

Comfort Ride Pn 184

Fifth Wheel Hitch



Installation Instructions

All specifications are subject to change without notice.

Thank you for choosing the Roadmaster Comfort Ride Fifth Wheel Hitch system. Like other products in the Roadmaster line, your new hitch was made in America using the highest quality materials, components and engineering standards.

The Roadmaster Comfort Ride Fifth Wheel Hitch was designed to be installed on any standard fifth wheel rail mounting system (Reese, etc.) that is bolted to the bed of the truck. It can also be attached to any factory under-body using Roadmaster's puck adapter system.

Roadmaster Comfort Ride offers manufacturer-specific puck mount adapters for Chevy/GM, RAM and Ford heavy-duty trucks applications (available separately):

Chevy/GM adapters (up to '19):	Part number 23100
Chevy/GM adapters ('20 and later):	Part number 23120
Ram adapters:	Part number 23200
Ford adapters:	Part number 23400

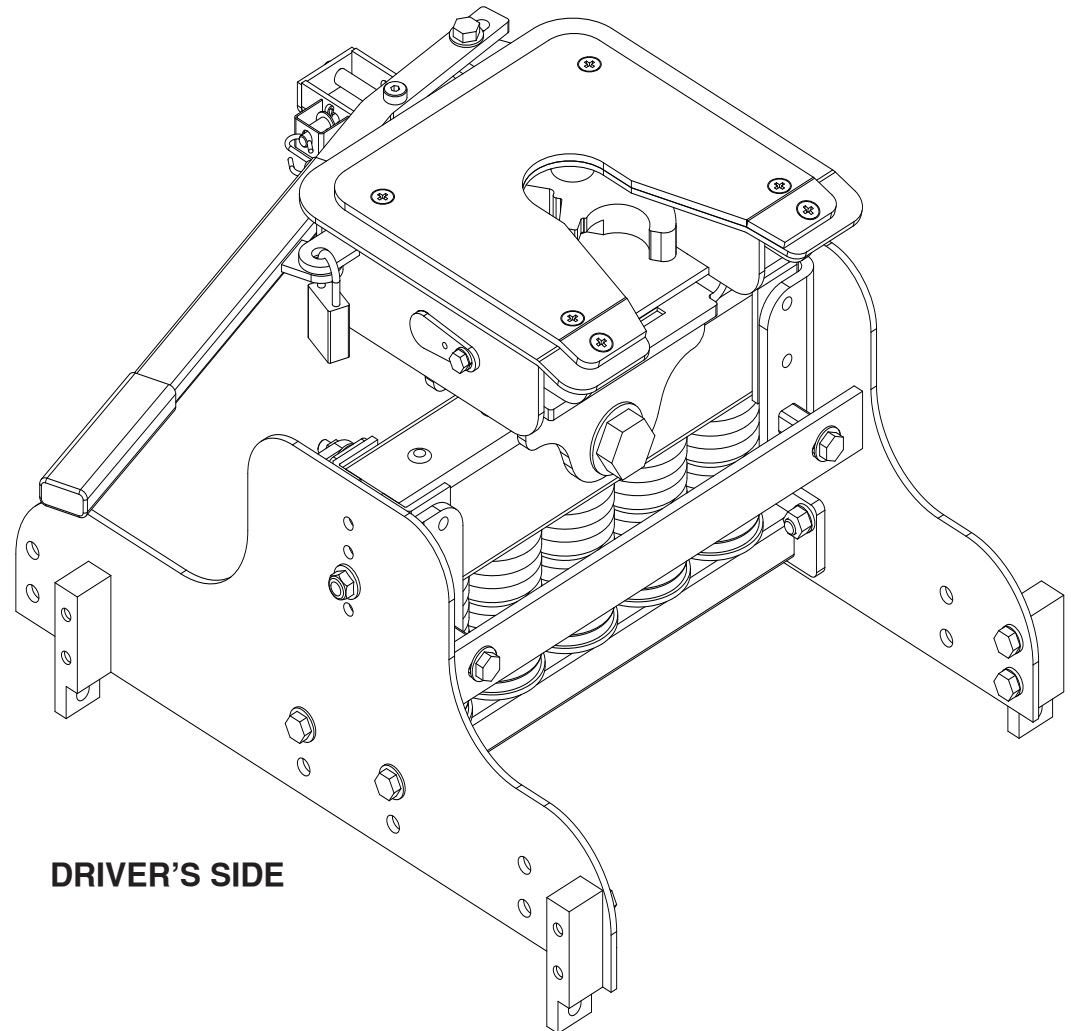
NOTE

If your truck is already equipped with an integrated gooseneck hitch system (B&W or similar), use adapter part number 23850.

Parts List

We have made every effort to make sure that your Comfort Ride Fifth Wheel Hitch System ships with all necessary hardware. Please confirm that your kit is complete before proceeding with the installation. If you find that any parts/hardware is missing, please call Roadmaster at (800) 669-9690.

FRONT OF
VEHICLE



DRIVER'S SIDE

Safety Definitions

These instructions contain information that is very important to know and understand. This information is provided for **safety** and to **prevent equipment problems**. To help recognize this information, observe the following symbols:

WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in property damage, serious personal injury or even death.

CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, may result in property damage, or minor or moderate personal injury.

ATTENTION

ATTENTION indicates a note of special importance regarding a potential fit issue of which you should be aware.

NOTE

Refers to important information and is placed in italic type. It is recommended that you take special notice of these items.



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Before You Begin...

Before placing the hitch assembly into the bed of the truck, it may be desirable to reduce the weight of the assembly by removing the hitch head first. Please refer to "Hitch Head Removal" near the end of these instructions.

CAUTION

The hitch assembly weighs around 150 pounds. Do not attempt to lift it alone. Use a hoist, forklift or other device, or solicit help. Attempting to lift the hitch assembly without assistance of some kind could result in personal injury.

NOTE

If your truck is not already equipped with a mounting system, install that first before proceeding with the hitch installation.

Mounting the Hitch

NOTE

Whenever references (such as #1) are called out in the text of this document, please refer to the exploded views found on the last two pages of the instructions.

1. Regardless of mounting system (bed rails, puck adapter or B&W-style integrated gooseneck) locate the assembly in the truck bed and position it over the axle, if possible, so the fifth wheel hitch can be moved forward or backward as desired.

2. If you are installing this product on universal rails, remove the bolts (#14) and rotate the feet to ensure that the pin holes are pointing down. Torque the bolts to 57 lb-ft. Then, pin the four feet into the rails at the desired location and secure them using all four pins (#58) and clips (#59).

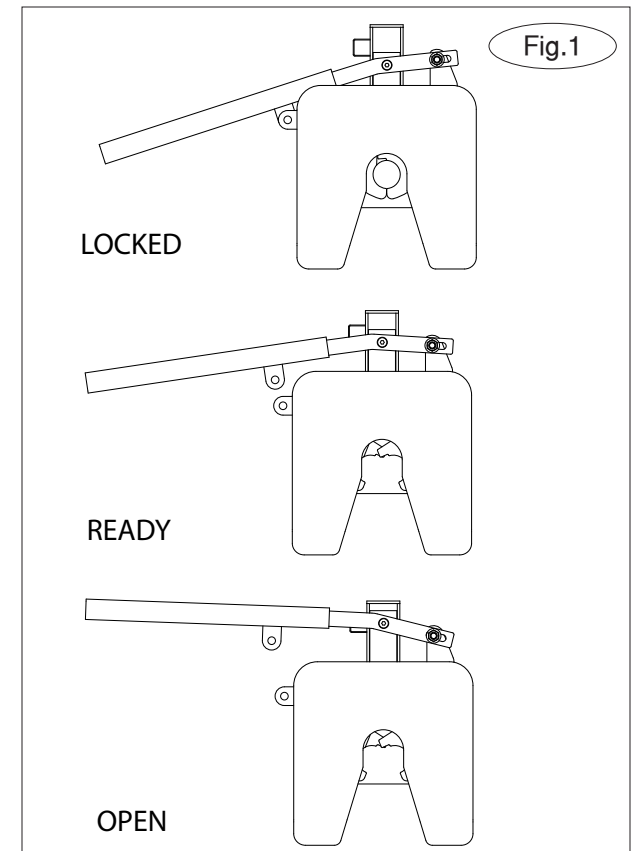
3. If you are using an alternative mounting system, follow the instructions included with that kit to secure the fifth wheel hitch to it.

Installing the Handle

4. Locate the handle (#53) and remove the packaging. Slide the handle over the lever (#34) with the D-tab on the handle facing the D-tab on the hitch head (#45). Secure the handle by connecting the carabiner (#57) on the handle to the small length of chain (#61). When installed correctly, the two D-tabs should line up when the handle is pulled rearward to the locked position, so that the supplied padlock can be inserted.

Hitch Handle Positioning

The hitch handle has three different operating positions (Fig.1).



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Hitching Instructions

WARNING

Always install wheel chocks on both the front and rear of the trailer tires to prevent trailer movement while hitching/unhitching. Failure to chock the wheels may result in the vehicle rolling freely and may result in property damage or severe personal injury.

ATTENTION

If the trailer kingpin is fitted with an add-on plastic anti-friction disc, remove it. The Comfort Ride Fifth Wheel Hitch is already equipped with a black anti-friction plate (#35). Leaving the add-on anti-friction disc in place will create interference that will prevent successful hitch coupling.

5. When the handle is in the READY position, the hitch is ready for hook up. To put the handle into this position, remove the padlock and slide the handle toward you. The chain on the end of the handle will disengage the locking pin (#41), thereby allowing the handle to move to the READY position.

6. Back your truck to the trailer and use the fifth wheel jacks to adjust the kingpin plate height to just above the anti-friction plate on the hitch head.

7. When backing in, the hitch jaws (#43, #44) will close around the trailer's kingpin.

8. If the handle will not move to the LOCKED position, the kingpin is not fully engaged. You may need to use your truck to apply substantial force between the hitch and the kingpin to properly lock the jaws. It is only safe to tow when the handle is in the LOCKED position and the padlock can lock the two D-tabs.

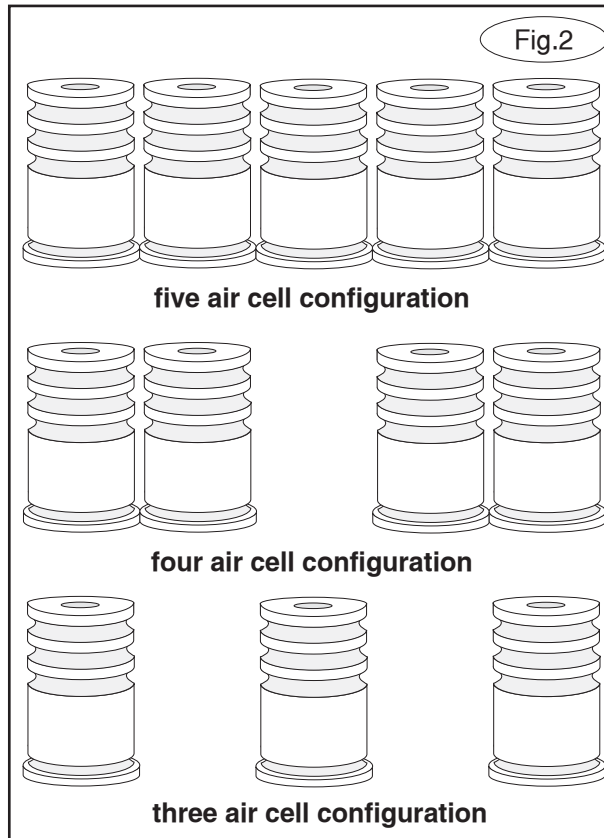
CAUTION

Improperly locked jaws will cause the trailer to disconnect and fall on the tow vehicle, causing severe damage to truck and trailer that will not be covered under product warranty.

NOTE

If you have followed all of the above procedures to hitch the trailer and you still cannot lock the hitch, make sure that the trailer kingpin is free of any paint, powder coating or burrs that may be causing interference. These may be carefully removed with sandpaper or a fine file.

9. Once you have verified that the hitch is locked, begin retracting the trailer jacks. You will notice that the hitch head will gradually lower and compress the air cells, which is normal. **Be cautious not to lower the fifth wheel directly onto the truck bed.** With the jacks fully retracted, the air cells should compress approximately 1" to 1-1/2". If the cells do not compress at least 1", raise the trailer and remove air cells (they can be easily pried off) until the proper compression is achieved.



IMPORTANT

The 184 is equipped with five air cells. If you need to remove one cell, remove the center. If you require that two be removed, remove the cells to the immediate right and left of the center cell. See Figure 2 for the proper configuration.

Inspect the Truck and Trailer

10. With the appropriate number of air cells installed, completely lower the trailer onto the fifth wheel hitch.

CAUTION

If the fifth wheel does not have at least six inches of clearance, major, non-warranty property damage or personal injury could occur.

11. If the trailer is roughly level and you have at least six inches of clearance: move to steps 13 through 16 ("Unhitching Instructions").

Hitch Height Adjustment

12. The hitch height is not adjustable on this hitch model. If adjustment is required, the trailer's pin box typically offers height adjustments in two-inch increments.

Proper height is achieved when the fifth wheel is roughly level and there are at least six inches of clearance between the truck and the fifth wheel.

Unhitching Instructions

WARNING

Always install wheel chocks on both the front and rear of the trailer tires to prevent trailer movement while hitching/unhitching. Failure to chock the wheels may result in property damage or severe personal injury.

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13. Lower the trailer jacks to raise the trailer so that the kingpin plate just clears the anti-friction plate on the hitch head.

14. Next, it will be necessary to relieve tension on the hitch jaws. To do this, place the truck's transmission into Neutral, release the parking brake, and remove your foot from the brake pedal momentarily to relieve pressure on the hitch jaws.

15. Re-apply the brakes, place the transmission into Park and set the parking brake. Removing pressure from the hitch jaws will ensure easier operation of the handle (#53). **If you are parked on an incline such that the truck is uphill from the trailer, it may be necessary to back the truck into the trailer to relieve any tension on the hitch jaws.**

16. Pull the handle toward you to release the locking pin (#41) so you can move the handle to the forwardmost OPEN position. This will disengage the hitch jaws from the kingpin. Only when the locking handle is in the forwardmost OPEN position are you ready to move the tow vehicle away from the trailer.

NOTE

The jaws may or may not open. But if the handle is in the OPEN position, they are disengaged and you may move the tow vehicle.

Once completely disconnected, it is recommended to put the hitch handle in the READY position so the hitch is ready to use the next time you hook up.

Hitch Head Removal

NOTE

It may be desirable to remove the hitch head (#45) prior to installation (to reduce the weight), when removing the hitch assembly from the truck bed, or for inspection/maintenance purposes.

To remove the hitch head:

17. Remove the two bolts (one per side, #13) then pull out each retainer pivot pin (#42). Note that the pivot pins have two holes in them, one of which is threaded. If the pivot pin(s) are binding, insert the bolt(s) you just removed into the threaded hole(s) in the pivot pin. As you tighten the bolt(s), it will draw the pivot pin(s) out.

18. After the pivot pins are removed, carefully lift the head from the yoke (#46) with the right and left hand torsion head springs (#7, #8).

NOTE

The springs are specifically designed for right and left positions.

Hitch Head Reinstallation

19. Verify that the torsion head springs are in their correct right/left positions by inserting the small, bent leg of the spring in the hole on the yoke so that the long leg of the spring is facing toward the cab of the truck. Carefully place the hitch head onto the yoke, keeping the springs in place as you set it down. It may be necessary to jiggle the hitch head to align the holes for pivot pin placement. Install one side pin first, leaving the pin sticking out 1/2". Install the other side.

20. Carefully tap the pivot pins in place with a hammer. After both pivot pins are fully in place, tighten the two 3/8" bolts, securing the pivot pins into position on the hitch head.

Hitch Maintenance

NOTE

DO NOT use an anti-friction plate on your trailer, as the hitch already has one on it. DO NOT use any oil or grease on the anti-friction plate. If the plate becomes dirty, use only water and a cloth to wipe it clean.

Troubleshooting Guide

Hitch won't lock

a. If the trailer kingpin is already fitted with an anti-friction disc, remove it or it will cause binding. This hitch is fitted with an anti-friction plate from the factory.

b. If the handle will not move to the LOCKED position, the kingpin is not fully engaged. You may need to use your truck to apply substantial force between the hitch and the kingpin to properly lock the jaws. It is only safe to tow when the handle is in the LOCKED position and the padlock can lock the two D-tabs.

c. Sometimes, when the hitch will not lock around the kingpin, the problem is caused by paint, powder coat or dents/burrs/other damage to the trailer's kingpin OR hitch jaws. Use sandpaper or a fine file to remove them.

Hitch won't release

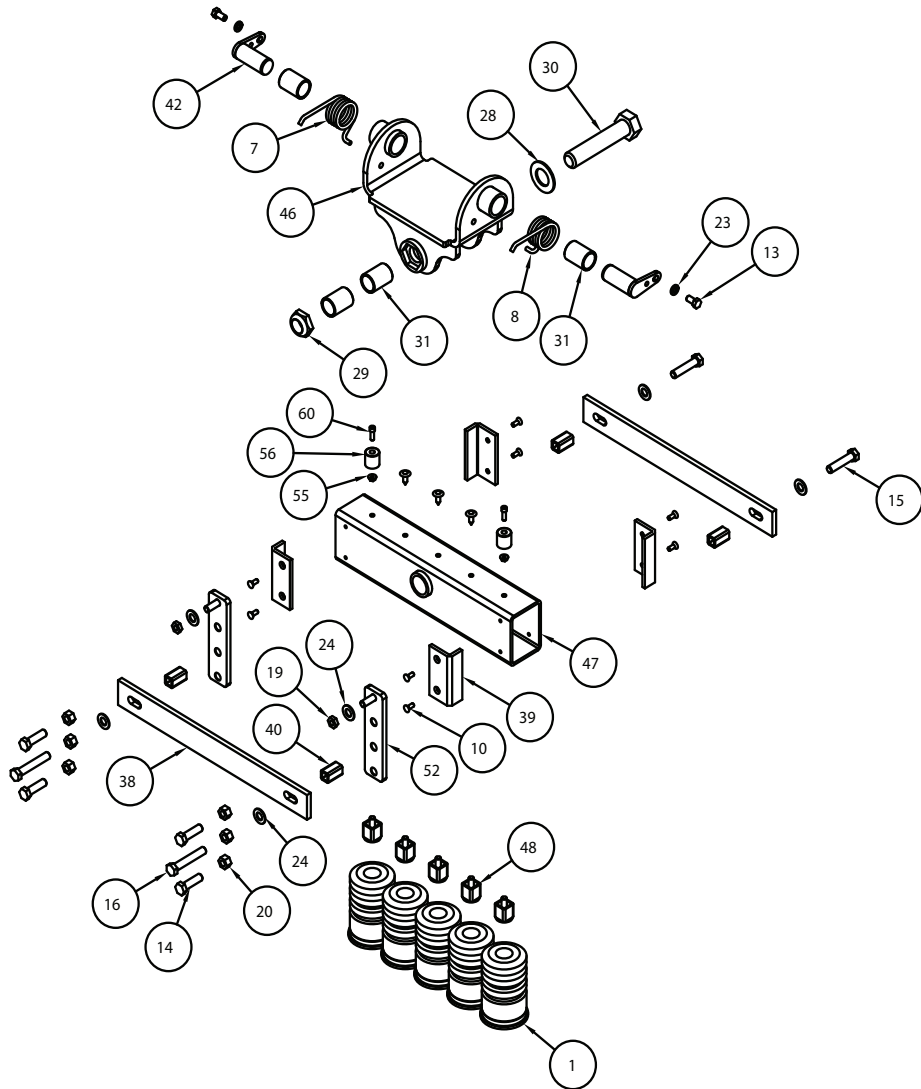
a. Make sure that the tongue jacks haven't raised the kingpin too high or it will cause binding. See Step 13 in the "Unhitching Instructions."

b. Relieve pressure on the hitch jaws by placing the transmission in Neutral, releasing the parking brake and brake pedal momentarily. **If you are parked on an upward incline, it may be necessary to back the truck into the trailer to relieve any tension on the hitch jaws.** See Step 15 in the "Unhitching Instructions."

Handle is in the OPEN position but jaws aren't open

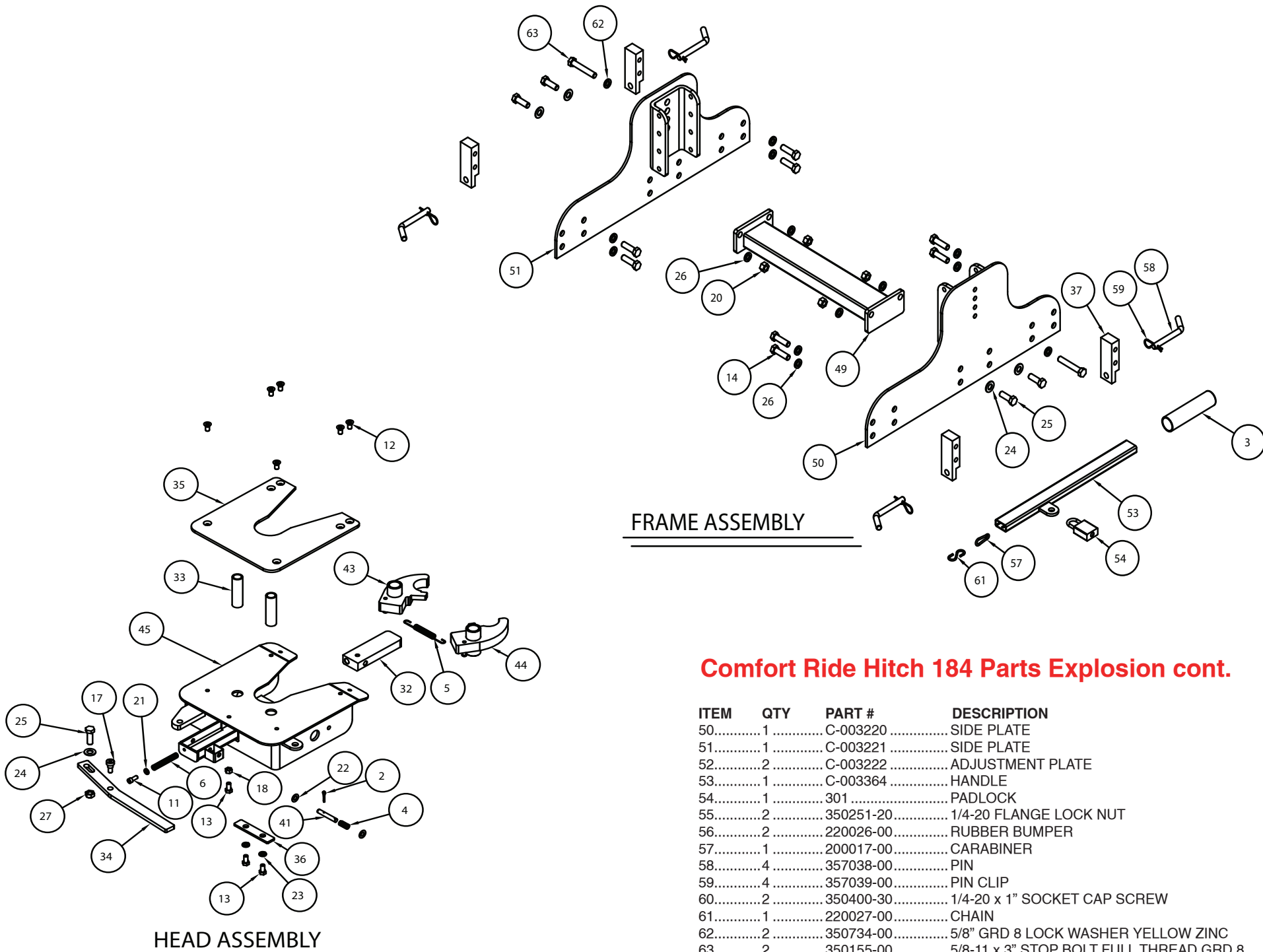
Once the handle is in the OPEN position, the hitch is unlocked, but the jaws may not be open, especially during the break-in period. Pull the truck forward slightly and the jaws will open, releasing the kingpin.

Comfort Ride Hitch 184 Parts Explosion



AIR CELL ASSEMBLY

ITEM	QTY	PART #	DESCRIPTION
1.....	5	205259-00.....	AIR CELL
2.....	1	220001-00.....	COTTER PIN
3.....	1	220002-00.....	1 1/4" x 6" FOAM RUBBER HANDLE GRIP
4.....	1	220008-00.....	SPRING 1 1/2" x 1"
5.....	1	220009-00.....	SPRING DOUBLE ENDED
6.....	1	220010-00.....	SPRING 1/2" x 4 1/2"
7.....	1	220012-00.....	TORSION SPRING RH
8.....	1	220013-00.....	TORSION SPRING LH
9.....	3	220022-00.....	PLASTIC PLUG
10.....	8	350003-30.....	1/4-20 x 1/2" COUNTERSUNK PHILLIPS HEAD MACH.
11.....	1	350033-60.....	5/16-18 x 3/4" SOCKET HEAD MACHINE SCREW YELLOW ZINC
12.....	6	350051-00.....	3/8-16 x 1/2" COUNTERSUNK PHILLIPS HEAD SCREW
13.....	5	350053-20.....	3/8-16 x 3/4" BOLT GRD 8 YELLOW ZINC
14.....	12	350096-80.....	1/2 -13 x 1 3/4" BOLT GRD 8 YELLOW ZINC
15.....	2	350098-10.....	1/2-13 x 2 1/4" BOLT GRD 8 YELLOW ZINC
16.....	2	350101-20.....	1/2-13 x 3" STOP BOLT FULL THREAD GRD 8 YELLOW ZINC
17.....	1	350104-00.....	1/2-13 x 3/8" SHOULDER BOLT GRD 8 YELLOW ZINC
18.....	1	350254-15.....	3/8-16 HEX NUT GRD 8 YELLOW ZINC
19.....	2	350254-75.....	3/8-16 LOCK JAM NUT
20.....	10	350258-03.....	1/2-13 HEX NUT GRD 8 YELLOW ZINC
21.....	1	350303-40.....	5/16" GRD 8 LOCK WASHER YELLOW ZINC
22.....	2	350305-50.....	3/8" FLAT WASHER GRD 8 YELLOW ZINC
23.....	4	350305-80.....	3/8" LOCK WASHER GRD 8 YELLOW ZINC
24.....	11.....	350308-25.....	1/2" FLAT WASHER GRD 8 YELLOW ZINC
25.....	5	350701-00.....	1/2-13 x 1 1/2" BOLT GRD 8 YELLOW ZINC
26.....	14	350733-00.....	1/2" LOCK WASHER GRD 8 YELLOW ZINC
27.....	1	350735-00.....	1/2-13 LOCK NUTGRD 8 YELLOW ZINC
28.....	1	350900-00.....	1 1/8" FLAT WASHER YELLOW ZINC
29.....	1	350901-00.....	1 1/8-12 LOW NYLON LOCK NUT
30.....	1	350902-00.....	1 1/8-12 x 5 1/2" GRD 5 BOLT YELLOW ZINC
31.....	4	A-005556	SHORT NYLATRON BUSHING
32.....	1	A-005585	LOCK BLOCK
33.....	2	A-005592	JAW TUBE
34.....	1	A-005595	LEVER
35.....	1	A-005599	ANTI-FRICTION PLATE
36.....	1	A-005639	JAW PLATE
37.....	4	A-005648	MOUNTING BLOCK
38.....	2	A-005650	PLATE
39.....	4	A-005654	PLASTIC ANGLE
40.....	4	A-005656	SPACER TUBE
41.....	1	A-005675	3/8" LOCKING PIN
42.....	2	C-003195	PIVOT PIN
43.....	1	C-003202	HITCH JAW
44.....	1	C-003203	HITCH JAW
45.....	1	C-003215	HITCH HEAD
46.....	1	C-003216	YOKE
47.....	1	C-003217	SWIVEL TUBE
48.....	5	C-003218	BUSHING POST
49.....	1	C-003219	BOTTOM CROSS TUBE



FRAME ASSEMBLY

HEAD ASSEMBLY

Comfort Ride Hitch 184 Parts Explosion cont.

ITEM	QTY	PART #	DESCRIPTION
50.....	1	C-003220	SIDE PLATE
51.....	1	C-003221	SIDE PLATE
52.....	2	C-003222	ADJUSTMENT PLATE
53.....	1	C-003364	HANDLE
54.....	1	301	PADLOCK
55.....	2	350251-20	1/4-20 FLANGE LOCK NUT
56.....	2	220026-00	RUBBER BUMPER
57.....	1	200017-00	CARABINER
58.....	4	357038-00	PIN
59.....	4	357039-00	PIN CLIP
60.....	2	350400-30	1/4-20 x 1" SOCKET CAP SCREW
61.....	1	220027-00	CHAIN
62.....	2	350734-00	5/8" GRD 8 LOCK WASHER YELLOW ZINC
63.....	2	350155-00	5/8-11 x 3" STOP BOLT FULL THREAD GRD 8