



# Puck Adapter 23200

For Ram Fifth Wheel Hitch Applications

## Installation Instructions

All specifications are subject to change without notice.



Time Tested • Time Proven

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

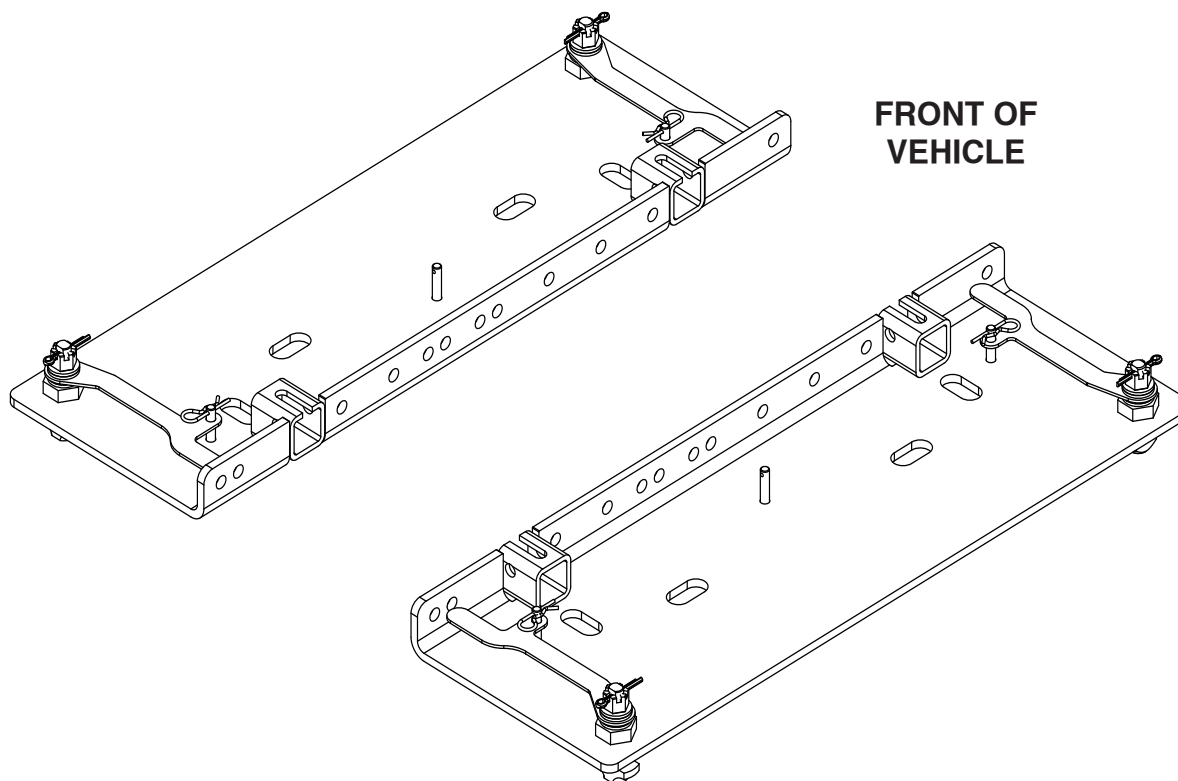
Like other products in the Roadmaster line, this hitch mounting system was made in America using the highest quality materials, components and engineering standards. Please read these instructions carefully.

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

<b>Chevy/GM adapters:</b>	Part number 23100
<b>Ram adapters:</b>	Part number 23200
<b>Ford adapters:</b>	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.

## 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.

### CAUTION

**CAUTION** used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

### 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.*



ROADMASTER, Inc. • 6110 N.E. 127th Ave.  
Vancouver, WA 98682 • 800-669-9690  
Fax 360-735-9300 • roadmasterinc.com  
855991-00 02.19

### WARNING

**Do not install the puck adapter on top of a plastic bed liner. You must cut out and remove enough of the plastic to allow for installation and operation without interference.**

**Failure to do so may result in the fifth wheel disconnecting from the truck, leading to loss of property, or even death.**

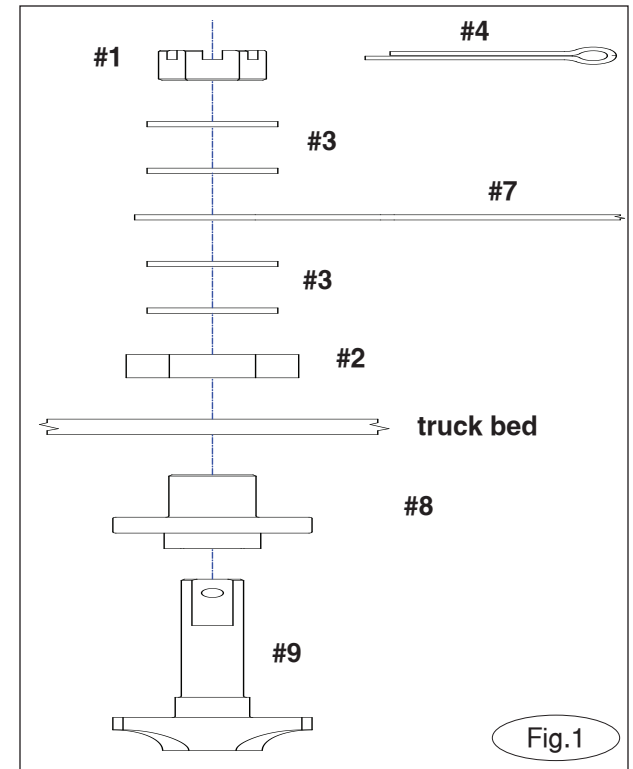
## Puck Adapter Installation

### 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 page of the instructions.*

1. Remove the four plastic covers in the truck bed to expose the four puck mounting slots.
2. The puck adapter plates (#10, #11) come pre-assembled with the handles (#7) perpendicular to the plates and secured to the security posts. This will serve as the locked position once the plates are installed in the bed of the truck. The installed hardware has been left finger-tight to allow for easy adjustment during the initial installation. Unpin the handles and swing them inward to the unlocked position to begin the installation process.
3. On the back side of the plates (opposite side of the handles) there are male puck adapters (#8) that correspond to the female receivers in the truck bed. The male puck adapters are secured to the mounting plate with a large 1" jam nut (#2).

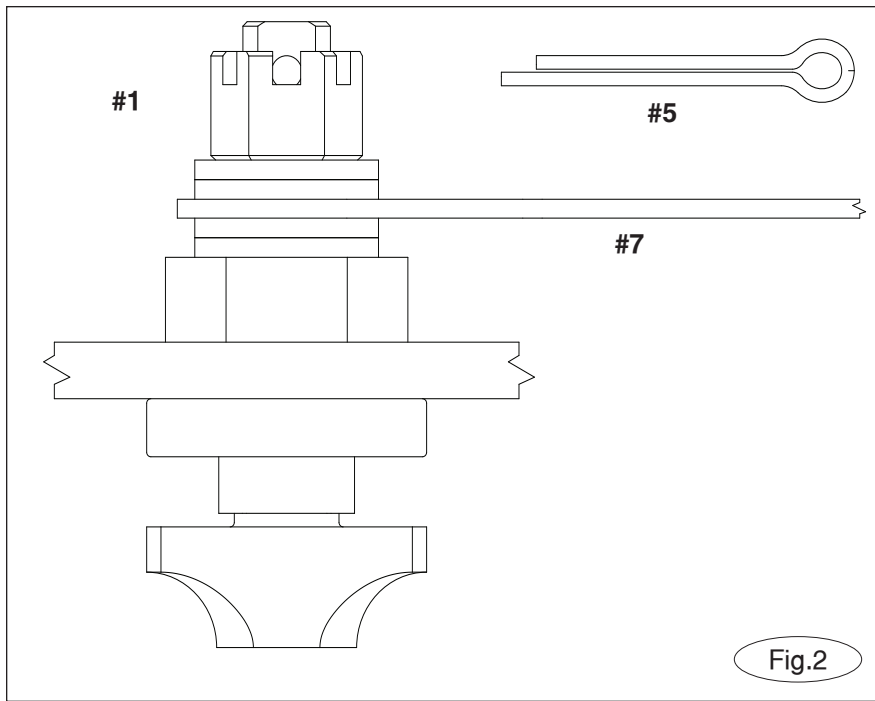
Running through the center of each male puck adapter is the T-bolt (#6,#9), which is secured by a 5/8" castle nut (#1). Note that there are both front and rear T-bolts. Also note that there are washers above and below each handle (Fig.1) for adjustment purposes, which will be explained in a later step.



4. Start by setting the plates in the bed of the truck, parallel to the length of the bed but on top of the puck mounting slots, with the bolt flanges facing each other in the center of the bed. Loosen the large 1" jam nuts so that the male puck adapters can be turned by hand. Locate the male puck adapters over the female puck slots in the bed, using the jam nuts to move the male puck adapters into correct alignment. Note that the puck adapter plate should be parallel with the truck bed at this point.

Once the male puck adapters are in place, finger tighten the jam nuts. Rotate the handles back into the locking position, and ensure that they line up with the security post on the end of each plate. If they do not, you may loosen the jam nuts and slide the plates forward/back slightly to get the handles to align with the center pin. Once the handles align, finger tighten the jam nuts.

*continued on next page*



**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.

6. To test the above adjustments, lock and then unlock the handle (you should be able to feel the T-bolts engaging in the slots). Finally, lock the handles in place over the security posts and install the R-clip. Continue to tighten the castle nuts until slight pressure is on each handle. Now, double-check that the handles can rotate easily out of the unlocked position.

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 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 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 puck adapter 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

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.

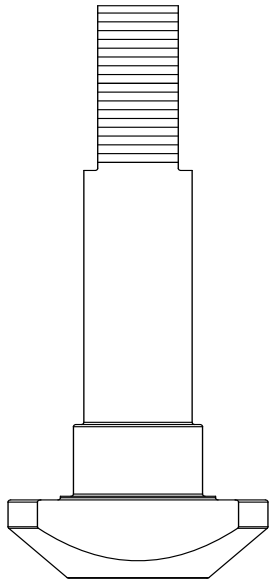
5. With the male puck adapters in correct alignment, verify that the plates are sitting flush in the truck bed and then tighten the 1" jam nuts.

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.

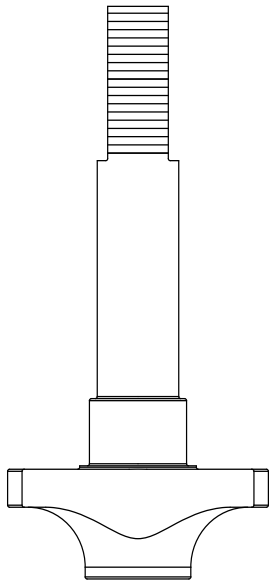
Now, adjust the castle nuts on the end of each T-bolt to minimize the play and properly secure the plates. As you tighten the castle nuts, lift each end of the puck adaptor plate until there is minimal play between the plates and the truck bed. Utilize as many washers as necessary above and below the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

#### NOTE

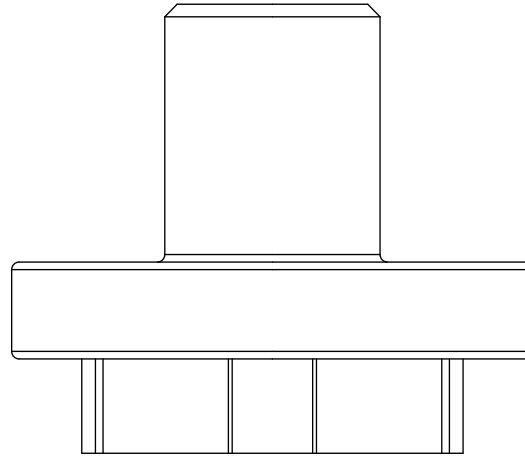
*In most cases, you will NOT be able to get the T-bolts and their corresponding locking handles to fit without some up-and-down movement of the plate. This is normal.*



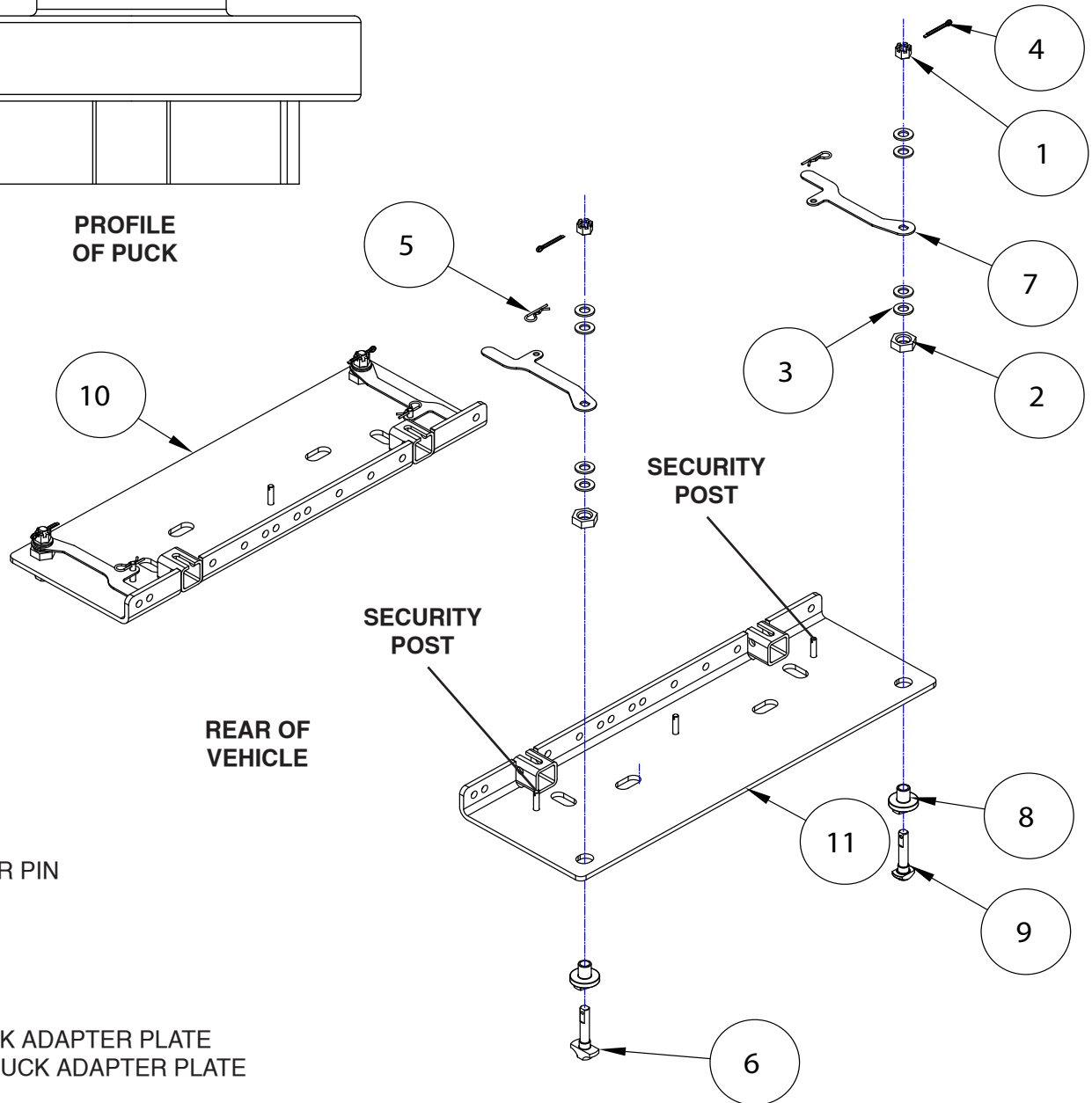
PROFILE OF FRONT T-BOLT



PROFILE OF REAR T-BOLT



PROFILE OF PUCK



**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.....	4.....	357036-00.....	R-CLIP
6.....	2.....	A-006074.....	REAR RAM T-BOLT
7.....	4.....	A-005967.....	HANDLE
8.....	4.....	A-006071.....	MALE PUCK
9.....	2.....	A-005949.....	FRONT RAM T-BOLT
10.....	1.....	C-003311.....	DRIVER'S SIDE PUCK ADAPTER PLATE
11.....	1.....	C-003312.....	PASSENGER SIDE PUCK ADAPTER PLATE