



26KW 5TH WHEEL HITCH
 Assembly, Installation, Operation,
 and Maintenance Instructions

PART NUMBER	33232P
INSTALL TIME	30 MINUTES

DEALER / INSTALLER	Provide a copy of these instructions to the end user of this product. These instructions provide important operating and safety information for proper usage of this product. Demonstrate the proper use of the product with the end user. Have the end user demonstrate that they understand the proper use of the product.
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END USER WARNING	Read and follow all instructions included in this manual. Ask your Dealer/Installer for assistance if you do not understand the proper use of the product. Never remove any decals from the product. Failure to follow these instructions can result in injury or death.
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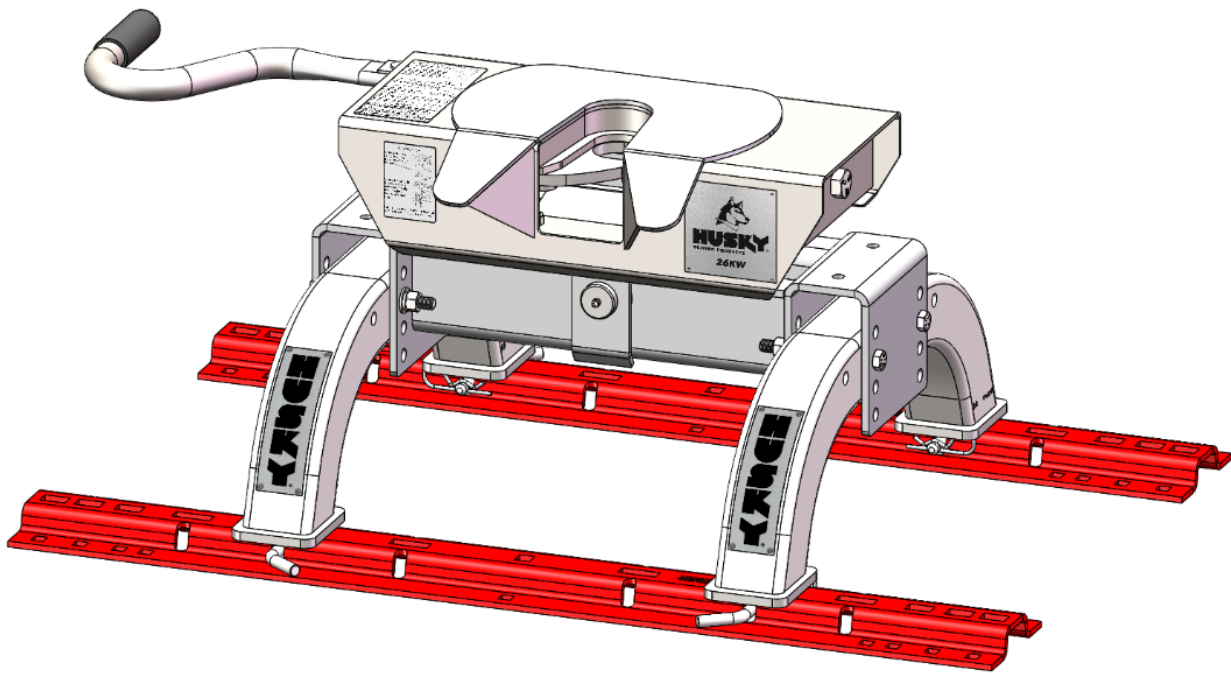
WARNING	DO NOT EXCEED Recommended towing limits. SEE VEHICLE'S OWNER'S MANUAL.
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Use with Husky Towing part 30686, 10 bolt base rails. Base rails are not included with this kit.

Center Bolt Kit 33156 (sold separately) must be used when towing with a 26K Hitch, gooseneck or 5th Wheel Maneuvering System. Center Bolt Kit 33150 (sold separately) must be used when towing with a truck with an aluminum bed.

Meets SAE J2638 Standard

FIGURE 1



WARNING	These instructions are guidelines only. Actual installation is the responsibility of the installer and the owner. Always measure truck and trailer before installing hitch to be sure that there is clearance at the cab and at the bumper to allow for turns.
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NOTICE

Husky recommends to always drive the king pin into the hitch throat and not drop the king pin from above into the hitch head to avoid incorrect hook-ups. Please read operating instruction to understand how this important Safety Feature operates.

INTRODUCTION

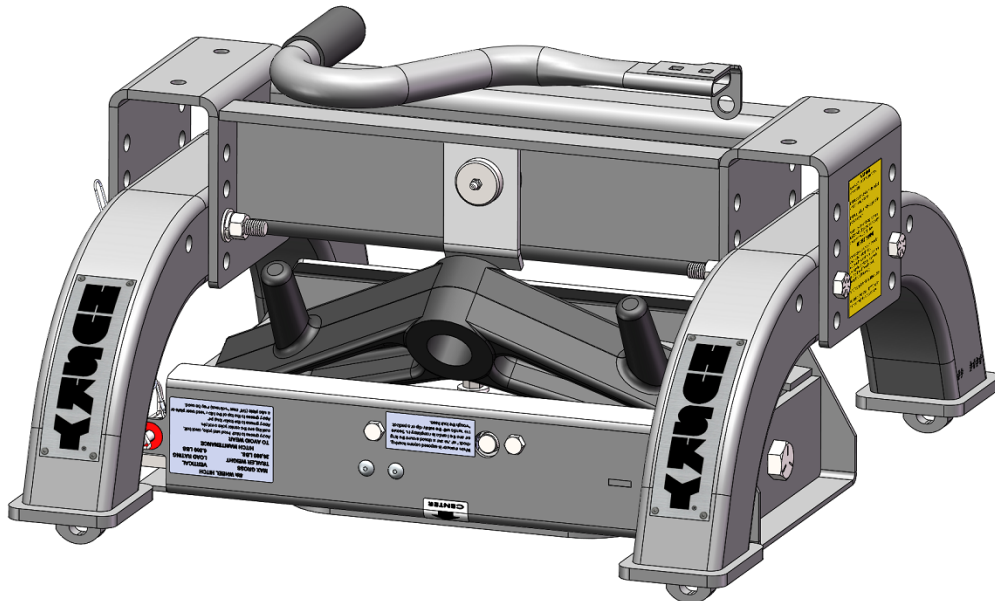
- Safety is of paramount importance in both installation and use of the Husky 26KW 5th Wheel Hitch System. Observe all "Cautions" and "Notes" found in this manual, as well as common sense precautions to ensure the safety of yourself and others.
- Caution: The Husky 26KW 5th Wheel Hitch System is recommended for use only in truck beds 6 feet or longer. A Husky Roller combined with a 26KW 5th Wheel Hitch is recommended for any installations with a bed under 8-foot long.
- For best results, it is recommended you have your Husky 26KW 5th Wheel Hitch system (33232P) professionally installed by a qualified technician.
- The Husky 26KW 5th Wheel Hitch System is designed to tow 5th Wheel Trailers with a total Gross Vehicle Weight Rating up to 26,000 lbs. **Do Not Exceed the Rated Capacity.**
- King pin weight should never exceed 6,500 lbs.

TOOLS REQUIRED

3/4" WRENCH & SOCKET
110 LB/FT TORQUE WRENCH
60mm WRENCH OR PIPE WRENCH
SAFETY GLASSES

CONTENTS		33232P 26KW 5TH WHEEL HITCH
ITEM NO.	DESCRIPTION	QTY
1	HITCH HEAD	1
2	HITCH HANDLE w/GRIP	1
3	CROSSMEMBER	1
4	HARDWARE KIT	1
5	UPRIGHTS	2
6	INSTRUCTIONS	1

FIGURE 2



PRIOR TO INSTALLATION

1. The following instructions should be used to mount the 5th Wheel. Care and attention to detail will ensure a quick quality installation. Check parts against parts list to become familiar with parts in kit.
2. **Before installing the 5th Wheel, check to be sure that base rails are NOT installed over plastic bed liners or bed mats.** Plastic bed liners and bed mats must be cut out of the way. Base rails may be installed on dry/cured spray in liner. **Note: Consult installer for recommended curing time.**
3. Use only the supplied bolts, nuts, and washers to install this kit.

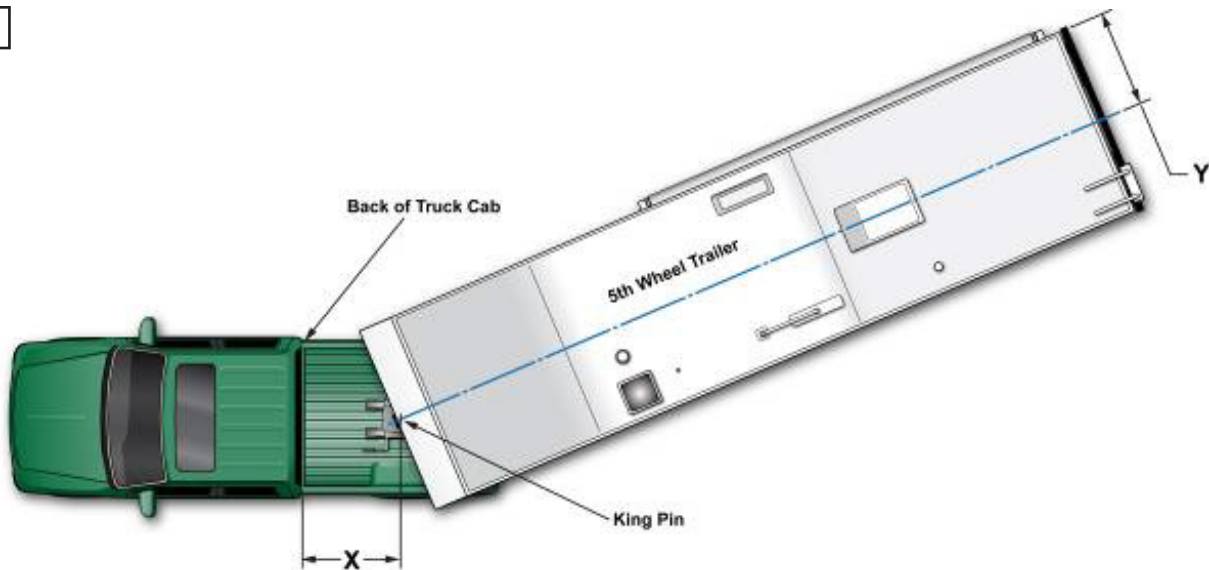


WARNING:

- Check the truck payload and trailer weight as defined in Appendix A (Checking Truck and 5th Wheel Trailer Weight Rating). Never overload truck, trailer or hitch.
- This hitch requires pre-installed base rails which are bolted through the bed of the truck into brackets which in turn are fastened to the truck chassis. **DO NOT INSTALL HITCH BY FASTENING TO THE FLOOR OF THE PICKUP BED.** The pickup bed floor is not strong enough to carry the loads imposed by the trailer
- This 5th Wheel Hitch is rated for a **MAXIMUM** pin weight of 6,500 lbs and a **MAXIMUM** trailer GVW of 26,000 lbs. Exceeding maximum ratings may result in serious injury, property damage or death.

The distance from the back of the truck cab to the center of the king pin (Dim X) should be 4" greater than one-half the trailer width (Dim Y).

FIGURE 3



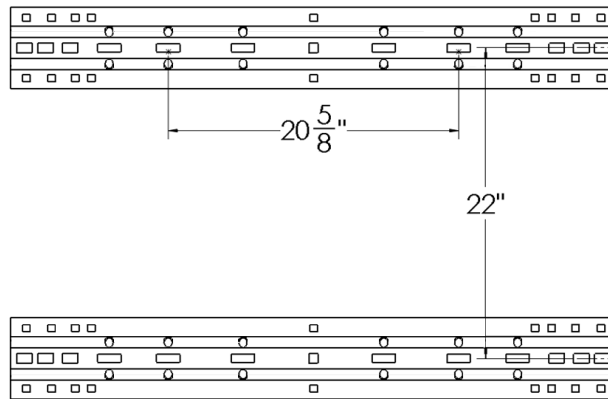
If towing with a short bed truck (bed less than 8ft), Husky Towing recommends the use of a Husky Roller for increased turning clearance at slow maneuvering speeds.

ASSEMBLY AND INSTALLATION PROCEDURES

1. Upright and Crossmember Assembly

A) If using pre-existing base rails ensure that the center to center (fore and aft) distance is 22" and that there are two pairs of slots in the base rails that are 20-5/8" apart (side to side). Otherwise, contact your local dealer for proper base rail selection and installation.

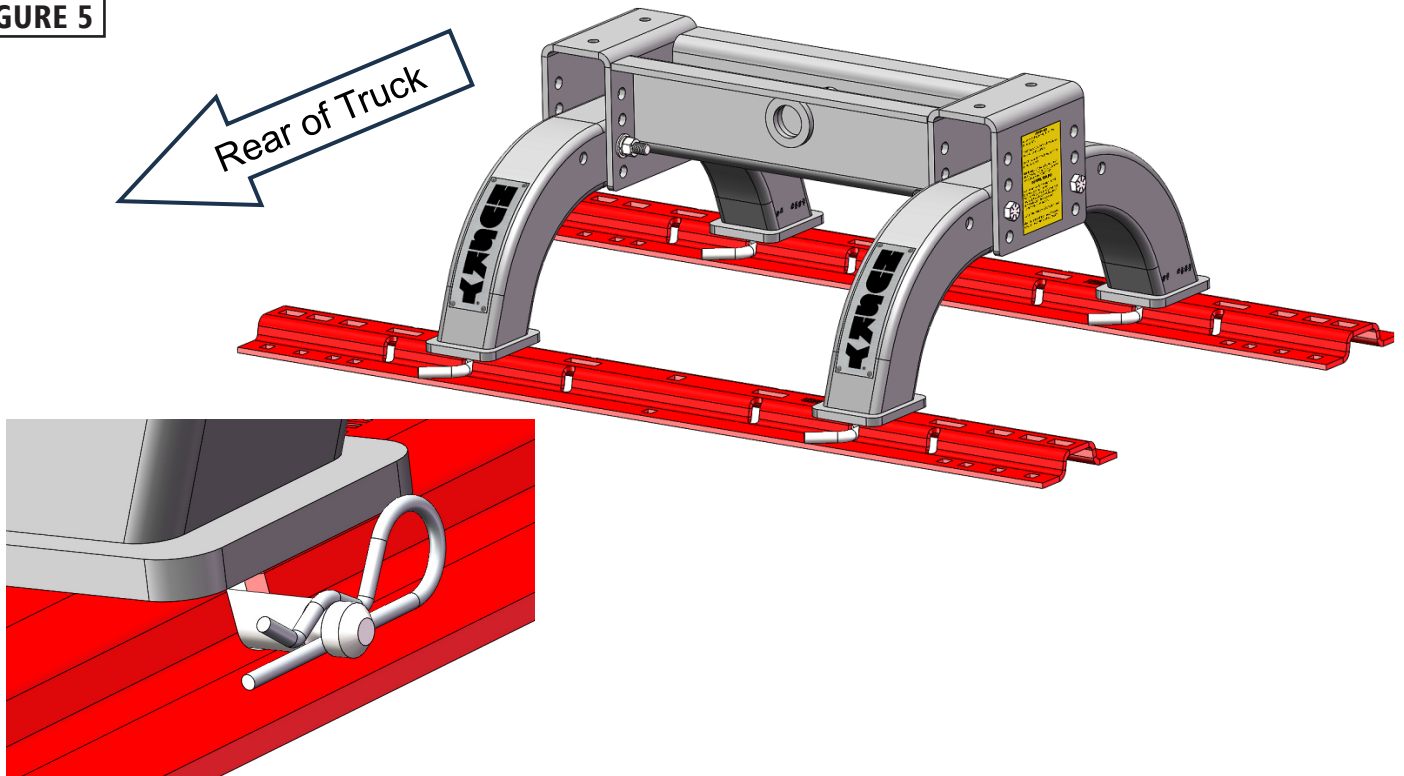
FIGURE 4



B) Place the uprights with the attached crossmember into the base rails with the decals facing the rear of the truck. Secure the uprights to the base rails using the 1/2" diameter clevis pins and secure using the 5/8" hairclips in the hardware bag.

Your vehicle may require that the crossmember be adjusted so that the center of the 5th Wheel Hitch be positioned between 1" and 3" forward of the center of the rear axle. Follow Steps C, D, E, F and G for those instructions. Otherwise, skip to Step 2 for 5th Wheel head installation.

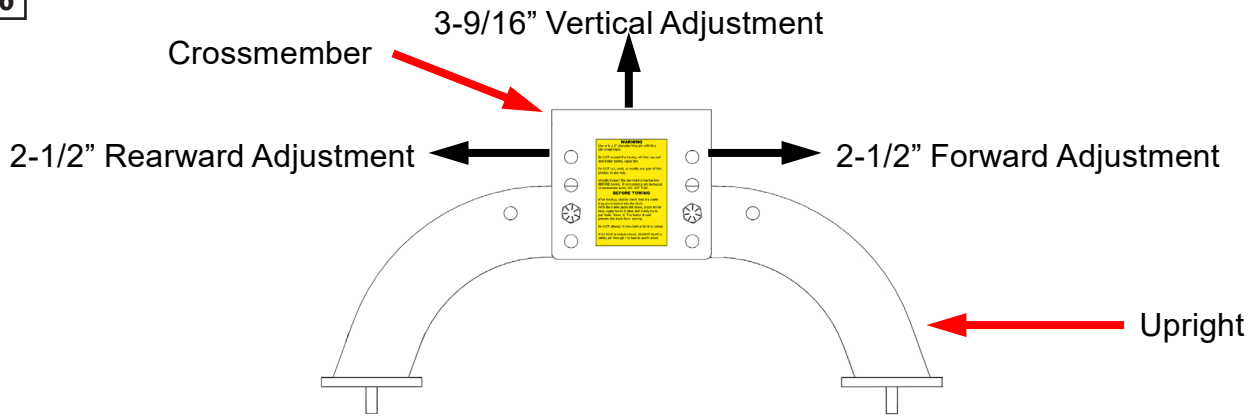
FIGURE 5



C) To adjust the crossmember; loosen and remove the 1/2" fasteners in the crossmember.

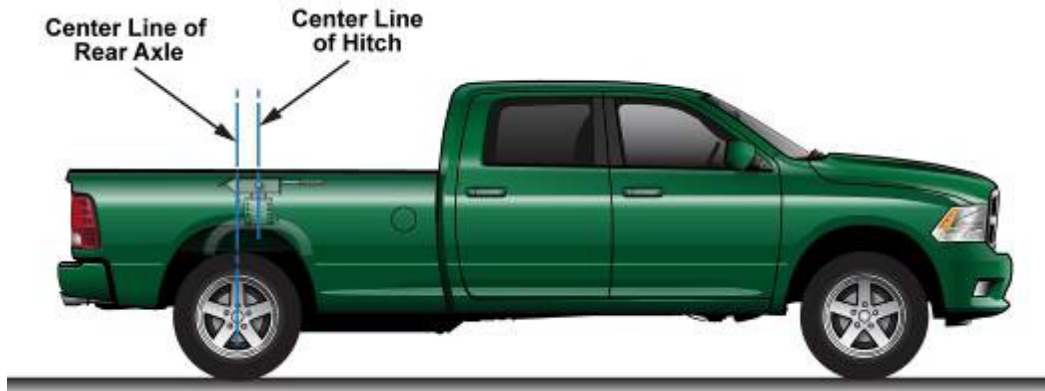
NOTE: The crossmember is adjustable in both the vertical and the fore and aft directions. 4 sets of holes in the ends of the cross beam provide 3-9/16" of vertical adjustment in 4 increments of 1-3/16". Three sets of holes in the upright provides 2-1/2" fore and aft movement from the center line of the uprights.

FIGURE 6



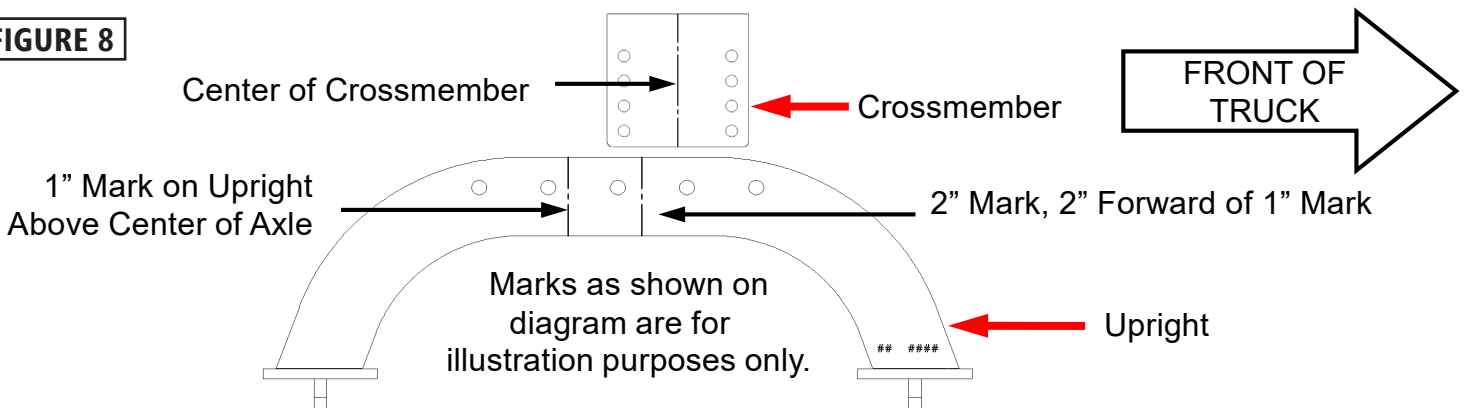
IMPORTANT: The center of the 5th Wheel Hitch should be positioned between 1" and 3" forward of the center of the rear axle.

FIGURE 7



D) Find the center line of the rear axle and mark on the upright. Measure 2" forward of the mark and put a 2nd mark on the upright. Find a set of bolt holes in the upright and cross beam which positions the center of the cross beam as close as possible to this 2nd mark, while always keeping the center of the cross beam forward of the rear axle.

FIGURE 8



E) Once you've found the horizontal position for the crossmember, next find the vertical position for the crossmember.

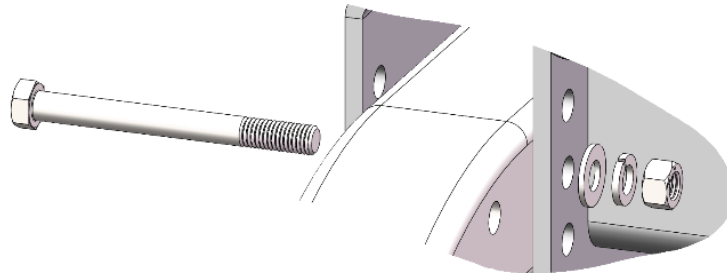
NOTE: If the trailer is available for measuring follow the instructions in the section "Operating Instructions" sub section "Preparing For First Use". Otherwise put the crossmember in the highest position per instruction (F).

⚠ WARNING ⚠

ONLY USE HARDWARE SUPPLIED WITH THIS 5TH WHEEL HITCH. ALL NUTS AND BOLTS ARE GRADE 8 UNLESS OTHERWISE SPECIFIED ON THE PARTS LIST.

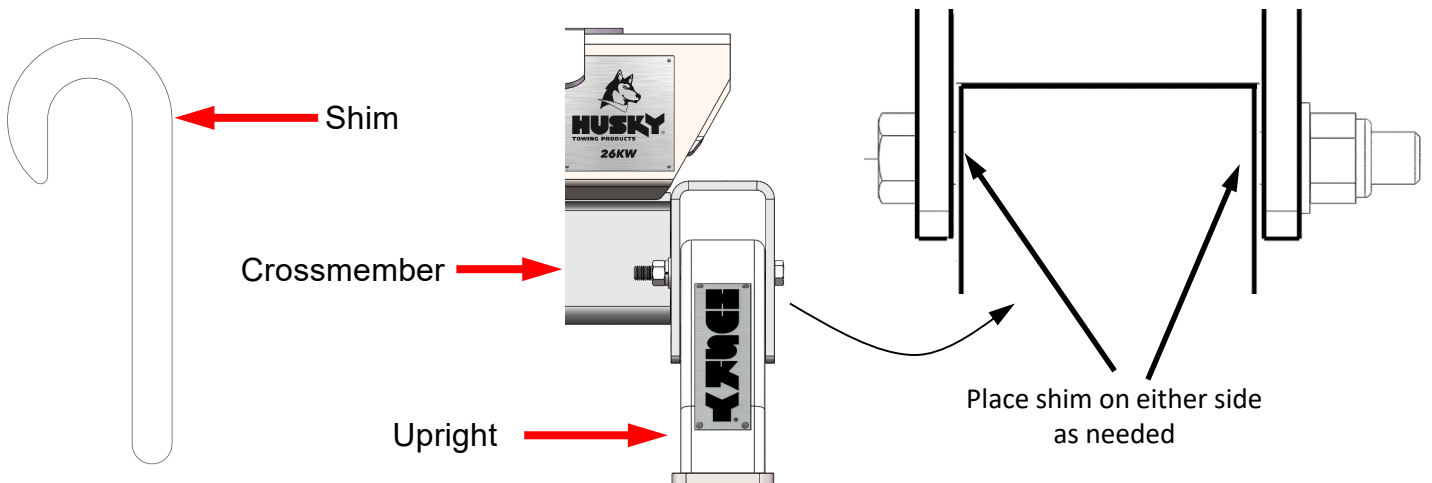
F) Put the crossmember in the highest position using the pattern of holes on the end of the crossmember. Place a flat washer, lock washer and nut on each bolt and finger tighten. Add shims as necessary to fill gaps. Snug down the four nuts using an "X" pattern and tighten the nuts to 110 lb-ft. Note: Be sure that the crossmember straddles the uprights. **Do not over tighten** as this will cause the uprights to fit improperly in the base rails.

FIGURE 9



G) Shims are provided to adjust crossmember and uprights. Use only if needed for proper alignment.

FIGURE 10



⚠ WARNING ⚠

This 5th Wheel Hitch kit should be checked yearly for loose fasteners or defects throughout the life of the hitch installation.

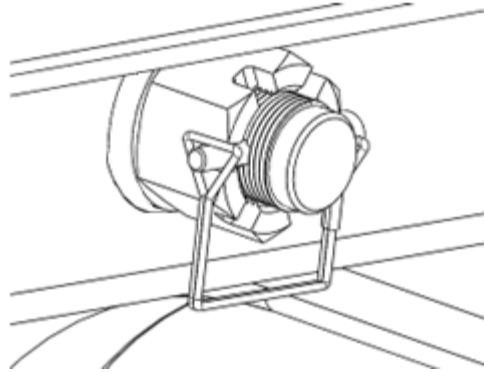
⚠ WARNING ⚠

Special care should be taken to ensure interference between the tow vehicle and trailer does not occur. Any rear window accessories (headache rack, toolbox, fuel transfer tanks, etc.) possibly may need to be removed to accommodate the configuration of trailer and tow vehicle. This must be done to prevent both trailer and tow vehicle damage.

1. Head and Yoke Assembly

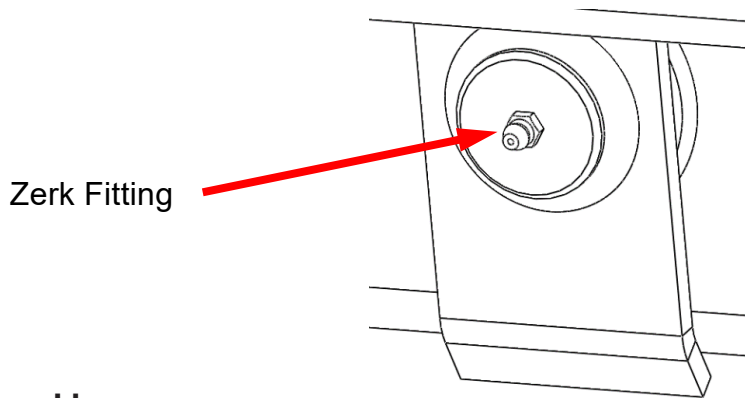
A) Install Head and Yoke with pivot pin and castle nut. Tighten the castle nut until all the fore and aft movement is eliminated in the pivot pin and in the head and yoke assembly. This may require a 60mm wrench or pipe wrench. Continue to tighten the castle nut until the safety pin can be inserted. Close the clip on the locking clevis pin to secure the nut.

FIGURE 11



B) Using a grease gun, grease the zerk fitting on the plate side of the pivot pin.

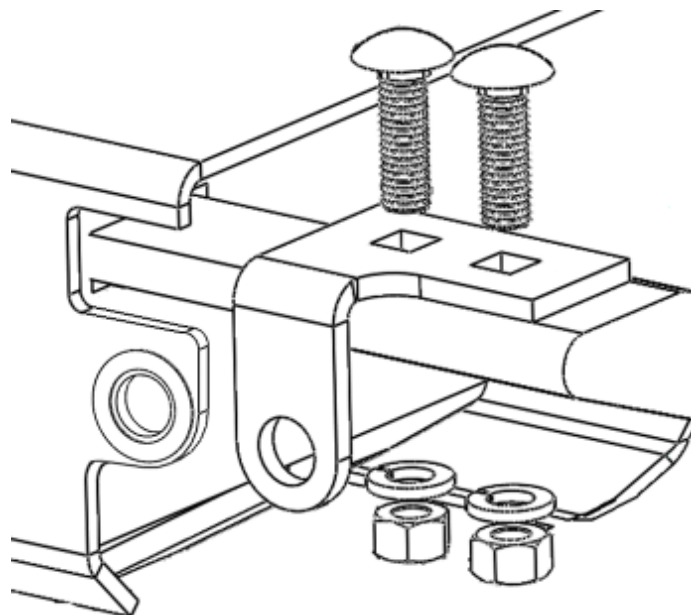
FIGURE 12



1. Handle Assembly

A) Attach the handle with the 3/8" carriage bolts, lock washers and nuts. Tighten the nuts to 23 lb/ft. Ensure the padlock hasp points down. See **Figure 13**.

FIGURE 13



UNDERSTANDING THE SAFETY FEATURES OF YOUR NEW HUSKY 5TH WHEEL

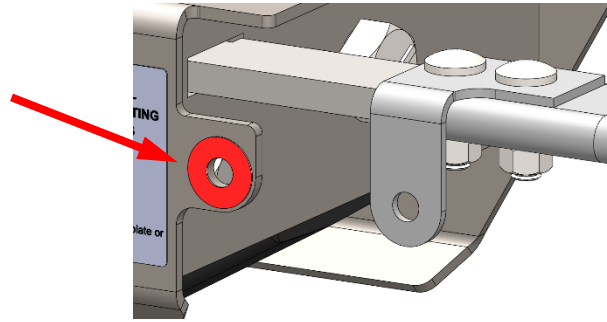
This Husky 5th Wheel Hitch has new features which add to the safety and ease of operation. The most important feature to understand is that the hitch will only fully close when the king pin of the 5th Wheel Trailer is located correctly inside the hitch.

Before using this 5th Wheel Hitch for the first time, the operator needs to understand the operation of the safety features of this hitch.

A) Pull the handle fully out, and then let it slide back while pushing it gently forward towards the cab of the truck to miss the latch. The hitch should partially close.

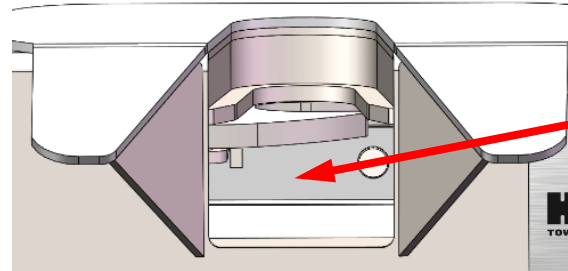
FIGURE 14

Lock hasp indicator showing jaw open



B) Looking on the front of the hitch, the indicator should be as shown in **Figure 14** above.

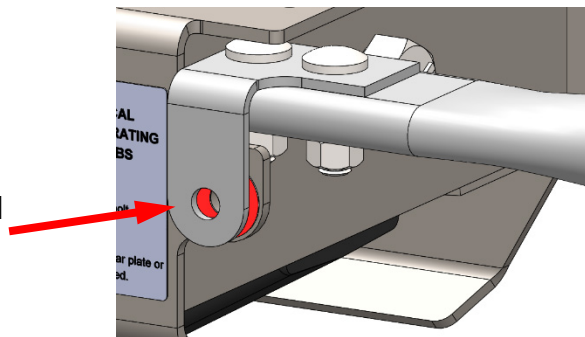
FIGURE 15



C) Using a long wrench or screwdriver, (Keep fingers out of the jaw area) press on the trigger plate located underneath the jaw. Pressing on the trigger plate will release the jaw mechanism and it will fully close. The lock hasp Indicator should now show that the jaw is closed.

FIGURE 16

Lock hasp indicator covered showing jaw closed



After the test, pull on the handle all the way out to reset the latch mechanism.

⚠ WARNING ⚠

CLOSING THE HITCH BY TRIPPING THE TRIGGER PLATE SHOULD ONLY BE DONE AS A TEST. IN NORMAL OPERATION LEAVE THE HITCH OPEN UNLESS IT IS COUPLED TO A TRAILER. ALWAYS PULL HANDLE OUT TO ENSURE HITCH IS OPEN BEFORE COUPLING THE TRAILER.

Jaw/5th Wheel is shown in closed/ towing position.

The hitch is packed and shipped in this condition.

The jaw is completely closed and the ½" bolt is at the rear/ top of the cam track.

This condition should only be "seen" when the hitch is opened from the box for the 1st time or when a 5th Wheel Trailer is loaded into the hitch for towing.

It is **IMPOSSIBLE** to load a 5th Wheel Trailer into the hitch while in this position. **NEVER** try and load a 5th Wheel Trailer while the jaw is in this closed position.

Damage to the 5th Wheel Hitch **WILL** occur.

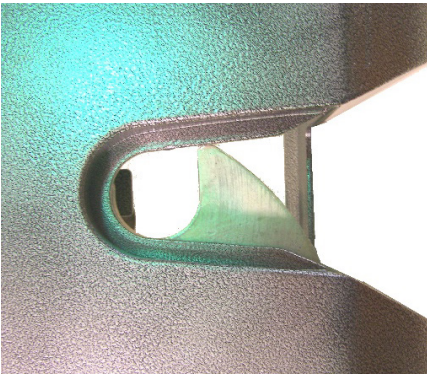
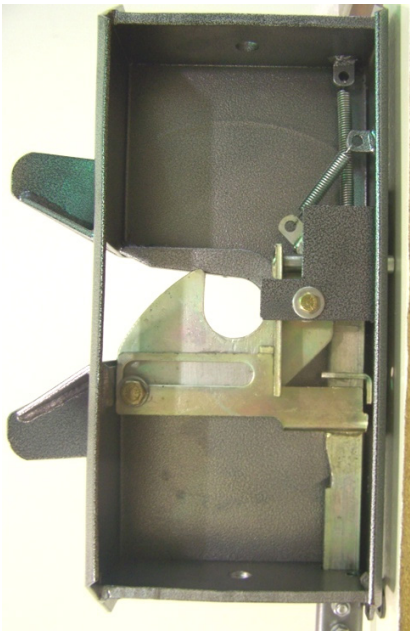


FIGURE 17



Jaw/5th Wheel is shown in ½ open/ loading position.

This is the normal /intended loading condition for a 5th Wheel Trailer into this hitch.

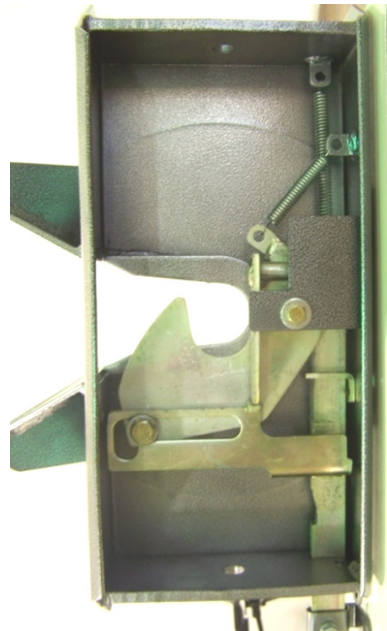
The jaw is slightly open and the ½" bolt is working towards the front/ bottom of the cam track.

Do **NOT** try to unload a 5th Wheel Hitch while in this condition.

Damage to the 5th Wheel Hitch **WILL** occur.



FIGURE 18



Jaw/5th Wheel is shown in open/ unloading position

This is the normal unloading condition for a 5th Wheel Trailer into this hitch.

The jaw is completely open and the ½" bolt has worked more towards the front/ bottom of the cam track. The ½" bolt should not be at the very front/ bottom of the cam track.

It is possible to load and unload a 5th Wheel Trailer in this position without any damage.

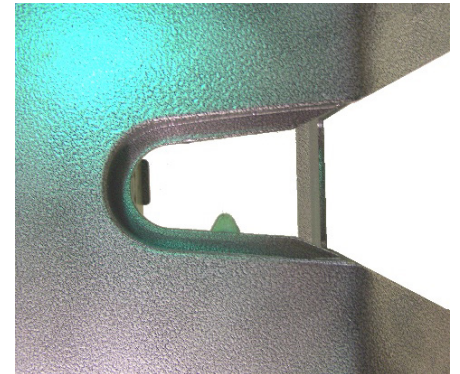


FIGURE 19



OPERATING INSTRUCTIONS

About your Husky 26KW 5th Wheel Hitch

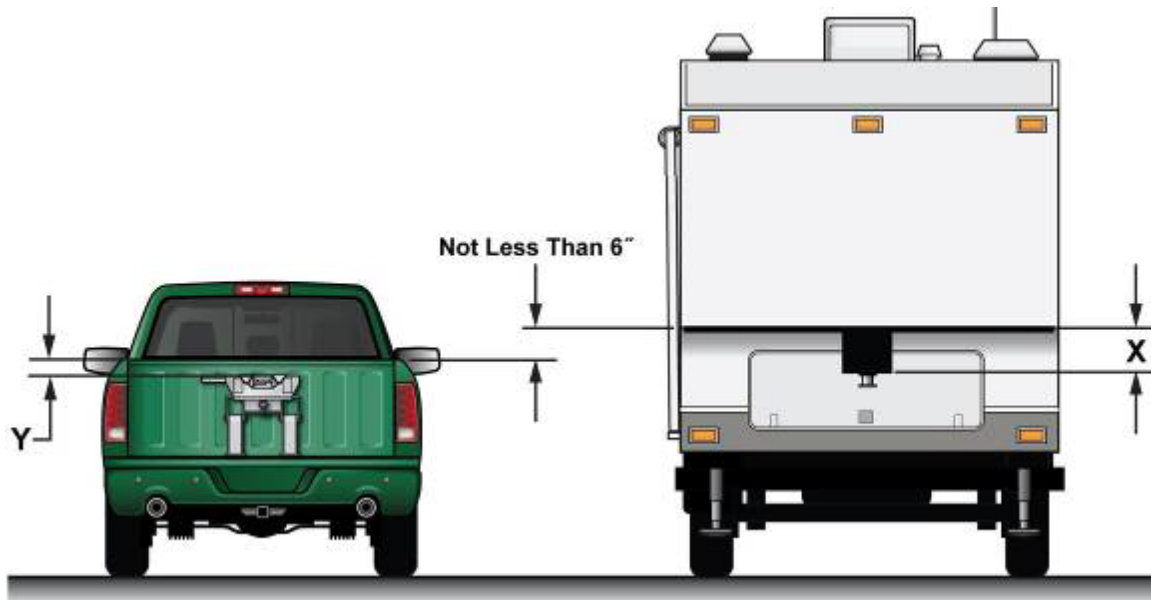
The Husky 26KW 5th Wheel Hitch is designed to tow 5th Wheel Trailers with a Gross Vehicle Weight Rating up to 26,000 lbs. Do not exceed the rated GVWR of your vehicle as it will create an unsafe towing condition. It has a 4-way swivel head, its height is adjustable from 15.75" to 19.25" in 1-3/16" increments and is removed from the bed of the truck by pulling 4 retaining pins.

Preparing For First Use

Your Husky 26KW 5th Wheel Hitch is now installed and you're anxious to be on your way down the road. You are almost there but take a few minutes to ensure your hitch is set up properly for your particular truck/coach combination by following the steps below.

1. Verify that the crossmember is set at the proper height to provide a minimum of 6" clearance between the bottom of the trailer nose and the top of the truck bed sides and allows for a level-towing attitude of the 5th Wheel Trailer (See **Figure 20** below).

FIGURE 20



With the top face of head level, measure up to the top of pickup bed (dimension Y in **Figure 20**). On the trailer measure up from the face of the pin box to the underneath of the trailer (dimension X in **Figure 20**). Measurement X less measurement Y gives the amount of clearance between the top of the pickup bed and the underneath of the trailer.

At a minimum this should be 6", if the trailer and tow vehicle are going off-road then this needs to be 8" to 10".

⚠ WARNING ⚠

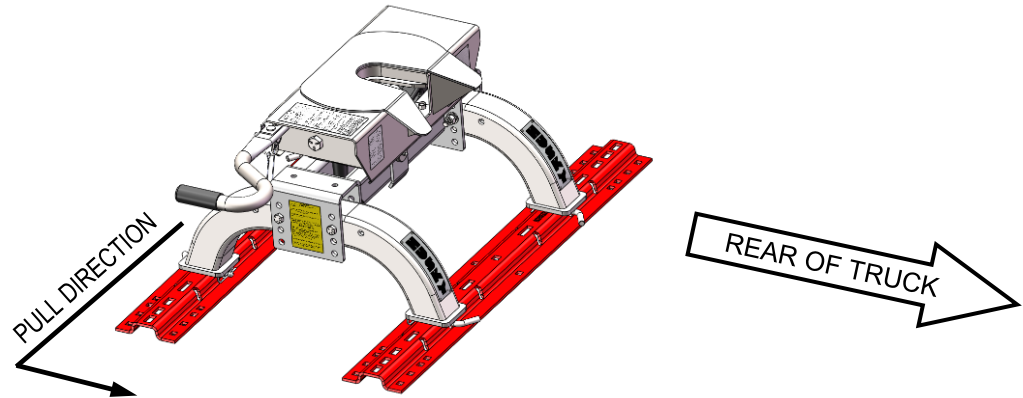
If this dimension is less than 6", **DO NOT USE THE TRAILER WITH THIS TOW VEHICLE.** Severe damage may occur to both the pickup bed and trailer.

2. If necessary, adjust the crossmember to the proper height, ensuring the fasteners are re-tighten to 110 lb/ft.

Coupling Your Trailer

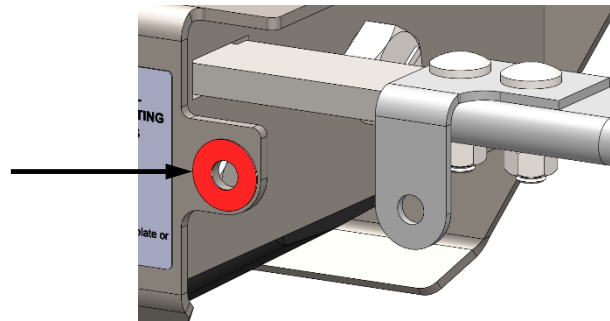
1. Ensure the 5th Wheel Trailer wheels are chocked front and rear, and that the rear stabilizer jacks are fully retracted.
2. Make sure the 5th Wheel Trailer landing leg feet are on a stable surface.
3. Pull handle completely out and rearward until it catches on the latch.

FIGURE 21



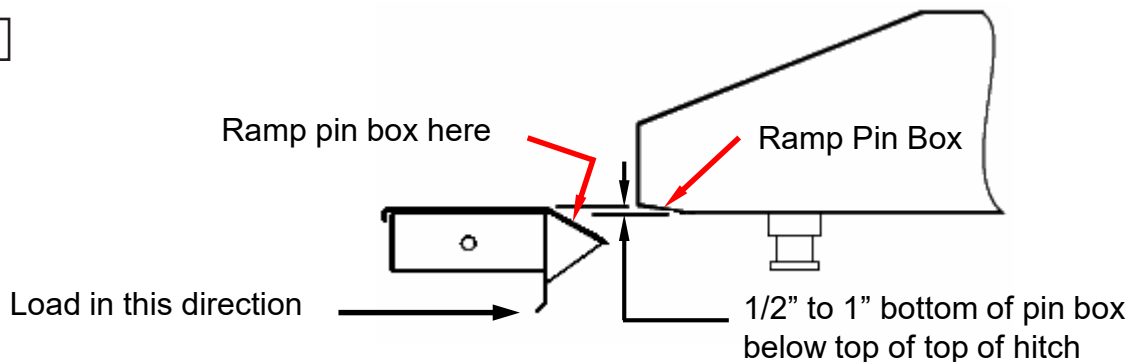
4. Check that the orange indicator is not obscured by lock hasp. This shows the hitch is unlocked.

FIGURE 22



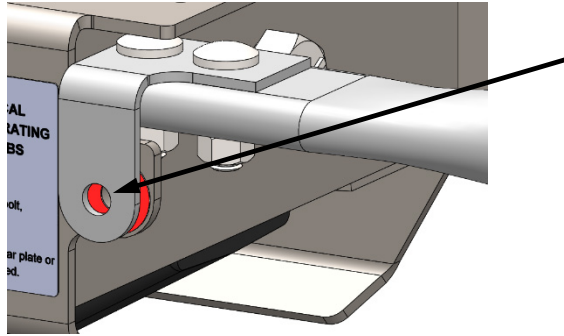
5. With hitch head level, set trailer king pin box $\frac{1}{2}$ " to 1" below hitch so trailer will ride up and onto hitch. Back up the truck under the trailer so the king pin enters the hitch.

FIGURE 23



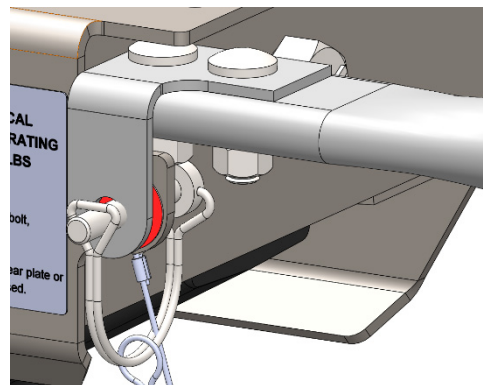
6. When the king pin is correctly seated in the hitch it will trip the latch. This will allow the jaw to close. The handle will then move to the closed position and cover the indicator.

FIGURE 24



7. Use the supplied locking clevis pin through the lock hasp to retain the hitch closed.

FIGURE 25



8. For additional security Husky Towing recommends using a padlock instead of the locking clevis pin to securely lock the handle closed.

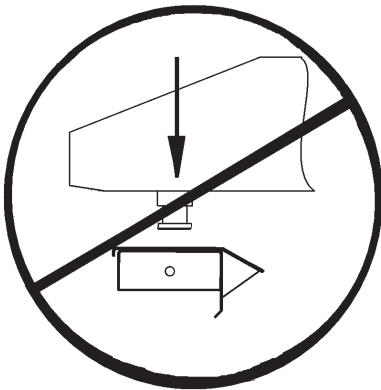
⚠ WARNING ⚠

IF THE HANDLE WILL NOT CLOSE THEN THE KING PIN IS NOT POSITIONED CORRECTLY IN THE HITCH. UNCOUPLE THE TRAILER AND TRY AGAIN!!

Before Towing

1. Connect and test power cables, attach emergency brake cable. With trailer landing gear down, wheels chocked, and the trailer brakes ACTIVATED, slowly pull forward to check security of king pin in hitch. Recheck connections and ensure safety pin or padlock is through the lock hasp.
2. Remove the wheel chocks from the wheels of the 5th Wheel Trailer; raise trailer landing gear, and double check that the hitch is properly attached to your tow vehicle.

Warning! Never back the tow vehicle under the trailer king pin and then lower the king pin into the hitch. This will result in high pinning and will result in hitch damage and possible vehicle damage, injury or death!



NEVER LOWER THE TRAILER
ONTO THE HITCH

⚠ **WARNING** ⚠

NEVER LOWER THE KING PIN INTO THE HITCH USING THE TRAILER JACKS. THIS IS A VERY DANGEROUS PRACTICE AND WILL RESULT IN THE KING PIN SITTING ON TOP OF HITCH INSTEAD OF INSIDE. THE TRAILER COULD THEN BECOME DETACHED FROM THE TRUCK DURING TOWING CAUSING SERIOUS DAMAGE AND POSSIBLY INJURY OR DEATH.

Uncoupling Your Trailer

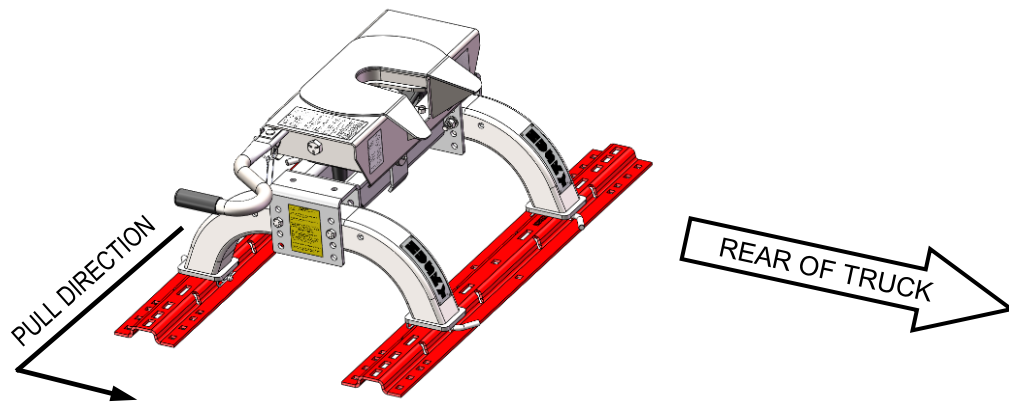
1. Chock the front and rear wheels of your trailer.
2. If necessary, start your truck and back up against the kingpin to relieve pressure on the jaw. Set the parking brake, put the transmission into park and then turn off your vehicle.
3. Extend the landing gear of the 5th Wheel Trailer until the weight of the 5th Wheel Trailer is just off of the 5th Wheel plate of the hitch and on solid ground. Do not exceed 1/16" gap between the bottom plate of the king pin box and the top plate of the hitch.

Caution: Raising the 5th Wheel Trailer too high while still connected can damage the hitch head as well as components of your 5th Wheel Trailer. Do not extend the rear stabilizers of the 5th Wheel Trailer prior to or during uncoupling.

4. Disconnect the electrical and breakaway connectors in accordance with your 5th Wheel Trailer owner's manual.

5. Pull handle completely out and rearward until it catches on the latch.

FIGURE 26



6. Check that the lock hasp indicator shows jaw open.
7. Slowly drive the truck out from underneath of the trailer.
8. **Observe the lock hasp to ensure the hitch does not accidentally close during uncoupling.**

⚠ WARNING ⚠

DURING COUPLING AND UNCOUPLING OF THE TRAILER, SUDDEN AND UNEXPECTED MOVEMENTS OF THE TRUCK AND/OR TRAILER MAY OCCUR. ALWAYS KEEP WELL CLEAR OF THE TRUCK AND TRAILER DURING COUPLING AND UNCOUPLING.

OPERATIONS SUCH AS CONNECTING AND DISCONNECTING POWER CABLES, OPENING AND CLOSING THE HITCH, INSTALLING SAFETY CLIPS OR PADLOCKS SHOULD ONLY BE UNDERTAKEN WHEN THE WEIGHT OF THE TRAILER IS BEING CARRIED ON THE TRAILER LANDING GEAR, AND THE WHEELS EMERGENCY BRAKE APPLIED.

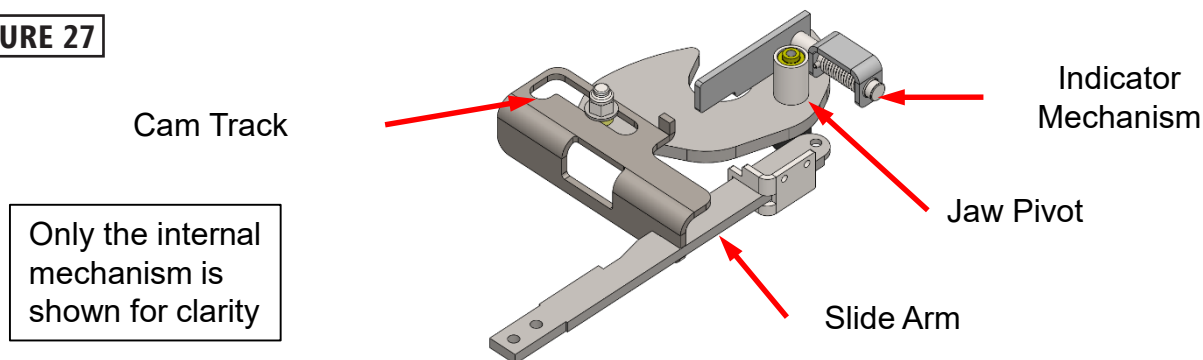
MAINTENANCE

1. Inspect the hitch each time before connecting a trailer, check to ensure all fasteners are tight and there are no cracks or excessive wear on the hitch; and also make sure that the jaw mechanism moves freely. Check that king pin Indicator in the hitch is working correctly by pulling the handle out, then while holding the handle forward letting it slide back into the hitch. The jaw should not close all the way. **If the jaw closes all the way with no king pin in place, then the hitch is defective and must be repaired or replaced.** If excessive wear or damage is found, contact your installing dealer or Husky Towing technical support staff at www.huskytow.com or 1-877-544-4449.
2. After the first 100 miles, and at least once a year thereafter, inspect all bolts for proper tightness. Retighten nuts if needed. All fasteners $\frac{1}{2}$ " diameter, tighten to 110 lb/ft.
3. Apply bearing grease to the top plate before coupling, or use a lubrication plate min diameter 10", max thickness $\frac{3}{16}$ ", (See Husky Dealer).

Lubrication

1. The moving parts of the hitch require regular lubrication. (Every 3 to 6 months). Particular attention should be paid to the slide arm, cam track, jaw pivot and indicator mechanism. (As shown in **Figure 27**)

FIGURE 27



2. For best use, apply white lithium grease liberally to all moving surfaces including the pivot pin holding the head and yoke to the crossmember. To ensure thorough lubrication, take the head and yoke off the crossmember by removing the pivot pin, and turn the head and yoke upside down to gain access to the underneath of the hitch. Pull the handle to access the parts easily. It is not recommended that the hitch be disassembled any further than removing the pivot pin. It should be noted the bolts holding the head to the yoke are tightened to 240 lb/ft of torque. Reassemble the hitch taking care to replace the safety lock pin in the castle nut of the pivot pin.
3. Alternatively the hitch mechanism may be liberally sprayed with white lithium grease every couple of months. Note warnings on spray can.
4. **Caution:** The latch mechanism can close with heavy force. Use extreme care to keep fingers, hands, extremities and clothing out of the path of the mechanism. Failure to do so could result in severe injury.
5. Grease the zerk fitting periodically, located on plate side of pivot pin. See **Figure 12**.

TOWING TIPS

Driving Tow Vehicle

Good habits for normal driving need extra emphasis when towing a trailer. The additional weight of the trailer affects acceleration and braking. Extra time should be allowed for passing, stopping and changing lanes. Signal well in advance of a maneuver to let other drivers know your intentions. Severe bumps and badly undulating roads can damage your towing vehicle, hitch and trailer, and should be negotiated at a slow, steady speed. If any part of your towing system "bottoms out" or if you suspect damage may have occurred in any other way, pull over and make a thorough inspection. Correct any problems before resuming travel.

Turning and backing up present new problems-plan ahead. It is highly recommended that a spotter be used when backing up to alert the driver of possible obstacles and prevent jack knifing the trailer.

Towing a trailer will change your turning radius, the longer the trailer the larger radius turn.

Driving Conditions

When driving in conditions where the pavement is wet, icy, snowy, loose gravel, grass and dirt, reduce speed and do not make any sudden maneuvers. Allow ample distance/time for stopping and changing lanes. If possible, wait for road conditions to improve before driving. Follow all state, local and provincial driving and towing laws in the location you are driving in. Not following your tow vehicle, trailer, and Husky instructions/manuals can result in a fatal accident.

Check Your Equipment

Please refer to the MAINTENANCE section. Periodically check the condition of all your towing equipment and keep it in top condition.

Tire Inflation

Unless otherwise specified by the towing vehicle or trailer manufacturer, tires should be inflated to their manufacturer's towing recommendations.

Towing Vehicle and Trailer Manufacturers Recommendations

Review the owner's manual for your towing vehicle and trailer for specific recommendations, capacities and requirements.

Passengers in Trailers

Trailers should not be occupied while being towed. Most states enforce this regulation.

Trailer Lights, Turn Signals, Electric Brakes

Always hook up all of the trailer lights, electric brakes and break-away switch connection whenever trailer is being towed. Also periodically check functionality of all lights before towing and repair any problems as needed.

Trailer Loading

Proper trailer loading is very important. Heavy items should be placed close to the floor near the trailer axle centerline. The load should be balanced side to side and firmly secured in the trailer to prevent shifting.

Remove Ball Mount When Not Towing

Remove ball mount from receiver on towing vehicle when not towing a trailer to reduce chances of striking hitch on driveway or other objects and reduce the chance of parts being stolen.

Maintenance (All products)

Keep hitch ball or gooseneck ball lubricated when used.

When not in use, remove ball mount, shank or gooseneck ball and store in clean, dry place.

Keep hitch ball, gooseneck, receiver and 5th Wheel clean and lubricated.

Lubricate the bars and trunnion bar mounting holes on a weight distribution hitch.

At The Beginning of Every Towing Day (All Products)

Clean hitch ball or gooseneck ball and coat lightly with grease.

Lubricate the top plate and moving parts of your 5th Wheel Hitch before coupling.

Check for worn or damaged parts. Check the torque of all hardware.

Check to see that all electrical hook-ups are in working order and that the safety chains are securely connected.

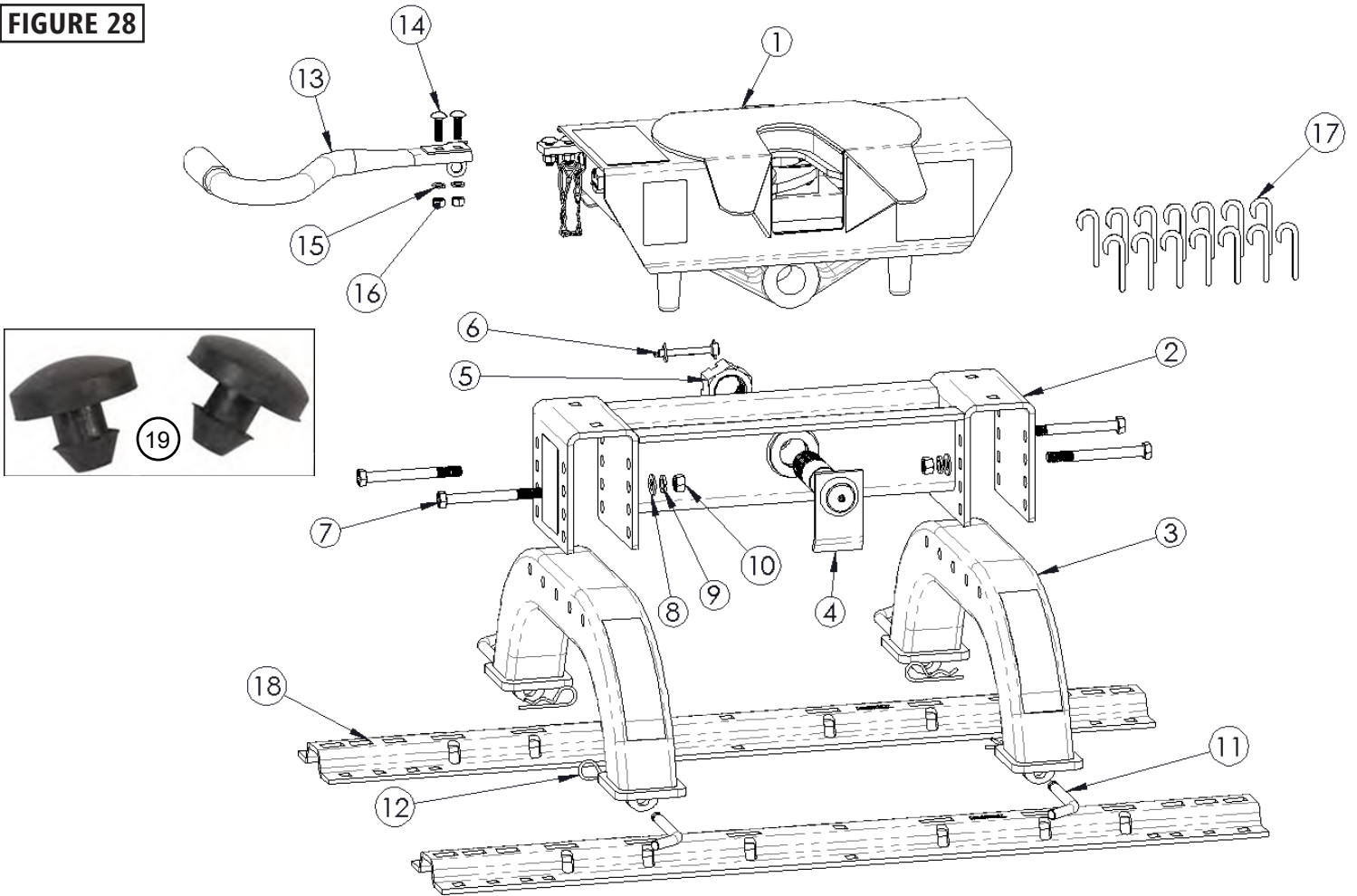
If electric brakes are used, ensure the emergency break away cable is attached to the tow vehicle.

Towing safely is the responsibility of the driver of the vehicle. Failure to tow safely can result in vehicle damage, bodily injury or death.

TROUBLESHOOTING

PROBLEM	WHAT TO LOOK FOR	SOLUTION
Hitch is difficult to install and remove from the base rails.	Hitch is not assembled correctly.	Refer to Hitch Assembly section for proper assembly instructions.
	Base Rails are not parallel with each other.	Use spacer to hold both base rails parallel while loosening and retightening the carriage bolts.
	Truck bed collapsing around carriage bolts in base rails.	Install proper spacers between the base rail and corrugations. Refer to installation instructions for specific directions.
Hitch will not hook up to the trailer king pin.	Incorrect king pin height.	The king pin plate should be ½" to 1" below the 5th wheel skid plate.
	Excessive angle between hitch head and king pin.	Level trailer or tow vehicle with blocks under the wheels.
	Lube disc is too thick.	Check thickness of lube disc. It should not exceed 3/16".
	Bent king pin.	Contact your local dealer for replacement.
Hitch is difficult to unhook from trailer.	King pin is resting against the latch, preventing it from sliding open.	Remove pressure on the latch by chocking the trailer wheels in front and behind. With trailer wheels chocked and truck running, place truck in reverse, set the parking brake and then put truck in park and turn off the engine. This should relieve the pressure on the latch.
	Incorrect king pin height.	Trailer is up too high; retract the trailer landing legs to remove tension from jaw.
	Excessive angle between hitch head and king pin.	Level trailer or tow vehicle with blocks under the wheels.
	Lube disc is too thick.	Check thickness of lube disc. It should not exceed 3/16".
	Bent king pin.	Contact your local dealer for replacement.
Latch is difficult to close or open.	Damaged hitch head.	Contact your local dealer for replacement.
	Lack of lubrication.	Lubricate latch mechanism and pivot with a light coating of grease on all contact surfaces.
Latch does not lock into the open position.	Missing spring on trip mechanism.	Contact technical support for replacement spring.
	Missing or damaged trip mechanism.	Inspect trip mechanism. The trip mechanism should not be bent and the spring should be attached and have good tension.
Table top distorted/cracking on the 5th wheel head.	Wear and tear.	Replace hitch head, contact technical support.

FIGURE 28



ITEM NO.	DESCRIPTION	PRE-ASSEMBLED 26K 5TH WHEEL HITCH	BASE RAIL (NOT INCLUDED)	UPRIGHTS	26KW CROSSMEMBER KIT	PIVOT PIN KIT	BASE RAIL HARDWARE KIT	RUBBER BUMPER	CROSSMEMBER HARDWARE KIT	SHIM KIT	26KW HEAD AND YOKE KIT	REPLACEMENT HANDLE
		33232P	30686	31325	31568	31574	31576	31703	31839	32043	33157	33198
ITEM NO.	DESCRIPTION	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY	QTY
1	26KW HEAD & YOKE	1	-	-	-	-	-	-	-	-	1	-
2	26KW CROSSMEMBER	1	-	-	1	-	-	-	-	-	-	-
3	26KW UPRIGHTS	2	-	2	-	-	-	-	-	-	-	-
4	PIVOT PIN	1	-	-	1	1	-	-	-	-	-	-
5	1-1/2" CASTLE NUT	1	-	-	1	1	-	-	-	-	-	-
6	5/16" LOCKING SAFETY PIN	1	-	-	1	1	-	-	-	-	-	-
7	1/2"-13 X 5.0 GR8 HEX HEAD BOLT	4	-	-	4	-	-	-	4	-	-	-
8	1/2" FLAT WASHER	4	-	-	4	-	-	-	4	-	-	-
9	1/2" LOCK WASHER	4	-	-	4	-	-	-	4	-	-	-
10	1/2"-13 GR8 NUT	4	-	-	4	-	-	-	4	-	-	-
11	1/2" CLEVIS PIN	4	-	-	4	-	4	-	-	-	-	-
12	5/8" HAIR PIN	4	-	-	4	-	4	-	-	-	-	-
13	PULL HANDLE	1	-	-	-	-	-	-	-	-	1	1
14	3/8"-16 X 1.25 CARRIAGE BOLT	2	-	-	-	-	-	-	-	-	2	2
15	3/8" LOCK WASHER	2	-	-	-	-	-	-	-	-	2	2
16	3/8"-16 HEX NUT	2	-	-	-	-	-	-	-	-	2	2
17	5TH WHEEL HOOK SHIM	14	-	-	-	-	-	-	-	14	-	-
18	BASE RAIL FOR 5TH WHEEL	-	2	-	-	-	-	-	-	-	-	-
19	RUBBER BUMPERS	2	-	-	2	-	-	2	-	-	-	-

All Products limited to Vehicle Tow Rating, see Vehicle Owner's Manual. Visit www.huskytow.com for Warranty information / Tech Support / Product Updates.

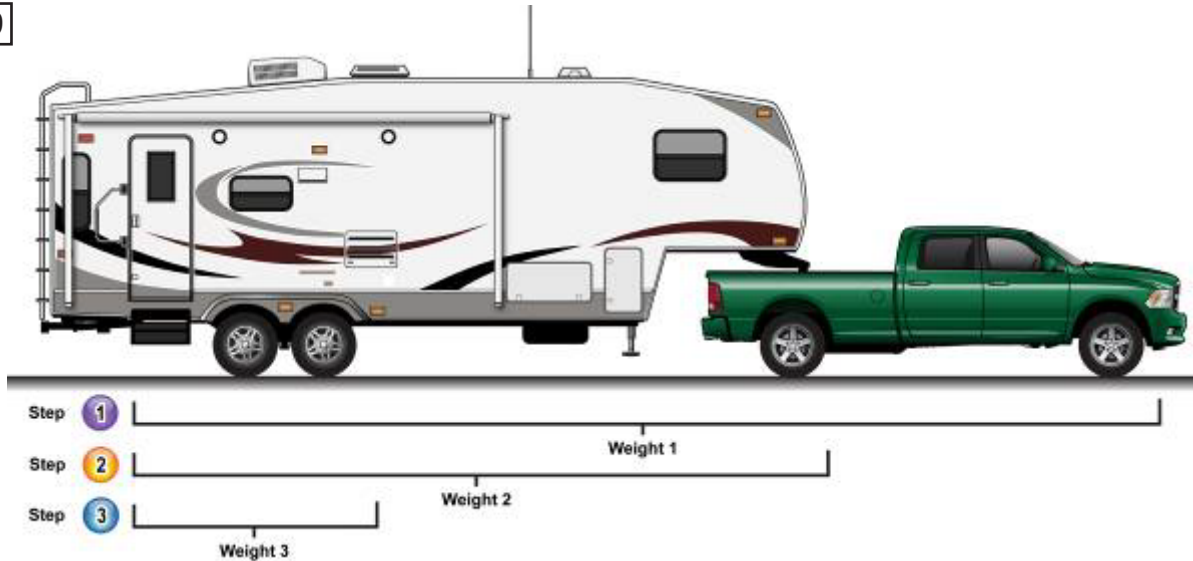
APPENDIX A

Weighing Truck and 5th Wheel Trailer

Weigh the truck and 5th Wheel on a public weigh scale. Public weigh scales can be found at some truck stops, or they can be in the Yellow Pages® or on the Internet.

Weigh the truck and 5th Wheel in 3 stages as shown in **Figure 29**.

FIGURE 29



Step 1, Weigh both the truck and 5th Wheel. This is **weight 1**; this will give the **GCW (Gross Combination Weight)** of the truck and 5th Wheel Trailer. The **GCW** must not exceed the **GCWR (Gross Combination Weight Rating)** for the Truck. The **GCWR** of a truck depends on engine size, transmission, rear axle ratio, tow package and other factors. The manufacturer or dealer will be able to find the **GCWR** from the **VIN (Vehicle Identification Number)** of the truck.

Step 2, Drive the front Wheels of the truck off the weighing platform. Weigh the rear wheels of the truck and the 5th Wheel Trailer wheels. This is **weight 2**. Subtract **weight 2** from the **weight 1**; the result is the **GAW (Gross Axle Weight)** for the front axle of the truck. The **GAWR (Gross Axle Weight Rating)** for the front axle can be found on the **VIN** plate on the driver's side door pillar, the measured front **GAW** must not exceed the front **GAWR** on the **VIN** plate.

Step 3, Drive the rear wheels of the truck off the weighing platform; this should leave only 5th Wheel axles remaining on the weighing platform. This is **weight 3**, subtract **weight 3** from the **weight 1** and this is the **GVW (Gross Vehicle Weight)** of the truck. The measured **GVW** must not exceed the **GVWR** found on the **VIN** plate. Subtract **weight 3** from **weight 2** and this is the measured **GAW** of the rear axle of the truck and must not exceed the **GAWR** of the rear axle found on the **VIN** plate. **Weight 3** is also the **GAW** of the 5th Wheel; this weight should not exceed the **GAWR** on the plate on the 5th Wheel.

WARRANTY

TECH & WARRANTY SUPPORT:

PHONE: 877-544-4449

EMAIL: warranty@lkqspg.com

FAX: 855-485-1195

WARRANTY TERMS

Limited Lifetime Warranty:

Husky Towing Products and Keystone Automotive Operations Inc. make no guarantees or warranties for products not manufactured by Keystone Automotive Operations Inc. Such products are covered solely under any applicable warranty of the manufacturer. It is always recommended that the operating instructions and warranty instructions provided by the manufacturer are followed.

Keystone Automotive Operations Inc. warrants its products to be free from manufacturing and material defects to the original purchaser for the length of warranty stated above from the date of retail purchase. If any products are found to have a manufacturing or material defect, the product will be replaced or repaired at the option of Husky Towing Products and Keystone Automotive Operations Inc. with proof of purchase by the original purchaser. The original purchaser shall pay all transportation and shipping costs associated with the return of the defective product and the defective product shall become the property of Keystone Automotive Operations Inc.

The Warranty applies to Keystone Automotive Operations Inc. products used for individual and recreational purposes. Commercial usage of the Keystone Automotive Operations Inc. products limits the warranty to 90-days from date of purchase.

The Warranty applies only to Keystone Automotive Operations Inc. products which are found to be defective in manufacturing or material. This warranty does not apply to normal wear and tear of the finish placed on Keystone Automotive Operations Inc. products.

Husky Towing Products and Keystone Automotive Operations Inc. are not responsible for any labor costs incurred for removal or replacement of the defective product.

Husky Towing Products and Keystone Automotive Operations Inc. are not responsible for repair or replacement of any product under the limited warranty where the product was improperly installed, misapplied, altered, abused, neglected, overloaded, misused or damaged as a result of an accident, including any use of the product not in accordance with all product operating and safety instructions.

Without limiting the generality of the foregoing, Husky Towing Products and Keystone Automotive Operations Inc. shall under no circumstances be liable for any incidental or consequential loss or damage whatsoever arising out of, or in any way relating to any such breach of warranty or claimed defect in, or non-performance of the products. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above exclusion or limitation may not apply to you.

This limited warranty gives you specific legal rights, and you may also have other rights that vary from state to state.