DEALER/INSTALLER:
(1) Provide this Manual to end user.
(2) Physically demonstrate 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 for future reference.
(3) Pass on copies of Manual to any other user or owner of Hitch.

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For Installation Assistance or Technical Help, Call 1-888-521-0510
Failure to follow all of these instructions may result in death or serious injury!

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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.

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 kingpin with your *Elite Series* Fifth Wheel Hitch.

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

![Fig. 4](image_url)

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).

![Fig. 5](image_url)

**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.

![Fig. 6](image_url)

**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).

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” as noted in instruction #7.

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

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⚠️ 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

---
If your truck is equipped with a plastic bed liner, then cutting or removal of the plastic bed liner will 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 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.**

**Plastic Bed Liner Instructions:**

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](image-url)
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.
4. 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.
5. Lube all 4 Anchor Bushing with white lithium grease. Do this by spraying or manually applying the grease to the inside of the Anchor Bushing. See Figure 12.

6. Loosely assemble the four anchor bushings to the slider rails using the tab washers and 1" jam nuts. See Figures 13a & 13b.

7. Place the slider rails as per Figure 14 into the mounting pucks previously installed in the truck (See Elite Series Mounting Kit Instructions).
8. Measure from the bottom of the seam in the passenger side roller housing to the bottom of the seam in the driver's side roller housing on the front side of the FIFTH WHEEL Slider Hitch. Measure from the inside to the outside of the cut out in the face plate on the rear side of the FIFTH WHEEL Slider Hitch. Note which measurement is smaller. See Figure 15.

9. Measure the distance between the 2 slider rail assemblies that are in the truck bed at the "Center line Dimension" in Figure 16. Adjust the slider rail assemblies so that they measure the same distance apart as the smaller dimension measured in Step 8. Measure diagonally across the slider rail assemblies at the locations in Figure 16. These 2 diagonal measurements must be equal to ensure that the rails are squarely lined up in the truck bed.

Note: Due to the heavy duty nature of the FIFTH WHEEL Slider Hitch, the assembly may not slide by hand when installed, especially if slider rails are not securely installed to insure they are parallel and square.

Rails should be installed so that the centerline measurement of the slider rail assemblies are the same as the smaller measurement at the bottom of the seam in the roller housing performed in Step 8.

Rails should also be square in the truck bed. The diagonal measurements performed in Step 9 should be the same.
10. Once the slider rail assemblies are square to each other, snug tight (no vertical play in anchor bushing assembly) all four 1” jam nuts inside the slider rails using a 1-1/2” box end wrench as it sits in the pucks in the bed of the truck. Finish tightening each jam nut by turning the nut 1/4 turn more to achieve the required torque. See Figure 17. Measure the slider rails after the 1” jam nuts are torqued, to be sure that they remained square and equal to the smaller dimension measured in Step 8, while tightening. If they are not square and equal to the smaller dimension measured in Step 8, then loosen the 1” jam nuts and repeat Steps 9 & 10 until they are square.

Figure 17

11. Remove the rails from the truck bed and prepare for installing the Anchor Tee Pins, Anchor Handles and the 3/16” cotter pins. Install the Anchor Tee Pin by inserting it up through the Anchor bushing and threading it into the Anchor Handle. See Figure 18a. Each slider rail gets one of each anchor handle (Anchor Handle “A” & Anchor Handle “B”). See Figure 19 for correct handle orientation. The Anchor Tee Pin should be threaded as far as it can go into the Anchor Handle. The hole in the Anchor Tee Pin will probably not line up with the slot in the Anchor Handle nut at this point and should be turned back slowly until they are inline. Once aligned, rotate the Anchor Tee Pin 540 degrees (1 ½ times) counter clockwise until the hole and slot re-align. The 3/16” cotter pin can now be inserted into the hole.

Once the 3/16” cotter pin is in place, pry open the ends and bend them back on themselves to secure. At this point, also bend up (1) tab on each tab washer that best matches up with a flat on each jam nut. This is to keep jam nuts from working loose over time. See Figures 18a, 18b & 18c.

Figure 18a

Figure 18b

Figure 18c
12. When properly installed, all the Anchor Handles should be parallel to the Slider Rail Assembly when locked. The Anchor Handles are Unlocked when rotated 90 degrees (perpendicular to the Slider Rail Assembly). See Figure 19. The stamped wording on the handles should always face upward.

![Diagram of Anchor Handles and Slider Rail Assembly]

**Warning:** Failure to properly install handles could result in tow vehicle damage.

Locked: Anchor Handles are parallel to the slider rail.

Unlocked: Anchor Handles are 90 degrees to the slider rail.

---

**Figure 19**

Bottom of Hitch Shown

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**Warning:** To prevent serious damage to truck and/or persons both Lynch Pins Must be installed through the holes in the Anchor Handles for the hitch to be properly locked.

Install Lynch Pin through holes in Anchor Handles to lock
13. Grease Lock Arms, Lock Cams, Springs, and Rollers in both Slider Assemblies. Grease the Guide Slots in the Slider Rails. Apply white lithium grease to entire rail of both Slider Rails before use. See Figure 20a & 20b.
14. Install the torsion springs, tube spacers, fender washers and bolt. See Figure 21. Left hand and Right hand torsion springs need to be installed into the center section so that the coil is facing the rear of the truck and wide hook sits over casting as shown in Figure 21. Tighten Bolt.

15. Lube center section with lithium grease as shown in Figure 22.

16. Reinstall the Slider Rail Assemblies back into the truck bed as shown in Figure 23. Rotate the Anchor handles into the locked position and attach the lynch pins. See Figures 1, 19 & 23.

17. Align the slider assemblies up to the slider rails attached in the truck. Ensure that both Slider Rails have been coated with White Lithium Grease (See figure 20b). See Figure 23.

Note: slot location on Slider Assembly

Slider Assemblies must be Orientated as Shown for the Proper Installation of the Hitch
18. Slide the entire slider assembly onto the slider rails. See Figure 24. This is accomplished by rotating the slider handle into the unlocked position, See Figure 25. It may be necessary to lift the “Jaw” Mechanism by hand when starting the slider assembly on the slider rail. See Figure 26.

19. Install 1/2” bolts and 1/2” lock nuts onto both slider assemblies. See Figures 1, 25, & 26. Lock nut must be installed to the outside of the system. A maximum of 3 threads MUST be showing. Do not torque. See lock nut detail below.

20. Rotate the handles in the anchor assemblies to the unlocked position and lift the entire slider assembly and slider rails out of the pucks. This is a precautionary measure to insure that the hitch is assembled correctly. If your hitch does not lift out of the pucks repeat steps 7-11 on page 8-10.

21. Replace the entire slider assembly and slider rails into pucks with all handles in unlocked position. Rotate the handles to the locked position, and place lynch pins through anchor handle holes. See Figure 19.

“Jaw” Mechanism

½” Lock Nut – Nut MUST be installed To the outside of system for System to work properly.

1/2” Bolt

1/2” Lock Nut

Lock nut to be installed to the OUTSIDE of the slider. DO NOT TORQUE. Bolt MUST move freely in the system. 
22. Place and pin head onto center section. See Figures 27 & 28.
23. Add Handle Tube, Grip Handle Tube, Carriage Bolts, washers & nuts. See Figure 27. Torque 3/8” hardware to 35 ft-lbs.
24. Lube jaw and skid plate (If no lube plate is being used). See Figure 28. The jaw pin comes greased from the factory, grease fitting on top of head. See Figure 28. Grease should be added every 6 months to insure smooth jaw operation.

**WARNING:**
Tilting the Fifth Wheel head can crush and cut. Keep hands and fingers clear from this area at all times (including placement or removal of the head.)

**WARNING:**
To prevent tilting head detachment and/or separation, you must make sure that the spring retaining clips are installed onto the 1/2” pull pins before towing. The spring retaining clips can easily be seen through the sight holes in the top of the head.
25. Use the supplied screws to install the plastic covers by sliding it around the slider handle through the hole in the plastic cover. See Figures 1 & 29. The plastic cover with the larger label should be placed on the driver's side of the truck. Install the lock pin and nylon lanyard using the screws provided. Install the slider handle grip onto the slider handle. See Figures 29. The lock pin is a device that keeps the “Jaw” mechanism from opening. Therefore it must be installed and used anytime the hitch is in use, see Figure 30, except when the sliding mechanisms needs to be in operation for maneuvering the hitch to and from the maneuvering position. See Figure 31.
SEVEN YEAR LIMITED WARRANTY

Cequent Performance Products, Inc. warrants its Elite Series Fifth Wheel Hitches from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for 7 years of ownership to the original consumer purchaser when a Cequent Performance Products, Inc. mounting kit is used.

Cequent Performance Products, Inc. will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to any Cequent Performance Products, Inc. dealer, Cequent Performance Products, Inc. Warehouse or returned to factory. TRANSPORTATION CHARGES PREPAID, at the address below. THIS WARRANTY IS LIMITED TO DEFECTIVE PARTS REPLACEMENT ONLY. LABOR CHARGES AND/OR DAMAGE INCURRED IN INSTALLATION OR REPLACEMENT AS WELL AS INCIDENTAL AND CONSEQUENTIAL DAMAGES CONNECTED THEREWITH ARE EXCLUDED.

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

Any damage to the Fifth Wheel Hitch as a result of misuse, abuse, neglect, accident, improper installation, or any use violative of instructions furnished by us, WILL VOID THE WARRANTY.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. In the event of a problem with warranty service or performance, you may be able to go to a small claims court, or a federal district court.

Cequent Performance Products, Inc.
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