



TRAILER SAVER

BD3F/G/D

**INSTALLATION AND
OPERATION GUIDE**

Air Ride Hitch For 5th Wheel Trailers

Read all Instructions thoroughly before installing the BD3F/G/D 5th Wheel Hitch.

WARNING EXCEEDING MAXIMUM CAPACITY CREATES A SAFETY HAZARD

The TrailerSaver BD3 system attaches to a 5th wheel trailer and is rated for a maximum pin weight of 3500 pounds and a gross trailer weight of 18,000 pounds (including the load). The towing vehicle and undermount bed system 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 and under mount system for the maximum pin weight and gross weight of your towing vehicle and mounting system. Do not exceed the maximum of the towing vehicle, mounting system, or the TrailerSaver hitch.

The TrailerSaver BD3 5th Wheel Hitch comes standard with a 3-year warranty on everything except the air springs, which carry a 1-year warranty from the manufacturer.



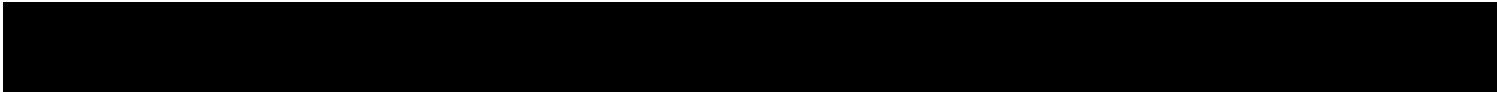
NOTE: IMPORTANT

Tow Safe LLC. is not responsible for and will not compensate for lost time, vacation, or wages if a hitch is inoperable or requires repair.

What Is Covered

- The warranty period begins on the date of purchase.
- The warranty is limited to the original purchaser of the TrailerSaver BD3 hitch and is non-transferable.
- This warranty covers repair or replacement to any TrailerSaver part that is defective in materials or workmanship under normal usage.
- Labor is only warranted if performed by Tow Safe LLC.
- Warranty items must be returned to Tow Safe LLC. 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 TowSafe LLC.
 - 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 Tow Safe, without proper authorization or notification by TowSafe LLC.
 - This warranty does not apply to or cover any component which has its own warranty by its manufacturer.
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**WARNING: EXCEEDING MAXIMUM
CAPACITY CREATES A SAFETY HAZARD.**

**BD3F/G/D: 18,000 lb. max- Gross Trailer weight Rating and 3500 lb.
max pin weight.**

**If you have any warranty-
related questions, please
contact Tow Safe LLC., At
(800) 410-6580.**

For warranty exchanges ship all parts with return authorization number to:

Tow Safe LLC

151 Shafer Dr. Romeo MI 48065

BD3F/G/D Components

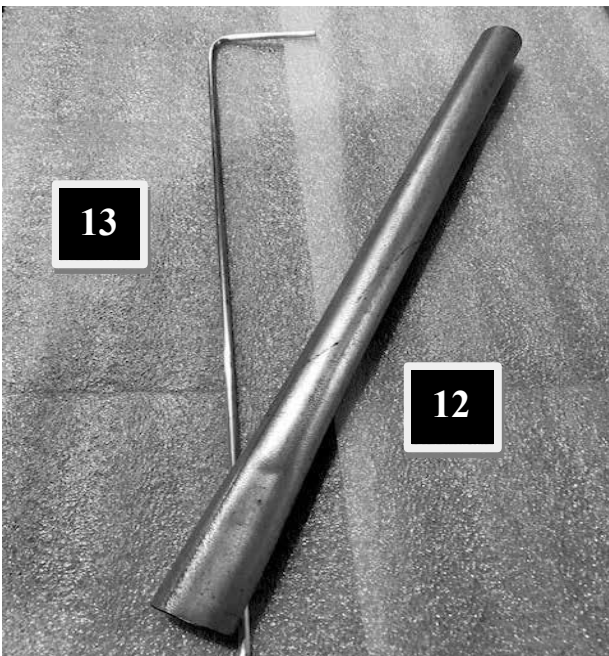
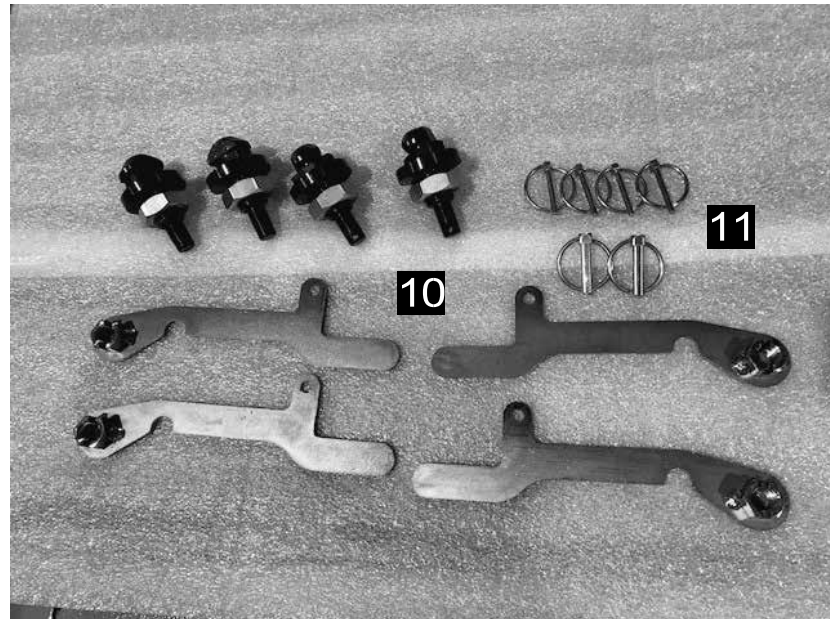
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1. Lower Unit (Includes Air Springs)
2. Upper Unit
3. Guide Rods (2)
4. Shock Absorbers (2)
5. Guide Rod Pins (2)
6. Small Clips (2)
7. Large Clips (4)
8. Washers (8)
9. Head Pivot Bolt
10. Feet & Handles (4)
11. Large and Small Clevis Pins
12. Handle Extension
13. Hook Extension
14. Foot Wrench



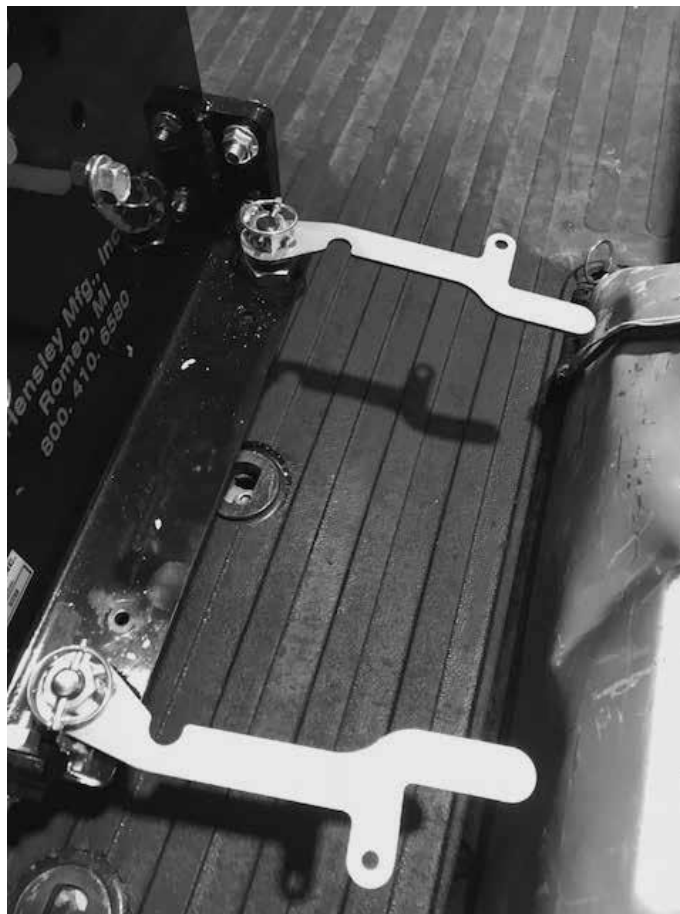
Read instructions thoroughly before starting. DO NOT EXCEED the vehicle manufacturer's rated towing capacity. Hensley Mfg. will not be responsible for damage caused by overloading of the tow vehicle.

1 You should already have the underbed 5th wheel mounting system in your truck.

2 Lower the BD3 down until just above the mounting holes in your pickup bed. The

Schrader valve should be on the drivers side.

3 Remove the D-ring clips and open the locking handles.



4 Carefully lower the BD3 until the feet are completely inserted in the mounting holes and the hitch lies flat on the truck bed. It may be necessary to move or wiggle the hitch a little bit at first to correctly seat it into the mounting holes.

- 5** Close the locking handles and replace the D-ring clip.



It may be necessary to adjust the feet if the connection between the hitch and your truck is too loose or the handles won't close. If this happens, raise the hitch out of the mounting holes and remove the d-ring clips connecting the handles to the feet. You can either tighten or loosen the feet by turning the rod on the bottom of the foot to properly adjust. Lower back down into the mounting holes and continue.

- 6** Using a 1 ½" open end or supplied foot wrench, tighten the large nut on the top side of the foot.



Either a handheld air pump or small 12VDC air compressor is adequate for inflating the hitch. The BD3 is not to be inflated to a specific air pressure as long as the bags are at or above the center position. **Do Not Inflate to Greater Than 100 PSI!**

Steps for proper inflation:

- 1** Hook up to the trailer without inflating the hitch and lift trailer stabilizer jacks allowing all of the pin weight to rest on the hitch.
- 2** Begin inflating until the cross beam on the upper unit is approximately half-way between the top and bottom of the hitch.



This level is just a starting point. The air pressure can be increased or decreased from this point to tailor the ride.

The BD3 can be deflated using the Schrader valve by depressing the stem core of the valve, allowing air to escape the air springs.

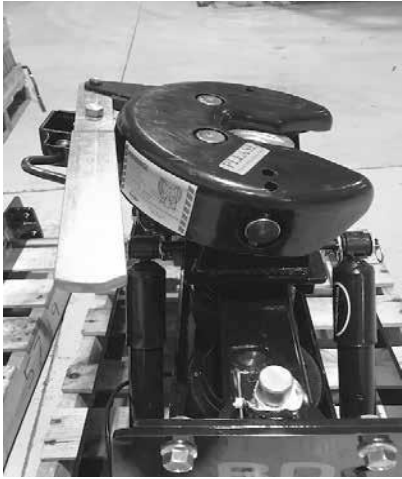
STANDARD HOOKING AND UNHOOKING PROCEDURES



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 o'clock, 9 o'clock (auto lock) and 10 o'clock as if the hitch head were the face of a clock.

Important: The handle will be locked into the 8 o'clock position when the hitch is properly hooked up to a trailer and ready to tow. The hitch will be delivered in either the 10 or 9 o'clock positions.



8 o'clock Position



9 o'clock Position



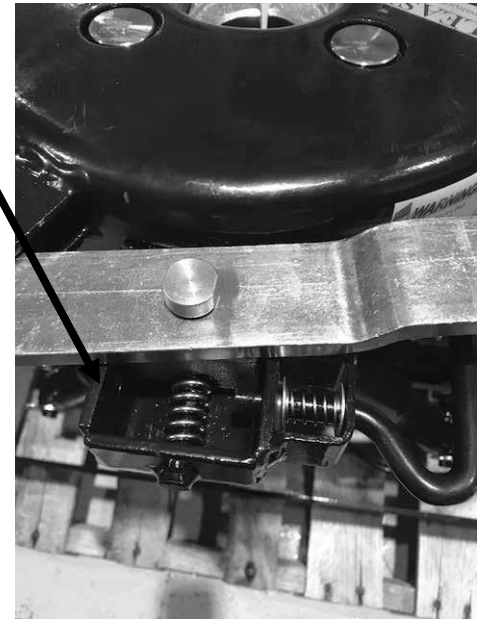
10 O'clock Position

Important:

Read carefully before hooking up

- 1** Before hooking up, make sure the handle is at a 90-degree angle (9 o'clock) 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. Adding a small amount of air (10 lbs.) may be needed to ensure good contact.
- 4** Back into the kingpin. The handle should move all the way forward toward the trailer 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.
- 6** Raise the trailer jacks and follow standard inflation procedures page 8
- 7** The hitch may be further secured in the 8 o'clock position with a padlock. This is inserted through an opening in the retainer pin housing that is only visible when the hitch is locked onto the kingpin.

Important: 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.



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

UNHOOKING

- 1** Securely chock trailer wheels and lower trailer jacks, applying enough downward pressure to move the trailer up slightly.
- 2** Raise the trailer until the weight is no longer resting on the hitch.
- 3** Using the handle/hook extensions, pull out on the spring-loaded retainer pin and push the handle toward the cab until it locks in the 10 o'clock position. The jaws should open but if there is pressure against the jaws they will remain closed even though the hitch is unlocked. If this happens, once the vehicle or trailer is moved a fraction, the jaws will unbind and spring open.
- 4** Drive away from the trailer.

Important: In the 10 o'clock position the red mark behind the head is exposed.

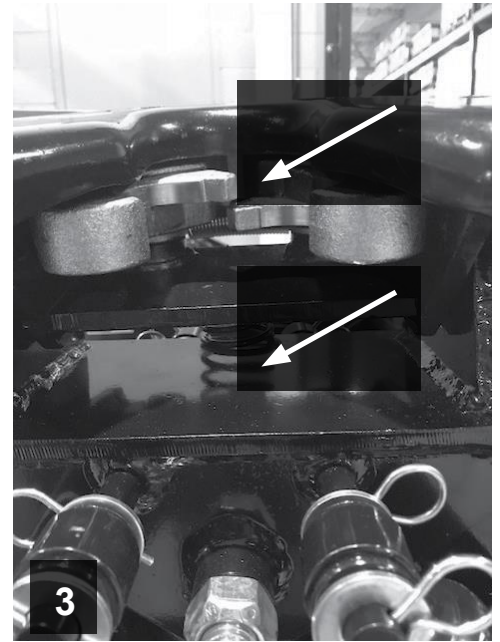
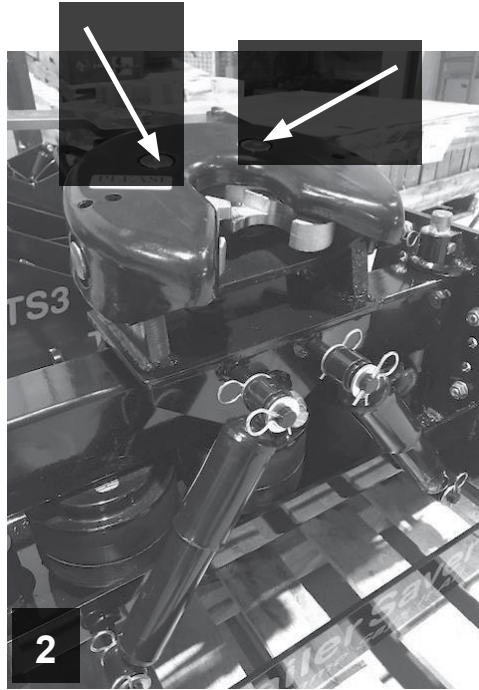
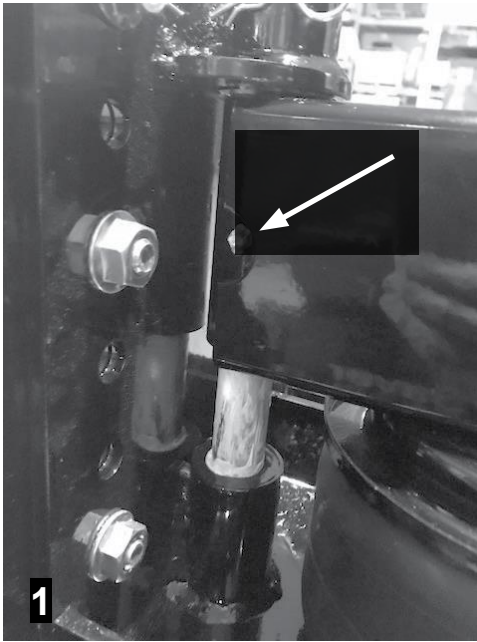
NON-GREASE LUBE PLATES

It is recommended to use a non-grease lube plate disc with the BD3. 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** The Alignment Rods should be greased regularly. Use the grease zerks on the back of the hitch and grease every 1000 towing miles or once every 6 months, whichever comes first. Inspect the rods before each trip and grease if necessary, using a high-grade automotive grease.
- 2** 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.
- 3** Apply a spray lubricant to the Jaw Pivot Pins, the Fore/Aft pivot Pins, the Jaw Mechanism and the Tilt Spring (front and back)



- 4 Protect the air springs from UV rays. Air springs may be treated with a rubber treatment to prolong life. Cover the hitch when not in use.

WARNING: EXCEEDING MAXIMUM CAPACITY CREATES A SAFETY HAZARD.

The TrailerSaver BD3 is rated for a maximum tongue weight of 3,500 lbs. and a gross weight of the trailer of 18,000 lbs. (including the load) The Towing vehicle and the under-mount bed system that are attached to the towing vehicle, are separately rated for maximum tongue weight and gross weight of the trailer (including the load).

Refer to the manufacturer of your vehicle and your undermount system for the maximum tongue and gross weight of your towing vehicle.

Do not exceed the maximum capacity of your towing vehicle, your undermount system or the TrailerSaver BD3F/G/D air ride hitch.

GUIDELINES FOR MATCHING TRUCK TO TRAILER

- 1 Trailer and all of its contents together must not exceed the truck, hitch and/or trailer tow rating.
- 2 Towing vehicle must have a manufacturer's rated towing capacity equal to or greater than the gross trailer weight.

$$\text{Gross Trailer Weight} = \text{Trailer} + \text{Cargo} + \text{Water In Tanks}$$

- 3 Gross Trailer Weight must not exceed 18,000 lbs. (3,500 lb. vertical load).
- 4 Long bed trucks are recommended for towing fifth wheel trailers because they allow a greater turning radius. The addition of an extended king pin box may allow for a shorter turning radius.
- 5 The height of the hitch and king pin box needs to be adjusted so that the trailer tows close to level, allowing approximately 6" of clearance between the top of the truck bed and the overhang of the trailer.



TRAILER SAVER

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