

Comfort Ride Pn 245

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

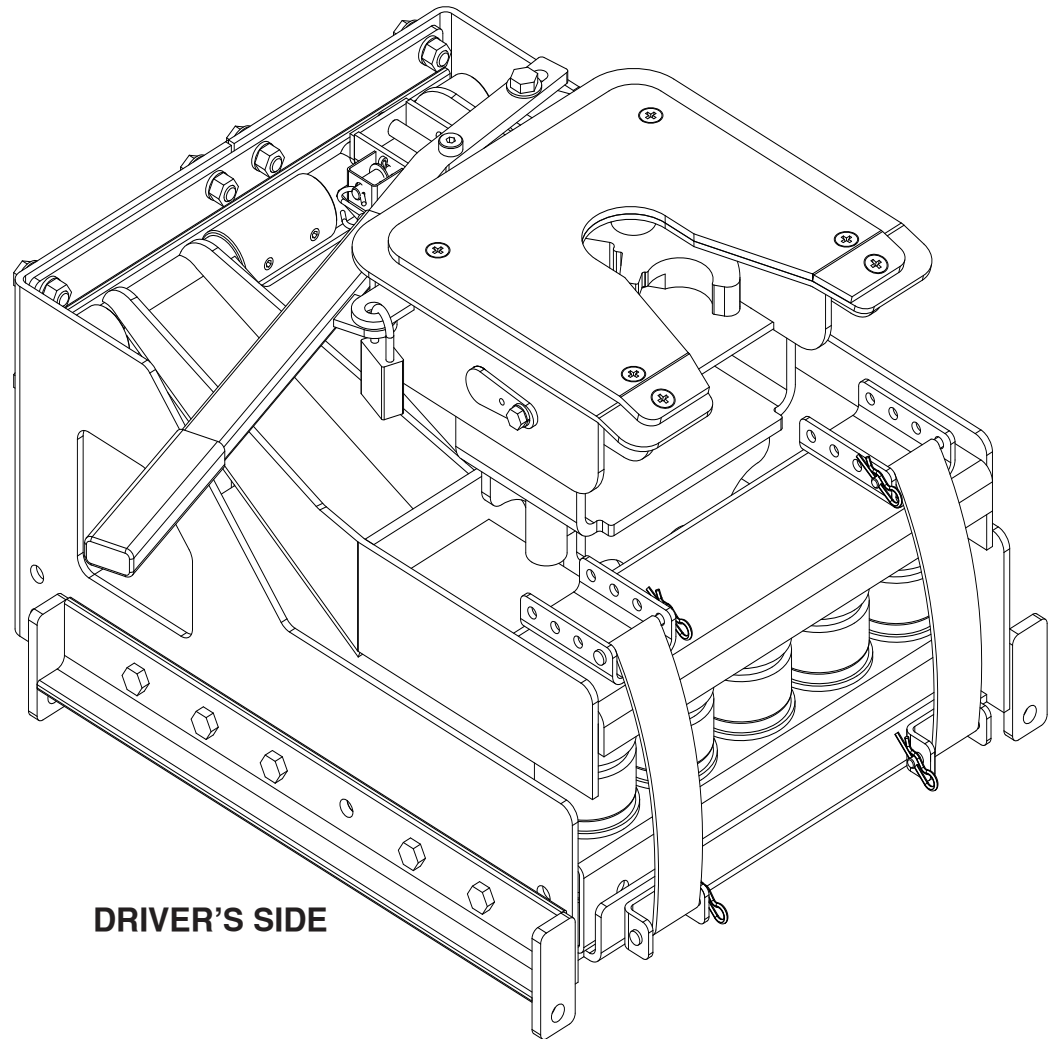
If your truck is already equipped with an integrated gooseneck hitch system (B&W or similar), use adapter part number 23850.

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 model 245 Roadmaster Comfort Ride Fifth Wheel Hitch System was neither designed nor intended for use on trucks with a bed length of less than 6-1/2' (standard bed). Use of the hitch on short bed (5-1/2') trucks can result in interference between the truck cab and the front cap of trailer during sharp turns, resulting in severe damage to truck and/or trailer. Roadmaster will not be held responsible for damage resulting from misapplication.



WARNING

The hitch assembly weighs 200 pounds. Do not attempt to lift the hitch assembly into the truck bed by yourself. Use a hoist, forklift or other device, or solicit the help of others. Attempting to lift the hitch assembly without assistance of some kind could result in personal injury.

NOTE

If the hitch rail mounting system or puck adapter system is not already in place in the bed of the truck, please refer to the instructions that came with your mounting system and install it before continuing with the hitch installation.

Follow the instructions below, depending on your mounting method:

For Bed Rail Mount Systems

For shipping purposes, the rail adapters (#50) are bolted upside down, on each side of the 245. Remove the bolts and rotate the rail adapters so that the feet are pointed down.

NOTE

The rail adapters can be mounted to the 245 base in multiple positions to move the hitch head closer or further away from the cab as needed. Move the rail adapters forward to move the hitch back, or backward to move the hitch forward in order to gain the necessary clearance between the front cap of the trailer and the cab of the truck.

Install all five bolts (#21), lock washers (#31), and nuts (#25) on each side and tighten to 100 ft-lb (three bolts to the front and two bolts on rear of rail mount). Position the feet in the appropriate slots in the bed rails. Pin the hitch to the rail mounts using the four included hitch pins (#35) and clips (#34).

For OEM Puck System Adapter Plates

Note that the 245 can be mounted to the Puck Adapter Plates in multiple positions to move the hitch head closer or further away from the cab as needed to gain the necessary clearance between the front cap of the trailer and the cab of the truck. Install all five bolts (#21), lock washers (#31), and nuts (#25) on each side and tighten to 100 ft-lb (three bolts to the front and two bolts to the rear).

Installing the Handle

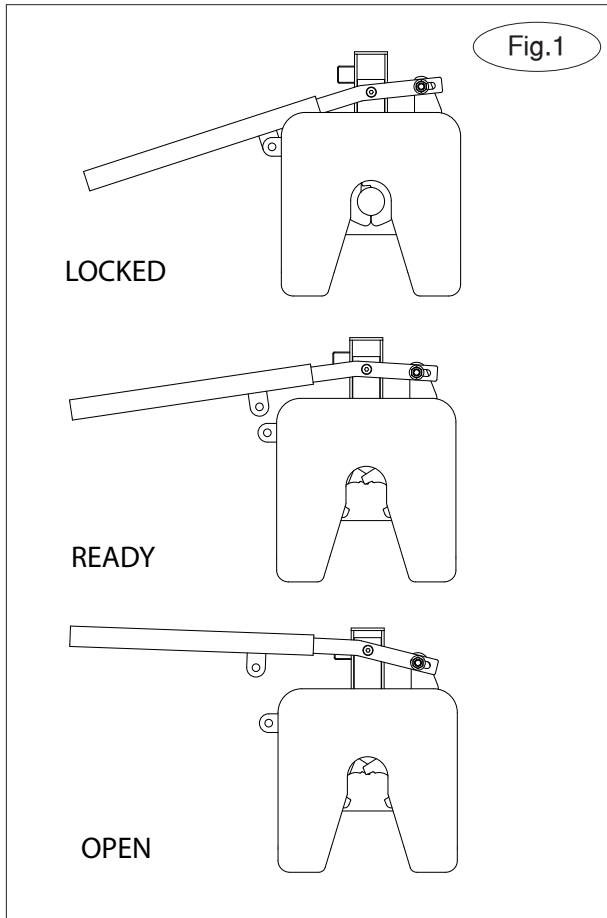
1. Locate the handle (#58) and remove the packaging. Slide the handle over the lever (#42) with the D-tab on the handle facing the D-tab on the hitch head. Secure the handle by connecting the carabiner (#1) on the handle to the small length of chain (#12).

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.

continued on next page

Hitch Handle Positioning

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



Hitching Instructions

⚠ CAUTION

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 (#43). Leaving the add-on anti-friction disc in place will create interference that will prevent successful hitch coupling.

2. 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 (#48), thereby allowing the handle to move to the READY position.

3. 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 (#52).

4. When backing in, the hitch jaws (#56, #57) will close around the trailer's kingpin.

5. 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.

ATTENTION

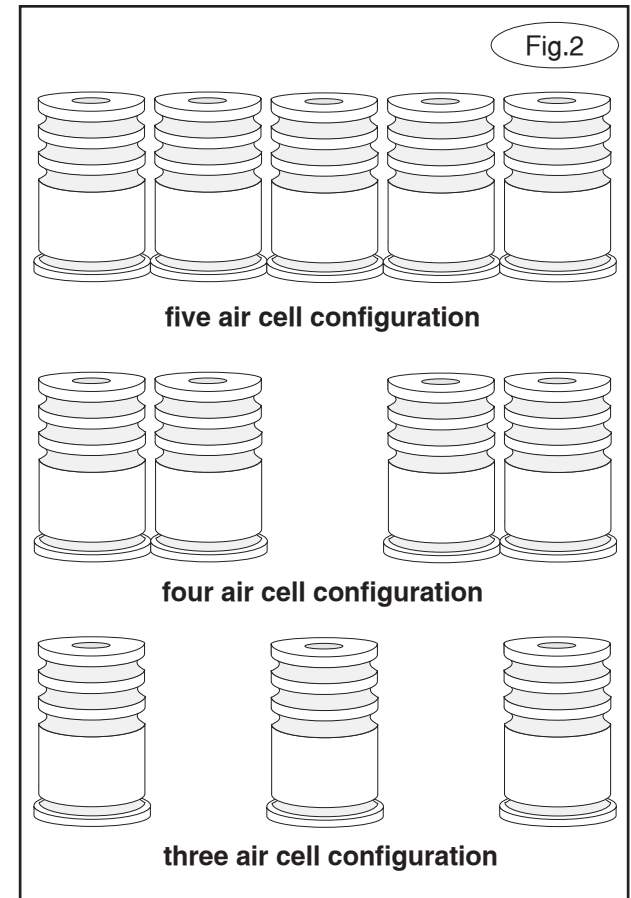
If you have followed all of the above procedures to hitch the trailer and you still cannot lock the hitch, make sure that the trailer kingpin is free of any paint, powder coating or burrs that may be causing interference. These may be carefully removed with sandpaper or fine file.

6. Once you have verified that the hitch is

locked, fully retract the trailer jacks. While the jacks are retracting, you will notice that the hitch head will gradually lower and compress the air cells, which is normal. The air cells should compress approximately 1" to 1-1/2". If the cells do not compress at least one inch, raise the trailer and remove air cells (they are easily pried off) until the proper compression is achieved.

IMPORTANT

The 245 is equipped with five air cells. If you need to remove one cell, remove the center one. If you require that two cells need to be removed, remove the cells to the immediate right and left of center cell. See Figure 2 for the proper configuration.



Inspect the Truck and Trailer

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

WARNING

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

8. **If the trailer is roughly level and you have at least six inches of clearance:** move to steps 12 through 15 (“Unhitching Instructions”).

If not: you will need to adjust the hitch height. Follow the instructions in steps 9 through 11 (“Hitch Height Adjustment”) to level the trailer.

Hitch Height Adjustment

The 245 is shipped at its highest hitch head height (Position 1). If necessary, use the following methods to achieve the desired height.

Lowering the Swingarm

9. Begin by unpinning the yellow retaining straps (#47). Note that the swingarm (#53) is bolted to the front of the hitch base with a total of eight bolts (#30), flat washers (#29) and nuts (#25). The eight bolts can be removed and the swingarm moved down into one of three lower sets of holes to achieve the desired height.

With the swingarm bolted in the new position, you will need to adjust the air cell height to match it. See step 10 below.

Lowering the Air Cell Height

10. Hinge the swingarm up and support it by temporarily placing a 2” x 4” wooden block between the bottom of the swingarm and the hitch base:

Position 2: Turn the large spacer block (#44) on its side.

Position 3: Remove the large spacer and use the supplied thin spacer block (#39).

Position 4: No spacer block (air cells will sit on the bottom of hitch base).

Once the height adjustment has been made, the swingarm should be roughly level to the hitch base.

Before proceeding, ensure that all loosened bolts have been re-tightened.

Now, re-secure the yellow retaining straps using the holes that result in the least amount of slack possible.

NOTE

In some configurations, the yellow strap may need to double back and be pinned in place using the extra retaining pins included with your 245.

Adjusting the Pin Box

11. If more 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.

12. Lower the trailer jacks to raise the trailer so that the kingpin plate just clears the anti-friction

plate on the hitch head.

13. 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.

14. 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 (#58). **If you are parked on an incline such that the truck is uphill from the trailer, it may be necessary to back the truck toward the trailer to relieve any tension on the hitch jaws.**

15. Pull the handle toward you to release the locking pin (#48) so you can move the handle to the OPEN position. This will disengage the hitch jaws from the kingpin. Only when the locking handle is in the 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 (#52) prior to installation (to reduce the weight), when removing the hitch assembly from the truck bed, or for inspection/maintenance purposes.

continued on next page

To remove the hitch head:

16. Remove the two bolts (one per side, #17) then pull out each retainer pivot pin (#49). 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.

17. After the pivot pins are removed, carefully lift the head from the yoke (#54) with the right and left hand torsion head springs (#10, #11).

NOTE

The springs are specifically designed for right and left positions.

Hitch Head Reinstallation

18. 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.

19. 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.

The Roadmaster Comfort Ride Hitch has been designed for easy maintenance. The normal lubrication points found on other hitches have been eliminated through the use of MDS-filled nylon bearings. Since there are NO grease fittings on the hitch, there is NO lubrication maintenance required; however, we do recommend using a small amount of grease (wheel bearing or lithium grease) on the mating surfaces of the trailer kingpin and hitch jaws, as needed.

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

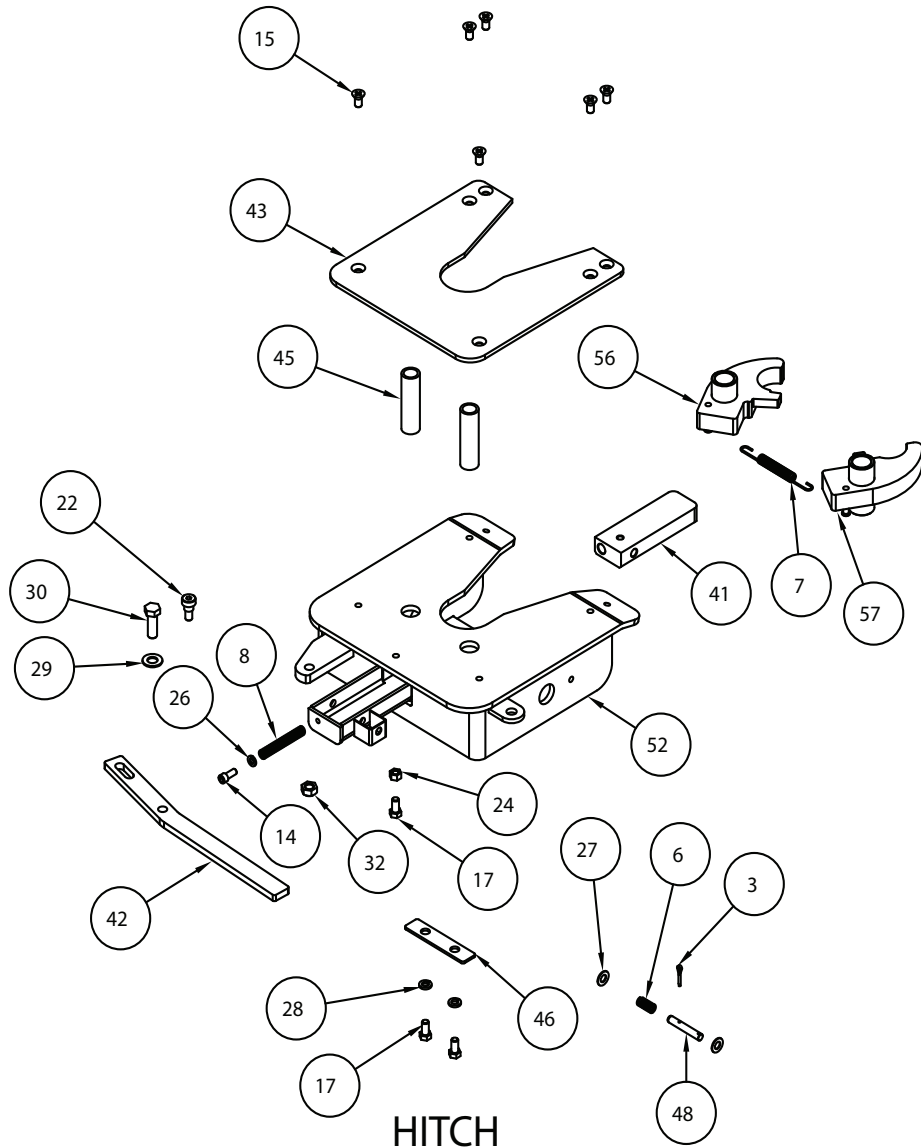
a. Make sure that the tongue jacks haven't raised the kingpin too high or it will cause binding. See Step 12 in the "Unhitching Instructions."

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 toward the trailer to relieve any tension on the hitch jaws.** See Step 14 in the "Unhitching Instructions."

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

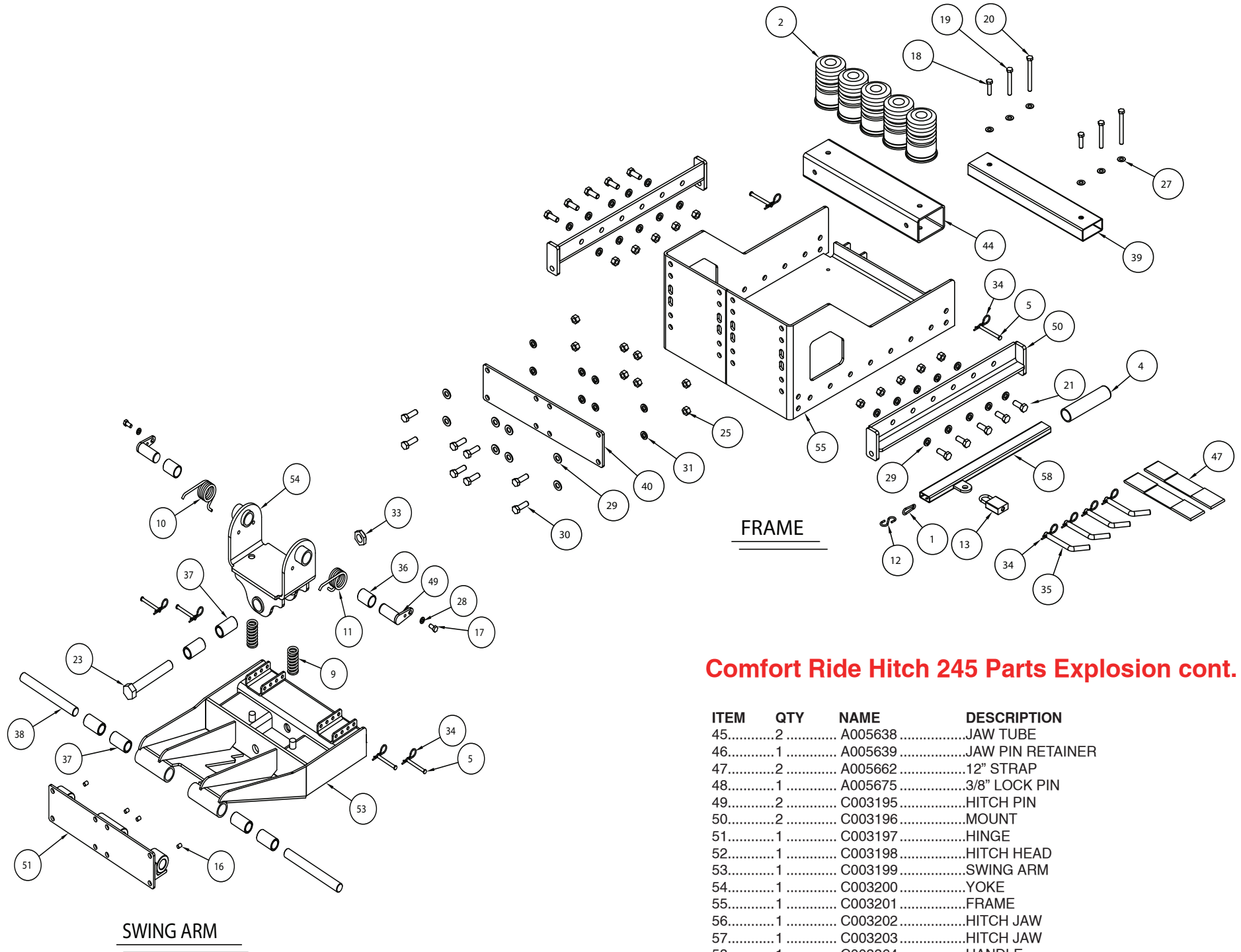
Once the handle is in the OPEN position, the hitch is unlocked, but the jaws may not be open, especially during the break-in period. Pull the truck forward slightly and the jaws will open, releasing the kingpin.

Comfort Ride Hitch 245 Parts Explosion



ITEM	QTY	NAME	DESCRIPTION
1.....	1	200017-00	CARABINER
2.....	5	205259-00	AIR CELL
3.....	1	220001-00	COTTER PIN
4.....	1	220002-00	1 1/4" I.D. x 6" FOAM RUBBER HANDLE GRIP
5.....	6	220005-00	5/16" x 3" CLEVIS PIN ZINC PLATED
6.....	1	220008-00	SPRING-1/2" x 1"
7.....	1	220009-00	SPRING-DOUBLE ENDED
8.....	1	220010-00	SPRING-1/2" x 4 1/2"
9.....	2	220011-00	SPRING-1 1/4" x 2 9/16"
10.....	1	220012-00	SPRING-LEVER RH
11.....	1	220013-00	SPRING-LEVER LH
12.....	1	220027-00	CHAIN
13.....	1	301	PADLOCK
14.....	1	350033-60	5/16-18 x 3/4" SOCKET HEAD MACHINE SCREW YELLOW ZINC
15.....	6	350051-00	3/8-16 x 1/2" COUNTERSUNK PHILLIPS HEAD SCREW
16.....	4	350051-10	3/8-16 x 1/2" SET SCREW
17.....	5	350053-20	3/8-16 x 3/4" BOLT GRD 8 YELLOW ZINC
18.....	2	350070-175	3/8-24 x 1 3/4" BOLT GRD 8 YELLOW ZINC
19.....	2	350070-325	3/8-24 x 3 1/4" BOLT GRD 8 YELLOW ZINC
20.....	2	350070-50	3/8-24 x 4 1/2" BOLT GRD 8 YELLOW ZINC
21.....	10	350094-80	1/2-13 x 1 1/4" BOLT GRD 8 YELLOW ZINC
22.....	1	350104-00	1/2" x 3/8" SHOULDER BOLT GRD 8 YELLOW ZINC
23.....	1	350195-00	1-14 x 6 1/2" GRADE 8 HEX BOLT YELLOW ZINC
24.....	1	350254-15	3/8-16 HEX NUT GRD 8 YELLOW ZINC
25.....	18	350258-03	1/2-13 HEX NUT GRD 8 YELLOW ZINC
26.....	1	350303-40	5/16" GRD 8 LOCK WASHER YELLOW ZINC
27.....	8	350305-50	3/8" FLAT WASHER GRD 8 YELLOW ZINC
28.....	4	350305-80	3/8" LOCK WASHER GRD 8 YELLOW ZINC
29.....	19	350308-25	1/2" FLAT WASHER GRD 8 YELLOW ZINC
30.....	9	350701-00	1/2-13 x 1 1/2" BOLT GRD 8 YELLOW ZINC
31.....	18	350733-00	1/2" LOCK WASHER GRD 8 YELLOW ZINC
32.....	1	350735-00	1/2-13 LOCK NUT GRD 8 YELLOW ZINC
33.....	1	350805-00	1-14 LOW PROFILE GRADE 2 NYLON INSERT LOCKNUT
34.....	10	357030-00	.0.120" R-CLIP
35.....	4	357038-00	HITCH PIN
36.....	2	A005556	SHORT NYLATRON BUSHING
37.....	6	A005557	LONG NYLATRON BUSHING
38.....	2	A005560	PIN
39.....	1	A005561	1 1/2" x 3" TUBE
40.....	1	A005567	PLATE
41.....	1	A005585	LOCK BLOCK
42.....	1	A005595	LEVER
43.....	1	A005599	ANTI-FRICTION PLATE
44.....	1	A005600	3" x 4" TUBE

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Comfort Ride Hitch 245 Parts Explosion cont.

ITEM	QTY	NAME	DESCRIPTION
45.....	2	A005638	JAW TUBE
46.....	1	A005639	JAW PIN RETAINER
47.....	2	A005662	12" STRAP
48.....	1	A005675	3/8" LOCK PIN
49.....	2	C003195	HITCH PIN
50.....	2	C003196	MOUNT
51.....	1	C003197	HINGE
52.....	1	C003198	HITCH HEAD
53.....	1	C003199	SWING ARM
54.....	1	C003200	YOKE
55.....	1	C003201	FRAME
56.....	1	C003202	HITCH JAW
57.....	1	C003203	HITCH JAW
58.....	1	C003364	HANDLE