ 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. A) If the pin box contacts the hitch handle or its latch when turning, the trailer may become unhitched.

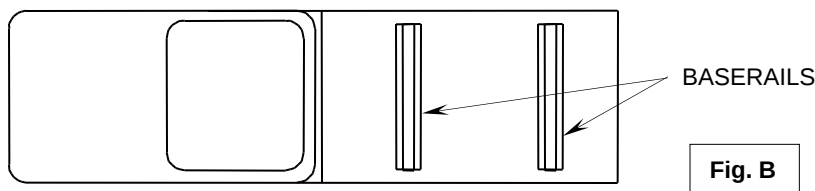


ASSEMBLY INSTRUCTIONS

⚠ WARNING:

- Connection for trailer wiring should be in the side of the truck bed between the driver's seat and the wheel well for the back truck axle
- Installation of connection rearward of the wheel well may result in user placing body between truck and trailer. **WHENEVER POSSIBLE, AVOID PUTTING BODY UNDER TRAILER OR BETWEEN TRUCK AND TRAILER!**
- If you need to place any part of your body under trailer or between truck and trailer:
 - All trailer tires **MUST** be blocked in front and behind each tire **AND**
 - Trailer landing gear **MUST** be resting on firm ground **AND**
 - Truck **MUST** be stationary, in park, with emergency brake on!

1. Reference Fig. 11 on page 8.
2. 5th Wheel Kit is contained in three 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 across bed of truck (See Fig. B). Select one side bracket and place tabs through the centermost rectangular slot in the base rails. Slip long pull pins through holes in base rails. Repeat. Secure pull pins with spring retaining clips.

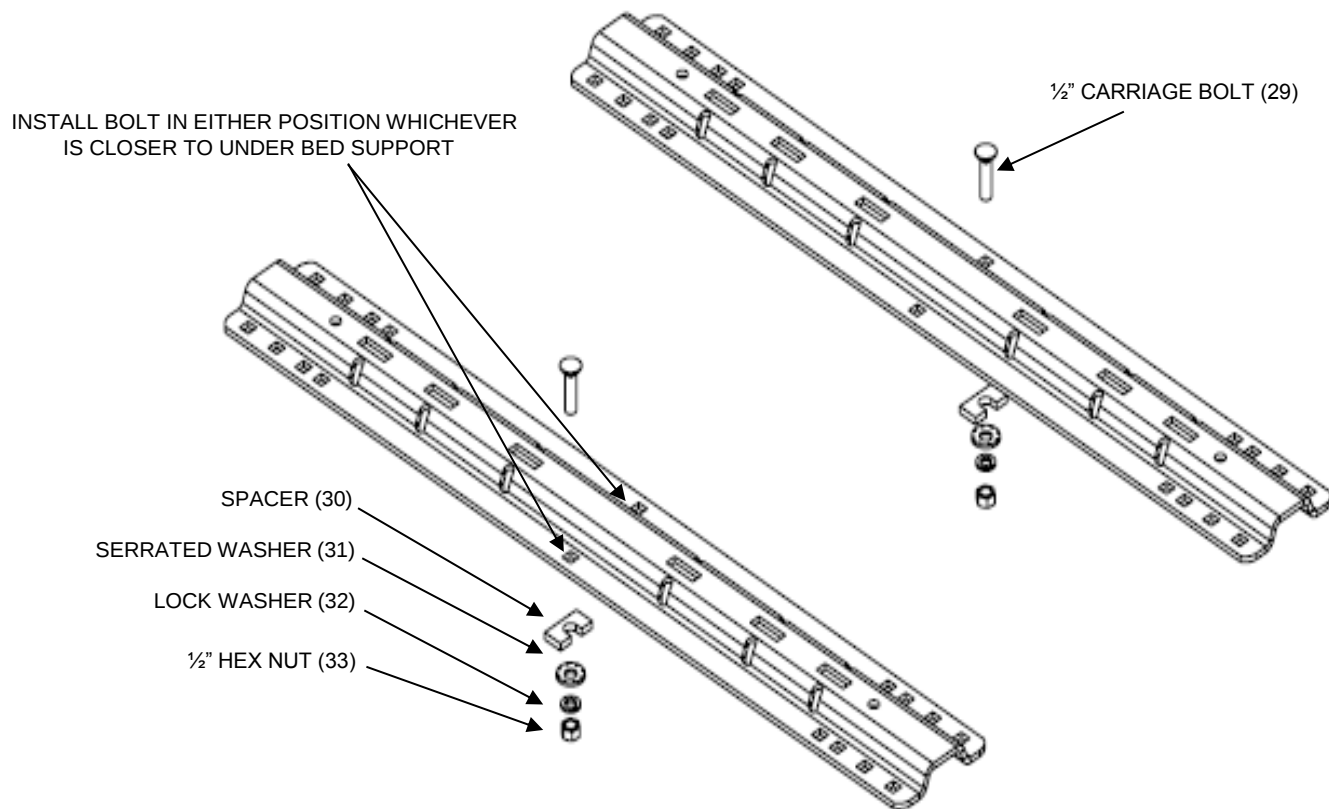


4. Select 20K Center Section and install on leg aligning holes for hitch height desired. (Lowest position 13" highest 17"). Install four 1/2-13 x 4.5" Hex bolts, (with heads toward inside as shown) and lock nuts. (See Appendix B for center section orientation)
5. Torque 1/2" nuts to 75 lb. ft.
6. Install 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.

SUPPLEMENT TO 30095N



ADDITIONAL MOUNTING INSTRUCTIONS:

Install base rails as instructed in base rail instructions. The instruction below is for the addition of the 2 center bolts for applications using 30095.

1. Place base rails in accordance with base rail mounting instructions.
2. BEFORE DRILLING ANY HOLES, CHECK FOR CLEARANCE AROUND THE GAS TANK.
3. Using the center hole in the base rail as a guide, drill a 1/2" hole through the truck bed.
4. Insert 1/2" carriage bolt (29) into the hole. Install 1/2" serrated washer (31), 1/2" lock washer (32) and 1/2" nut (33).
5. Insert spacer (30) between the truck bed and the base rail. It will go in between at the corrugation of the bed. To keep bed from crushing when the bolt is tightened.
6. Repeat for the other base rail.
7. Torque the 1/2" nuts to 75 ft/lbs.

GUIDELINES FOR MATCHING HITCH TRUCK AND TRAILER

If preparing to tow a 5th wheel trailer which you have not rating checked previously, please consult Appendix A of 5th Wheel Kit assembly instructions.

BEFORE EACH TRIP:

1. Lubricate skid plate surface of the hitch and pivot pin grease fitting (see Figure on cover of Manual) with automotive type chassis grease or use a plastic lube plate to provide a lubricated surface. Use lithium grease to lubricate pivot points of moving parts within the hitch.
2. Plastic lube plates (Performance Products No. 83001/40001) 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 12 inches in diameter or larger to properly distribute king pin weight.**
3. Before each trip or maneuver, operate the handle and check that the jaw opens and closes freely.
4. See that all hitch pull pins (#7 (P/N 30434) & #12 (P/N 110974), Figure 11) are in place and the spring retaining clips (#4, Figure 11) are installed (Figure 1). Note that hitch pull pins used to attach the head assembly to the center section for the 5th Wheel Kit Hitch are 90 degree bent pins and if replacements are needed, please contact Customer Service at (800) 632-3290. Check that all four anchor assembly pins are pinned and have the retaining clips attached.

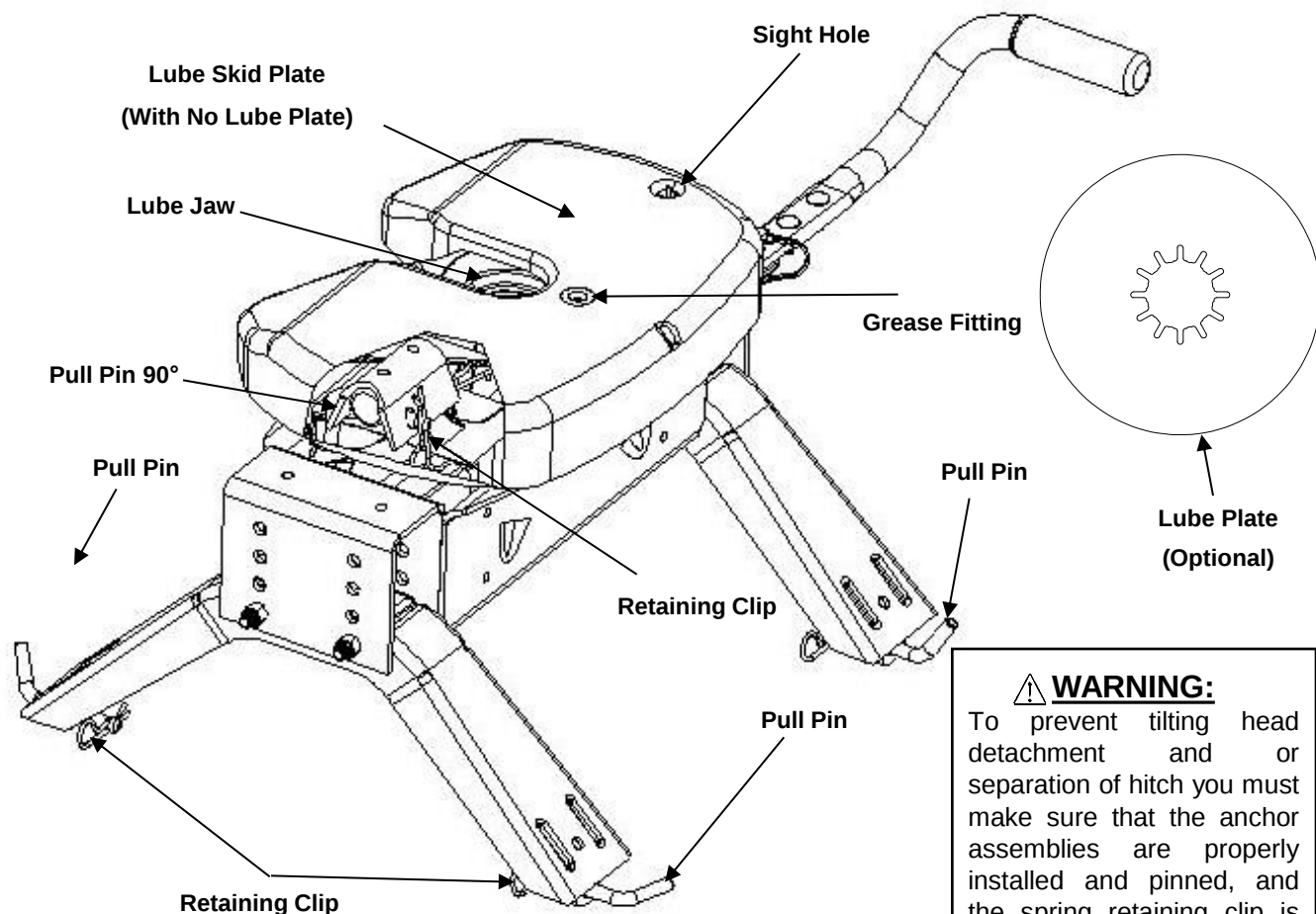


Figure 1 : Pin and Clip (Skid Plate cut away view)

HITCHING PROCEDURE:

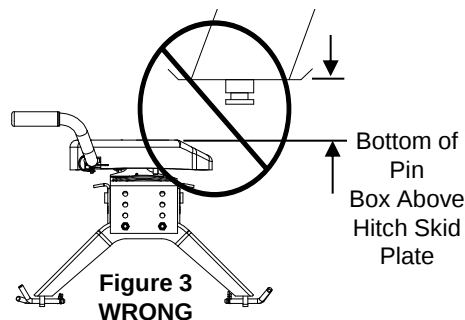
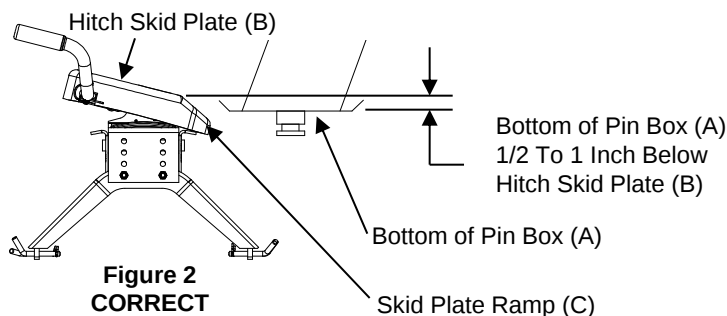
IMPORTANT: YOU ARE RESPONSIBLE FOR SAFE HITCHING AND UNHITCHING OPERATIONS. DO NOT RELY ON OTHERS TO PERFORM THESE DUTIES. YOU MUST PERSONALLY MAKE SURE THE FOLLOWING STEPS ARE PERFORMED IN THE FOLLOWING ORDER!



WARNING:

FAILURE TO FOLLOW 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. 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.
2. Using trailer jacks, adjust trailer height following the directions in the trailer manual so that bottom of trailer pin box (“A” in Figure 2) is $\frac{1}{2}$ to 1 inch below skid plate (See “B” in Figure 2). During the hitching maneuver, the bottom of the trailer pin box should come in contact with skid plate ramp (“C” in Figure 2).

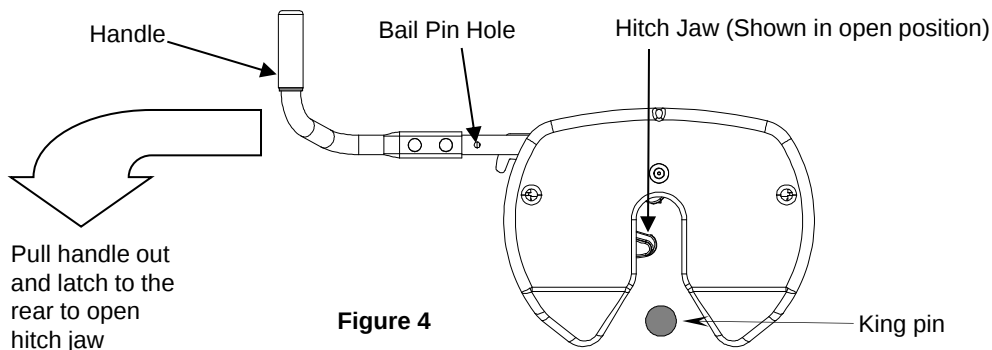


WARNING:

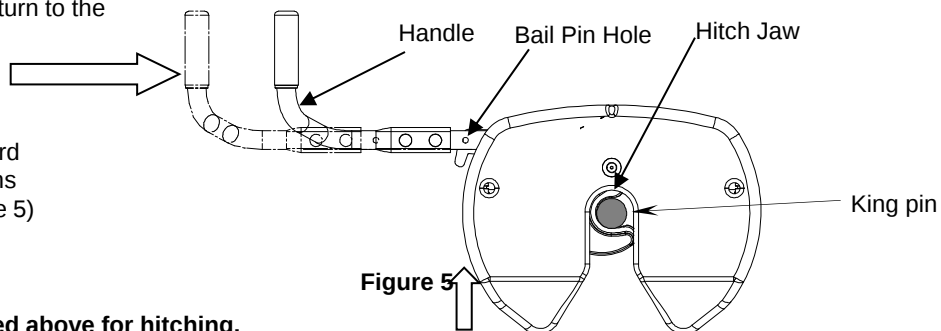
Failure to follow this instruction may result in king pin being too high and coming to rest on top of the closed jaw or not completely inside jaw. (See Figure 6 & 7). This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone is under the trailer or between truck and trailer when separation occurs.

3. Remove bail pin from bail pin hole (see Figure 4). 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.

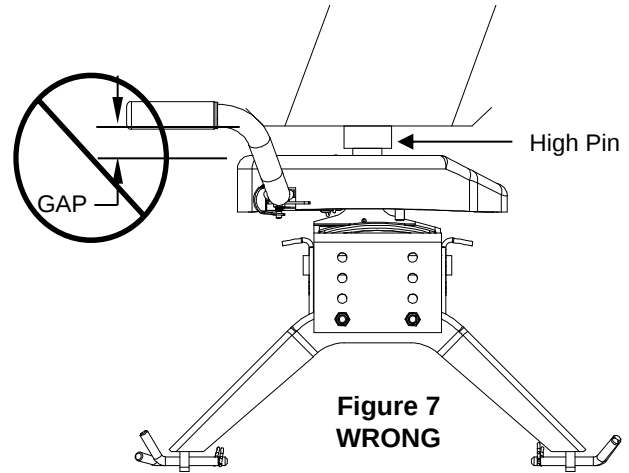
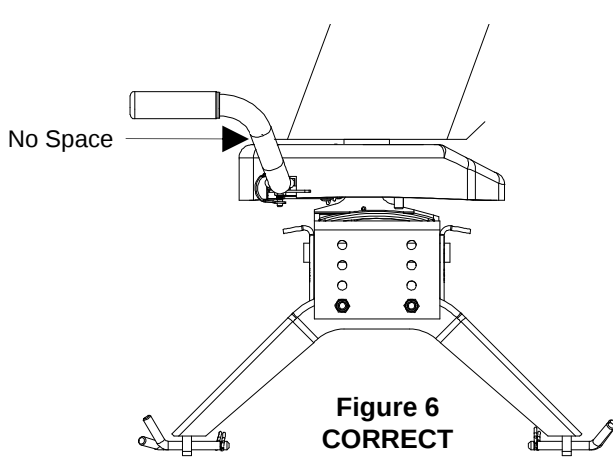


4. With handle in the open position (See Figure 4), back truck slowly into trailer. As king pin completely enters head, jaw will spring closed around king pin and handle will return to the closed position. If the handle does not return to the closed position, then try to push the handle back to the closed 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 5)

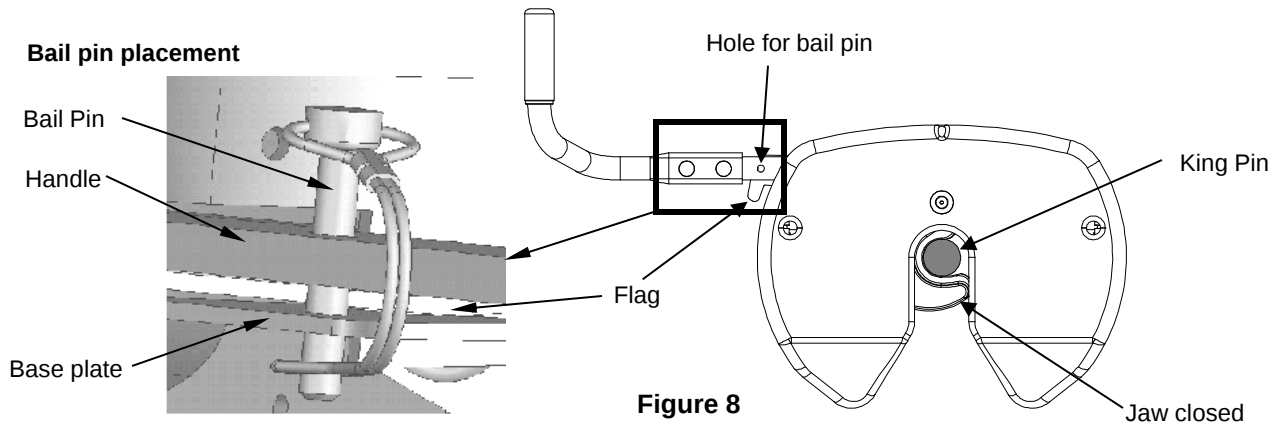


5. Use **only** the method described above for hitching.

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 6). If space exists, (see Figure 7) 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!



7. Place bail pin through bail pin holes in the handle and the 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 8)



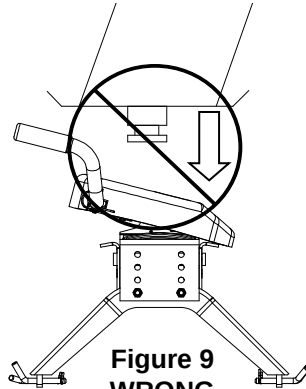
8. With:

- 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

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. Do not tow trailer until the Pull Test has been successfully completed.

⚠ 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 Figure 9).



⚠ 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!

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 attachment steps.

⚠ 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. To avoid death or serious injury:

- All trailer tires **MUST** be blocked in front and behind each tire **AND**
- Trailer landing gear **MUST** be resting on firm ground **AND**
- Truck **MUST** be stationary, in park, with emergency brake on!

4. Lower truck tail gate.
5. Disconnect power cable and breakaway switch cable between truck and trailer.
6. Remove 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 4). 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 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. Hitch jaw will automatically close as the king pin is removed from the jaw.
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. All 1/2" bolts have a torque specification of 75ft.lbs.
2. See "Before each trip" section in this manual.
3. **Head assembly to center section should be lubed every 12 months with grease to keep assemblies moving freely.**

⚠ WARNING:

Tilting 5th Wheel head can crush and cut. Keep hands and fingers clear from this area at all times (including placement/removal of head).

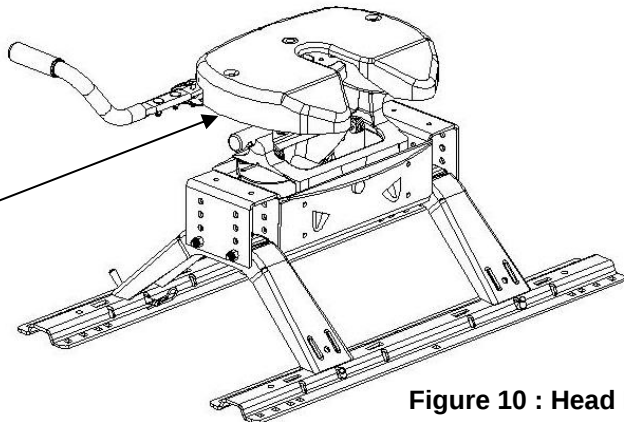


Figure 10 : Head Placement

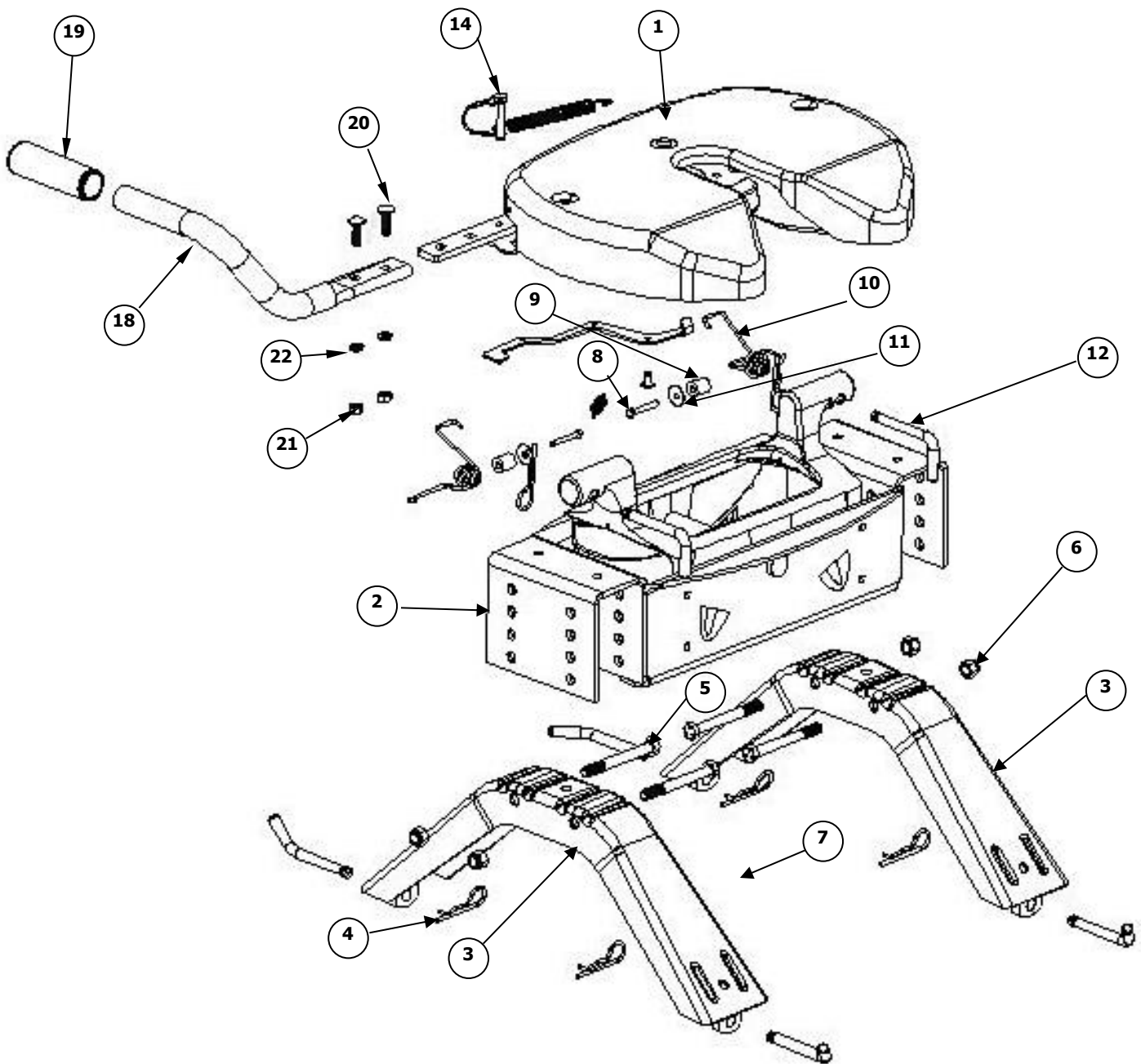


Figure 11

REF #	QTY.	DESCRIPTION
1	1	18K HEAD ASSEMBLY
2	1	18K CENTER SECTION
3	2	SIDE BRACKET (P/N 30834)
4	6	RETAIN CLIP (P/N 55515)
5	4	1/2" X 4 1/2" BOLTS (P/N 01150018)
6	4	1/2" LOCK NUTS (P/N 3376)
7	4	1/2" DIA LONG PULL PIN (P/N 30434)
8	2	1/4" X 20 - 1.75 HX HEAD BOLT (P/N 55256)
9	2	TUBE SPACER (P/N 110898)
10	2	TORSION SPRING (P/N 110787 & 110788)
11	2	1/4" WASHER (P/N 55546)
12	2	1/2" PULL PIN 90° (P/N 110974)

REF #	QTY	DESCRIPTION
13	1	HANG TAG (P/N 110795)
14	1	BAIL PIN WITH LANYARD (P/N 110896)
15	1	LABEL, PINCH POINT (P/N 110954)
16	1	LABEL, OPERATION WARNING (P/N 110793)
17	2	LABEL, RATING (P/N 113145)
18	1	HANDLE TUBE (P/N 110470)
19	1	HANDLE GRIP (P/N 07417)
20	2	3/8 CARRIAGE BOLT (P/N 01246005)
21	2	3/8 NUT (P/N 55052)
22	2	3/8 LOCK WASHER (P/N 01129006)

NOTES

LIMITED LIFETIME WARRANTY

Part No: _____

Original Purchase: _____

Original Owner: _____

Original Installer: _____

1. **Limited Lifetime Warranty ("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 excepted; 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.
2. **Limitations on the Warranty.** 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.
3. **Obligations of Purchaser.** To make a Warranty claim, contact Us, at our principal address of 47912 Halyard Dr. Suite 100, Plymouth, MI 48170, 1-888-521-0510, 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.
4. **Remedy Limits.** 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.
5. **Assumption of Risk.** 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.
6. **Governing Law.** This Warranty gives You specific legal rights, and You also may 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.

Cequent Performance Products, Inc.
47912 Halyard Dr. Suite 100
Plymouth, MI 48170

Appendix A

GUIDELINES FOR MATCHING HITCH, TRUCK, AND TRAILER

GUIDELINES FOR MATCHING HITCH, TRUCK, AND TRAILER

WARNING:

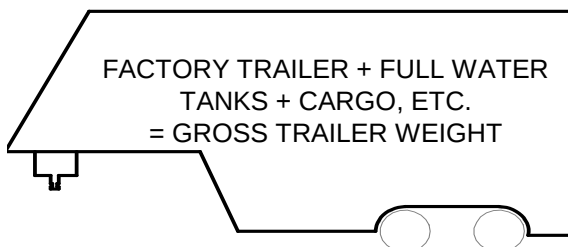
Failure to follow all of these instructions may result in death or serious injury!

WARNING:

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

- 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). (Figure 12)
- Gross weight of trailer must not exceed 20,000 pounds.
- King pin weight must not exceed 5,000 pounds (Figure 13). If in doubt have king pin weight measured by qualified facility.

Figure 12



1. Check Tow Ratings:

Vehicle Tow Rating: _____.

5th Wheel Kit Hitch Rating: 20,000 lbs..

Gross Trailer Weight (Figure 12): _____.

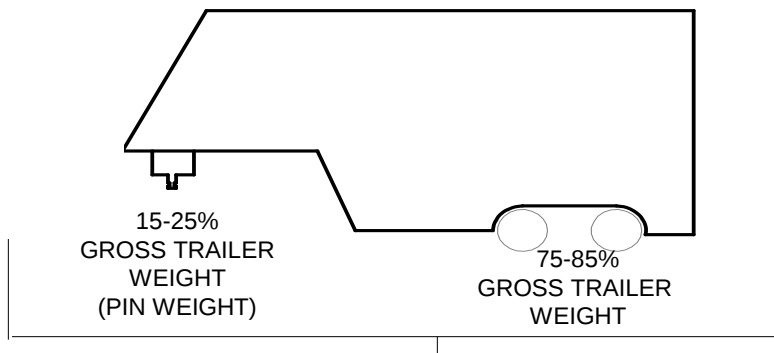
***Trailer weight should be the lowest of these recorded ratings for safe towing conditions.**

2. Cequent Performance Products 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' Engineering Department.

3. Use only a SAE 2-inch kingpin with your 20K Fifth Wheel Hitch.

4. Approximately 15%-25% of trailer weight should be on hitch (Pin Weight). See Figure 13.

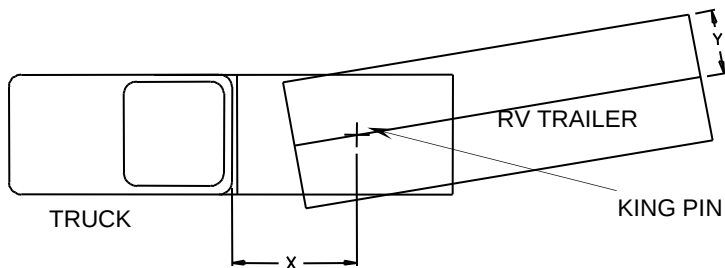
Figure 13



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

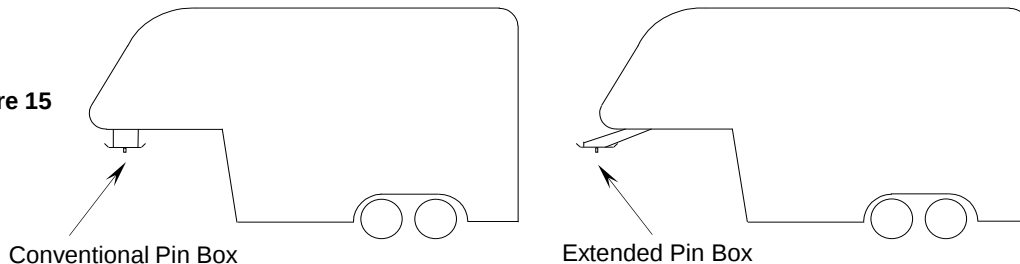
Rule of thumb: The distance from the back of the truck cab to the center of the rear truck axle ("X" in Figure 14), should be approximately 4 inches greater than one-half the trailer width ("Y" in Figure 4)

Figure 14



6. If a short bed pickup (less than 8 ft. but longer than 6 ft.) is to be used for towing, Cequent Performance Products recommends the trailer be equipped with an extended pin box to help gain additional truck - trailer turning clearance (See trailer manufacturer for options) (Figure 15). It also may be helpful to add a Square Tube or Round Tube Slider (**Part # 30048 / 50008**) for increased turning clearance for low speed, non-highway maneuvering.

Figure 15

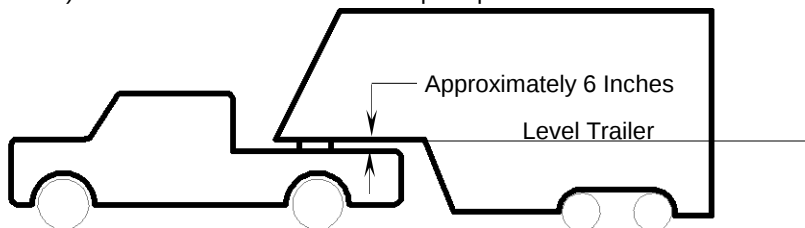


⚠ WARNING:

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. (Figure 16). Allow more clearance between pickup walls and trailer for off road use.

Figure 16



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, "A" in Figure 17. Secondly measure from the height of the inside of the truck bed, "B" in Figure 17. Dimensions "C" and "D" in Figure 17 can be used to determine the amount of clearance over the side rails, as mentioned in Note 17.

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

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.

$$D - C + 2" > 6" \text{ as noted in Note 7.}$$

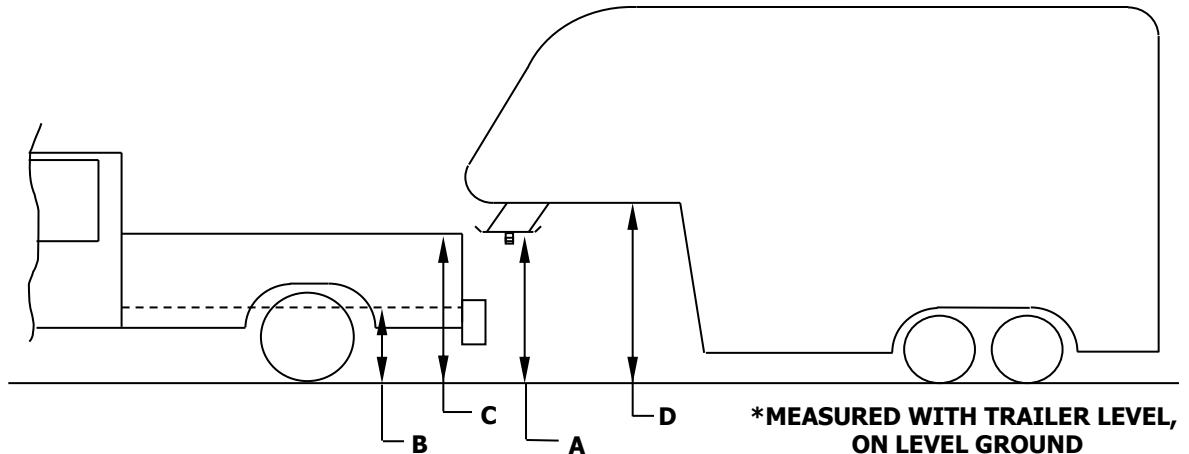


Figure 17

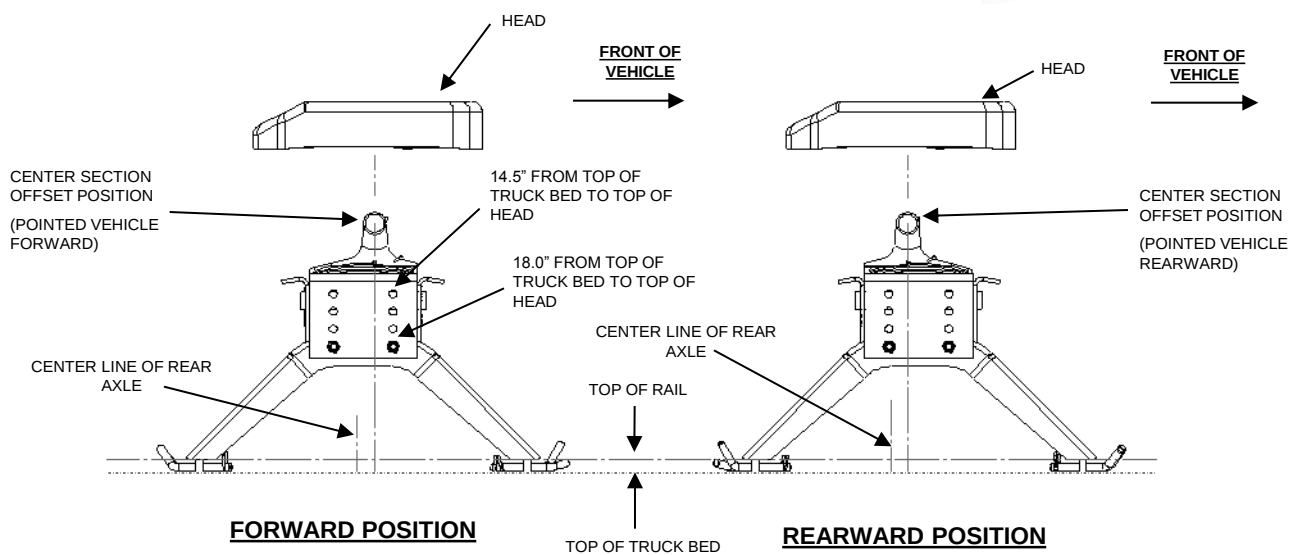
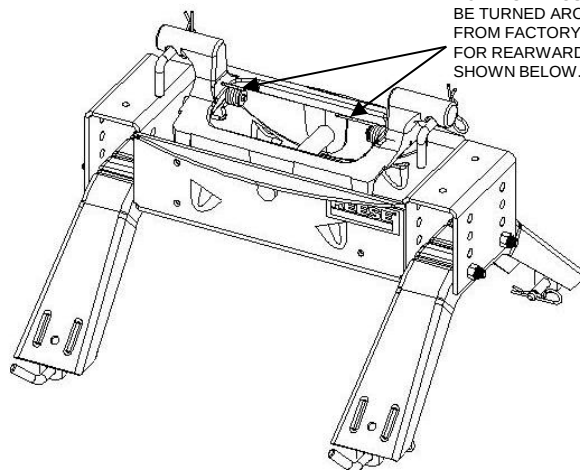
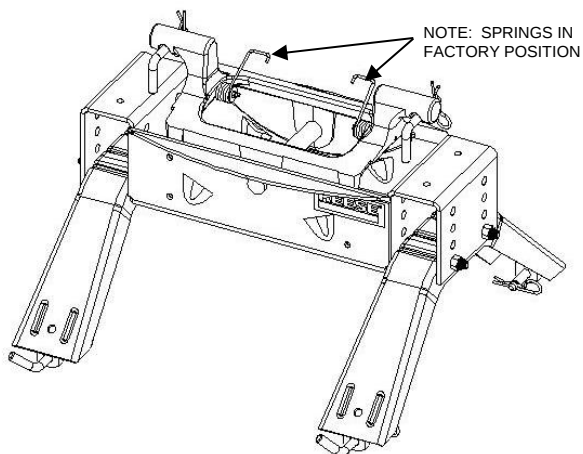
9. If a lube plate is to be used with a 5th Wheel Kit it must be at least 12" in diameter. Cequent Performance Products offers this optional lube plate as part # 83001 / 40001.

⚠ 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

Appendix B

GUIDELINE FOR CENTER SECTION ORIENTATION



Cequent Performance Products, Inc.
INSTRUCTION MANUAL
REESE™ Fifth Wheel Slider 50024
PLYMOUTH, MI

DEALER/INSTALLER:

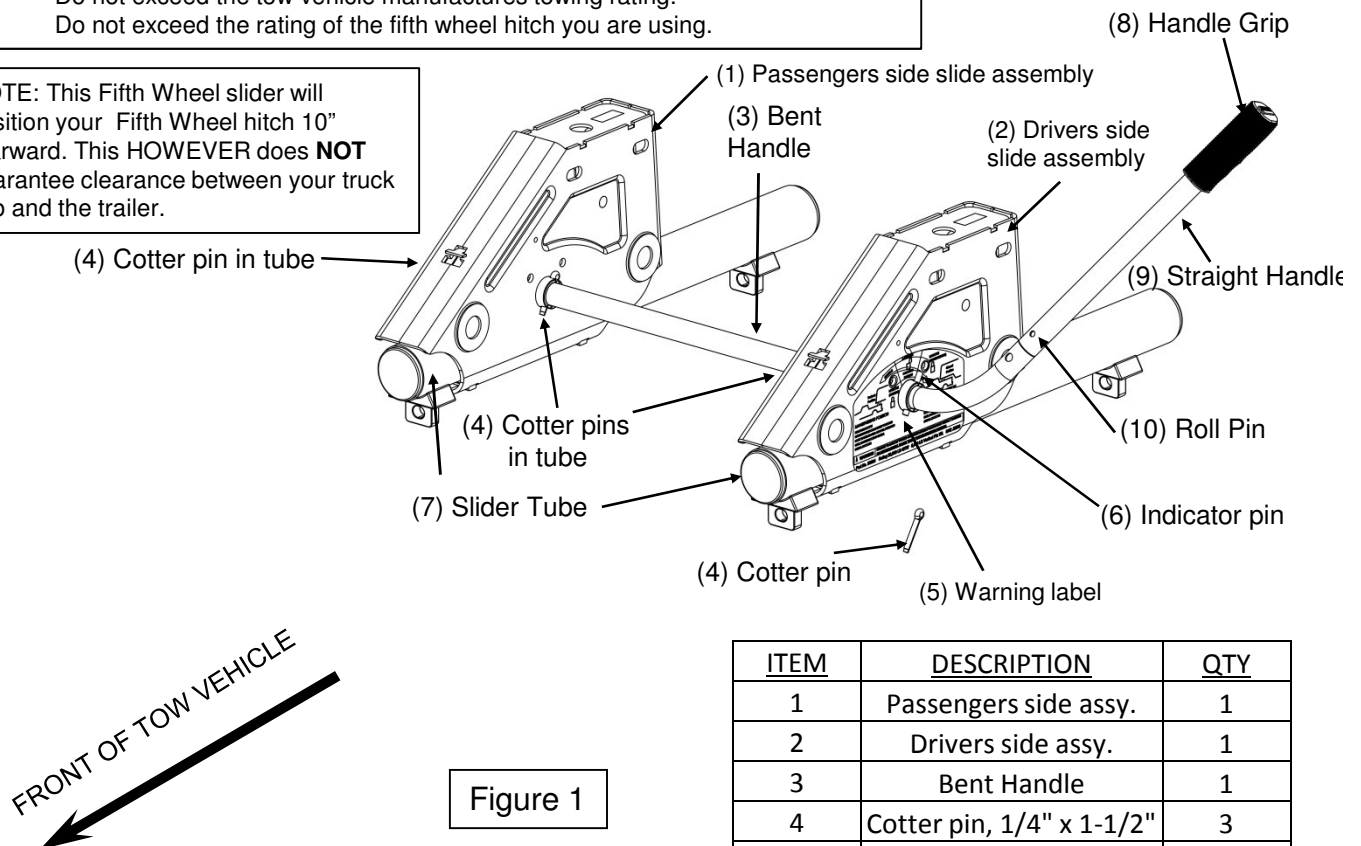
- (1) Provide this Manual to end user.
- (2) Physically demonstrate sliding procedures in this Manual to end user.
- (3) Have end user demonstrate that he/she understands procedures.

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. If damaged, contact Cequent Performance Products, Inc. (1-888-521-0510) for free replacement decals.

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.



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

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)

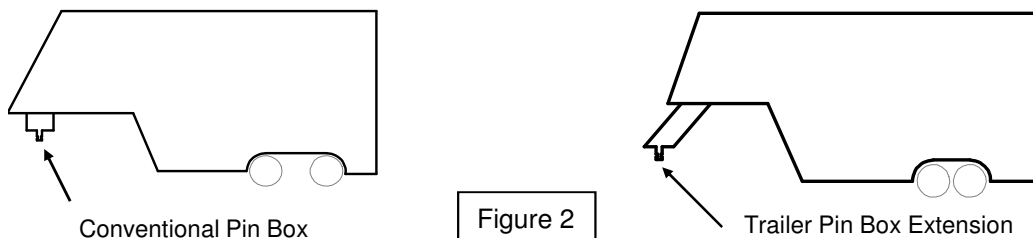
⚠ WARNING:
Failure to follow these instructions may result in death or serious injury!

⚠ 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.



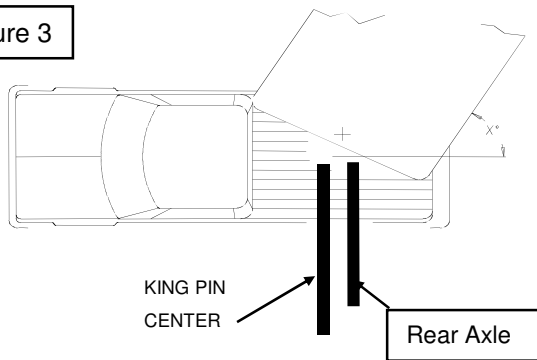
⚠ CAUTION:
Turning clearance is reduced when towing with a short bed truck! This can result in the trailer striking the inside of the truck bed. Always monitor the truck cab and the trailer clearance during turns. Failure to do so could result in significant property damage.

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.

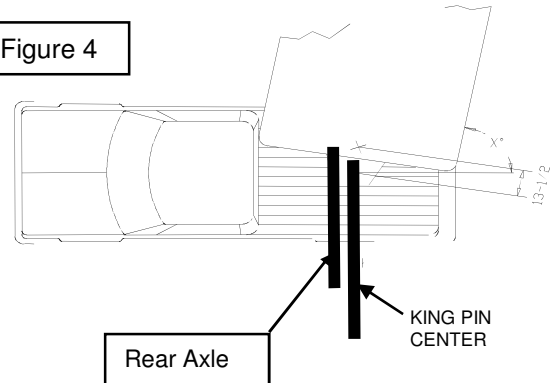
4. The REESE™ FIFTH WHEEL SLIDER provides additional turning clearance for low speed, off-highway maneuvering such as backing a fifth wheel trailer into a tight camp site. This is done by sliding the hitch 10 inches rearward of its normal Towing Position (Figure 3) to a Maneuvering Position (Figure 4).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

Figure 3



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!

Figure 4



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!

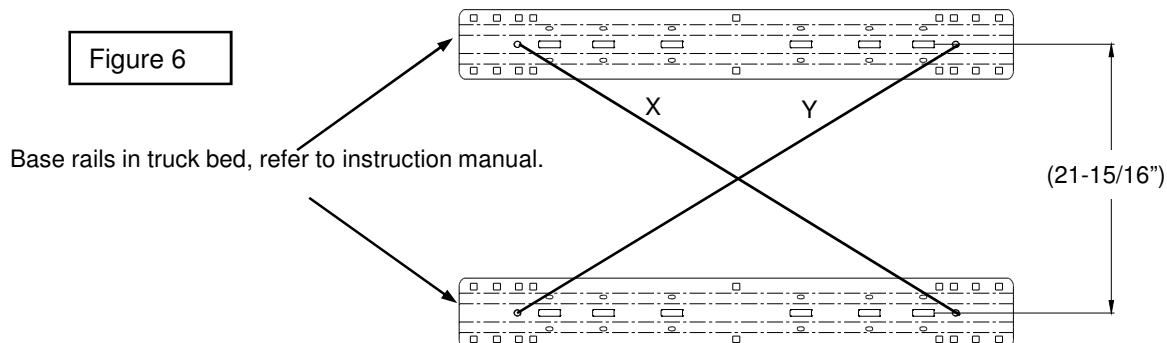
⚠ WARNING:

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.

Figure 6



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.

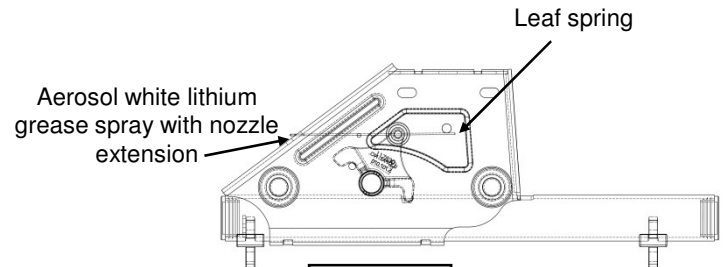


Figure 7

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.

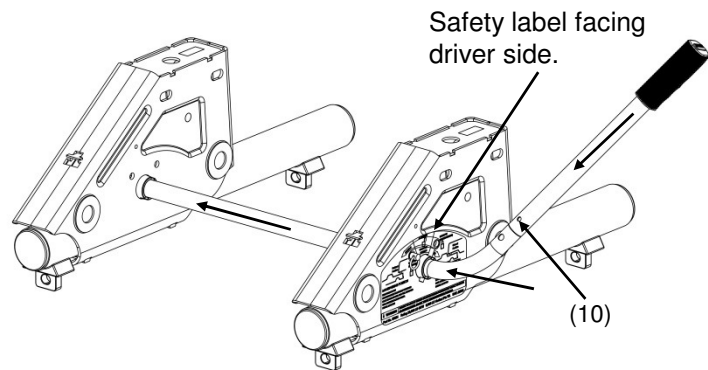


Figure 8

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

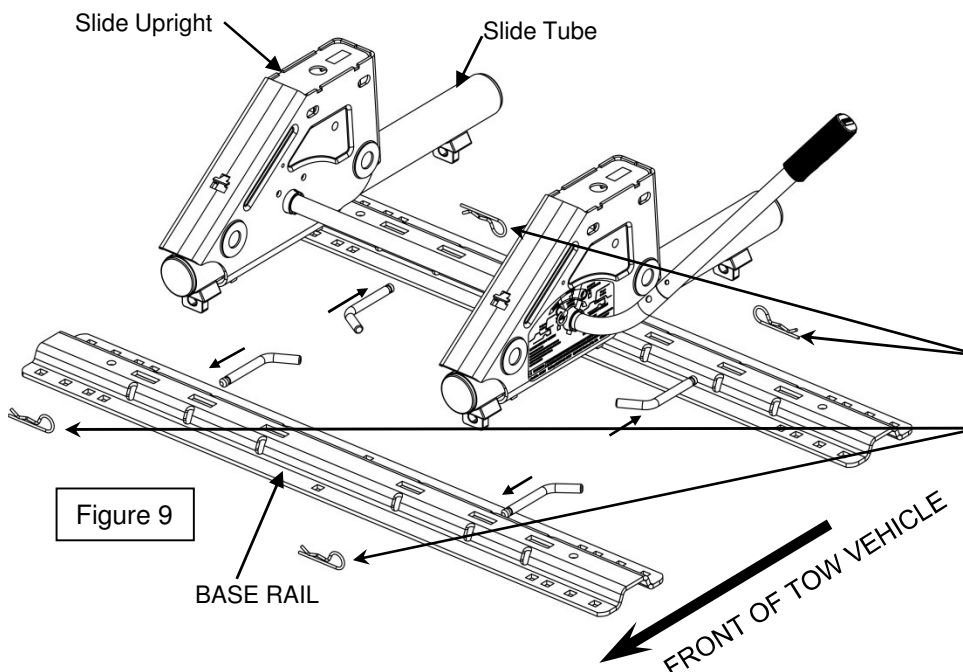


Figure 9

⚠ 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.

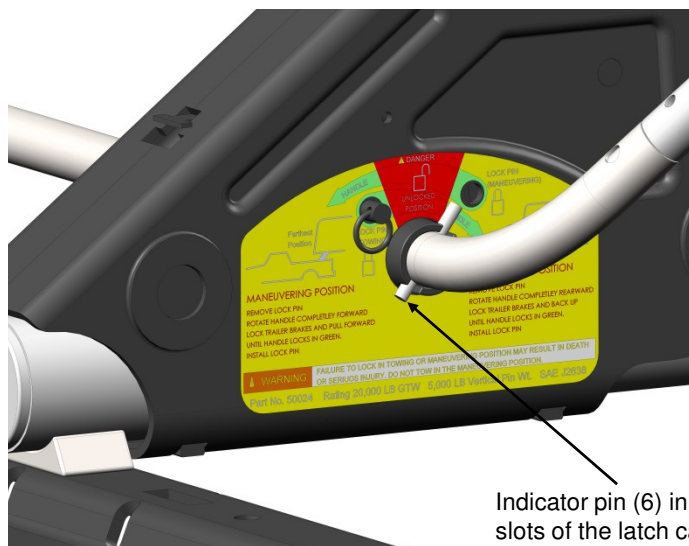
5. Loosely assemble head support to REESE™ FIFTH Wheel Slider at desired height.

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



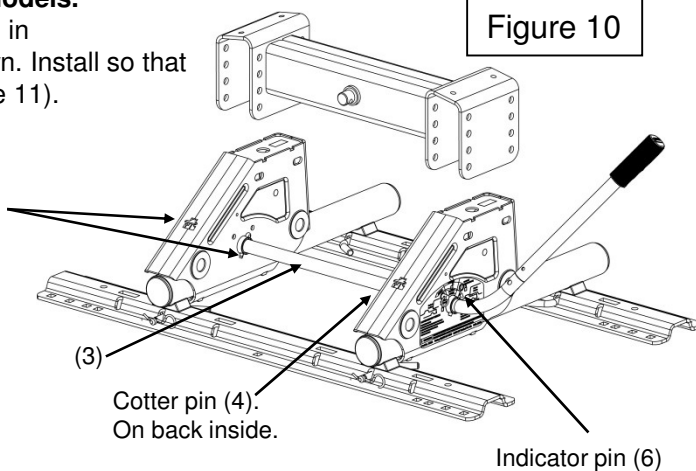
Indicator pin (6) in both slots of the latch casting.

Cotter pin (4)
On back side

(3)

Cotter pin (4).
On back inside.

Figure 10



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.

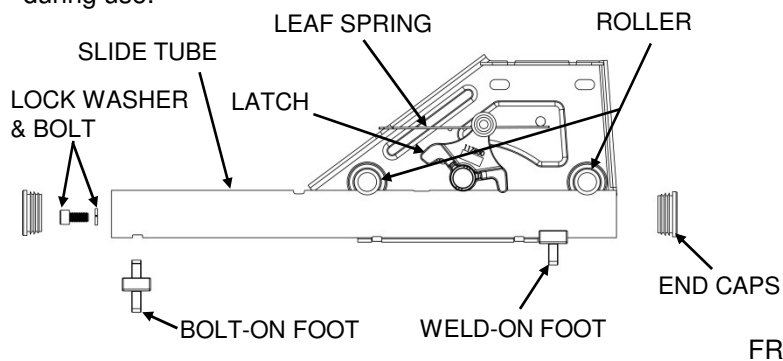
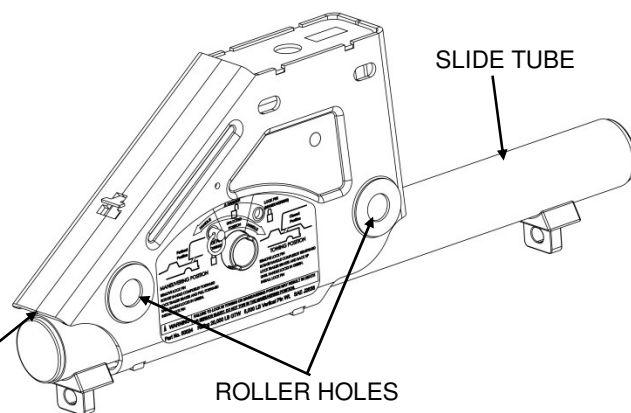


Figure 13

Figure 12



SLIDE TUBE

ROLLER HOLES

⚠ **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.

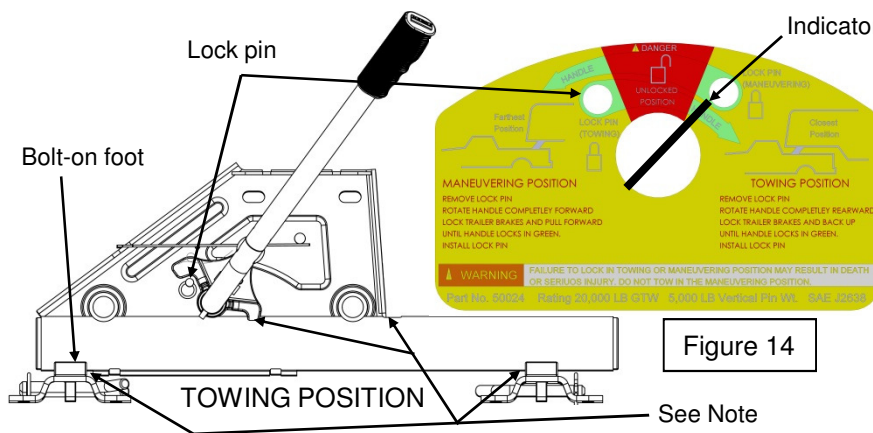


Figure 14

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.

←
FRONT OF TOW VEHICLE

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).
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).

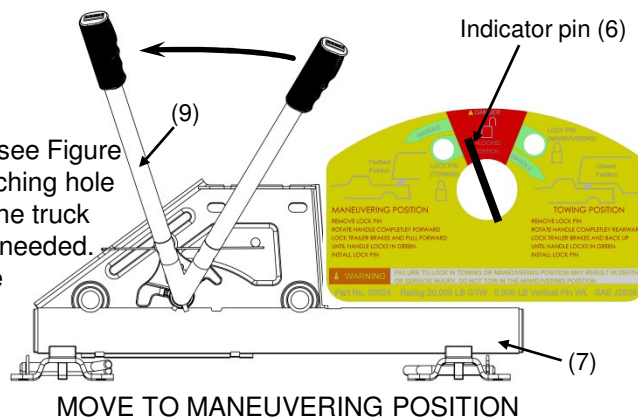


Figure 15

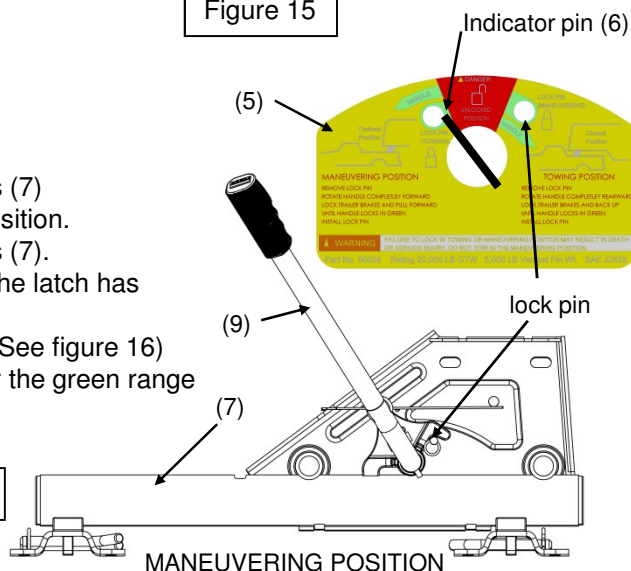


Figure 16

←
FRONT OF TOW VEHICLE

⚠ 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)

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.

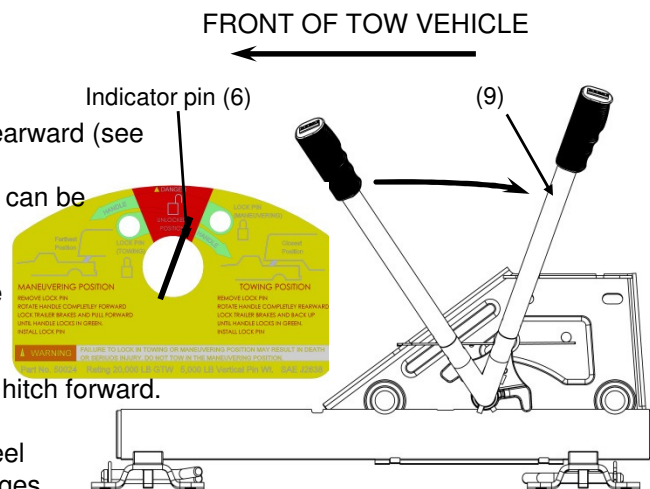


Figure 17

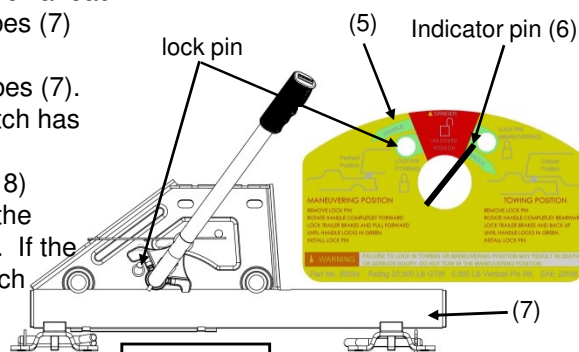


Figure 18

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.

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, 1-800-521-0510, 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.

Cequent Performance Products, Inc.
47912 Halyard Dr, #100
Plymouth, MI 48170

Cequent Performance Products

MANUAL DE INSTRUCCIONES

Deslizador de quinta rueda REESE™

Plymouth, MI.

CONCESIONARIO/INSTALADOR:

- (1) Entregue este manual al usuario final.
- (2) Demuestre físicamente los procedimientos en este manual al usuario final.
- (3) Pida al usuario final que le demuestre que entiende los procedimientos.

USUARIO FINAL:

- (1) Lea y siga este manual todas las veces que use este deslizador de quinta rueda de REESE™
 - (2) Guarde este Manual para referencia futura.
 - (3) Distribuya copias de este manual a cualquier otro usuario o propietario del deslizador de quinta rueda de REESE™
 - (4) Nunca retire las calcomanías de advertencia del deslizador de quinta rueda que se muestran en la portada de este manual.
- En caso de daños contacte a CequentPerformance Products, Inc. (1-888-521-0510) para adhesivos de reemplazo gratuitos.

NOTA: Este producto está calificado en 20,000 lbs de peso bruto del remolque y 5,000 lbs de peso vertical del pin. No supere la calificación de remolque que indica el fabricante del vehículo de remolque. No supere la calificación del enganche de quinta rueda que está usando.

NOTA: Este deslizador de quinta rueda posicionará su enganche de quinta rueda 10" hacia atrás. SIN EMBARGO, esto **NO** garantiza el despeje entre la cabina de su vehículo y el remolque.

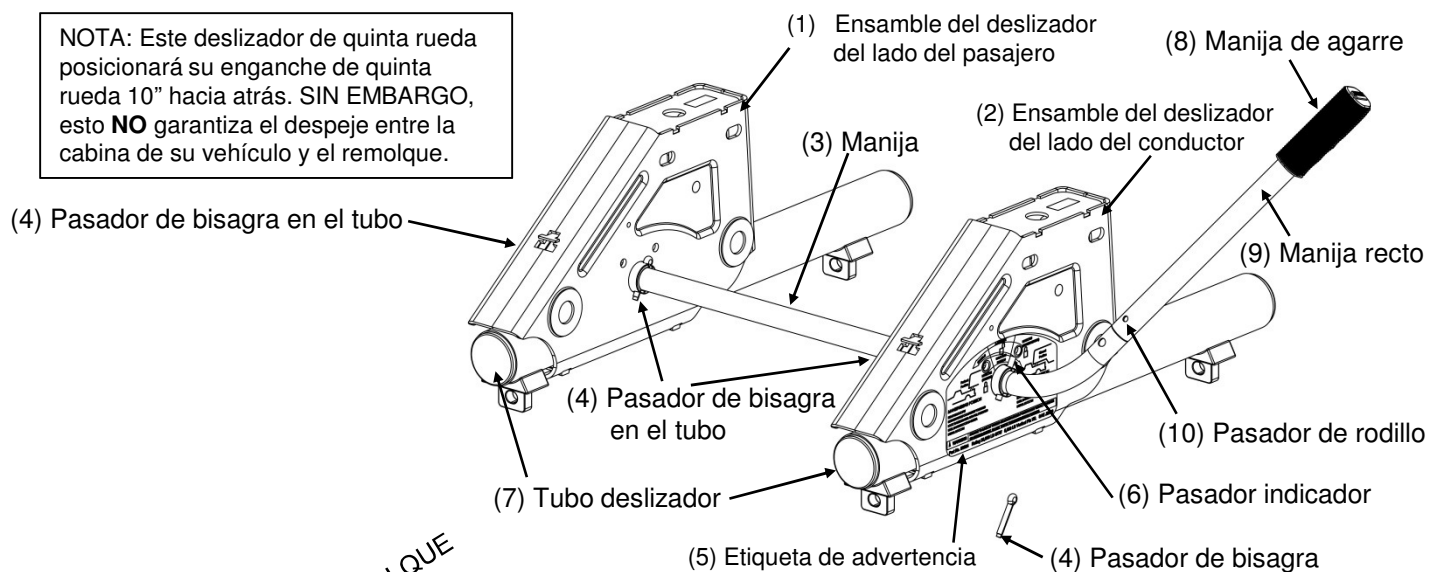


Figura 1

ARTÍCULO	DESCRIPCIÓN	CANT.
1	Ensamble lado pasajero	1
2	Ensamble lado conductor	1
3	Manija	1
4	Pasador de bisagra	3
5	Etiqueta de advertencia	1
6	Pasador indicador	1
7	Tubo deslizador	2
8	Manija de agarre	1
9	Manija recto	1
10	Pasador de rodillo	1

Para asistencia con la instalación o para ayuda técnica, llame al: 1-888-521-0510.

(REVERSO)

⚠ ADVERTENCIA:

¡No seguir estas instrucciones puede resultar en la muerte o en lesiones serias!

⚠ ADVERTENCIA:

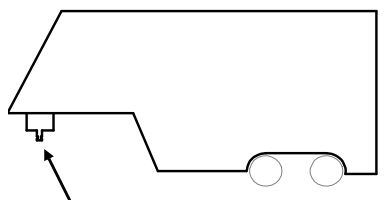
¡Los enganches deslizadores que no se bloqueen correctamente pueden moverse repentinamente y causarle la muerte! Para evitar la muerte o una lesión seria:

•Nunca coloque ninguna parte de su cuerpo en la base del vehículo o entre el vehículo y el remolque, a menos que se cumplan todas y cada una de las siguientes condiciones:

- 1. El vehículo está estacionado con el freno de emergencia activado, y**
 - 2. Todas las ruedas del remolque estén bloqueadas en cada lado de la rueda.**
- Siempre realice una "prueba de empujar" o "prueba de halar" según las instrucciones de este manual.**

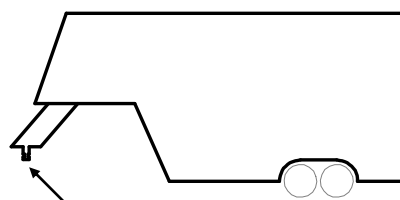
ANTES DE LA INSTALACIÓN

1. Los remolques de quinta rueda están normalmente diseñados para uso con vehículos de base larga (8 pies). Estos vehículos ofrecen un despeje amplio para giros entre la cabina del vehículo y el frente del remolque.
2. Los vehículos de base corta (menos de 8 pies) requieren despeje adicional para giros para evitar que la cabina del vehículo o el remolque se dañen durante giros normales. La mejor manera de lograr esto es mediante el uso de una caja conectora de extensión del remolque (ver Figura 2). Cequent Performance Products, Inc. recomienda el uso de una caja conectora de extensión de un mínimo de 13 pulgadas para poder hacer maniobras normales de giro de manera cómoda con un vehículo de base corta. Póngase en contacto con el fabricante de su remolque o Cequent Performance Products, Inc. para las opciones de cajas conectoras de extensión.



Caja conectora convencional

Figura 2



Caja conectora de extensión para el remolque

⚠ PRECAUCIÓN:

¡El despeje para giros se reduce al remolcar con un vehículo de base corta! Esto puede resultar en que el remolque golpee el interior de la base del vehículo. Siempre vigile el despeje entre la cabina del vehículo y el remolque durante los giros. ¡No hacerlo podría resultar en daños significativos a la propiedad!

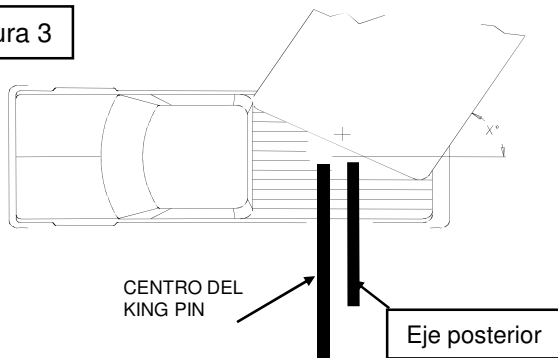
3. El DESLIZADOR DE QUINTA RUEDA REESE™ está diseñado para usarse con instalaciones de Quinta Rueda de Cequent Performance Products, Inc. únicamente. Estas instalaciones se describen en las INSTRUCCIONES DE INSTALACIÓN DEL KIT DE MONTAJE DE LARGUEROS BASE de Cequent Performance Products, Inc. Estas instrucciones especifican la ubicación exacta de la base longitudinal con respecto a la parte trasera de la cama del vehículo para la mayoría de los vehículos actuales de recogida. Consulte con su distribuidor REESE™ para otras instrucciones de instalación.

⚠ ADVERTENCIA:

¡Nunca lleve remolques en la carretera o a una alta velocidad con el DESLIZADOR en la posición de maniobra (atrás del eje posterior)! Remolcar con el king pin del remolque atrás del eje posterior del vehículo puede afectar la distribución del peso e interferir con la manipulación del vehículo de remolque y las características de respuesta. La manipulación incorrecta y las características de repuesta podrían resultar en la muerte o en lesiones serias

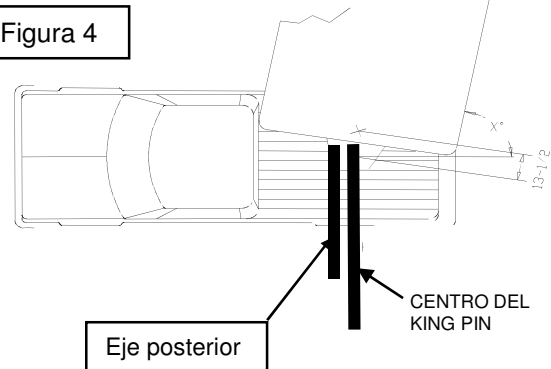
4. El deslizador de quinta rueda REESE™ ofrece despeje adicional para maniobras de baja velocidad, fuera de la carretera como retroceder un remolque de quinta rueda dentro de un espacio de acampar pequeño. Esto se hace deslizando el enganche 10 pulgadas hacia atrás de su posición de remolque normal (Figura 3) a una posición de maniobra (Figura 4). Esto coloca el king pin del remolque detrás del eje posterior del vehículo

Figura 3



En esta figura, el deslizador de quinta rueda REESE™ está en la **Posición de remolque**. Observe que se ha usado una caja conectora de extensión de 13-1/2". ¡Esta es la única posición que debe usar para remolcar!

Figura 4



En esta figura el deslizador de quinta rueda REESE™ está en la **Posición de maniobra**. Observe que se ha usado una caja conectora de extensión de 13-1/2". ¡La posición de maniobra solo se debe usar a una velocidad baja, cuando se necesite maniobrabilidad!



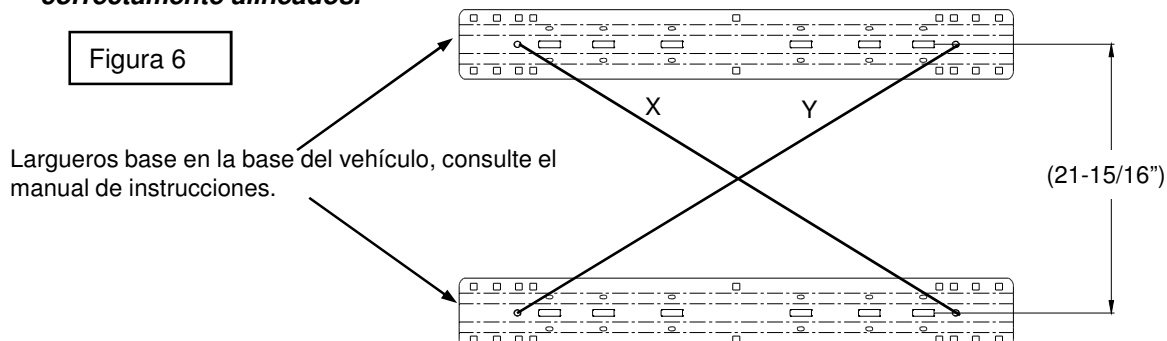
ADVERTENCIA:

¡Nunca lleve el remolque en la carretera o a una alta velocidad con el DESLIZADOR en la posición de maniobra (detrás del eje posterior)! Remolcar con el king pin del remolque detrás del eje posterior del vehículo puede afectar la distribución del peso e interferir con la manipulación del vehículo de remolque y las características de respuesta. La manipulación incorrecta y las características de repuesta podrían resultar en la muerte o en lesiones serias

5. Debido a la naturaleza de trabajo pesado del ensamblaje del DESLIZADOR DE QUINTA RUEDA REESE™, es posible que el ensamblaje no se pueda deslizar a mano cuando se instale, especialmente si los largueros base no están paralelos y centrados. Los largueros se deben instalar de manera que las líneas centrales de cada larguero estén separadas (21 15/16") (ver Figura 6). Las dimensiones diagonales "x" y "y" (como se muestra en la Figura 6) deben estar a una distancia de 0.1 pulg. (1/8") entre sí.

Si no se cumple esta alineación, afloje las piezas y vuelva a alinear los largueros base. Vuelva a apretar las piezas según las instrucciones de los largueros del bastidor después de que los largueros estén correctamente alineados.

Figura 6



Largueros base en la base del vehículo, consulte el manual de instrucciones.

INSTALACIÓN

1. Estas instrucciones se deben usar para instalar el Deslizador de quinta rueda REESE™. La atención a los detalles garantizará una instalación rápida de calidad. Revise las partes contra la Figura 1 para familiarizarse con las partes del kit.

2. Antes de instalar el deslizador de quinta rueda REESE™, el resorte de hoja debe engrasarse con grasa blanca de litio o equivalente (ver Figura 7). Para mejores resultados, use grasa blanca de litio en aerosol con una extensión de boquilla para rociar. ¡Verifique que cubre la parte inferior total del resorte! Repita la aplicación mensualmente durante el uso.

3. Antes de la quinta rueda deslizante REESE™ en la cama de la camioneta. Inserte el manija (3) a través del conjunto conductores lateral (2) (lado del conductor del vehículo de remolque) y luego a través del conjunto de diapositivas pasajeros lateral (1). Slide manija recto (9) sobre el manija doblado (3). Instale el pasador de rodillo (10). Véase la Figura 8.

Sugerencia: Puede ser más fácil para sentar las asas de una empresa superficie para instalar el pasador de rodillo. A continuación, inserte el manija a los conductores y pasajeros asambleas.

Al instalar manija de agarre (8), girar por lo que el áreas de los dedos moldeados alinean para su uso. Cualquiera de la izquierda mano o el uso de la mano derecha.

4. Fije el deslizador de quinta rueda REESE™ dentro de los largueros base y fije en su posición como se muestra en la Figura 9 abajo.

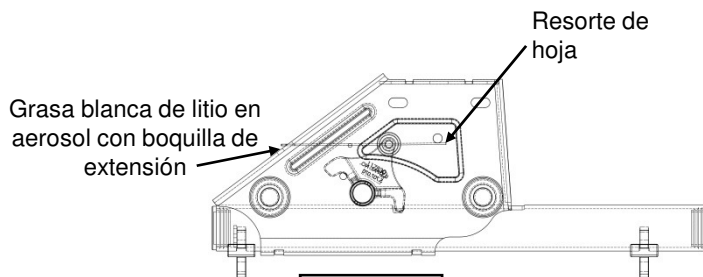


Figura 7

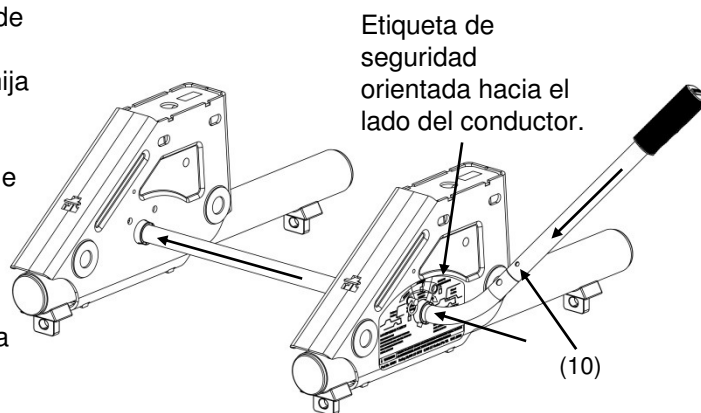
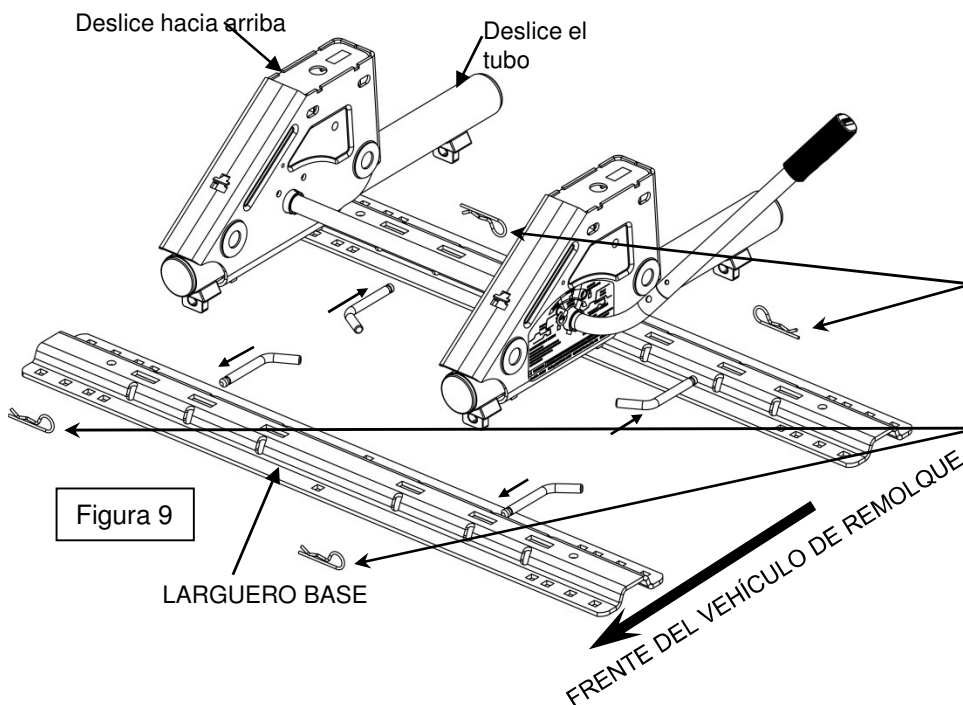


Figura 8



⚠ ADVERTENCIA:
Los ganchos de resorte del pasador de halar deben estar en el exterior de los largueros base como se muestra. (Los ganchos de resorte instalados en el interior del larguero base no permitirán que el deslizador se mueva lo suficientemente lejos para bloquear). Los deslizadores que no se bloqueen correctamente pueden moverse repentinamente y causar graves lesiones o la muerte.

5. Ensamble sin apretar el soporte de cabeza al deslizador de quinta rueda REESE™, deslizador a la altura deseada.

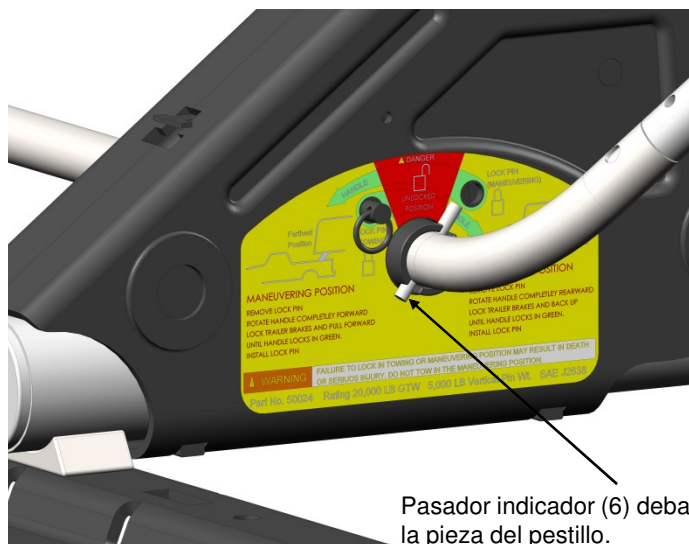
NOTA: Es posible que la posición inferior no se pueda usar en todos los modelos de enganche.

Use el pasador de bisagra (4) y pasador indicador (6) para atrapar la manija (3) en su lugar como se muestra. Instale el pasador indicador en la manija como se muestra. Instálelo de manera que el pasador indicador pase a través del lado inferior de la pieza del pestillo y que quede en la ranura de la pieza. (Ver Figura 11).

6. Apriete todos los pernos y tuercas.

Apriete a torsión los pernos 1/2" a 85 lb. pies.

Figura 11



Pasador indicador (6) debajo de la pieza del pestillo.

Pasador de bisagra (4) a través de la pieza del pestillo

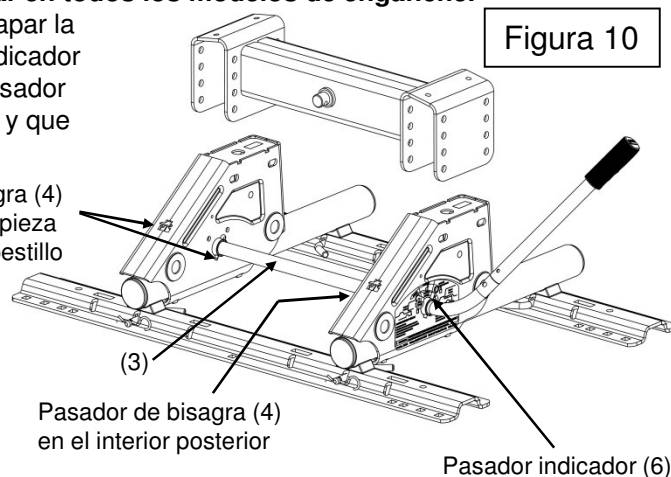


Figura 10

Pasador de bisagra (4) en el interior posterior

Pasador indicador (6)

7. Cubra la superficie superior del tubo deslizador y los orificios de rodillo en cada ensamble de deslizador con grasa para todo propósito o lubricación de Teflón, use según sea necesario (ver Figura 12). Repita esta aplicación mensualmente durante el uso.

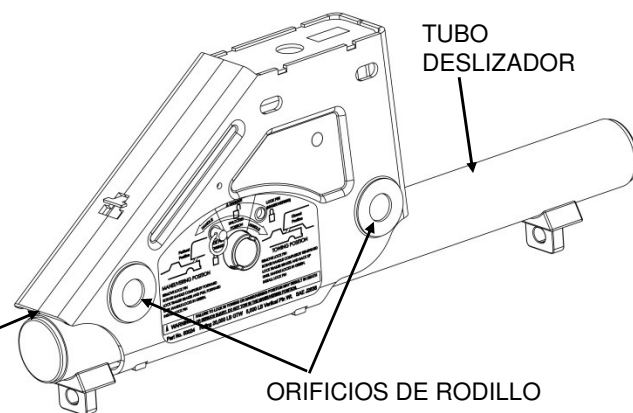


Figura 12

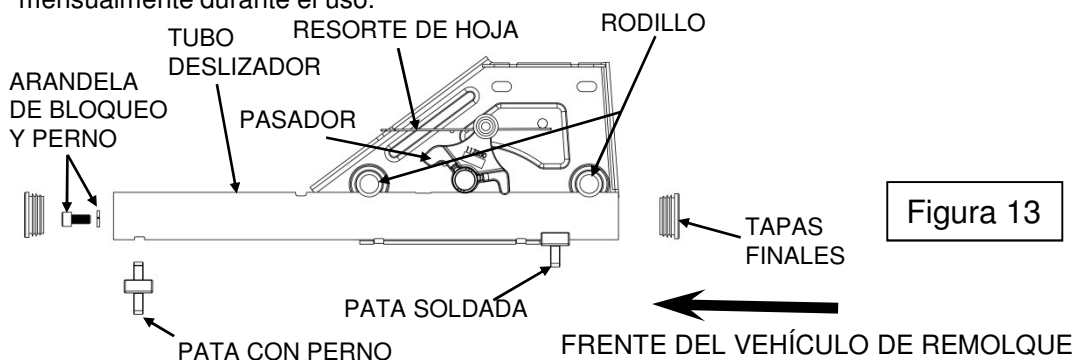


Figura 13

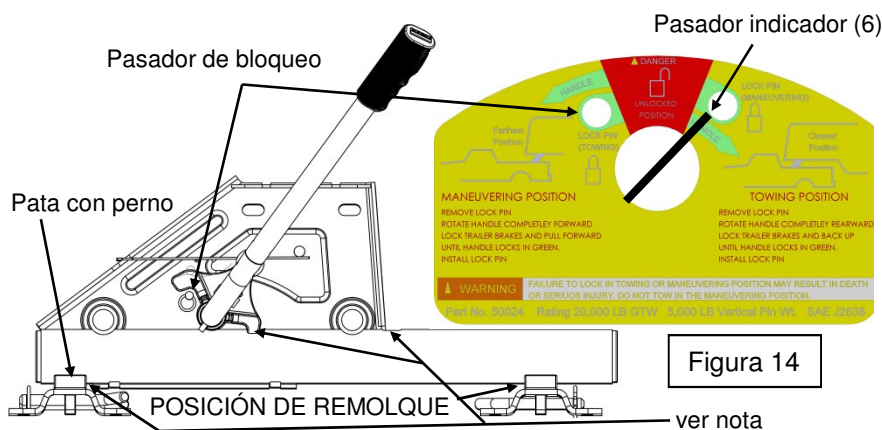
⚠ **ADVERTENCIA:**

¡Los enganches deslizadores que no se bloqueen correctamente pueden moverse repentinamente y causarle la muerte! Para evitar la muerte o una lesión seria:

• **Nunca** coloque ninguna parte de su cuerpo en la base del vehículo o entre el vehículo y el remolque, a menos que se cumplan todas y cada una de las siguientes condiciones:

1. El vehículo está estacionado con el freno de emergencia activado, y
2. Todas las ruedas del remolque estén bloqueadas en cada lado de la rueda.

• **Siempre** realice una "prueba de empujar" o "prueba de halar" según las instrucciones de este manual.



El resorte de lámina de pestillo de leva y el pasador de bloqueo impide el pestillo de liberación. El pestillo no puede moverse hacia atrás con el pasador de bloqueo activado y el pestillo.

Nota: Mantenga las áreas alrededor de los pies y enclavamiento agujeros claros para su correcto funcionamiento.

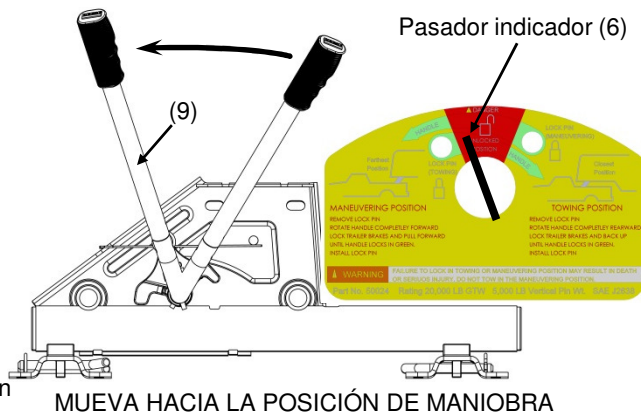
Precaución: Asegúrese de camión portón trasero tiene holgura antes de deslizar el enganche trasero.



FRENTE DEL VEHÍCULO DE REMOLQUE

MUEVA DE LA POSICIÓN DE REMOLQUE A MANIOBRA

1. Coloque el vehículo y el remolque en **línea recta** sobre una superficie plana, nivelada.
2. Coloque el vehículo en "Park" (estacionado) con el freno de emergencia activado.
3. Retire el pasador de bloqueo del agujero de remolque y tire el mango (9) hacia adelante (ver Figura 15). Si mango (9) es difícil de mover puede ser encajada en el orificio de enclavamiento en el tubo deslizando (7). Esto se puede remediar moviendo ligeramente el camión atrás o hacia adelante hasta que el mango (9) se mueva libremente. Repita el paso 2 si es necesario.
4. Pin indicador (6) debe estar sobre la gama desbloqueado rojo, cerca de la gama de maniobra verde (véase la Figura 15). Primavera presión presionará pestillo contra la parte superior del tubo.
5. Regrese al vehículo. Libere el freno de emergencia. Active manualmente el freno del remolque y hale el vehículo hacia adelante hasta que el deslizador de Quinta Rueda REESE™ frene en la pata soldada (Figura 13) y el pestillo se enganche en la posición de maniobra (Ver Figura 16).
6. Realice la siguiente "PRUEBA DE EMPUJAR":
 - A. Manualmente active los frenos del remolque desde la cabina del vehículo.
 - B. Reverse el vehículo hacia el remolque.
 - C. Si el deslizador no se mueve, el pestillo ha activado los tubos (7) y el deslizador debe estar dedicada en la posición de maniobra.
 - D. Si el deslizador se mueve, el pestillo no ha activado los tubos (7) **¡NO REMOLQUE!** Repita los pasos 1 - 6 anteriores hasta que el pestillo haya activado los tubos (7).
 - E. Instale el pasador de bloqueo por completo en el agujero de maniobra.
7. Examine la etiqueta de advertencia (5). El pasador indicador (6) deberá ahora estar por encima del área verde en el lado izquierdo de la etiqueta de advertencia (5) (ver Figura 16).



MUEVA HACIA LA POSICIÓN DE MANIOBRA

Figura 15

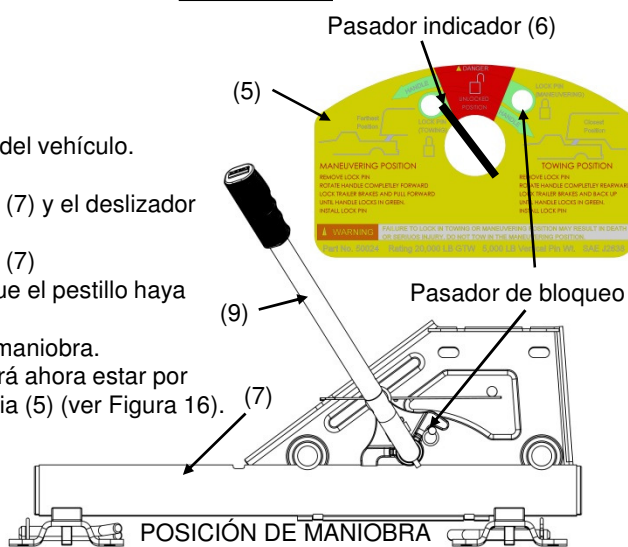


Figura 16

FRENTE DEL VEHÍCULO DE REMOLQUE

⚠ ADVERTENCIA:

¡Los enganches deslizadores que no se bloqueen correctamente pueden moverse repentinamente y causarle la muerte! Para evitar la muerte o una lesión seria:

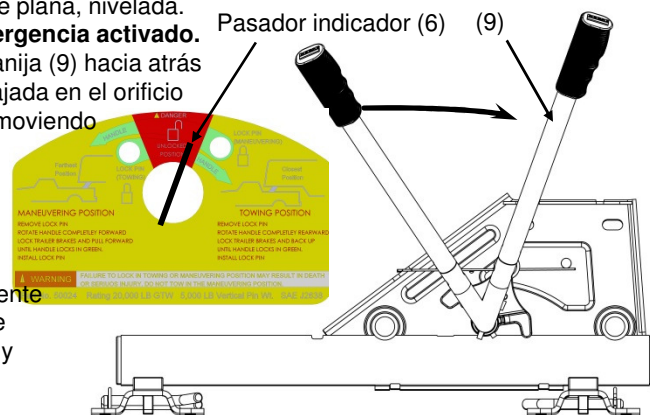
•Nunca coloque ninguna parte de su cuerpo en la base del vehículo o entre el vehículo y el remolque, a menos que se cumplan todas y cada una de las siguientes condiciones:

1. El vehículo está estacionado con el freno de emergencia activado, y
2. Todas las ruedas del remolque estén bloqueadas en cada lado de la rueda.

•Siempre realice una "prueba de empujar" o "prueba de halar" según las instrucciones del manual.

MUEVA DE LA POSICIÓN DE MANIOBRA A POSICIÓN DE REMOLQUE

1. Coloque el vehículo y el remolque en **línea recta** sobre una superficie plana, nivelada.
2. **Coloque el vehículo en "Park" (estacionado) con el freno de emergencia activado.**
3. Retire el pasador de bloqueo de la maniobra agujero y empujar la manija (9) hacia atrás (véase la Figura 17). Si mango (9) es difícil de mover puede ser encajada en el orificio de enclavamiento en el tubo deslizante (7). Esto se puede remediar moviendo ligeramente el camión atrás o hacia delante hasta que el mango (9) se mueva libremente. Repita el paso 2 si es necesario.
4. Pin indicador (6) debe estar en el rango de desbloqueo roja cerca de la gama de remolque verde (ver Figura 17). La presión del muelle presionará pestillo contra la parte superior del tubo.
5. Regrese al vehículo. Libere el freno de emergencia. Active manualmente el freno del remolque y reverse el vehículo hasta que el deslizador de Quinta Rueda REESE™ frene cerca de la pata con perno (Figura 12) y el pestillo se enganche en la posición de remolque (Ver Figura 18).



MUEVA HACIA LA POSICIÓN DE REMOLQUE

Figura 17

6. Realice la siguiente **"PRUEBA DE HALAR"**:
 - A. Manualmente active los frenos del remolque desde la cabina del vehículo. Hale el vehículo hacia adelante.
 - B. Si el deslizador no se mueve, el pestillo ha activado los tubos (7) y el deslizador debe estar fijo en la posición de remolque.
 - C. Si el deslizador se mueve, el pestillo no ha activado los tubos (7)
 - D. **¡NO REMOLQUE!** Repita los pasos 1 - 6 anteriores hasta que el pestillo haya activado el tubo (7).
 - E. Instale el pasador de bloqueo por completo en el orificio de remolque.
7. Examine la etiqueta de advertencia (5). El pasador indicador (6) debe estar ahora por encima del área verde en el lado derecho de la etiqueta de advertencia (5) (ver Figura 18). Si el pasador indicador (6) está por encima del área roja en la etiqueta de advertencia (5), el pestillo no ha activado los tubos (7). **¡NO REMOLQUE!** Repita los pasos 1 - 6 anteriores.

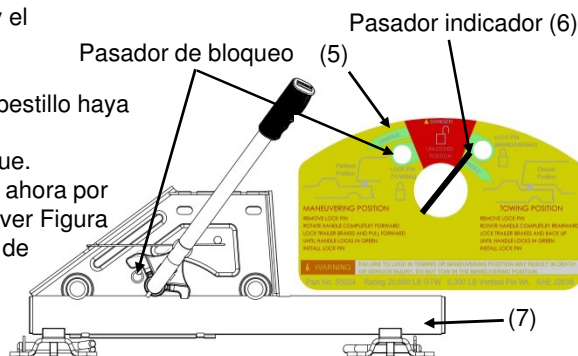


Figura 18

FRENTE DEL VEHÍCULO DE REMOLQUE

POSICIÓN DE REMOLQUE



ADVERTENCIA:

¡Los enganches deslizadores que no se bloqueen correctamente pueden moverse repentinamente y causar la muerte! Para evitar la muerte o una lesión seria:

•Nunca coloque ninguna parte de su cuerpo en la base del vehículo o entre el vehículo y el remolque, a menos que se cumplan todas y cada una de las siguientes condiciones:

1. El vehículo está estacionado con el freno de emergencia activado, y
2. Todas las ruedas del remolque estén bloqueadas en cada lado de la rueda.

•Siempre realice una "prueba de empujar" o "prueba de halar" según las instrucciones de este manual.

GARANTÍA LIMITADA DE POR VIDA

- Productos de alto rendimiento Cequent Inc. ("nosotros" o "nosotras") garantiza al comprador original solamente ("usted") que el producto estará libre de defectos en material y mano de obra, uso y desgaste normal, siempre que la instalación y uso de este producto está en conformidad con las instrucciones del producto. No hay ninguna otra garantía, expresa o implícita, incluyendo la garantía de comerciabilidad o idoneidad para un propósito particular. Esta garantía no es transferible.
- Esta garantía no cubre: (a) desgaste normal; (b) los daños a través del abuso, negligencia, uso indebido, o como resultado de un accidente o de cualquier otra forma; (c) daños causados por uso indebido, sobrecarga o instalación incorrecta; (d) mantenimiento inadecuado y reparación; y (e) alteración de cualquier producto de cualquier otra manera que nosotros, con la única excepción de los cambios efectuados con arreglo a las instrucciones del producto y de forma profesional.
- Para realizar una reclamación de garantía, póngase en contacto con nosotros, a nuestra dirección principal de 47912 Halyard Dr. Suite 100, Plymouth, MI 48170, 1-800 -521-0510, identificar el producto con el número de modelo y, a continuación, siga las instrucciones de reclamación que serán proporcionados. Cualquier producto devuelto que es sustituido por nosotros se convierte en nuestra propiedad. Usted será responsable de la devolución los gastos de envío. Por favor, conserve el recibo de compra para verificar fecha de la compra, y que usted es el comprador original. El producto y el recibo de compra debe ser proporcionada a nosotros con el fin de procesar su reclamación de garantía.
- Sustitución de los productos es su único recurso en virtud de la presente garantía. No nos haremos responsables de servicio o la mano de obra gastos extracción o sustitución de un producto o cualquier tipo de daños incidentales o de cualquier tipo.
- Usted reconoce y acepta que el uso del producto para cualquier otro propósito que no sea el uso especificado(s) en las instrucciones del producto es a su propio riesgo.
- Esta garantía le concede derechos legales específicos y también puede tener otros derechos que varían de estado a estado. Esta garantía se rige por las leyes del Estado de Michigan, sin tener en cuenta las normas relativas a los conflictos de leyes. Los tribunales del estado ubicado en Oakland County, Michigan tendrá jurisdicción exclusiva para todas las controversias relativas a la presente garantía.

Cequent Performance Products, Inc.
47912 Halyard Dr, #100
Plymouth, MI 48170

Cequent Performance Products, Inc.

MANUEL D'INSTRUCTIONS

REESE™ Fifth Wheel Slider

PLYMOUTH, MI

CONCESSIONNAIRE/INSTALLATEUR :

- (1) Fournir ce manuel à l'utilisateur final.
- (2) Démontrer physiquement à l'utilisateur final les procédures de glissement dans ce manuel.
- (3) Faites démontrer par l'utilisateur final qu'il comprend ces procédures.

UTILISATEUR FINAL :

- (1) Lire et suivre ce manuel chaque fois que vous utilisez cette REESE™ Fifth Wheel Slider.
- (2) Conserver ce manuel pour référence future.
- (3) Fournir une copie de ce manuel à tout autre utilisateur ou propriétaire de la REESE™ Fifth Wheel Slider.
- (4) Ne jamais enlever les étiquettes de mise en garde de la sellette d'attelage telles que montrées sur la couverture de ce manuel. Si elles sont endommagées, contacter Cequent Performance Products, Inc. (1-888-521-0510) pour des étiquettes de rechange.

NOTE : Ce produit est évalué à 9 071 kg (20 000 lb) de capacité brute de remorque et à 2 268 kg (5 000 lb) de poids vertical sur le pivot d'attelage.
Ne pas dépasser le poids de remorquage fixé par le fabricant du véhicule tracteur.
Ne pas dépasser le poids fixé pour la remorque à sellette que vous utilisez.

NOTE : Cette sellette d'attelage positionnera votre sellette d'attelage 25 cm (10 po) vers l'arrière. CEPENDANT, ceci ne garantit PAS un dégagement entre la cabine de votre camion et la remorque.

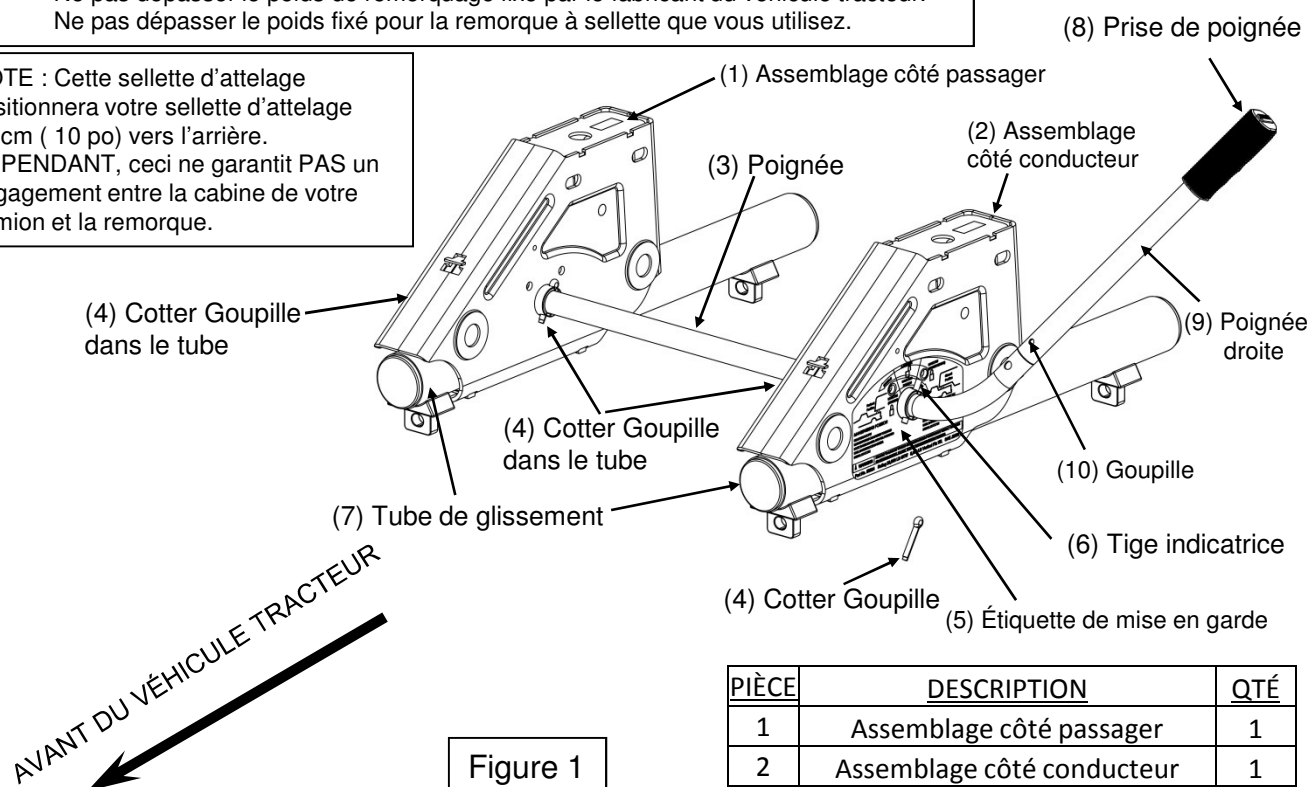


Figure 1

Pour aide à l'installation ou aide technique, appeler : 1-888-521-0510

(VERSO)

PIÈCE	DESCRIPTION	QTÉ
1	Assemblage côté passager	1
2	Assemblage côté conducteur	1
3	Poignée	1
4	Cotter Goupille	1
5	Étiquette de mise en garde	1
6	Tige indicatrice	2
7	Tube de glissement	2
8	Prise de poignée	1
9	Poignée droite	1
10	Goupille	1

⚠ MISE EN GARDE

Le non-respect de ces instructions peut entraîner des blessures graves ou la mort!

⚠ MISE EN GARDE

Les attelages à sellette qui ne sont pas correctement verrouillés peuvent soudainement bouger et vous tuer!

Pour éviter la mort et les blessures graves :

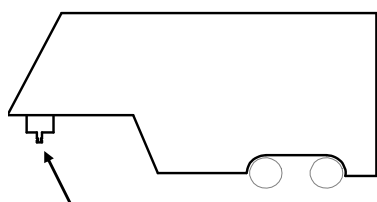
•Ne jamais placer une partie du corps dans la caisse du camion ou entre le camion et la remorque sauf si toutes et chacune des conditions suivantes sont respectées :

- 1. Le camion est à « Park », sur le frein d'urgence, et**
- 2. toutes les roues de la remorque sont calées de chaque côté des roues.**

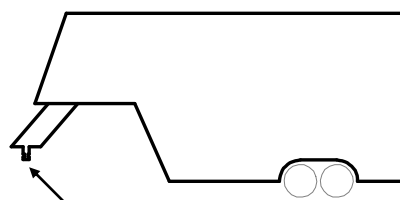
•Toujours faire le test « pousser-tirer » en suivant les instructions dans ce manuel.

AVANT L'INSTALLATION

1. Les remorques à sellette sont typiquement conçues pour les camions à caisse longue (2,44 m [8 pi]). Ces camions fournissent suffisamment de dégagement en virage entre la cabine et l'avant de la remorque.
2. Les camions à caisse courte (moins de 2,44 m [8 pi]) nécessitent un dégagement de braquage supplémentaire pour éviter les dommages à la cabine du camion ou à la remorque durant les virages normaux. La meilleure façon est d'utiliser une rallonge de pivot d'attelage (voir figure 2). Cequent Performance Products, Inc. suggère d'utiliser une rallonge de pivot d'attelage de 33 cm (13 po) minimum pour manœuvrer plus facilement avec un camion à caisse courte. Contacter le fabricant de votre remorque ou Cequent Performance Products, Inc. Pour des options de rallonges de pivot d'attelage.



Pivot d'attelage conventionnel



Pivot d'attelage à rallonge

Figure 2

⚠ MISE EN GARDE

Le dégagement de braquage est réduit quand vous remorquez avec un camion à caisse courte! Ceci peut causer un impact entre la remorque et l'intérieur de la caisse. Toujours surveiller le dégagement entre la cabine et la remorque dans les virages. L'omission de le faire peut entraîner des dommages matériels coûteux.

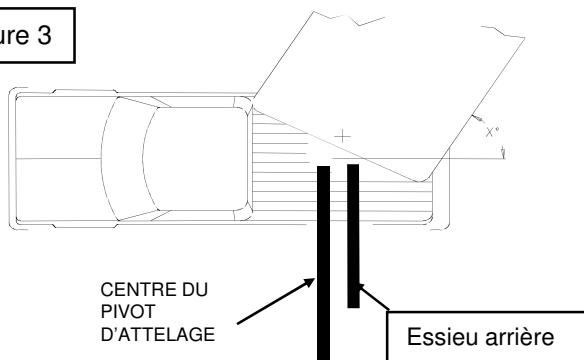
3. La REESE™ FIFTH WHEEL SLIDER est conçu pour une utilisation avec des installation de sellettes de Cequent Performance Products, Inc. uniquement. Ces installations sont décrites dans les instructions d'installation de l'ensemble de montage de rails de base de Cequent Performance Products, Inc. Ces instructions précisent le placement exact des rails de base par rapport à l'essieu arrière de la plupart des camionnettes actuelles. Voir votre concessionnaire REESE™ pour d'autres instructions d'installation.

⚠ MISE EN GARDE

Ne jamais tirer une remorque à haute vitesse sur la route avec la SELLETTE en position de manœuvre (derrière l'essieu arrière)! Le remorquage avec le pivot d'attelage vers l'arrière de l'essieu du camion peut changer la distribution du poids et peut affecter le maniement du camion et ses caractéristiques de réponse. Un maniement et des caractéristiques de réponse pauvres peuvent entraîner des blessures graves ou la mort.

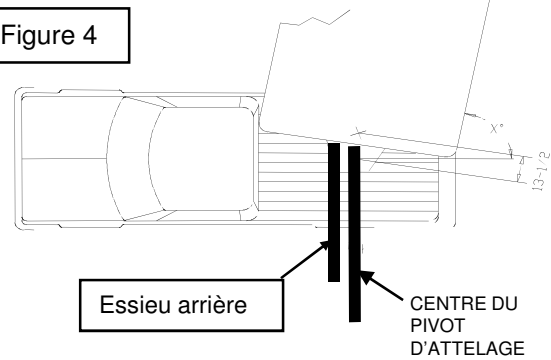
4. La REESE™ FIFTH WHEEL SLIDER fournit un dégagement de braquage additionnel pour la manœuvre à basse vitesse, hors route, comme de reculer une remorque à sellette dans une aire de camping étroite. On y arrive en glissant l'attelage de 25 cm (10 po) vers l'arrière de sa position normale de remorquage (figure 3) à une position de manœuvre (figure 4). Ceci place le pivot d'attelage derrière l'essieu du camion.

Figure 3



Dans cette figure, la REESE™ Fifth Wheel Slider est placée en **position de remorquage**. Noter qu'une rallonge de pivot d'attelage de 34,29 cm (13,5 po) a été utilisée. Ceci est la seule position que vous devriez utiliser pour remorquer!

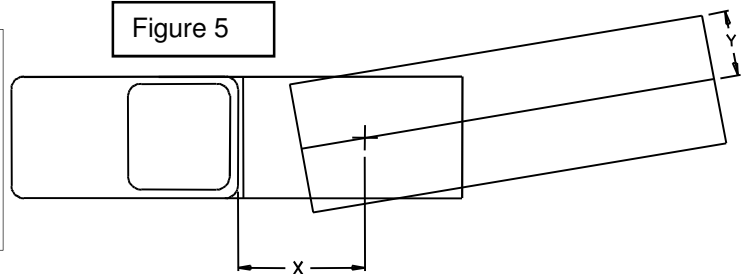
Figure 4



Dans cette figure, la REESE™ Fifth Wheel Slider est placée en **position de manœuvre**. Une rallonge de pivot d'attelage de 34,29 cm (13,5 po) a été utilisée. La position de manœuvre doit être utilisée uniquement à basse vitesse, quand une grande manœuvrabilité est requise!

Règle pratique : La distance entre l'arrière de la cabine du camion et le centre du pivot d'attelage ("X" dans la figure 5), doit être d'environ 10,16 cm (4 po) plus grande que la moitié de la largeur de la remorque ("Y" dans la figure 5)

Figure 5



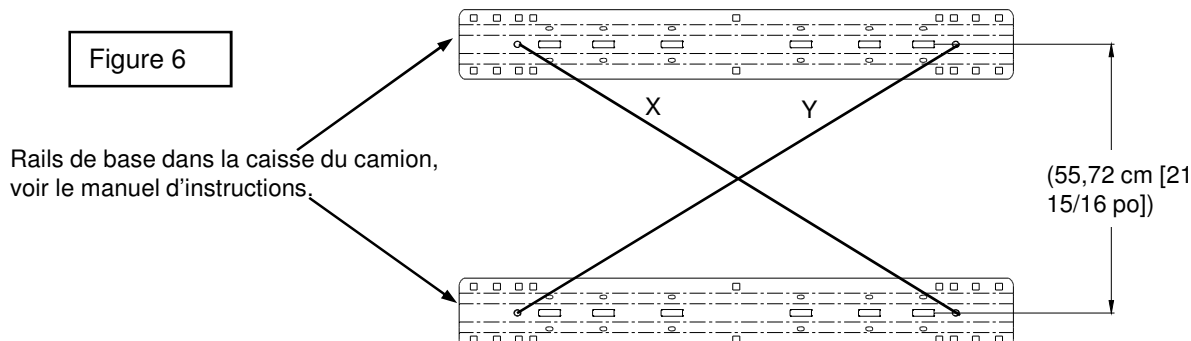
⚠ MISE EN GARDE

Ne jamais tirer une remorque à haute vitesse sur la route avec la SELLETTE en position de manœuvre (derrière l'essieu arrière)! Le remorquage avec le pivot d'attelage vers l'arrière de l'essieu du camion peut changer la distribution du poids et peut affecter le maniement du camion et ses caractéristiques de réponse. Un maniement et des caractéristiques de réponse pauvres peuvent entraîner des blessures graves ou la mort.

5. À cause de la nature robuste de l'assemblage de la REESE™ FIFTH WHEEL SLIDER, l'assemblage peut ne pas glisser à la main lorsqu'installé, tout particulièrement quand les rails de base ne sont pas parallèles et centrés. Les rails doivent être installés de sorte qu'il y ait un espacement de 55,72 cm (21 15/16 po) entre les lignes centrales de chaque rail (voir figure 6). Les dimensions diagonales "x" et "y" (comme montrées à la figure 6) doivent être à moins de 2,54 cm (1/8 po) l'une de l'autre.

Si l'alignement est différent, desserrer la visserie et réalignez les rails de base. Lorsque les rails sont parallèles, resserrer la visserie en respectant le couple recommandé dans les instructions.

Figure 6



Rails de base dans la caisse du camion, voir le manuel d'instructions.

INSTALLATION

1. Ces instructions devraient être utilisées pour monter la REESE™ Fifth Wheel Slider. Du soin et de l'attention aux détails assureront une installation sécuritaire, rapide et de qualité. Vérifier les pièces avec la figure 1 pour vous familiariser avec l'ensemble.

2. Avant d'installer la REESE™ Fifth Wheel Slider, le ressort à lame doit être graissé comme illustré à l'aide de graisse d'aluminium ou de lithium blanche ou l'équivalent (voir figure 7). Pour de meilleurs résultats, utiliser de la graisse au lithium blanche en aérosol avec rallonge de buse. S'assurer que tout le dessous du ressort est lubrifié! Répéter cette application tous les mois durant l'utilisation.

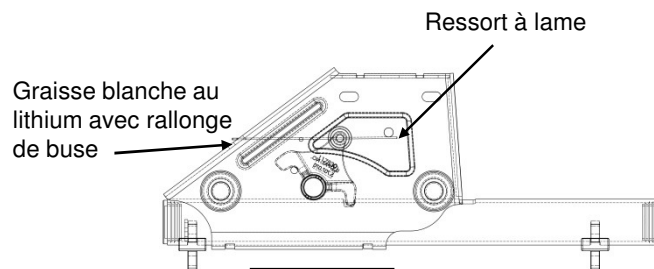


Figure 7

3. Avant de fixer la REESE™ Fifth Wheel Slider dans le lit de la camionnette. Insérer la poignée coudée (3) à travers les conducteurs assemblage latéral (2) (côté conducteur du véhicule tracteur) et ensuite à travers l'assemblage de glissière de passagers latérale (1). Faites glisser la poignée droite (9) sur la poignée coudée (3). Installation de goupille (10). Voir la Figure 8.

Astuce: Il peut être plus facile de poser les poignées sur une entreprise la surface d'installer la goupille. Insérez ensuite le gérer dans les conducteurs et passagers assemblées. Lors de l'installation poignée (8), le faire pivoter de sorte que le zones de doigts moulées alignent pour votre usage, soit gauche main ou l'utilisation de la main droite.

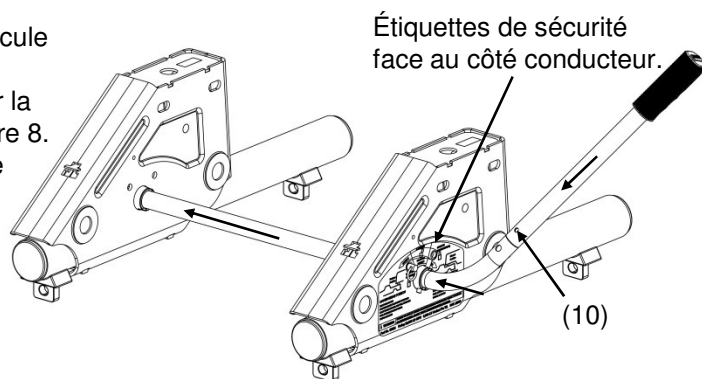


Figure 8

4. Placer la REESE™ Fifth Wheel Slider dans les rails de base avec les goupilles comme illustré à la figure 9 ci-dessous.

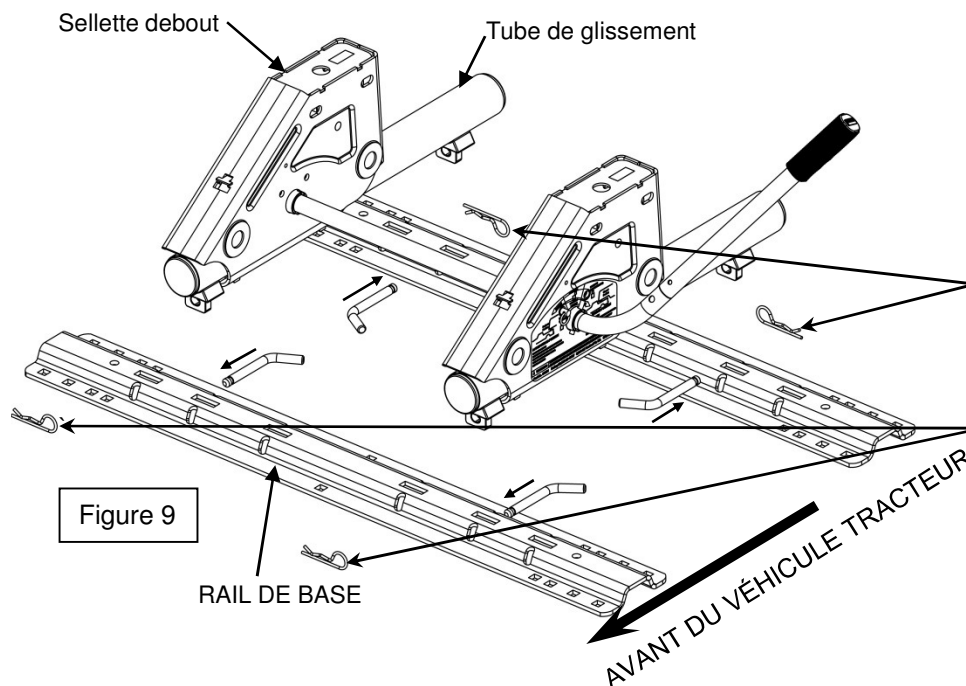


Figure 9

⚠ MISE EN GARDE
Les goupilles à ressort doivent être à l'extérieur des rails de base comme illustrées. (Des goupilles à ressort installées à l'intérieur des rails de base ne permettront pas à la sellette de se déplacer assez loin pour être verrouillée). Les sellettes qui ne sont pas correctement verrouillées peuvent soudainement bouger et causer des blessures graves ou la mort.

5. Assembler le support supérieur à la REESE™ Fifth Wheel Slider à la hauteur désirée.

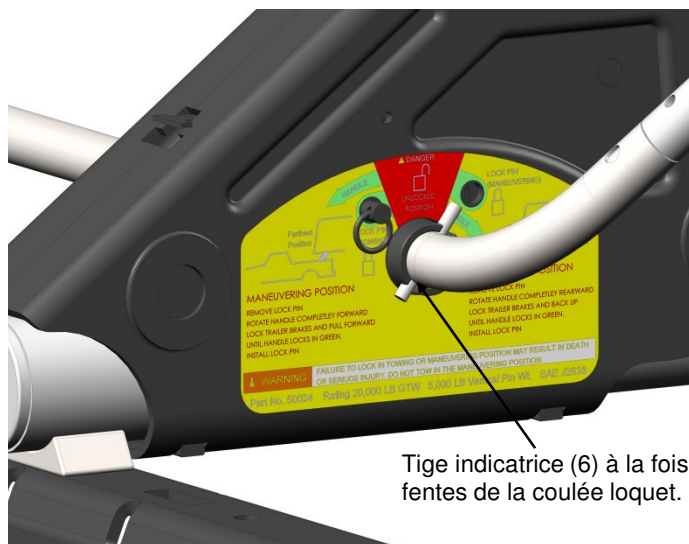
NOTE : La position inférieure ne peut pas être utilisée sur tous les modèles d'attelage.

Utilisez les cottes goupilles (4) et la tige de l'indicateur (6) à la poignée de piège (3) en place comme indiqué. Soyez sûr broches est installé dans la poignée comme indiqué. Installation de sorte que la tige indicatrice est dans les deux fentes de la pièce coulée. (Voir Figure 11).

6. Serrer tous les boulons et écrous.

Serrer les boulons de 12,7 mm (½ po) à 85 lb-pi.

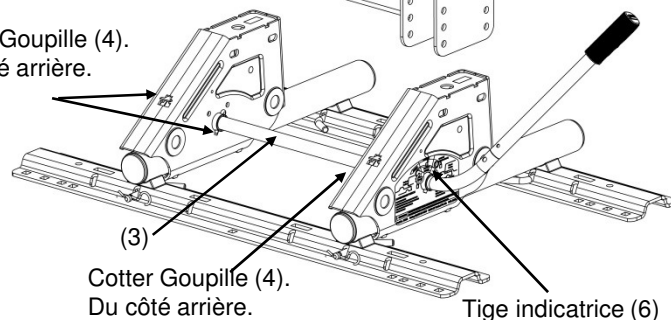
Figure 11



Tige indicatrice (6) à la fois fentes de la coulée loquet.

Figure 10

Cotte Goupille (4).
Du côté arrière.

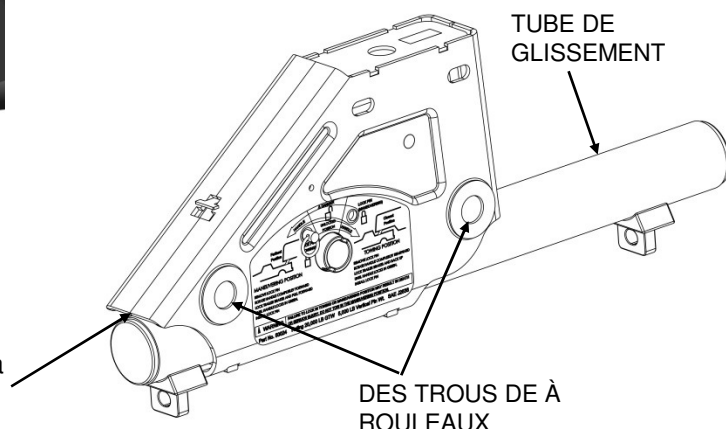


Cotte Goupille (4).
Du côté arrière.

Tige indicatrice (6)

7. Couvrir la surface supérieure du tube de glissement et les trous de roulettes dans chacun des assemblages de la sellette avec de la graisse tout usage ou du lubrifiant au Téflon, utiliser au besoin (voir figure 12). Répéter cette application chaque mois durant l'utilisation.

TUBE DE GLISSEMENT



DES TROUS DE À ROULEAUX

Figure 12

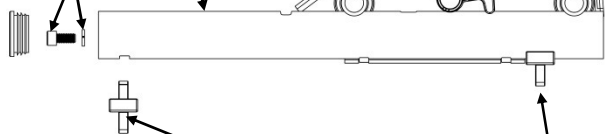
TUBE DE GLISSEMENT RESSORT À LAME ROULETTE

RONDELLE D'ARRÊT ET BOULON

LOQUET

ROULETTE

Figure 13



BOULON SUR LE PIED

SOUDURE SUR LE PIED

CAPUCHONS D'EXTRÉMITÉ

AVANT DU VÉHICULE TRACTEUR

⚠ MISE EN GARDE

Les attelages à sellette qui ne sont pas correctement verrouillés peuvent soudainement bouger et vous tuer!

Pour éviter la mort et les blessures graves :

• **Ne jamais** placer une partie du corps dans la caisse du camion ou entre le camion et la remorque sauf si toute et chacune des conditions suivantes sont respectées :

1. Le camion est à « Park », le frein à main est engagé, **et**

2. Toutes les roues de la remorque sont calées de chaque côté des roues.

• **Toujours** faire le test « pousser-tirer » en suivant les instructions dans ce manuel.

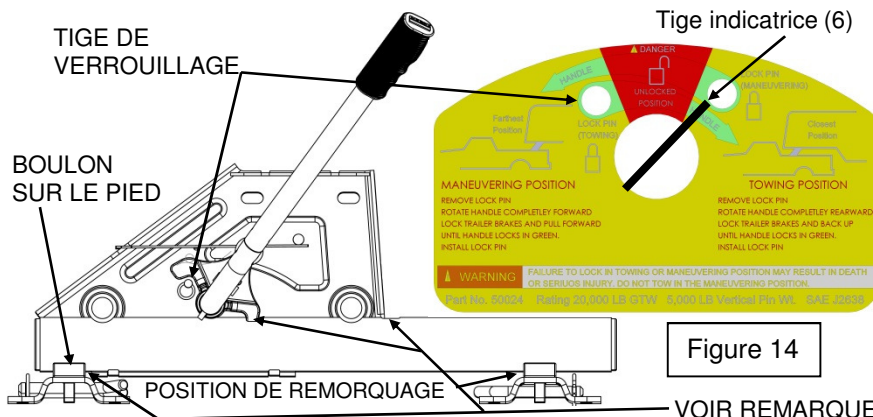


Figure 14

Feuille ressort sur la came de verrouillage et tige de verrouillage maintient le verrou de se dégager. Hitch ne peut pas se déplacer vers l'arrière avec la goupille de verrouillage et verrouiller engagée.

Remarque: Garder les zones autour des pieds et des trous claires pour le bon fonctionnement de verrouillage.

Attention: Assurez-vous que le hayon du camion a clairance avant de faire glisser l'attelage arrière.

AVANT DU VÉHICULE TRACTEUR

PASSER DE LA POSITION REMORQUAGE À MANŒUVRE

1. Positionner le camion et la remorque **en ligne droite** sur une surface plane et de niveau.
2. **Mettre le camion à "Park" et engager le frein d'urgence.**
3. Retirer tige de verrouillage du trou de remorquage et de tirer la poignée (9) vers l'avant (voir la figure 15). Si la poignée (9) est difficile à déplacer, il peut être coincée dans le trou de verrouillage dans le tube coulissant (7). Cela peut être résolu en déplaçant légèrement le camion ou reculer jusqu'à ce que la poignée (9) se déplace librement. Répétez l'étape 2 si nécessaire.
4. La tige indicatrice (6) devrait être au-dessus de la section rouge déverrouillée près de la section de manœuvre (voir figure 15). La pression du ressort pressera le loquet contre le dessus du tube, le loquet se verrouillera dans la fente quand la REESE™ FIFTH Wheel Slider se déplace en position de manœuvre (voir figure 16).
5. Retourner au camion. Dégager le frein à main. Engager manuellement le frein de la remorque et avancer le camion jusqu'à ce que la REESE™ Fifth Wheel Slider s'arrête à la soudure au pied (figure 13) et que le loquet s'engage en position manœuvre (voir figure 16).
6. Effectuer le "**TEST POUSSER**" comme suit :
 - A. Engager manuellement le frein de la remorque à partir de la cabine du camion.
 - B. Reculer le camion dans la remorque.
 - C. Si la sellette ne bouge pas, le loquet a engagé les tubes (7) et la sellette devrait être verrouillée en position de manœuvre.
 - D. Si la sellette ne bouge pas, le loquet n'a pas engagé les tubes (7). **NE PAS REMORQUER!** Répéter les étapes 1 - 6 ci-dessus jusqu'à ce que le loquet ait engagé les tubes (7).
 - E. installer tige de verrouillage complètement dans le trou de manoeuvre
7. Examiner l'étiquette de mise en garde (5). La tige indicatrice (6) ne doit pas être au-dessus de la section verte du côté gauche de l'étiquette (5) (voir figure 16). Si la tige indicatrice (6) est au-dessus de la section rouge de l'étiquette (5), le loquet n'a pas engagé les tubes (7). **NE PAS REMORQUER!** Répéter les étapes 1- 6 ci-dessus.

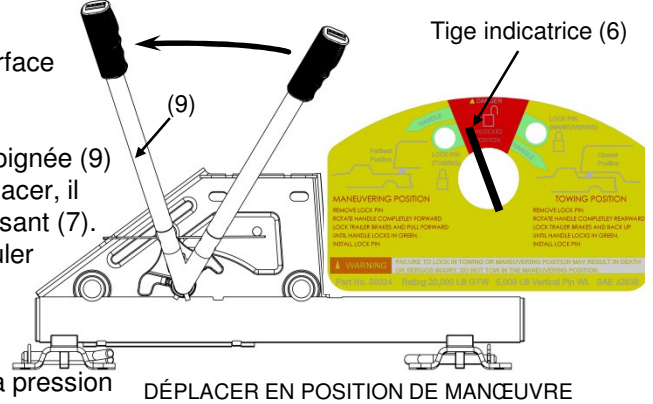


Figure 15

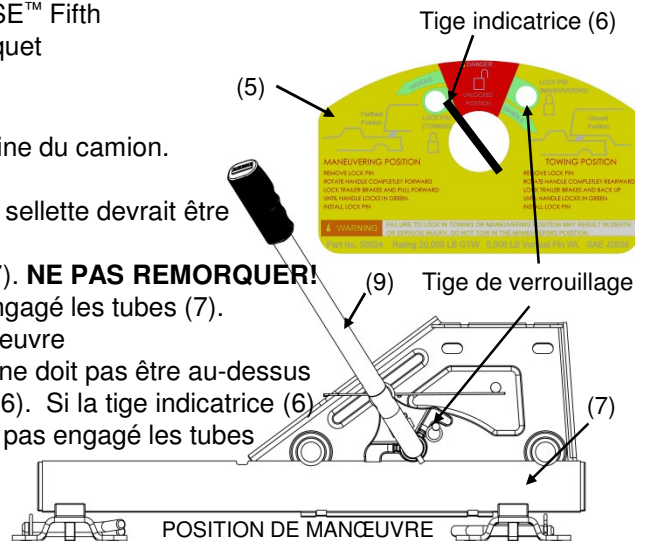


Figure 16

AVANT DU VÉHICULE TRACTEUR

⚠ MISE EN GARDE

Les attelages à sellette qui ne sont pas correctement verrouillés peuvent soudainement bouger et vous tuer!

Pour éviter la mort et les blessures graves :

• **Ne jamais** placer une partie du corps dans la caisse du camion ou entre le camion et la remorque sauf si toute et chacune des conditions suivantes sont respectées :

1. Le camion est à « Park », le frein d'urgence est engagé, et
2. Toutes les roues de la remorque sont calées de chaque côté des roues.

• **Toujours** faire le test « pousser-tirer » en suivant les instructions dans ce manuel.

PASSER DE LA POSITION MANŒUVRE À REMORQUAGE

1. Positionner le camion et la remorque **en ligne droite** sur une surface plane et de niveau.

2. **Mettre le camion à "Park" et engager le frein à main.**

3. Retirez la goupille de verrouillage du trou de manoeuvre et pousser la poignée (9) vers l'arrière (voir figure 17). Si la poignée (9) est difficile à déplacer, il peut être coincée dans le trou de verrouillage dans le tube coulissant (7). Cela peut être résolu en déplaçant légèrement le camion ou reculer jusqu'à ce que la poignée (9) se déplace librement. Répétez l'étape 2 si nécessaire.

4. La tige indicatrice (6) devrait être au-dessus de la section déverrouillée rouge près de la section verte de remorquage (voir figure 17).

La pression du ressort presse le loquet contre le dessus du tube (7), le loquet se verrouillera dans la fente lorsque la REESE™ Fifth Wheel Slider se déplace à la position de remorquage (voir figure 18).

5. Retourner au camion. Dégager le frein à main. Engager manuellement le frein de la remorque et reculer le camion jusqu'à ce que la REESE™ Fifth Wheel Slider s'arrête près du boulon sur le pied (figure 12) et que le loquet s'engage en position de remorquage (voir figure 18).

6. Effectuer le **"TEST POUSSER"** comme suit :

A. Engager manuellement le frein de la remorque à partir de la cabine du camion. Avancer le camion.

B. Si la sellette ne bouge pas, le loquet a engagé les tubes (7) et la sellette devrait être bloquée en position de remorquage.

C. Si la sellette ne bouge pas, le loquet n'a pas engagé les tubes (7). **NE PAS REMORQUER!** Répéter les étapes 1 - 6 ci-dessus jusqu'à ce que le loquet ait engagé le tube (7).

D. installer tige de verrouillage dans le trou de remorquage

7. Examiner l'étiquette de mise en garde (5). La tige indicatrice (6) devrait être au-dessus de la section verte sur la droite de l'étiquette (5) (voir figure 18).

Si la tige indicatrice (6) est au-dessus de la section rouge sur l'étiquette (5), le loquet n'a pas engagé les tubes (7). **NE PAS REMORQUER!** Répéter les étapes 1- 6 ci-dessus.

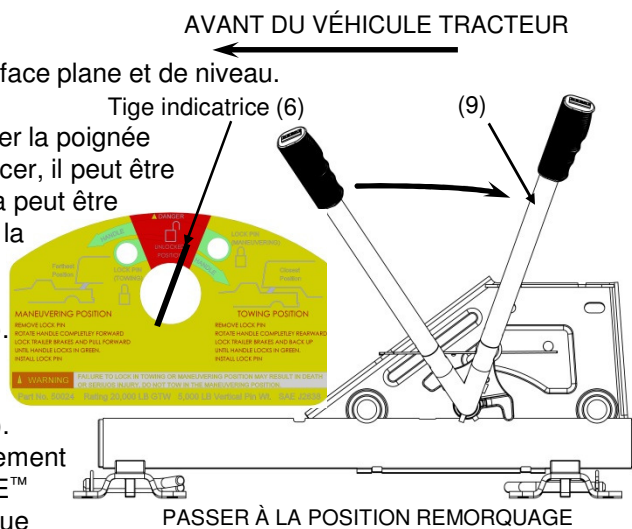


Figure 17

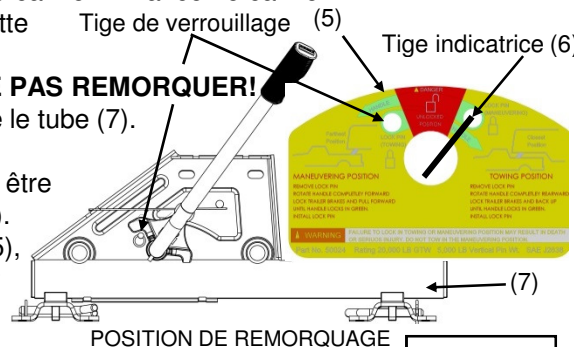


Figure 18

AVANT DU VÉHICULE TRACTEUR

⚠ MISE EN GARDE

Les attelages à sellette qui ne sont pas correctement verrouillés peuvent soudainement bouger et vous tuer!

Pour éviter la mort et les blessures graves :

Ne jamais placer une partie du corps dans la caisse du camion ou entre le camion et la remorque sauf si toute et chacune des conditions suivantes sont respectées :

1. Le camion est à « Park », le frein à main est engagé, et

2. Toutes les roues de la remorque sont calées de chaque côté des roues.

Toujours faire le test « pousser-tirer » en suivant les instructions dans ce manuel.

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