

5th Wheel Hook Up Instructions:

1. Hook-up truck and trailer only on a firm, dry and level surface.
2. Place multiple wheel chokes on both sides of the trailer, in front and behind the trailer tires, to prevent any movement. Stones, bricks and wood blocks are not adequate to secure a trailer.
3. Adjust 5th Wheel hitch head in the truck to a level position.
4. Pull and rotate lever to unlock side to side tilt (*Located on rear of the hitch head facing the truck's cab*).
5. Lower the truck tailgate.
6. Back up the truck slowly and stop just before the trailer's king pin box.
7. Put the truck's transmission "**In Gear**" or "**Park**". Activate the emergency brake on the truck. Turn off the engine.
8. Adjust the front trailer jacks so that the height on the king pin plate is $\frac{1}{2}$ " to 1" below the skid plate on the 5th Wheel hitch.
9. The Hook-up handle is located on the drivers' side of the 5th wheel hitch, in the bed of the truck. Rotate the hitch handle to the "**Up**" position. Pull the handle until it is extended and remains in the "**Open**" position.
10. Back up the truck slowly until the king pin plate compresses the suspension of the truck- the king pin travels until stops within the hitch head assembly, and activates the handle release mechanism. The handle will then slide toward the 5th wheel hitch, then rotate to the "**Down**" position.
11. Put the trucks transmission "**In Gear**" or "**Park**". Activate the emergency brake on the truck. Turn the engine off.
12. (a) Exit the truck. Check to see if the main hitch handle is pointed all the way "**Down**"- If not rotate the handle to the "**Up**" position and pull until it extends to the locked "**Open**" position. Repeat steps 6-12.

(b) Visually check to see if the trailer king pin plate and the 5th wheel hitch plate are "**Sandwiched**" together. There should not be any gaps between the trailer king pin plate and 5th wheel hitch plate. If a gap is present, it's possible that the hitch connection is not complete. Repeat steps 6-12.

(c) If the main handle is in positioned all the way "**Down**", and there is no gap between the trailer king pin plate and the 5th wheel hitch plate, proceed to next step.

13. Lift up and latch the truck tailgate into the **“Up”** position
14. Apply the truck’s brakes, start the engine, put the truck in gear to give a slight **“Tug”** for an inch or two and check the hitch connection. Be careful not to let the trailer slip off the 5th wheel hitch. If the connection is complete, the trailer king pin plate and 5th wheel hitch plate should not slide apart and act as one piece. A complete connection will **“Rock”** trailer and resistance can be felt.
15. Put the truck’s transmission **“In Gear”** or **“Park”** and activate the emergency brake. Turn off the engine.
16. Raise the front trailer jacks to provide maximum ground clearance.
17. Rotate the hitch head cam lever (*Located on rear of the hitch head facing the truck’s cab*) to the locked position for towing.
18. Attach the trailer connector to the truck.
19. Attach lanyard and insert the plunger into the electric brake-away switch. (*If hydraulic surge brakes are present, attach lanyard from the surge brake assembly to the hitch*)
20. Remove trailer wheel chocks.
21. Check the running lights, directional signals and brake lights for proper operation.
22. Pull forward a few feet and apply the brakes to verify that the trailer brakes are working properly. Adjust the electric brake controller if necessary for proper activation.
23. Proceed with caution.

Attaching Hook-up Handle to Hitch Head

1. Before attaching hitch handle, grab the support shaft (*The support shaft has a hole drilled through it*) that the hitch handle slides onto, and pull out on it slightly, just an inch or so. This should open the jaw temporarily and spring back to the closed position. If the support shaft does not slide out, rotate the support 180 degrees (1/2 turn), and retry. Notice the hole position on the support shaft, if you can pull the support shaft out slightly, and the jaw will open slightly, slide the hitch handle on in the **“Up”** position. (Rubber handle grip should be pointing up to the sky) using the supplied bolt and nylock nut, fasten the hitch handle.
2. After attaching the bolt and nylock nut, rotate the handle down, (Rubber handle grip should be pointing **“Down”** toward bed) it is now in the locked position.
3. If you have pulled the hitch handle out too far, and it has locked the jaw in the open position, you can manually close the jaw by putting handle in **“Up”** position, and with your right thumb push in on the handle release mechanism, gently let the hitch handle return to the closed position.



PRIME STEELS INC.

LIFETIME LIMITED WARRANTY

TIRE CARRIER, FOOT PADS, QUICK PINS, TRIPODS, QUICK SUPPORTS, CHOCK LOCKS, SCISSOR JACKS, STACKER JACKS, SPREED SOCKET, LOCKING CUP AND TONGUE JACK CASTER WHEEL AND FOOT PADS AND LOCKING JAWS, SPRINGS AND ATTCHMENTS.

THE MANUFACTURER NAMED BELOW MAKES THE FOLLOWING WARRANTY WITH RESPECT TO THE ABOVE PRIME STEELS PRODUCTS

1. The Warranty is made only to the first Purchase (hereinafter called the "Original Purchaser") who acquires this product for their own use.
2. This warranty will be in effect for the lifetime from the date of purchase by the Original Purchaser. It is suggested that the Original Purchase retain a copy of the dated bill of sale as proof of the date of purchase.
3. This warranty cover only specified parts which shall be free defects in material and workmanship under normal use. This warranty does not cover conditions unrelated to the material and workmanship of the product. Such unrelated conditions include, but are not limited to (a) faulty installations and any damage resulting from such; (b) the need for normal maintenance and nay damage resulting from the failure to provide such maintenance; (c) failure to follow Manufacturer's instructions for use of this product, and (d) any accident to, or misuse of, any part of this product and any alteration by anyone other than the Manufacturer or its authorized representative.
4. In order to obtain the benefits of this Warranty, you should return the product which you find defective to the Manufacturer named below during the period that this Warranty is in effect. All change incurred in delivery of the product to the Manufacturer, and in picking it up after the warranty service has been completed, must be paid by the Original Purchaser.
5. Any item returned in the manner described in paragraph 4 will be examined by the Manufacturer. If it is found that the returned item was defective in material or workmanship, the Manufacturer will repair it without charge for material and labor.
6. Prime steels will pay freight on replacement parts during the first 90 days of ownership by the Original Purchaser.
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