



The Name Says It All

Installation and Operation of the 32K Stationary Hitch



Hensley Mfg., Inc.

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WARNING: EXCEEDING MAXIMUM CAPACITY CREATES A SAFETY HAZARD

The TrailerSaver 32K system attaches to 5th wheel trailer and is rated for a maximum pin weight of 8,000 pounds and gross trailer weight of 32,000 pounds (including the load). The towing vehicle and the rails that are attached to the truck frame are both separately rated for maximum pin weight and the gross weight of the trailer (including the load). Refer to the manufacturer of the vehicle for the maximum pin weight and gross weight of your towing vehicle. Do not exceed the maximum of the towing vehicle or the TrailerSaver hitch.

Warranty Provisions: The TrailerSaver326K 5th wheel hitch comes standard with a 3-year warranty on all components

What is covered:

The warranty period begins on the date of purchase. The warranty is limited to the original purchaser of the TrailerSaver 32K hitch and is non-transferable. This warranty covers repair or replacement to any TrailerSaver part that is defective in materials or workmanship under normal use.

Warranty items must be returned to Hensley Mfg., Inc. for inspection.

Customer is responsible for all freight charges associated with warranty work.

What is not covered:

Items added, changed, or modified after the unit left the possession of Hensley Mfg., Inc. Any use of the TrailerSaver for rental or other commercial purposes.

Normal wear and usage, such as fading or discoloration of painted parts.

Minor imperfections which do not affect the suitability of the TrailerSaver for its intended use.

Costs incurred as a result of the consumer's request to have repairs performed, or replacement of parts supplied by other than Hensley Mfg., Inc. without proper authorization or notification by Hensley Mfg., Inc.

Installation of the 32K

The 32K is designed to bolt down to a steel plate or angle iron. The steel plate can be a solid $\frac{1}{2}$ " piece encompassing the entire area of the hitch or two $\frac{3}{4}$ " x 6" wide pieces of plate. It is required to use all 8 bolt holes with minimum $\frac{1}{2}$ " diameter or greater grade 5 or grade 8 bolts, nuts, washers and lock washers. Cross members must attach to the face of the frame. If you are unsure about installation, consult with a hitch installer or fabricator with experience installing bolt down hitches.

Hooking and Unhooking Procedures

Locate the handle/hook extension shipped with the hitch. Use this handle and hook extension to reach the hitch handle and spring loaded retaining pin from outside the truck bed.

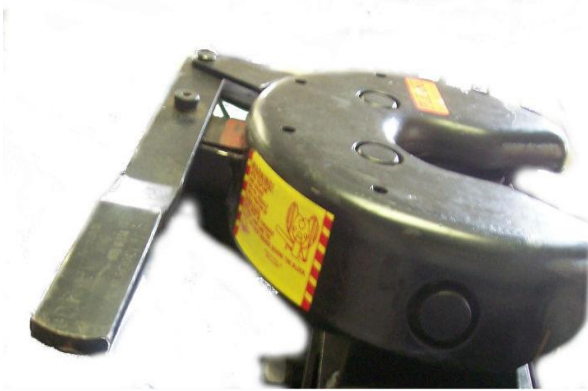


The hitch handle has 3 positions referred to as 8, 9 and 10 O'clock as if the hitch head were the face of a clock.

1. Before hooking up move the handle to the 9 O'clock position where the main handle will be at a 90-degree angle from the centerline of the hitch. This is the "auto lock" position.
2. Back the truck to the trailer until the kingpin just enters the "V" opening of the hitch.
3. Lower the trailer until the kingpin plate just makes contact with the hitch head.
4. Back into the kingpin. The handle should snap into the 8 o'clock position and the spring-loaded retainer pin should be fully engaged behind the steel block.
5. Note: After every hook-up inspect the retaining pin to make sure it is engaged in the proper position and push the handle toward the cab to ensure it does not move out of the 8 o'clock position.



8 O'clock position (locked onto trailer)



9 O'clock Position (Auto Lock)



10 O'clock Position (jaws locked open)



Locked Position Retaining pin view

Important: Regardless if the jaws are closed or not, the handle must be in the locked (8 O'clock) position or the trailer can become disconnected from hitch. After every hook-up inspect the handle position and double check to ensure the spring-loaded retainer pin is engaged behind the steel block where the locking handle is attached.

Warning: Always inspect for proper hook-up from a safe position that is not directly under the trailer.

Unhooking Procedure

1. Securely chock trailer wheels and extend trailer jacks, applying enough pressure to move the trailer up slightly.
2. Using the handle/hook extension, pull out on spring loaded retainer pin and push handle toward the cab until the handle locks into the 10 o'clock position. The jaws should open automatically but if there is a pressure against the jaws they will remain closed. If this happens, once the vehicle is moved a fraction the jaws will unbind and spring open.
3. Drive away from the trailer.

Non-Grease Lube Plates



It is recommended to use a non-grease lube plate disc with the 26K. After the lube plate is installed, measure from the bottom of the lube plate to the edge of the kingpin cutout. This distance should be from 1 to 1 1/8 inches.

Maintenance

1. Check the pivot bolt, located directly under the head to ensure the nut is tight and not worn. Inspect this bolt once a year for excessive wear. If the hitch has more than 1/8" vertical play, the bolt should be replaced. The nut should be tightened just enough to put pressure on the head so that it will not move freely side to side.
2. Apply a spray lubricant to the Jaw Pivot Pins, the Fore/Aft pivot Pins, the Jaw Mechanism and the Tilt Spring (front and back)



Height Adjustment

The 32K can be adjusted for height by removing the 8 bolts (4 on each side) that attach the center section to the outer frame. This requires a 3/4" wrench. Tighten adjustment bolts to at least 100 Ft Lbs.



Adjustment Bolts

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