



Time Tested • Time Proven

Puck Adapter 23400

For Ford Fifth Wheel Hitch Applications

Installation Instructions

All specifications are subject to change without notice.



Thank you for choosing Roadmaster for your fifth wheel towing needs.

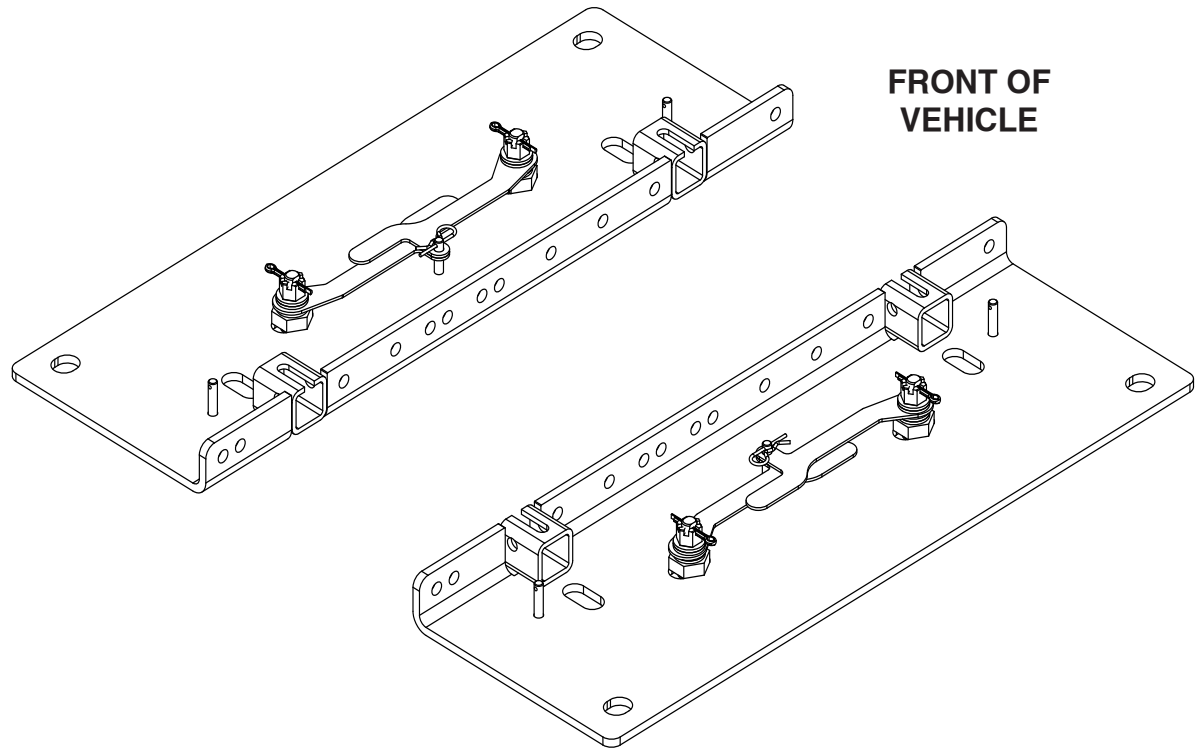
Like other products in the Roadmaster line, this hitch mounting system was made in America using the highest quality materials, components and engineering standards. Please read these instructions carefully.

Roadmaster offers vehicle-specific puck mount adapters for Ford, Chevy/GM and Ram heavy-duty trucks application:

Chevy/GM adapters:	Part number 23100
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.



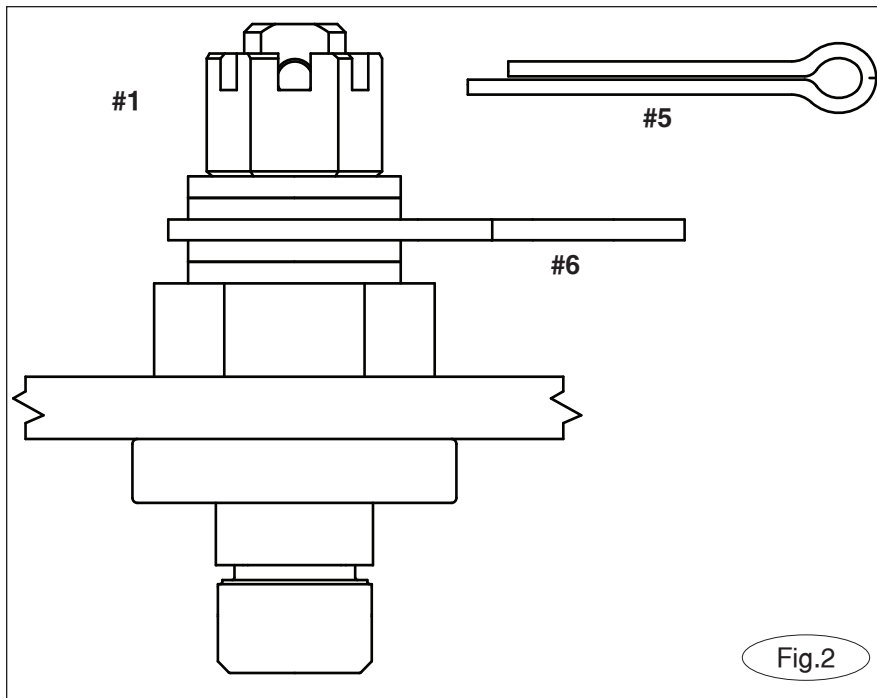
Before You Begin...



CAUTION

The Roadmaster Comfort Ride Fifth Wheel Hitch Systems were 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 the trailer during sharp turns, resulting in severe damage to truck and/or trailer.

Due to manufacturing variances between trucks and fifth wheel applications, it is the operator's responsibility to ensure that there is no contact between the fifth wheel cap and the truck cab throughout the range of motion. Roadmaster will not be held responsible for damage resulting from such interference.



6. Move the handles back into the locked position (you should be able to feel the T-bolts engaging in the slots). Secure the handles with the R-clip. Continue to tighten the castle nuts until slight pressure is on each handle. Now, check that the handles can rotate easily out of the unlocked position.

CAUTION
Do not over-tighten the castle nuts. The handles should move freely even when correctly tightened; over-tightening can make the handles difficult to operate and/or cause damage to the assembly.

After the necessary adjustments have been made, rotate the castle nuts so that the cotter pin can be inserted in the hole. It may be necessary to add or subtract washers under the castle nut to achieve this. Finally, spread/bend each cotter pin in the end of each T-bolt to secure the castle nuts.

ATTENTION
As a final check, pull up on each end of the puck adapter mounting plates to ensure that the T-bolts are engaged and verify that all pins have been installed/secured.

Mounting the Fifth Wheel Hitch

WARNING
The hitch assembly is very heavy. 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.

7. If installing a Comfort Ride 184, or any other universal rail mount fifth wheel hitch, insert the four legs of the 184 into the slots on top of the 2" x 2" tubes and pin them into place.

If installing a Comfort Ride 245 or 308, place the hitch assembly over the rear axle between the mounting plates.

Note that there are several sets of holes in the bolt flanges to allow the hitch to be located directly over the rear axle (8' bed applications) or rearward for 6-1/2' bed applications. Once in position, use the five supplied 1/2" bolts, lock washers and nuts per side — three toward the cab, and two toward the tail gate. Tighten to 100 ft-lb. Inspect the plates to ensure that everything is located and secured properly.

WARNING

When using the fifth wheel hitch, you must make certain that the cams are engaged and the handles pinned in place. Failure to do so may result in the fifth wheel disconnecting from the truck, leading to loss of property, or even death.

Removing the Fifth Wheel Hitch, or Adjusting the Puck

To remove the fifth wheel hitch and puck adapter, simply rotate the handles to unlock the pucks and lift the assembly out of the bed.

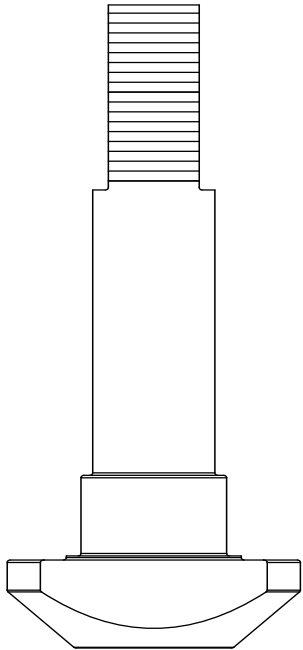
It might be easier to leave the fifth wheel hitch connected to the kingpin of the trailer and use the trailer's jacks to raise the hitch and adapter sufficiently to allow the truck to drive out from underneath the hitch.

5. With the male puck adapters in correct alignment, verify that the plates are sitting flush in the truck bed and then tighten the 1" jam nuts. At this point, there is a lot of up-and-down play in the T-bolts; this is to allow for vehicle production tolerances, spray-in bed liners, etc.

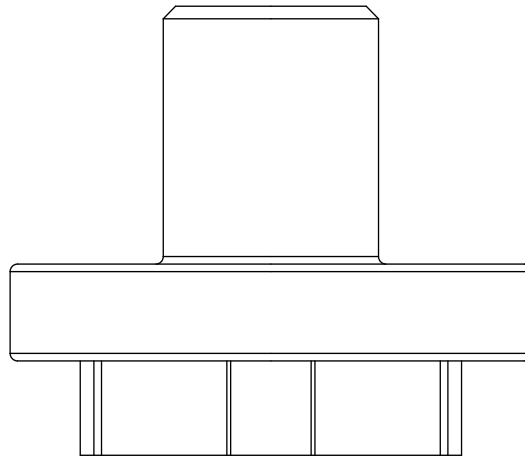
Now, adjust the castle nuts on the end of each T-bolt to minimize the play and properly secure the plates. As you tighten the castle nuts, lift each end of the puck adapter plate until there is minimal play between the plates and the truck bed. Utilize as many washers as necessary above and below the handle (Fig.2) so that the T-bolts fit somewhat snugly in the puck mounting slots.

NOTE

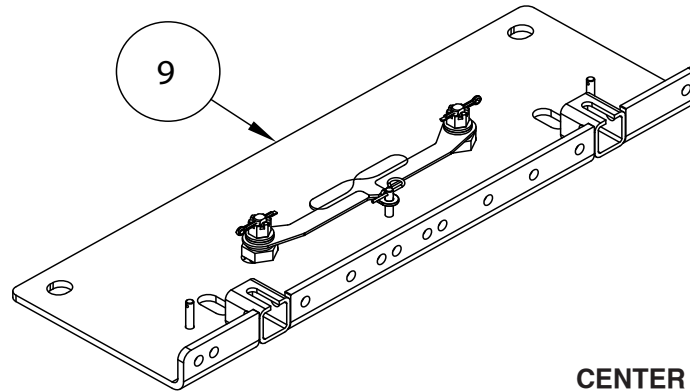
In most cases, you will NOT be able to get the T-bolts and their corresponding locking handles to fit without some up-and-down movement of the plate. This is normal.



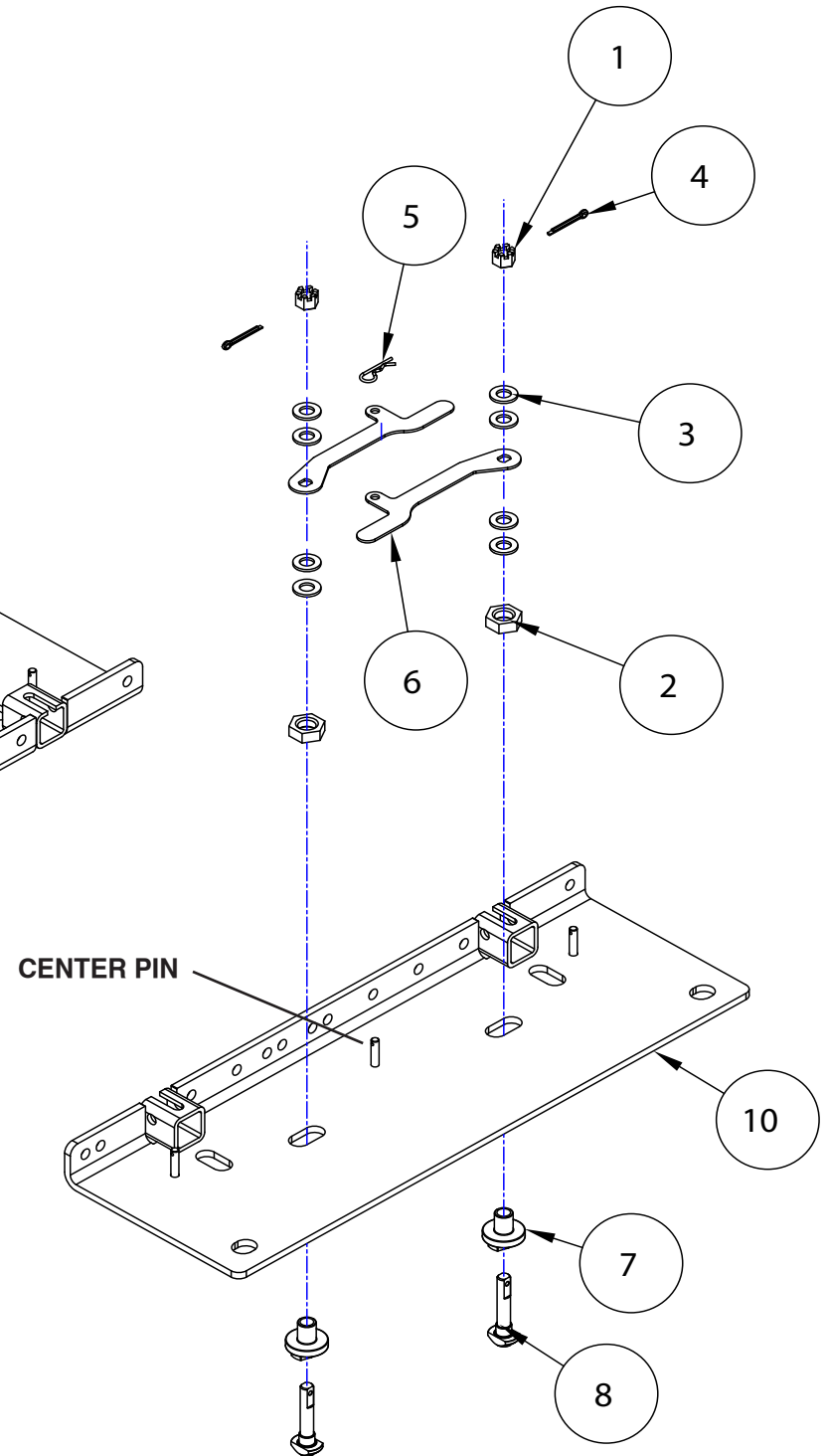
PROFILE OF T-BOLT



PROFILE OF PUCK



REAR OF VEHICLE



Parts List

ITEM	QTY	PART#	DESCRIPTION
1.....	4	350263-50	CASTLE NUT
2.....	4	350289-20	1-14 JAM NUT
3.....	16	350348-80	5/8" SAE WASHER
4.....	4	356989-00	3/16" x 1 3/4" COTTER PIN
5.....	2	357036-00	R-CLIP
6.....	4	A-005967	HANDLE
7.....	4	A-006071	MALE PUCK ADAPTER
8.....	4	A-006074	FORD T-BOLT
9.....	1	C-003311	DRIVER'S SIDE PUCK ADAPTER PLATE
10.....	1	C-003312.....	PASSENGER SIDE PUCK ADAPTER PLATE