



Installation Instructions

M5 HEAD & CENTER SECTION

Part Number:

30892 & 30884

**FOR INSTALLATION
WITH M5 MOUNTING LEGS**

**Hitch Rated for 20,000 lbs,
Max. Pin Weight 5,000 lbs**

WARNING: Under no circumstances do we recommend exceeding the towing vehicle manufacturers recommended vehicle towing capacity.

READ ALL INSTRUCTIONS BEFORE STARTING THE INSTALLATION

Equipment Required:

Wrenches: M13

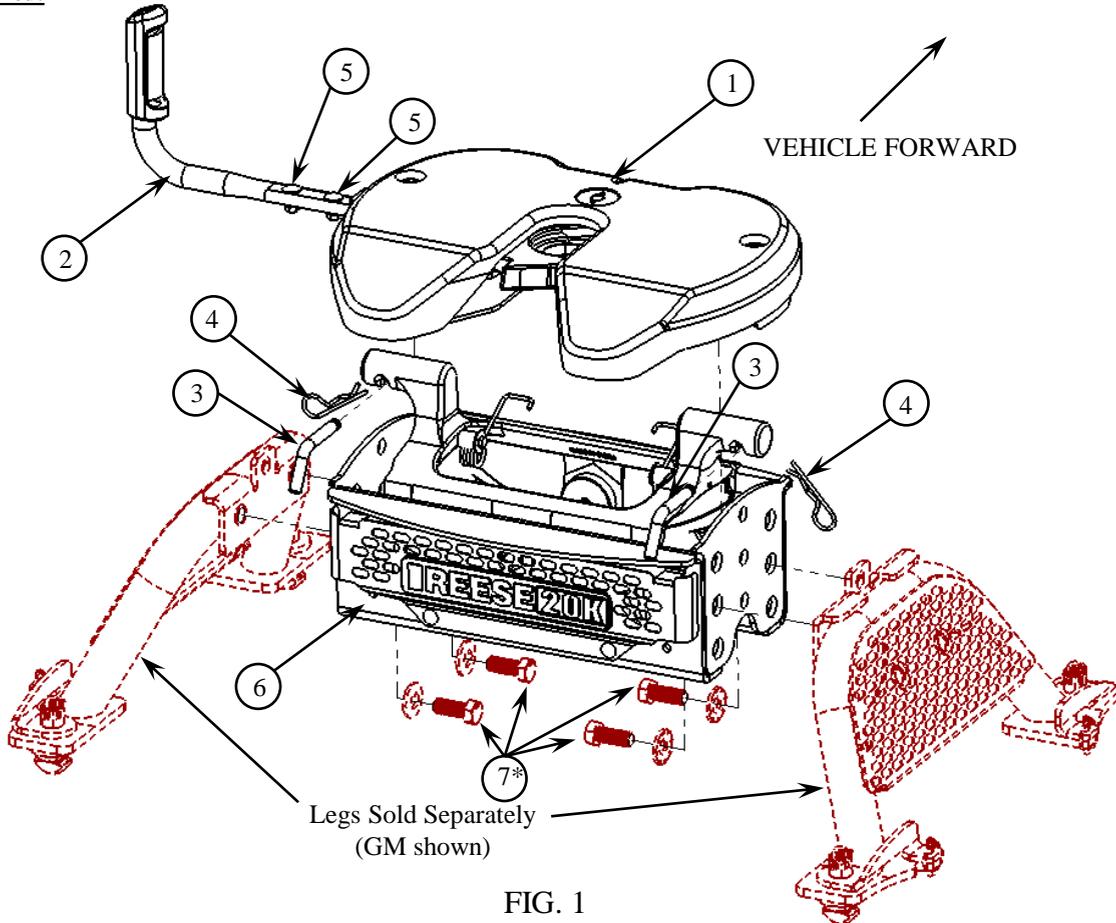


FIG. 1

Fasteners shown with (*) are supplied with leg unit.

#	Description	Qty.	#	Description	Qty.	#	Description	Qty.
1	Assembly – Head Unit	1	2	Handle	1	3	½” Pull Pin	2
4	Spring Clip	2	5a	M8 Carriage Bolt	2	5b	M8 Lock Washer	2
5c	M8 Nut	2	6	Assembly – Center Section	1	7*	Bolts & Washers	4

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*Note: Leg Assembly instructions can be found under their individual part number

Assembly

Handle Assembly

1. Slide tube over the bar as shown in figure 2, and securely tighten with carriage bolts, lock washers and nuts with M13 wrench. Handle should be snug.

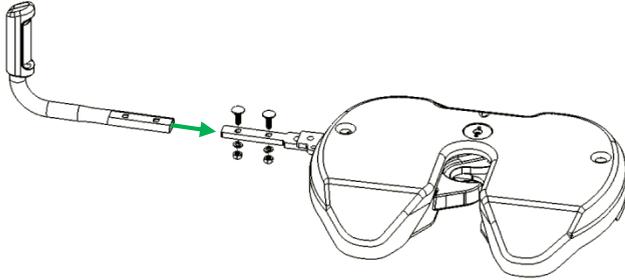


FIG. 2

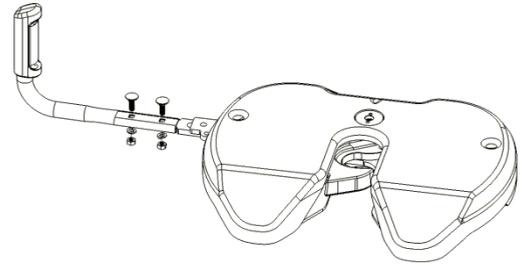


FIG. 3

Center Section Attachment to Legs

1. Fasteners and assembly instructions are included with the set of legs, sold separately.
2. For height adjustment, the unit should be set to have a minimum of 6" clearance between the truck bed rail and the bottom of the trailer. This unit has 3 possible attachment locations, with 4" of overall adjustment.
3. For added clearance to the truck cab, see page 7.

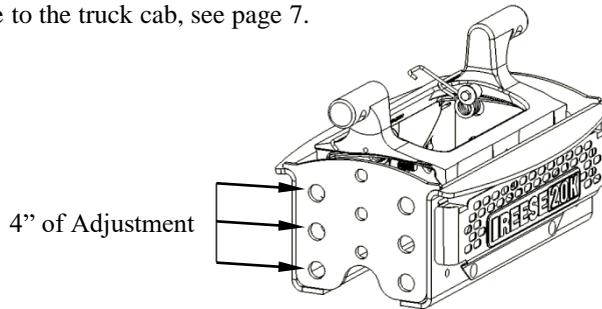


FIG. 4

Head Attachment to Center Section

1. Apply grease per page 3, figure 9. Place head unit on top of center section, making sure to avoid putting any body parts in pinch points
2. Insert pull pin as shown in figure 6, and secure with spring clips. Both sides required.
3. Inspect through sight holes on top of head pan to make sure clips are assembled correctly, as shown in figure 7

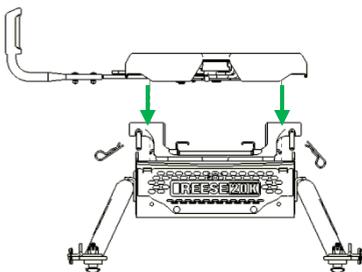


FIG. 5

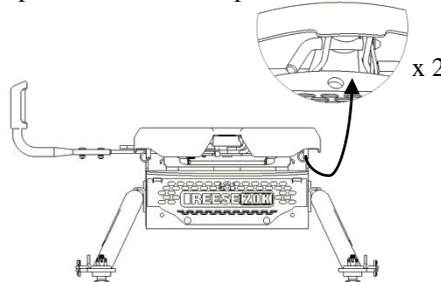


FIG. 6

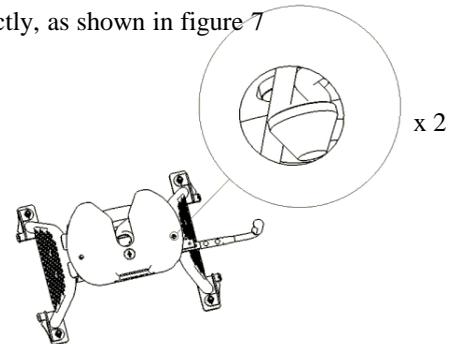


FIG. 7

Maintenance

Head

1. Preventative lubrication should be applied to the following to keep the head functioning properly;
 - A. Apply grease to skid plate surface to provide lubricated surface for attachment to trailer.
 Note: Plastic lube plates can be used to avoid messy grease. Plate must not exceed 3/16" in thickness to ensure hitch works properly. REESE 5th Wheel Lube Plate #83001 is recommended.
 - B. Apply grease to 5th wheel jaw and/or kingpin on the trailer.
 - C. Apply grease via the grease fitting on the top of the unit. (Grease needle required, see fig. 9) Head comes pre-greased
 - D. Apply spray on white lithium grease to internal mechanisms - rotate handle a few times to distribute the lubricant.
 Note: May need to wipe down unit to remove large debris before application of grease.

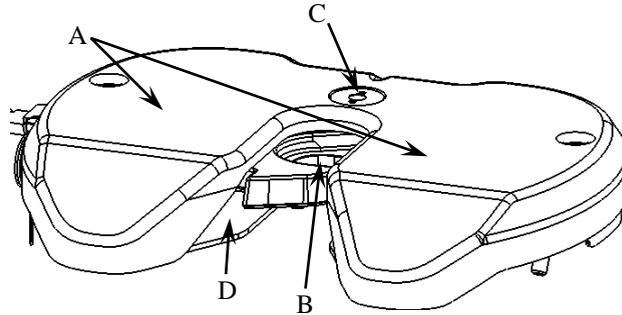


FIG. 8

Center Section

1. Under normal use, this unit is designed to need very little maintenance and to be one of the most quietest on the market.
2. If a noise should be noticed, investigate the cause and correct it. Grease points would be the obvious starting point.
3. Greasing the pivot assemblies can easily be done with a grease gun that has a needle adapter installed.
4. The pivot assembly resistance is preset at factory. **If head pivots and makes noise when trailer is not attached**, adjust the resistance more by tighten pivot bolt 1/2 turn at a time (2 full turns max.). See figure 9B.
5. The pivot assembly can be rebuilt if require. Instructions to do this will be in rebuild kit.

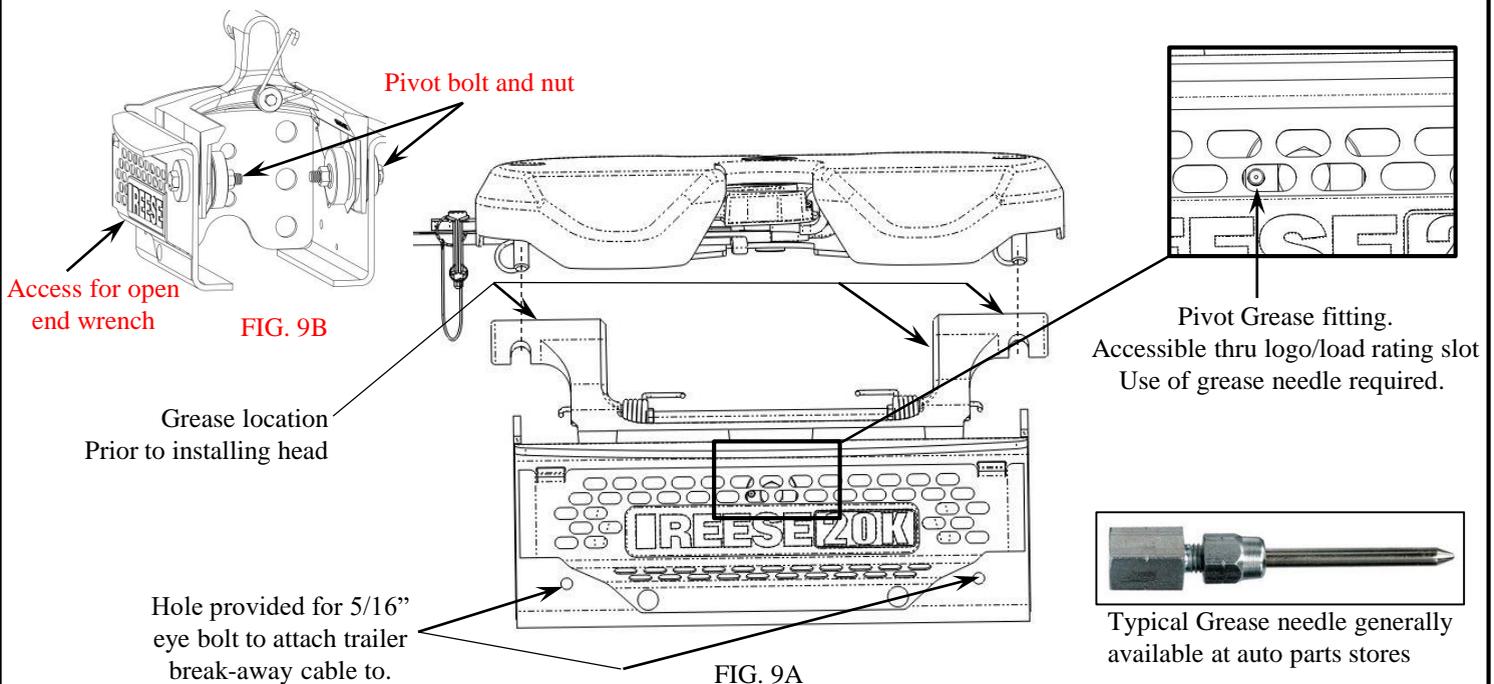


FIG. 9A

Functionality Overview

Ready-to-Receive Position:

When will the head will be in this position?

- When delivered
- When hitch not in use
- When coupling to trailer
- After uncoupling from trailer

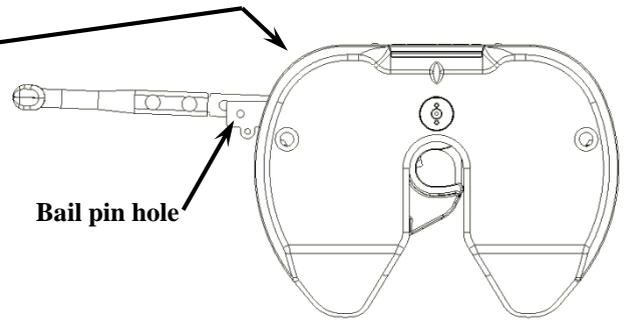


FIG. 10

How to tell the head is in this position:

- Handle is pulled out so holes do not align for bail pin
- Handle is easily movable towards cab, and returns to default position upon release
- Indicator shows **RED**

Locked Position:

When will the head will be in this position?

- When coupled to trailer

How to tell the head is in this position:

- Handle is in a position that holes align for bail pin insertion.
- Indicator ONLY shows **GREEN**

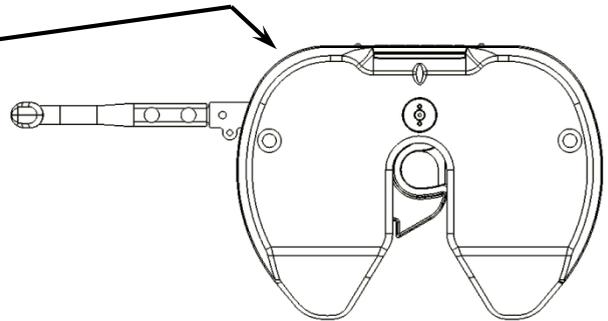
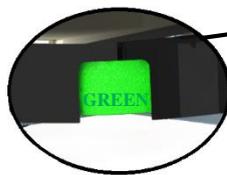


FIG. 11

Unhitching Position:

When will the head will be in this position?

- When unhitching the trailer

How to tell the head is in this position:

- Handle is in position shown*
- Indicator shows **RED**

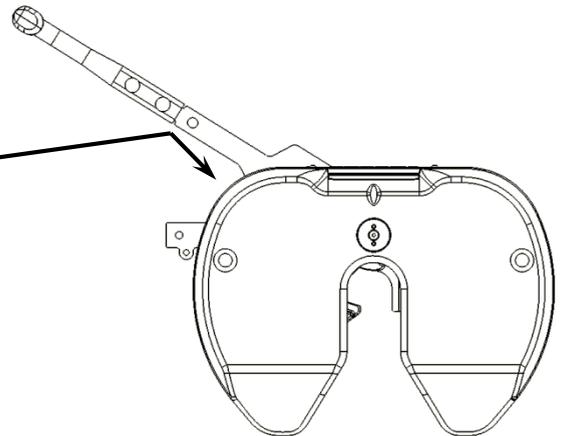


FIG. 12

*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-raise position, but trailer will still uncouple.

Hitching Procedure

Before hitching to a trailer, make sure your 5th wheel height is correct.

Information on how to properly set the height of your 5th wheel hitch can be found in the Leg Installation Instructions.

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

- 1) Make sure truck and trailer is in position to couple
 - A. Truck tailgate is lowered if necessary
 - B. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
 - C. Pin box is at correct height for hitching (fig. 13 & 14).
 - D. Make sure head is in Ready-to-Receive position (pg. 4, fig.10)

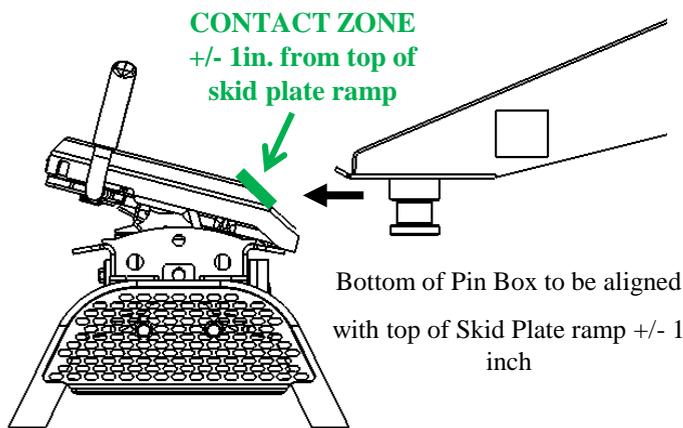


FIG. 13

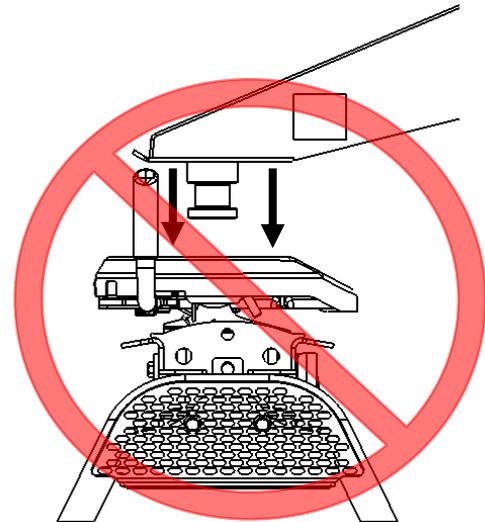


FIG. 14

- 2) Back truck slowly into trailer so the trailer king pin and 5th wheel funnel align. When the indicator turns completely **green**, the trailer king pin is securely held by the 5th wheel jaw (pg. 4, fig. 11).*
- 3) Perform Pull Test –
 - A. With trailer wheels still firmly blocked, trailer landing gears firmly on the ground supporting trailer weight, and trailer brake on, make sure no one is between the truck and trailer.
 - B. Try to pull trailer slowly forward. If trailer is properly hitched, proceed to Step 4. If trailer is not properly hitched, trailer will separate from hitch, and truck will move forward - repeat steps 1 thru 3.
- 4) Insert bail pin into lock hole, as shown in figure 15.

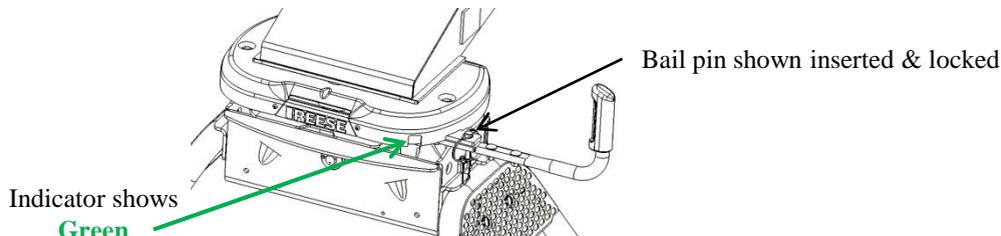


FIG. 15

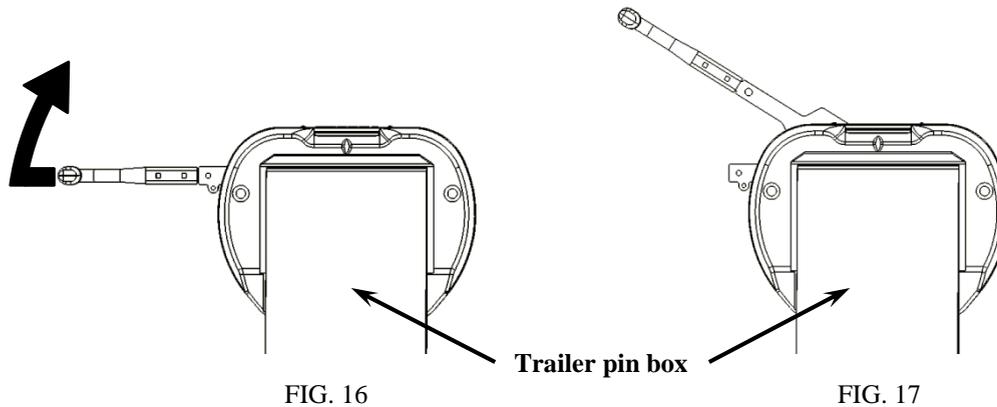
- 5) Connect electrical cable and breakaway switch cable between truck and trailer, raise tailgate if necessary.
- 6) Remove chocks/blocks and lift trailer jacks.

*Jaw may not close if under compression. If fully backed into trailer and not fully latched, pull truck slowly forward to remove load on jaw. Handle will fully latch.

Unhitching Procedure

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

- 1) Make sure trailer is secure
 - A. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
 - B. Trailer jacks are lowered and are firmly on the ground
- 2) Make sure truck is ready to unhitch:
 - A. Tailgate is lowered if necessary
 - B. Electrical cable and breakaway switch cable are disconnected.
- 3) Remove bail pin and move handle to unhitching position (pg. 4, fig. 12) by pulling out and rotating towards handle towards cab.*



- 4) Drive truck slowly away from trailer

*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-receive position, but trailer will still uncouple.

TO INCREASE THE GAP BETWEEN TRAILER AND TRUCK CAB by 1-1/2".

The center section has an option to increase the gap between the trailer front and the truck cab by 1-1/2" by rotating the center section 180 degrees. Location of king pin should be ahead of truck rear axle and have proper truck cab clearance

1. Remove the head by pulling the spring clips off the head retainer pins. Then pull the head retainer pin out of the head.
 - Hint;** A slight push down on the head will help this. **Caution, avoid getting fingers pinched.**
2. Lift the head off and set aside.
3. Remove the bolts holding the legs on the center section and rotate the center section (all vehicles), **OR** disconnect the feet from the bed and rotate the center section and leg assembly (not possible with RAM vehicles).
4. Re connect the center section or the center section and leg assembly per the installation instructions of that portion.
5. Remove the logo/rating cover by gently prying the two lower plastic retainers with the cover away from the center section. Avoid scratching the paint by using plastic auto trim tools. The top will pivot and pull away once the cover rotates up enough.
6. Re-install on the other side (truck rear) by reversing the above process.
7. Remove the head springs by removing the 1/4" bolt (7/16" socket) and flip them from right to left. When installed properly, the springs should be pointing up towards the truck cab and tighten to 7-8 ft-lbs. Springs will flex freely.
8. Re apply grease to the head and center section interface and re-install the head per instructions.
 - Caution; place hands or fingers on either side of the pivot interface to prevent pinching.**
9. Re-install head retainer pins and clips per head instructions.

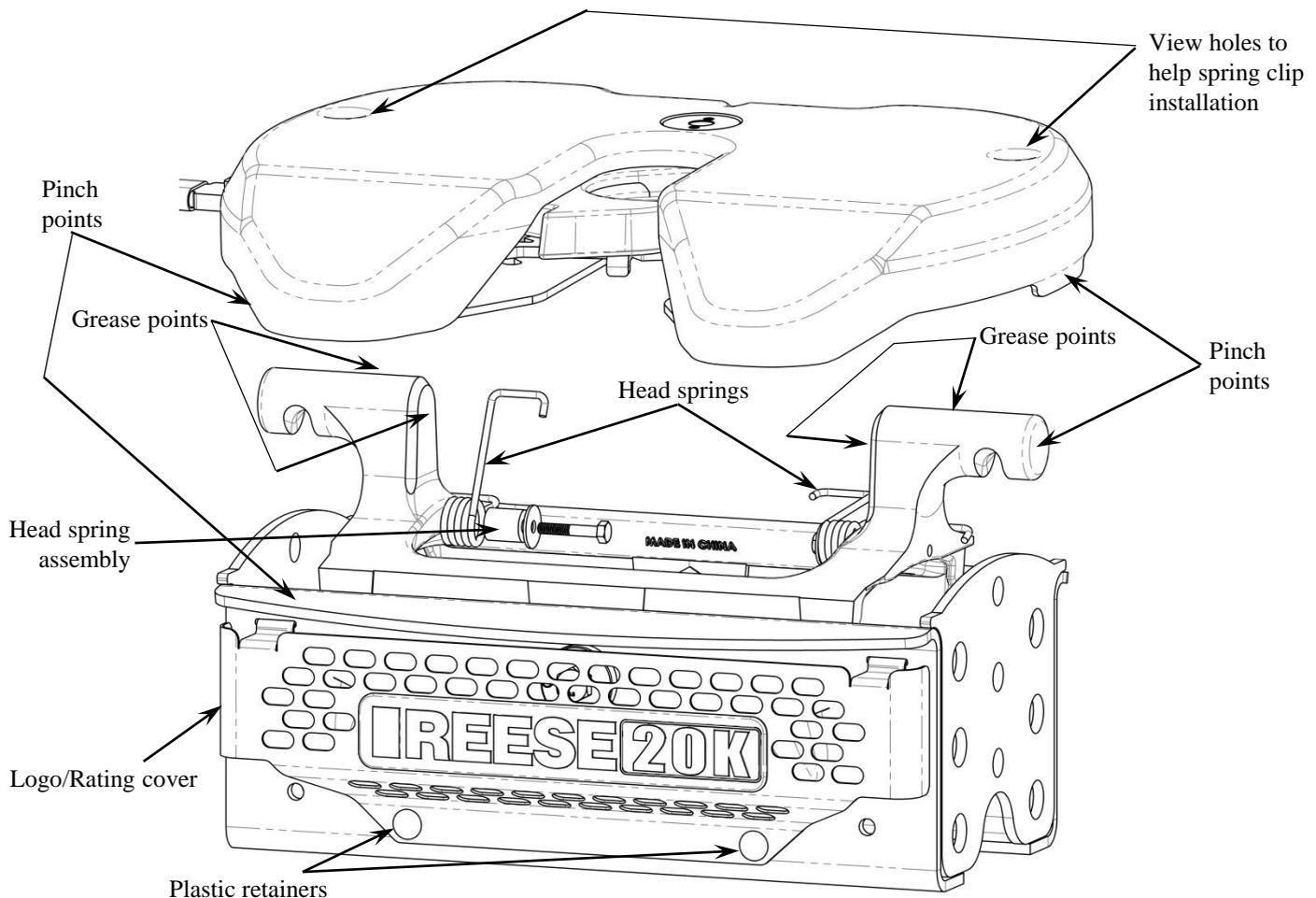


FIG. 18

Shown in factory location with offset towards cab of truck

**FOR INSTALLATION
WITH M5 MOUNTING LEGS
& CENTER SECTION**

WARNING: Under no circumstances do we recommend exceeding the towing vehicle manufacturers recommended vehicle towing capacity.

READ ALL INSTRUCTIONS BEFORE STARTING THE INSTALLATION

Equipment Required:

Wrenches: M13

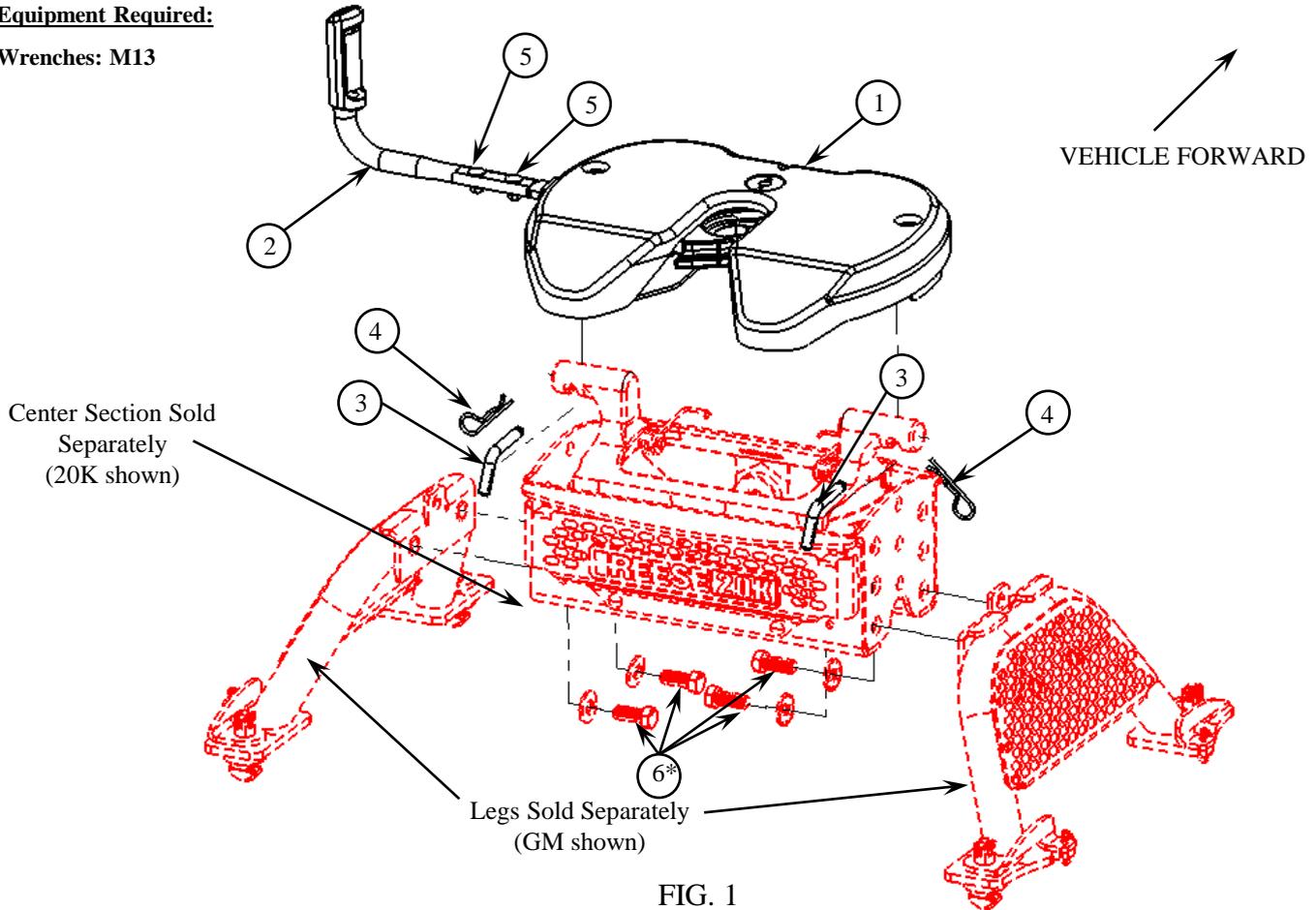


FIG. 1

Fasteners shown with (*) are supplied with leg unit.

#	Description	Qty.	#	Description	Qty.	#	Description	Qty.
1	Assembly – Head Unit	1	2	Handle	1	3	½” Pull Pin	2
4	Spring Clip	2	5a	M8 Carriage Bolt	2	5b	M8 Lock Washer	2
5c	M8 Nut	2	6*	Bolts & Washers	4			

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*Note: Leg Assembly instructions can be found under their individual part number

Assembly**Handle Assembly**

1. Slide tube over the bar as shown in figure 2, and securely tighten with carriage bolts, lock washers and nuts with M13 wrench. Handle should be snug.

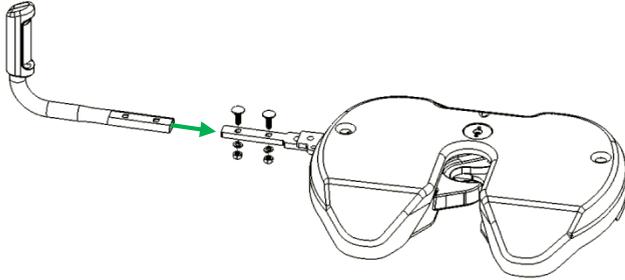


FIG. 2

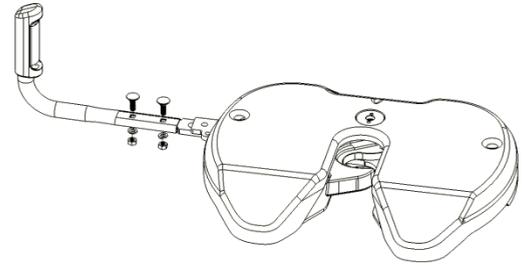


FIG. 3

Head Attachment to Center Section

1. Apply grease per page 3, figures 7 & 8. Place head unit on top of center section as shown in figure 4, making sure to avoid putting any body parts in pinch points
2. Insert pull pin as shown in figure 5, and secure with spring clips. Both sides required.
3. Inspect through sight holes on top of head pan to make sure clips are assembled correctly, as shown in figure 6

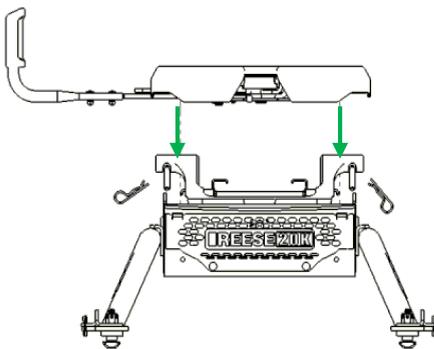


FIG. 4

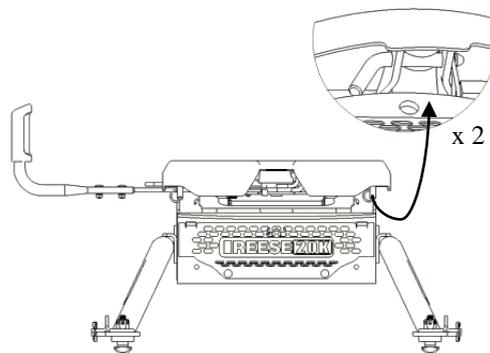


FIG. 5

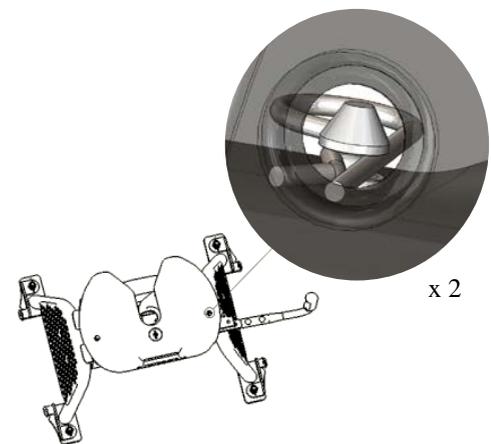


FIG. 6

Before First Use and Periodic Required Maintenance**Head**

1. Preventative lubrication should be applied to the following to keep the head functioning properly;
 - A. Apply grease to skid plate surface to provide lubricated surface for attachment to trailer.
Note: Plastic lube plates can be used to avoid messy grease. Plate must not exceed 3/16" in thickness to ensure hitch works properly. REESE 5th Wheel Lube Plate #83001 is recommended.
 - B. Apply grease to 5th wheel jaw and/or kingpin on the trailer.
 - C. Apply grease via the grease fitting on the top of the unit. (Grease needle required, see fig. 8) Head comes pre-greased
 - D. Apply spray on white lithium grease to internal mechanisms - rotate handle a few times to distribute the lubricant.
Note: May need to wipe down unit to remove large debris before application of grease.

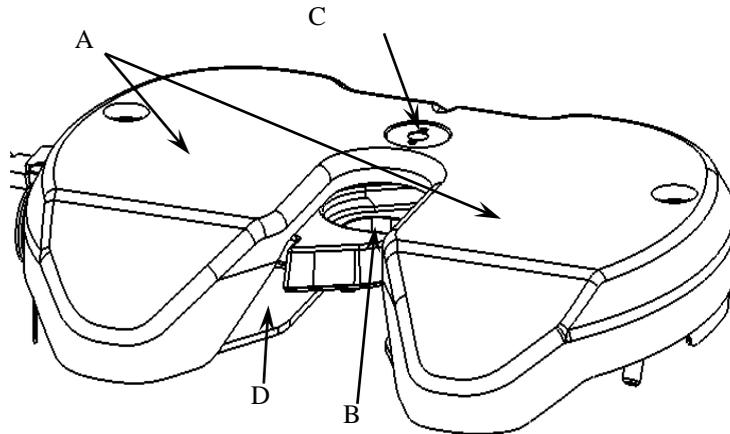


FIG. 7

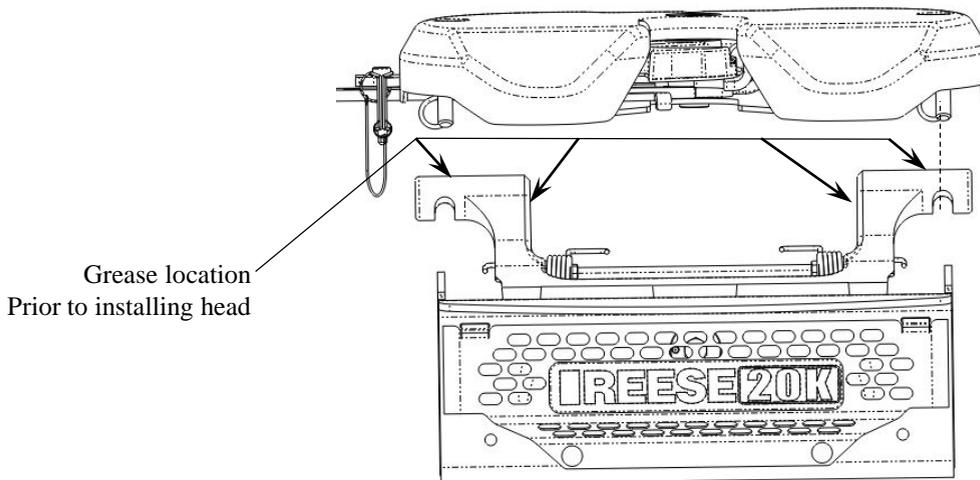


FIG. 8



Typical Grease needle generally available at auto parts stores

Functionality Overview

Ready-to-Receive Position:

When will the head will be in this position?

- When delivered
- When hitch not in use
- When coupling to trailer
- After uncoupling from trailer

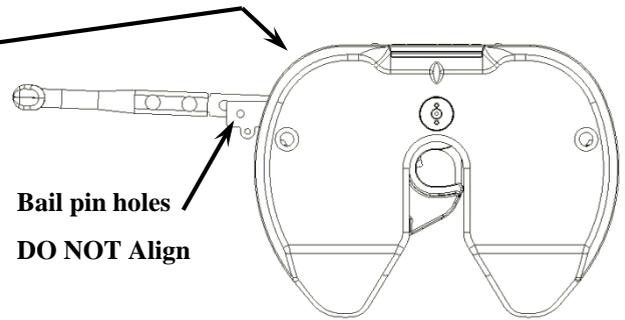


FIG. 9

How to tell the head is in this position:

- Handle is pulled out fully until audible “CLICK” is heard and holes DO NOT align for bail pin
- Handle is easily movable towards cab, and returns to default position upon release
- Indicator shows **RED**

Locked Position:

When will the head will be in this position?

- When coupled to trailer

How to tell the head is in this position:

- Handle is in a position that holes align for bail pin insertion.
- Indicator ONLY shows **GREEN**

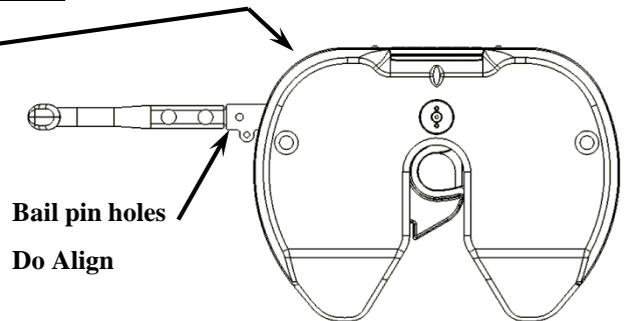
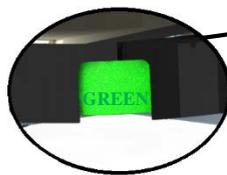


FIG. 10

Unhitching Position:

When will the head will be in this position?

- When unhitching the trailer

How to tell the head is in this position:

- Handle is in position shown*
- Indicator shows **RED**

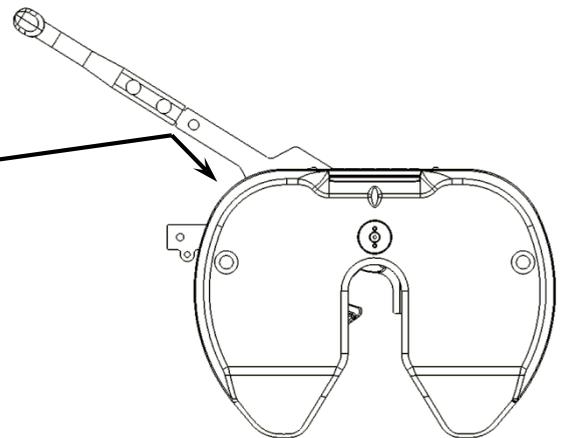


FIG. 11

*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-receive position, but trailer will still uncouple.

Hitching Procedure

Before hitching to a trailer, make sure your 5th wheel height is correct.

Information on how to properly set the height of your 5th wheel hitch can be found in the Leg Installation Instructions.

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

- 1) Make sure truck and trailer is in position to couple
 - A. Truck tailgate is lowered if necessary
 - B. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
 - C. Pin box is at correct height for hitching (fig. 12 & 13).
 - D. Make sure head is in Ready-to-Receive position (pg. 4, fig. 9) by pulling the handle out fully until an audible “CLICK” is heard

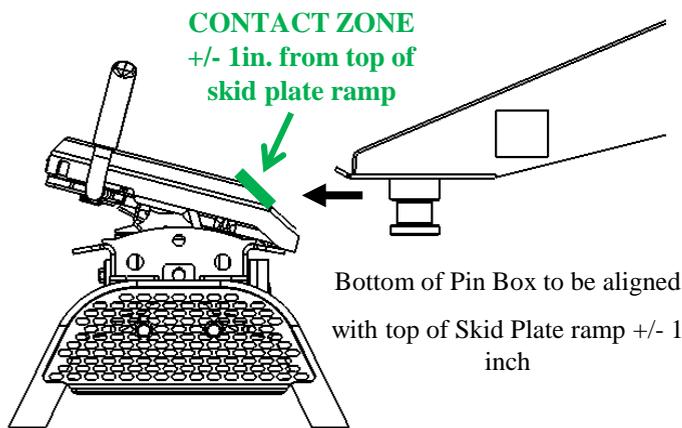


FIG. 12



FIG. 13

- 2) Back truck slowly into trailer so the trailer king pin and 5th wheel funnel align. When the indicator turns completely **green**, the trailer king pin is securely held by the 5th wheel jaw (pg. 4, fig. 10).*
- 3) Perform Pull Test –
 - A. With trailer wheels still firmly blocked, trailer landing gears firmly on the ground supporting trailer weight, and trailer brake on, make sure no one is between the truck and trailer.
 - B. Try to pull trailer slowly forward. If trailer is properly hitched, proceed to Step 4. If trailer is not properly hitched, trailer will separate from hitch, and truck will move forward - repeat steps 1 thru 3.
- 4) Insert bail pin into lock hole, as shown in figure 14.

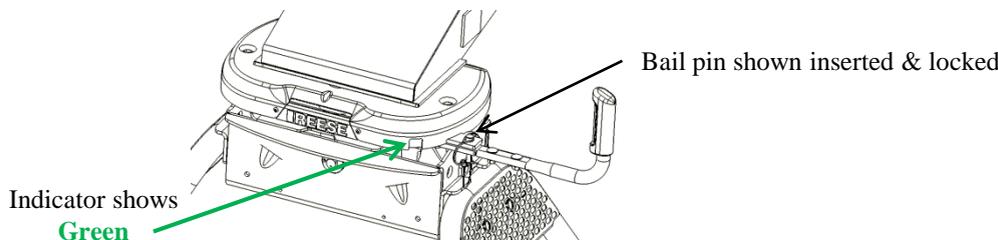


FIG. 14

- 5) Connect electrical cable and breakaway switch cable between truck and trailer, raise tailgate if necessary.
- 6) Remove chocks/blocks and lift trailer jacks.

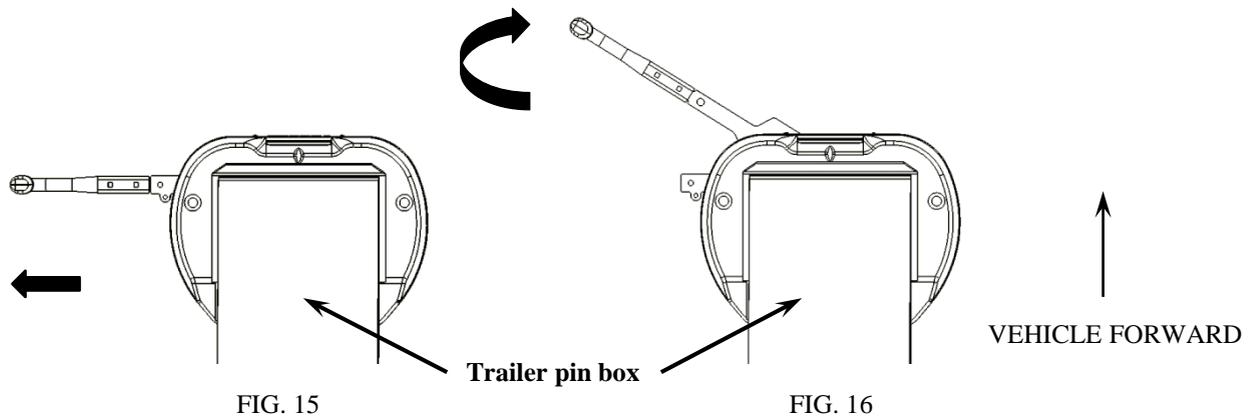
*Jaw may not close if under compression. If fully backed into trailer and not fully latched, pull truck slowly forward to remove load on jaw. Handle will fully latch.

Unhitching Procedure

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

- 1) Make sure trailer is secure
 - A. Blocks/Chocks are firmly against each trailer wheel to prevent any possible forward or rearward motion.
 - B. Trailer jacks are lowered and are firmly on the ground
- 2) Make sure truck is ready to unhitch:
 - A. Tailgate is lowered if necessary
 - B. Electrical cable and breakaway switch cable are disconnected.
- 3) Remove bail pin and move handle to unhitching position (pg. 4, fig. 11) by pulling out fully (fig. 15) until an audible “CLICK” is heard then rotating handle towards cab (fig. 16).*

If handle will not move to the unhitching position (pg. 4, fig. 11) with ease, STOP, DO NOT FORCE THE HANDLE!!! The jaw may not open if under tension. Slowly reverse truck to remove load on the jaw before attempting to unhitch trailer.



- 4) Drive truck slowly away from trailer

*If there is tension between truck and trailer, the truck or trailer may shift when handle is pulled. In this case, handle will start to return to ready-to-receive position, but trailer will still uncouple.

WARNING: FAILURE TO FOLLOW INSTALLATION AND HITCH-UP INSTRUCTIONS MAY CAUSE PROPERTY LOSS, SERIOUS INJURY, OR DEATH!

CAUTION: Under no circumstances do we recommend exceeding the towing vehicle manufacturers recommended vehicle towing capacity, Or the lowest rated component of your system.

READ ALL INSTRUCTIONS BEFORE STARTING THE INSTALLATION OR USE

Equipment Required:

- Wrenches: M24
- Pliers
- Torque wrench

#	Description	QTY.
1	M5 RAM Leg (Left Hand)	1
2	M5 RAM Leg (Right Hand)	1
3	Bolt-M16 x 2 x 40mm CL10.9	4
4	Washer – 5/8" Conical	4
5	Handle T-Pin Locking	4
6	Lynch Pin Handle Lock	4
7	Castle Nut RAM Leg	4
8	Cotter Pin, M5 RAM Leg	8
9	Front T-Pin RAM Leg	2
10	Rear T-Pin RAM Leg	2
11	T-Bushing RAM Leg	4

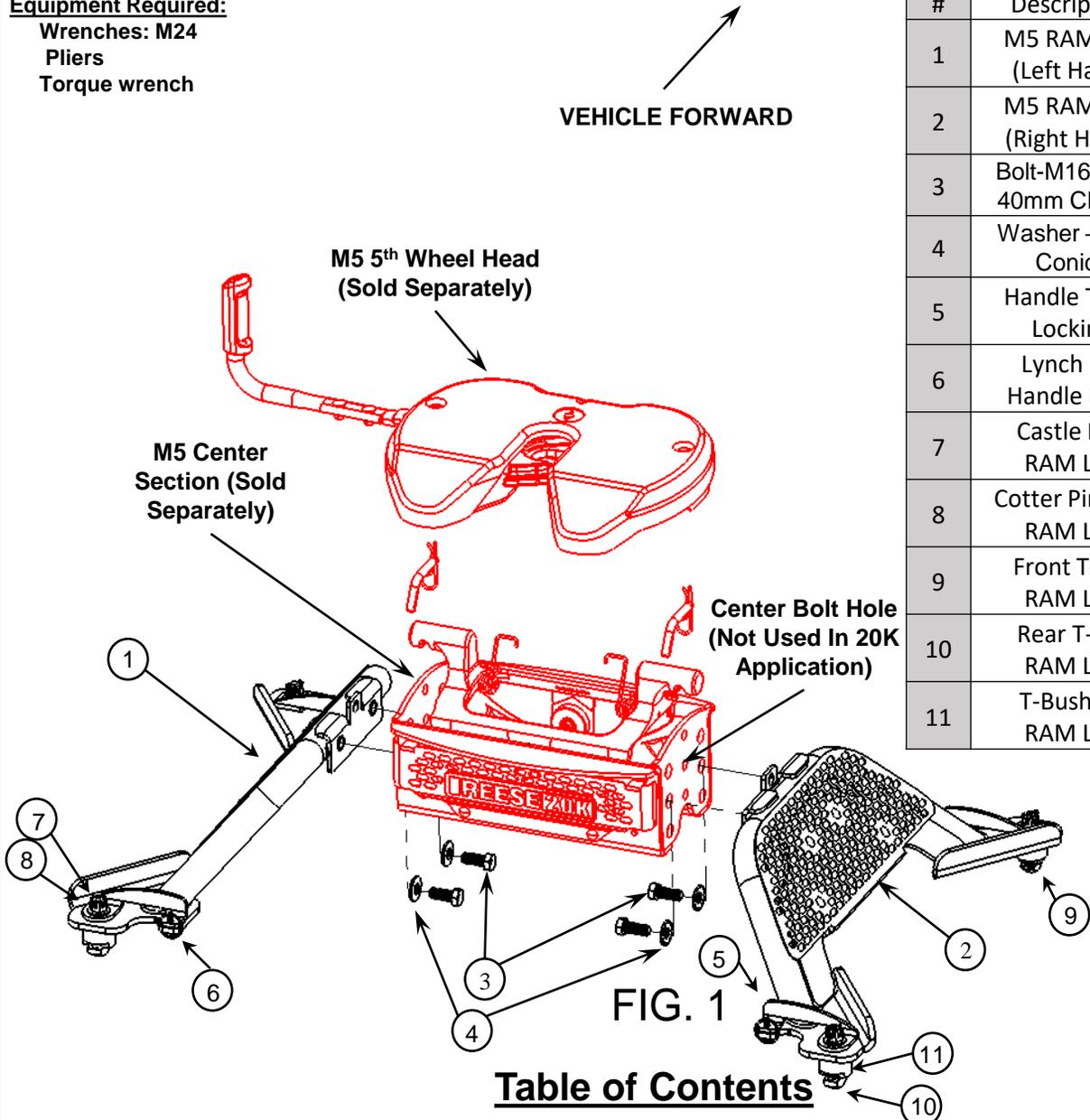
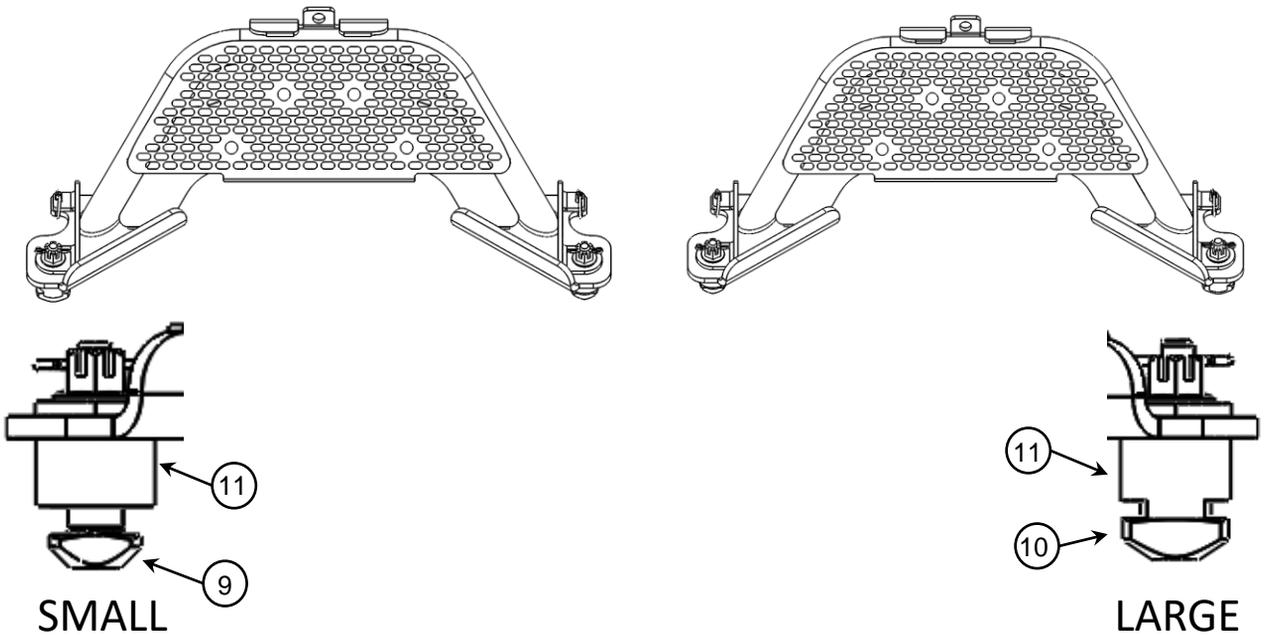


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ASSEMBLY AND INSTALLATION

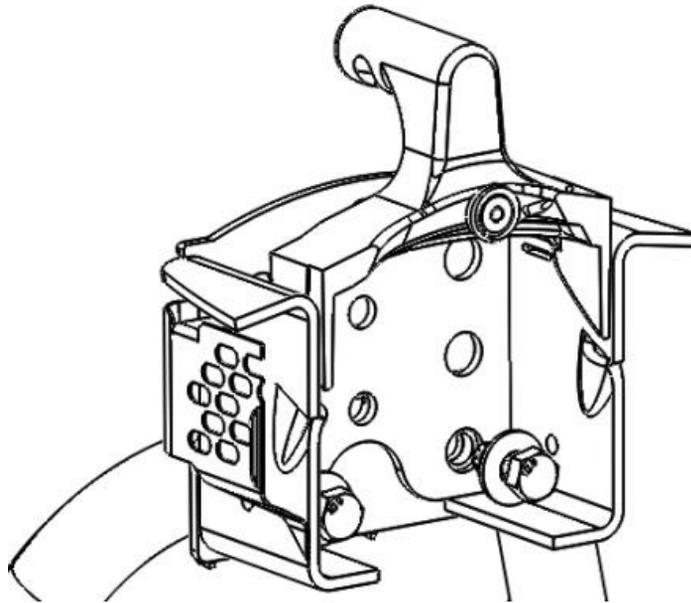
1. The M5 RAM Legs comes ready to install. **NOTE: There is a Left and Right hand leg!**



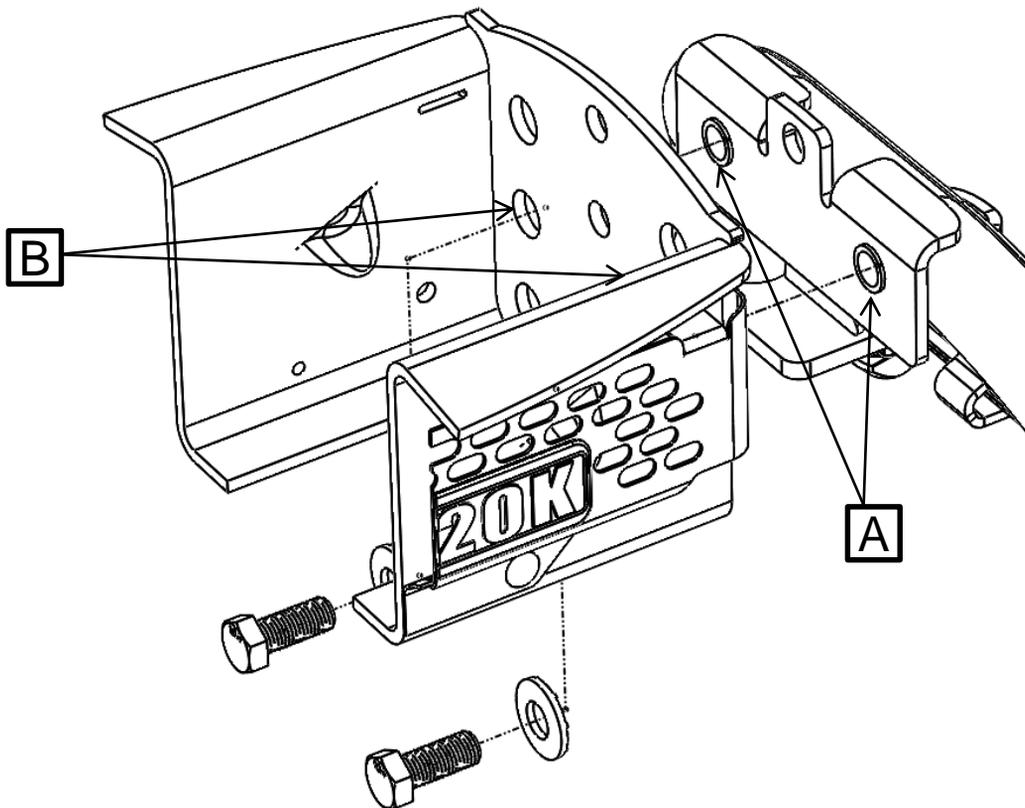
2. Each leg should have one large and one small T-Pin/T-Bushing as shown above. With the small T-Pin/T-Bushing being the front mounting location and the large T-Pin/T-Bushing being for the rear. Be sure to place the legs correctly onto the center box, with the small T-Pin/T-Bushing in the front on both sides!

ASSEMBLY AND INSTALLATION

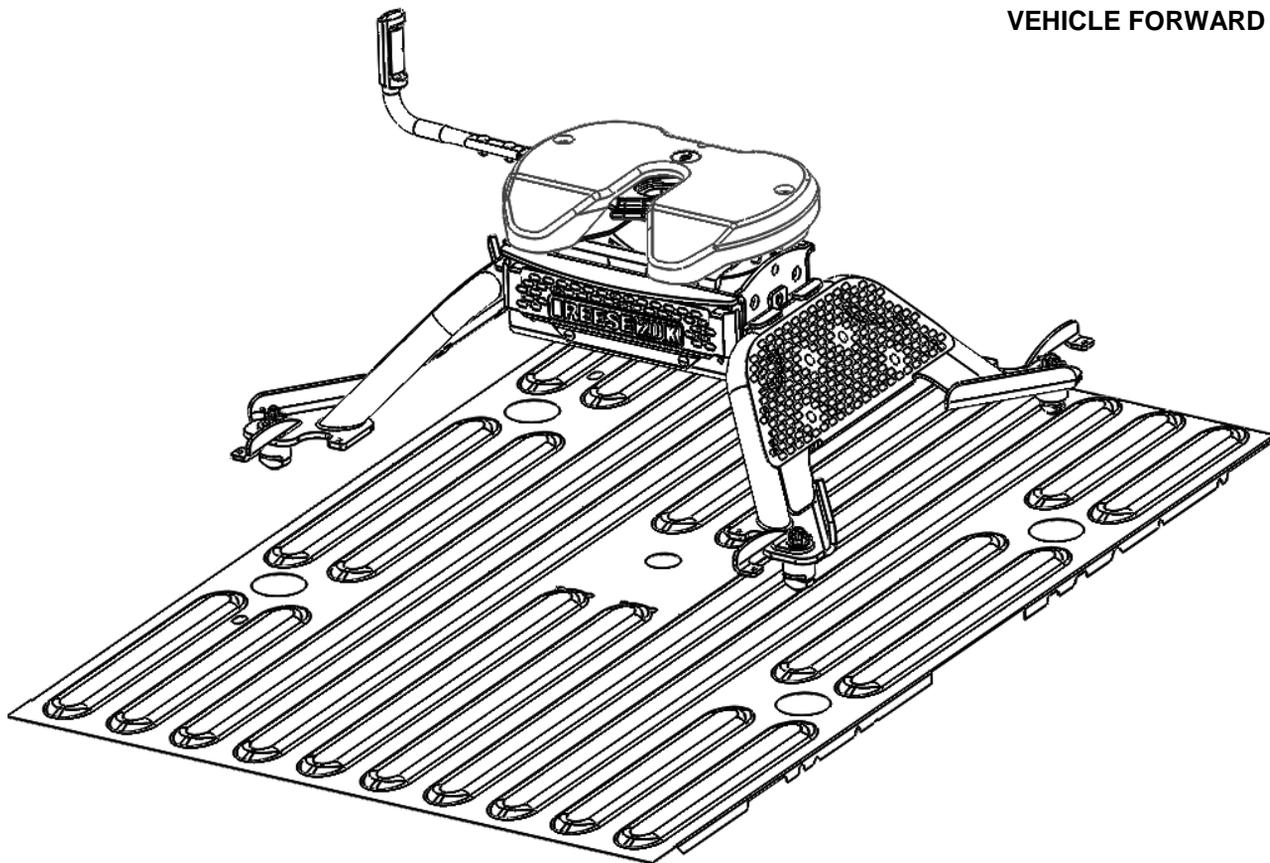
3. Determine which center section mounting holes to use to ensure a minimum of 6" clearance between the truck bed rail and the bottom of the trailer. (For more detail, please refer to the GUIDELINES FOR MATCHING HITCH, TRUCK, AND TRAILER section located in the head and center section instruction sheet.) Legs should be attached at same height on both sides of unit. This unit has 4" of vertical adjustment.
4. Using the (4) M16x2x40 mm Hex Head Bolts and conical washers, attach the legs to the center section structure, threading the bolts from the inside of the center section into the threaded portion of the legs. Finger tighten bolts initially until final adjustments are made.



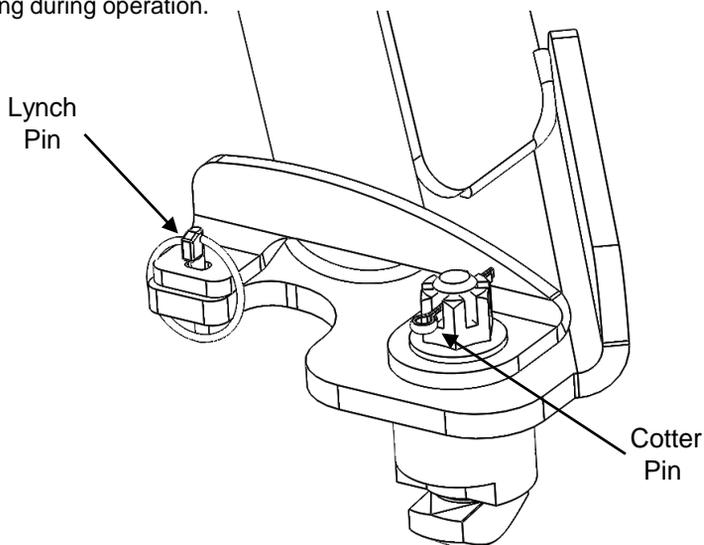
5. **NOTE:** During assembly of M5 ISR Leg to Center Section, make sure that the collars on the leg (**A**) are completely seated in the corresponding holes in the center section (**B**).



6. Remove the (4) lynch pins and position legs over pucks with handles in **OPEN** position as shown.



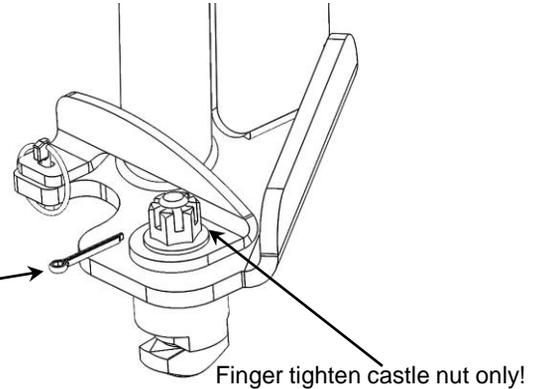
7. Once unit has been placed in pucks, rotate handles back to **CLOSED** position and insert the lynch pins back into the leg to prevent handles from opening during operation.



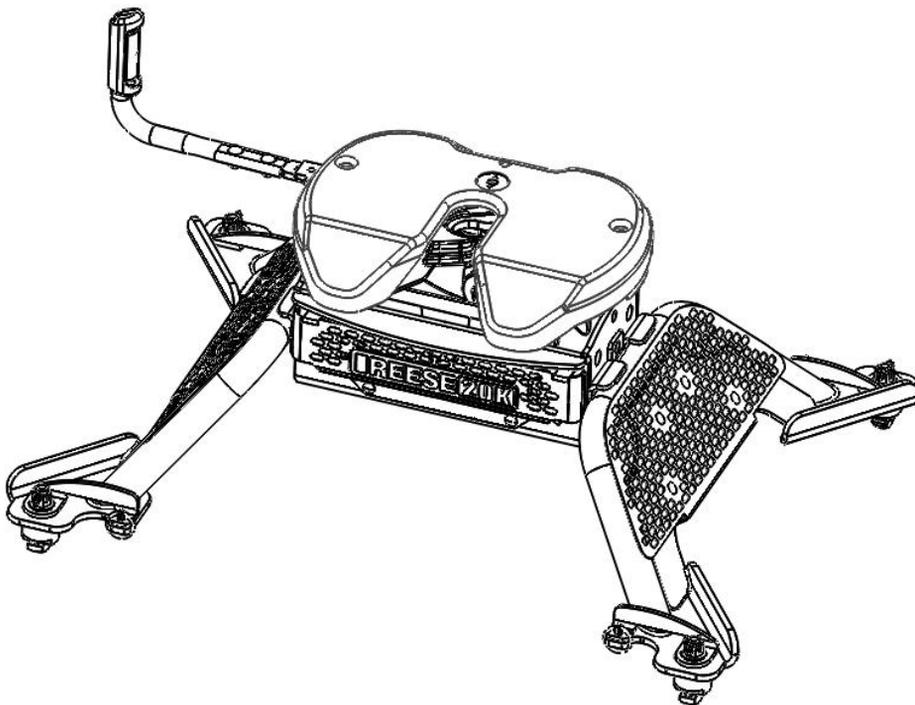
8. Due to variations in truck underbeds, it is normal for some handles to be loose and other handles to be too tight to lock. If a handle appears to loose and rattles or cannot be closed fully, remove the cotter pin and adjust castle nut by hand to a position where handle does not rattle or is able to close.



(Do not install cotter pin until final adjustments are made)



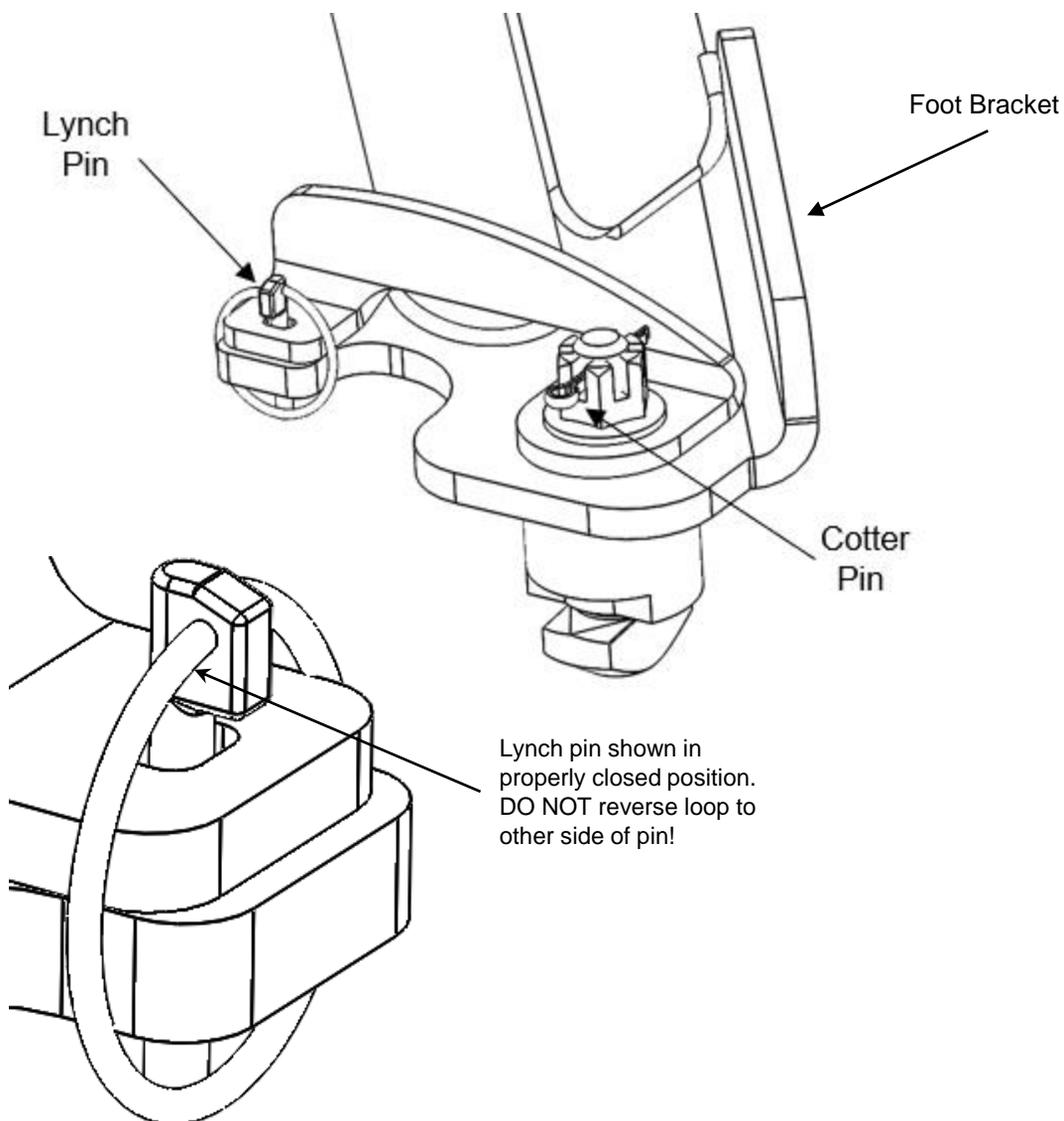
9. Once handle adjustment is satisfactory, re-insert cotter pin and bend end with pliers to hold in place. Additional cotter pins are provided in the hardware kit for your convenience.
10. With Ford Leg T-Pin handles locked and T-Pins securely held in underbed structure, tighten each M16 center section hex-head bolt to 220 ft-lb of torque.
11. Verify that hitch is tight to truck bed by lifting each side of the hitch.
12. Assemble head to center section per instructions included with M5 Center Section and Head.



MAINTENANCE

In order to maintain performance over the life of the product:

1. Before any trip, verify that cotter pins, foot bracket and castle nut are undamaged and securely locked. Additionally ensure that the lynch pins are also securely locked in place, with little to no vertical play. The image below shows the proper orientation of the lynch pin in relation to the foot.
2. Every 1,000 miles, check the M16 hex bolts that connect center section to legs to insure that they are still torqued to 220 ft-lb of torque.
3. For general maintenance of the entire 5th wheel hitch assembly, please refer to the M5 head and center section instruction sheet.



LIMITED LIFETIME WARRANTY

Horizon Global Corporation. ("We" or "Us") warrants to the original consumer purchaser only ("You") that the product will be free from material defects in both material and workmanship, ordinary wear and tear expected; provided that installation and use of the product is in accordance with product instructions. There are no other warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose. This warranty is not transferable.

This warranty does not cover: (a) normal wear and tear; (b) damage through abuse, neglect, misuse, or as a result of any accident or in any other manner; (c) damage from misapplication, overloading, or improper installation; (d) improper maintenance and repair; and (e) product alteration in any manner by anyone other than Us, with the sole exception of alterations made pursuant to product instructions and in a workmanlike manner.

To make a Warranty claim, contact Us, at our principal address of 47912 Halyard Dr. Suite 100, Plymouth, MI 48170, 1-800-632-3290, identify the product by model number, and follow the claim instructions that will be provided. Any returned product that is replaced by Us becomes our property. You will be responsible for return shipping costs. Please retain your purchase receipt to verify date of purchase and that You are the original consumer purchaser. The product and the purchase receipt must be provided to Us in order to process Your Warranty claim.

Product replacement is Your sole remedy under this Warranty. We shall not be liable for service or labor charges incurred in removing or replacing a product or any incidental or consequential damages of any kind.

You acknowledge and agree that any use of the product for any purpose other than the specified use(s) stated in the product instructions is at Your own risk.

This Warranty gives you specific legal rights, and You may also have other rights which vary from state to state. This Warranty is governed by the laws of the State of Michigan, without regard to rules pertaining to conflicts of law. The state courts located in Oakland County, Michigan shall have exclusive jurisdiction for any disputes relating to this warranty.

**For the most up to date product
instructions, installation and use
information please scan the QR
code or call
1-800-632-3290**



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