**WARNING:** Use extreme caution when moving the truck and trailer in the maneuvering position. Never exceed 5 mph (roughly walking speed) when in the maneuvering position, doing so may result in property damage, serious injury or death.

**CAUTION:** Use of the slider mechanism should only be attempted while on smooth flat terrain.

---

### Moving from towing position to maneuvering position. (Figure F3 to F4)

1. While the trailer is coupled, set the trailer brakes and/or chock the trailer wheels.
2. Pull the handle towards the rear of the truck to move it to the unlocked position, shown in Figure F2.
3. Pull the truck forward slowly until the handle falls and is in the locked position, shown in Figure F1.
4. Release the trailer brakes, un-chock the trailer and maneuver the trailer as needed.

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### Moving from the maneuvering position to the towing position. (Figure F4 to F3)

5. Once the trailer is satisfactorily positioned, set the trailer brakes and/or chock the trailer wheels.
6. Pull the handle towards the rear of the truck to move it to the unlocked position, shown in Figure F2.
7. Move the truck slowly in reverse until the handle falls and is in the locked position, shown in Figure F1.
8. Release the trailer brakes and un-chock the trailer.

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### HELPFUL TIPS:

Approximately 15%-25% of the trailer weight should be on the hitch.

The height of the king pin box and pivot arms should be adjusted so that the trailer is approximately level for towing.

Allow adequate clearance between the bed side and the underside of the front of the trailer for pitch and roll of the trailer.

Lubricate top surface of coupler with automotive type chassis grease or use a nylon lube plate to provide a lubricated surface.

The Slider hitch was designed to be used with the Turnoverball™ hitch mounting system. Other uses will void the warranty and are expressly prohibited by B&W Trailer Hitches.

Grease jaws with automotive type chassis grease.

Grease the saddle through the grease zerk approximately every six months with multi-purpose grease. This allows the coupler to pivot freely, see figure G1.

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### HARDWARE KIT

**ITEM** | **DESCRIPTION** | **QTY**
--- | --- | ---
1 | $\frac{1}{2}$” x 1-1/2” Hex Cap Screws | 8
2 | $\frac{1}{2}$” Split Lock Washers | 8
3 | Pivot Arms | 2

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### REQUIRED TOOLS

Installation of the slider hitch requires a large torque wrench capable of measuring 80 ft-lbs, a 3/4” socket, and a 7/16” socket or wrench.

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### WARNING

Failure to comply with the safety information in these instructions could result in serious injury or death.

**WARNING:** The maneuvering position is only intended for parking maneuvers and not for towing. Using the slider in any other capacity could result in serious injury or death.

**WARNING:** Never hold onto the handle or force it in any direction while the truck is moving. Failure to stand clear of the handle when the slider is in operation could result in serious injury.

**CAUTION:** Use of the slider mechanism should only be attempted while on smooth flat terrain.

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**NOTE:** We recommend reading instructions before beginning the installation.

**Companion Slider Hitch Installation Instructions**

**18,000 LBS. TRAILER WEIGHT**

**4,500 LBS. TRAILER TONGUE WEIGHT**

**Model 3400**

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RVK3400 02 05 2013
PREPARING TO INSTALL

**WARNING:** Components of the slider hitch are heavy and cumbersome to handle. Failure to use proper lifting techniques and an adequate amount of people when moving and handling these parts could result in property damage or serious injury.

**WARNING:** Whenever the slider base is being moved, the slider handle must be in the locked position, and the carriage must be unable to slide, see figure A1. Failure to ensure that the handle is in the locked position can lead to property damage, or serious injury.

**SLIDER HANDLE IN LOCKED POSITION**

**SLIDER CARRIAGE**

**SOCKET ADJUSTER**

**FIGURE A1; View of driver side of Slider Base.**

**INSTALL SLIDER BASE**

**NOTICE:** If truck is equipped with a removable bed liner or mat. It should be removed or it must be cut to allow the base to directly connect with the bed. It is acceptable to install the RV base over a spray in bed liner.

1. Check that the bed of the truck is clean, and all debris is removed before beginning installation.

2. Loosen the four 1/4” cap screws securing the polyurethane pads on either side of the slider hitch, see figure B1.

3. Locate the GN latch pin handle of the Turnoverball™ Gooseneck Hitch in the driver’s side fender well. Retract the GN latch pin handle all the way until it stops and then rotate it clockwise. Remove the Turnoverball from the GN hitch receiver socket.

4. With the help of 2 or 3 people, carefully lift and position the slider base into the GN hitch socket in the back of the truck bed. Re-engage the GN latch pin handle by turning it counter-clockwise.

5. **WARNING:** Check the latch pin under the truck. Make sure that the latch pin has passed through both sides of the socket and that the pin is covered up inside the socket by the socket adjuster, see figure A1. If the pin is visible inside the GN hitch socket retract the GN latch handle and use the Draw-Down bolt to adjust the socket adjuster.

**INSTALL PIVOT ARMS**

1. Mount the pivot arms using one of the six different locations illustrated in figure C1. These six locations allow flexibility in coupler height and distance from the cab. Choose a location so that your trailer will be as level as possible and have adequate turning clearance while in the towing position (with the slider in the forward position). See warnings after step 2.

2. Loosen the four 1/4” cap screws securing the polyurethane pads on either side of the slider hitch, see figure B1.

3. Locate the GN latch pin handle of the Turnoverball™ Gooseneck Hitch in the driver’s side fender well. Retract the GN latch pin handle all the way until it stops and then rotate it clockwise. Remove the Turnoverball from the GN hitch receiver socket.

4. With the help of 2 or 3 people, carefully lift and position the slider base into the GN hitch socket in the back of the truck bed. Re-engage the GN latch pin handle by turning it counter-clockwise.

5. **WARNING:** Check the latch pin under the truck. Make sure that the latch pin has passed through both sides of the socket and that the pin is covered up inside the socket by the socket adjuster, see figure A1. If the pin is visible inside the GN hitch socket retract the GN latch handle and use the Draw-Down bolt to adjust the socket adjuster.

6. Secure the base of the Slider to the truck bed by tightening the 1/2” x 3-1/2” draw-down bolt to 80 lbs-ft, see figure B4.

**WARNING:** DO NOT lubricate the draw down bolt, the torque value is for dry threads only.

**DOWNLOAD BOLT**

**FIGURE B4; View looking into the top of the Slider Base.**

**INSTALL COUPLER**

Lubricate the polyurethane bushings on top of pivot arms with high grade lithium grease (available at your local hardware/automotive store). Place the coupler over the pivot arms. (The saddle handles should be parallel with the Slider Base in the latched position.) Place the saddle lock pins through the holes in the end of the saddle lock pins to secure the coupler to the pivot arms, see figure D1.

**COUPLER JAWS**

**FIGURE D1; View of Slider Base and Coupler Head assembled.**

**ATTACHING TRAILER**

Remove the coupler cam handle safety pin and rotate the cam handle to the open position. Adjust the height of the 5th wheel trailer so that the king pin plate is slightly lower than the top of the Coupler. Back the truck towards the trailer, centering the trailers king pin in the Coupler, until the king pin has engaged the jaws. Ensure that the Coupler cam handle has completely closed before inserting the cam handle safety pin through the cam handle and the coupler. Hook up brake and lighting connections before towing.

**UNINSTALL HITCH**

To uninstall the Slider hitch, remove the Saddle lock pins, grab the saddle handles and lift to remove the Coupler from the pivot arms. To remove the Slider base, loosen the draw down bolt and retract the Turnoverball gooseneck latch pin handle all the way out until it stops and then rotate it clockwise. With the help of 2 or 3 people, carefully lift and position the slider base out of the Goosenech hitch socket.

**WARNING:** Do not use the Slider 5th wheel hitch with any device that changes the location of the king pin pivot point. The king pin on your trailer must rotate in the jaws of the Slider Coupler, see figure E1. Preventing the king pin from rotating within the jaws of the Slider Coupler with a wedge, see figure E2, or any other device could result in property damage, serious injury or death.