



TRAILER SAVER

BD3

for industry standard base rails

INSTALLATION

AND OPERATION GUIDE

Air Ride Hitch For 5th Wheel Trailers

Read all Instructions thoroughly before installing the BD3 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 tow vehicle and rail 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 rail 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.

WARRANTY PROVISIONS

The TrailerSaver BD3 5th Wheel Hitch comes standard with a 3-year warranty on all major components.

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.
- 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 Tow Safe 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 LLC. without proper authorization or notification by Tow Safe LLC
- This warranty does not apply to or cover any component which has its own warranty by its manufacturer.

**WARNING: EXCEEDING MAXIMUM
CAPACITY CREATES A SAFETY HAZARD.**

BD3: 18,000 lb. max- Gross Trailer weight Rating and 3,500 lb. max pin weight.

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

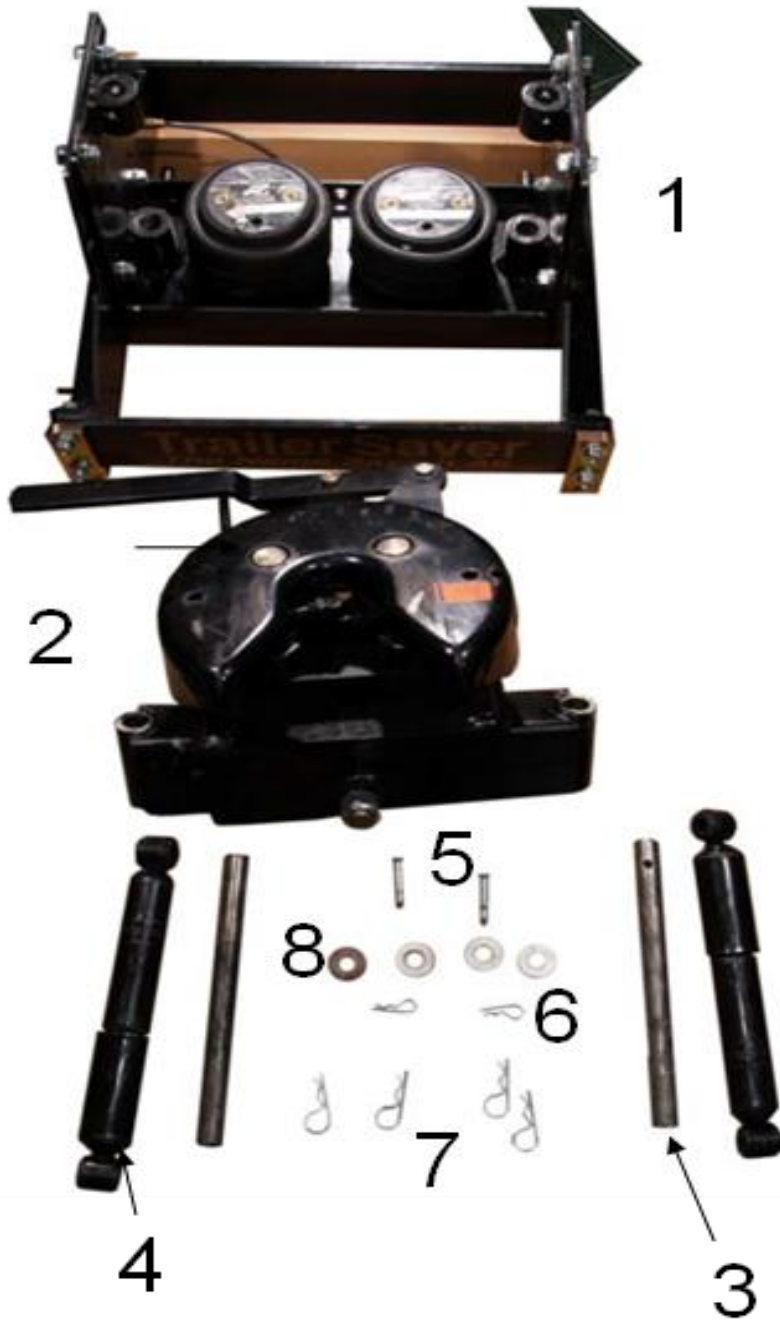
For warranty exchanges ship all parts with Return Authorization # to:

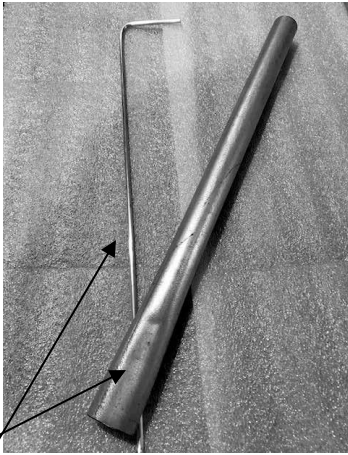
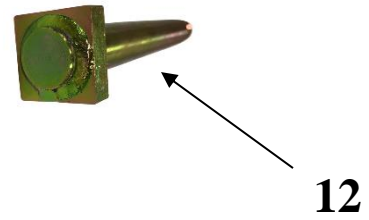
Tow Safe LLC. RA# _____

151 Shafer Drive

Romeo, MI 48065

BD3 HITCH





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11

BD3 PARTS LIST

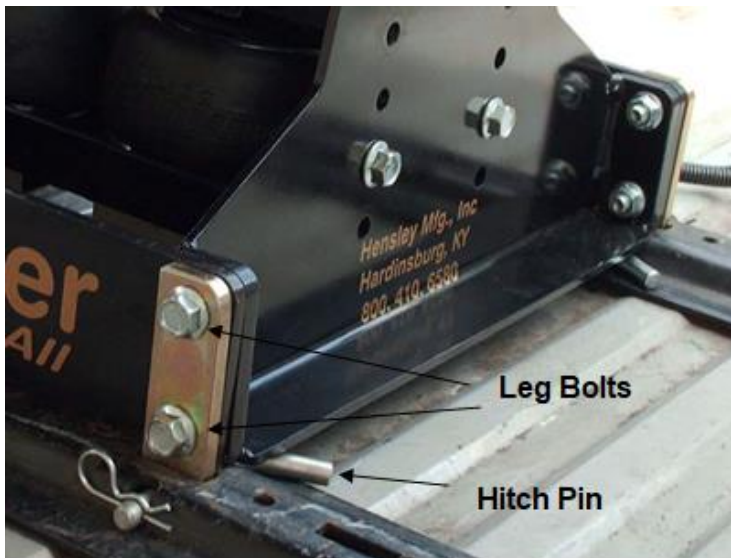
- 1 Lower Unit (Includes Air Springs)
- 2 Upper Unit
- 3 Guide Rods (2)
- 4 Shock Absorbers (2)
- 5 Guide Rod Pins (2)
- 6 Small Clips (2)
- 7 Large Clips (4)
- 8 Washers (8)
- 9 Bent hitch pins

- 10 Handle Extension
- 11 Hook Extension
- 12 Pivot bolt

INSTALLATION

Read instructions thoroughly before starting. Do Not Exceed the vehicle manufacturer's rated towing capacity. Tow Safe. will not be responsible for damage caused by overloading of the tow vehicle.

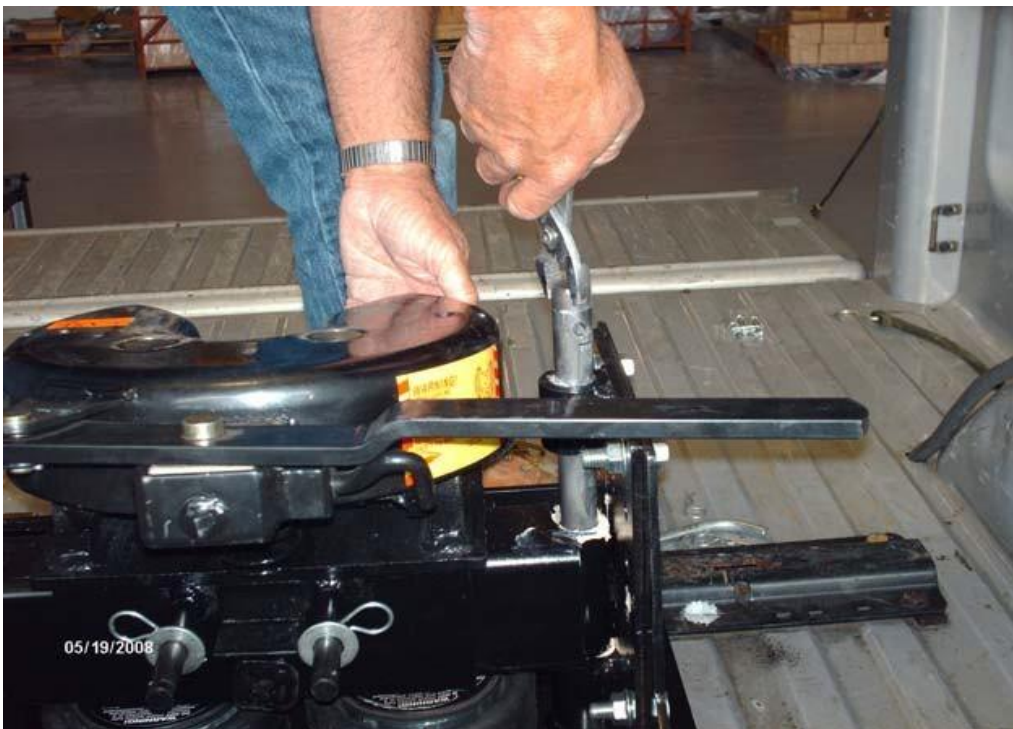
- 1 Set the Lower unit of the BD3 into the standard slotted rails in your pickup bed. The *TrailerSaver* logo should face the tailgate of your truck and the Schrader valve should be closest to the cab. You may need to loosen the two bolts on each leg of the BD3 to ensure an easy installation.
- 2 Insert the hitch pins through the bottom of the rail and the hole on the feet at each corner of the BD3, making sure to use the retaining clips. Tighten each of the 8 leg bolts to 125 ft-lbs.



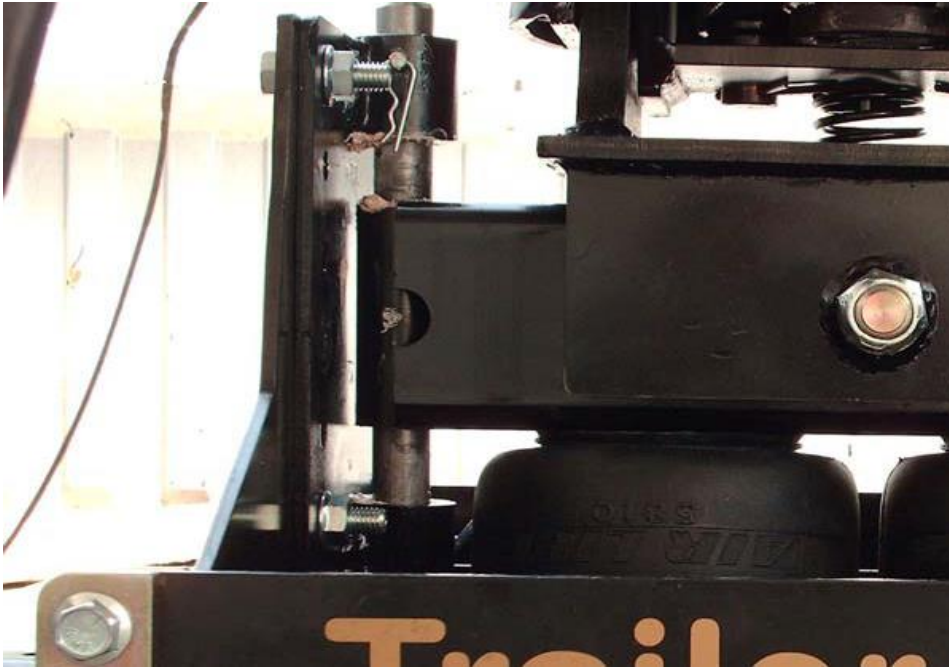
- 3 Set the upper unit of the BD3 onto the air bags with the jaws facing the tailgate. Align the holes of the upper unit beneath the holes of the lower unit



- 4 Insert (2) greased alignment rods through the holes in the upper and lower units. Use pliers to simplify this operation.



- 5** Insert (2) pins and (2) clips into the holes of the alignment pin and main housing.



PROPER INFLATION/DEFLATION

The BD3 is equipped with a Schrader valve to manually inflate and deflate the air springs to the appropriate level.

Either a hand held 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:

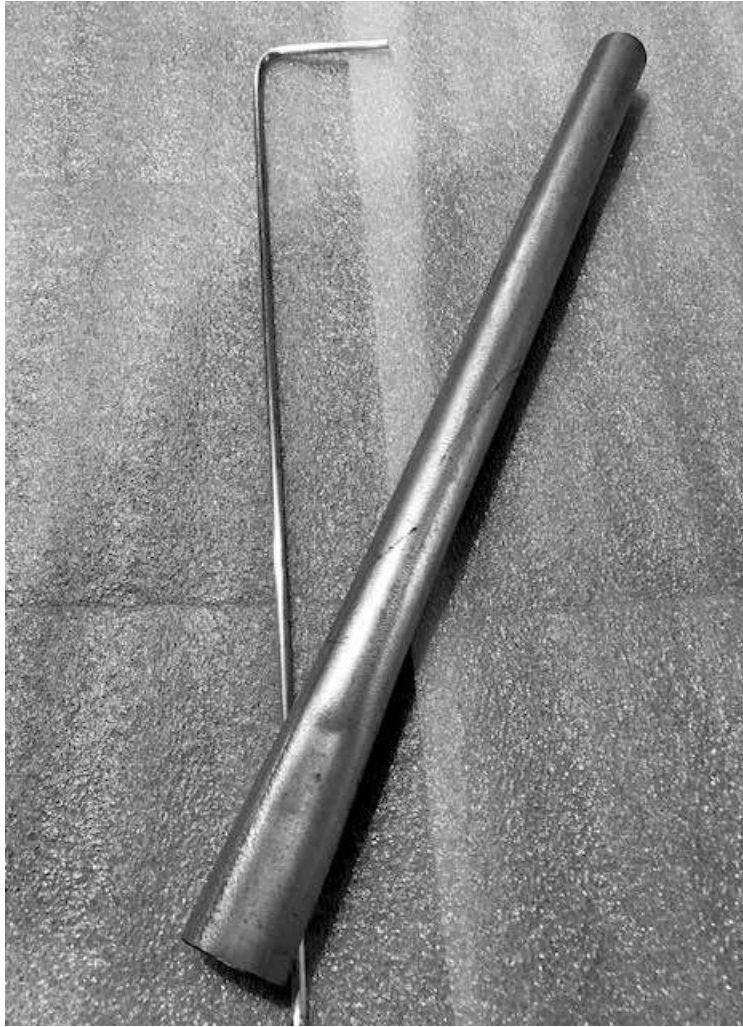
- 1** Hook up to the trailer without inflating the hitch and lift trailer stabilizer jacks allowing all of the pin weight to rest on the hitch.
- 2** Begin inflating until the cross beam on the upper unit is approximately half-way between the top and bottom of the hitch.



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



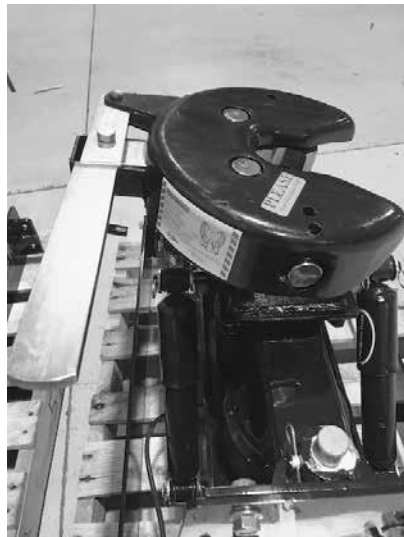
Locate the handle/hook extension shipped with the hitch. Use this handle and hook extension to reach the hitch handle and spring-loaded retaining pin from outside the truck bed.

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



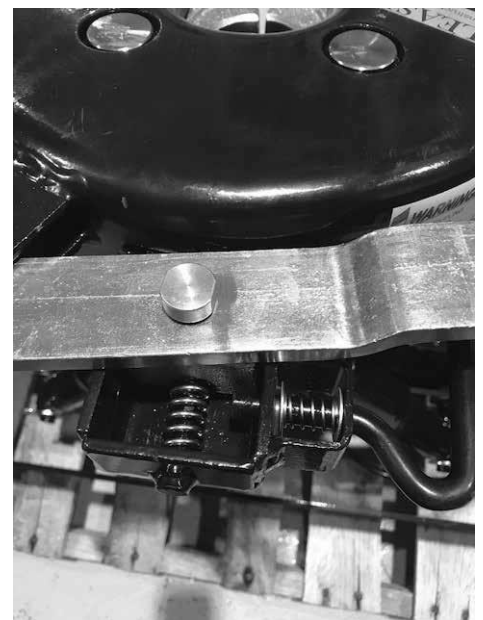
10 o'clock Position

Important: Read carefully before and after 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 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.
- 6** Raise the trailer jacks and follow standard inflation procedures on 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.



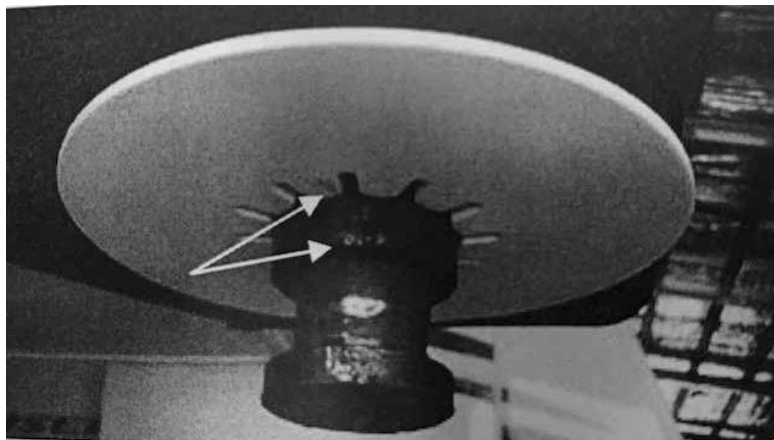
UNHOOKING

- 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 fully exposed.

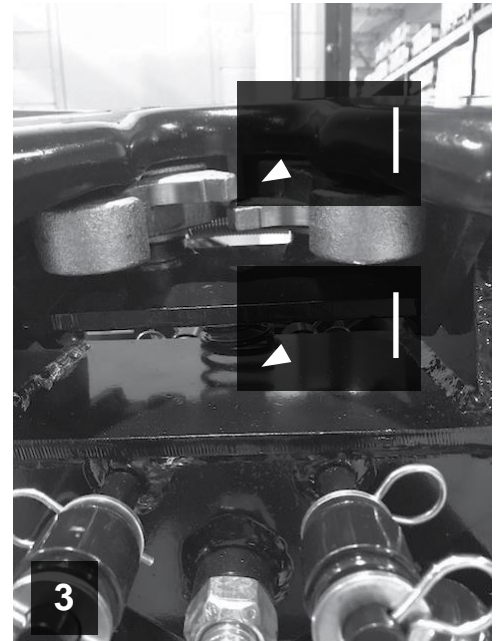
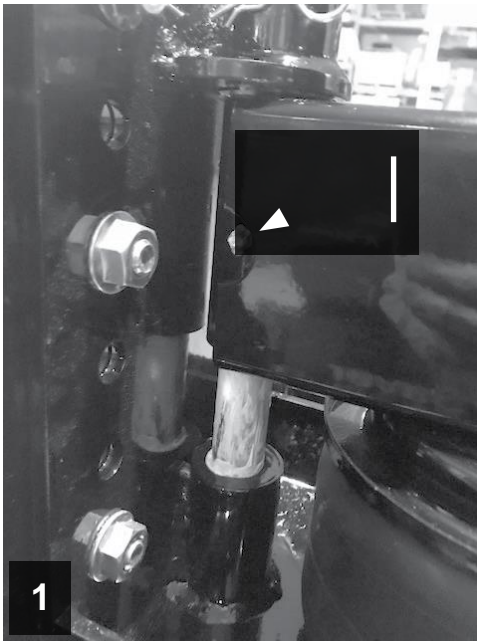
NON-GREASE LUBE PLATES

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 base rail system for the maximum tongue and gross weight of your towing vehicle.

Do not exceed the maximum capacity of your towing vehicle, your rail system or the TrailerSaver BD3 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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