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.
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.

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.

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.

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 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).

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.

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.
Hitch Handle Positioning

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

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.

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.

Hitching Instructions

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.

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.

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.

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.

**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

**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 cont.

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