



# 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.

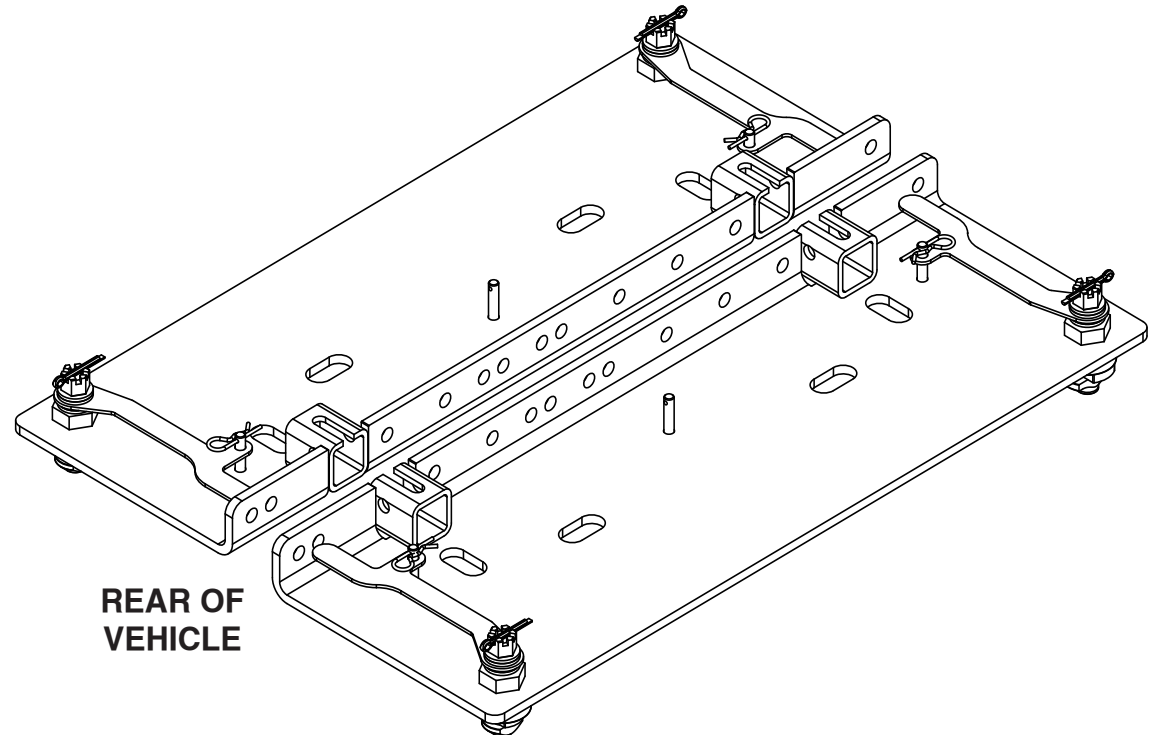
Like other products in the Roadmaster line, this hitch mounting system was made in America using the highest quality materials, components and engineering standards. Please read these instructions carefully.

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

Chevy/GM adapters (up to '19):	Part #23100
Chevy/GM adapters ('20 and later):	Part #23120
<b>Ram adapters:</b>	Part #23200
Ford adapters:	Part #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 to 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.*



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### 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

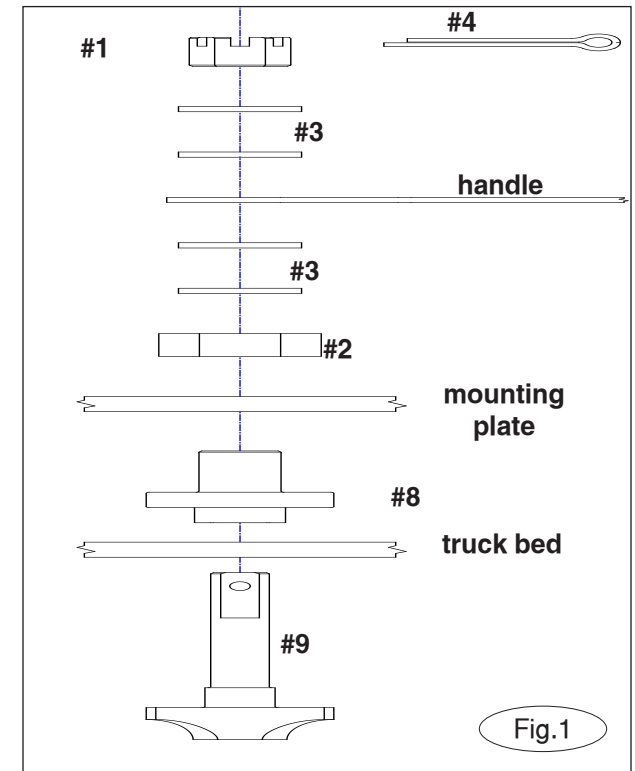
*Whenever references (such as #1) are called out in the text of this document, please refer to the exploded views found on the last page of the instructions.*

1. Remove the four plastic covers in the truck bed to expose the four puck mounting slots.

2. The mounting 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).

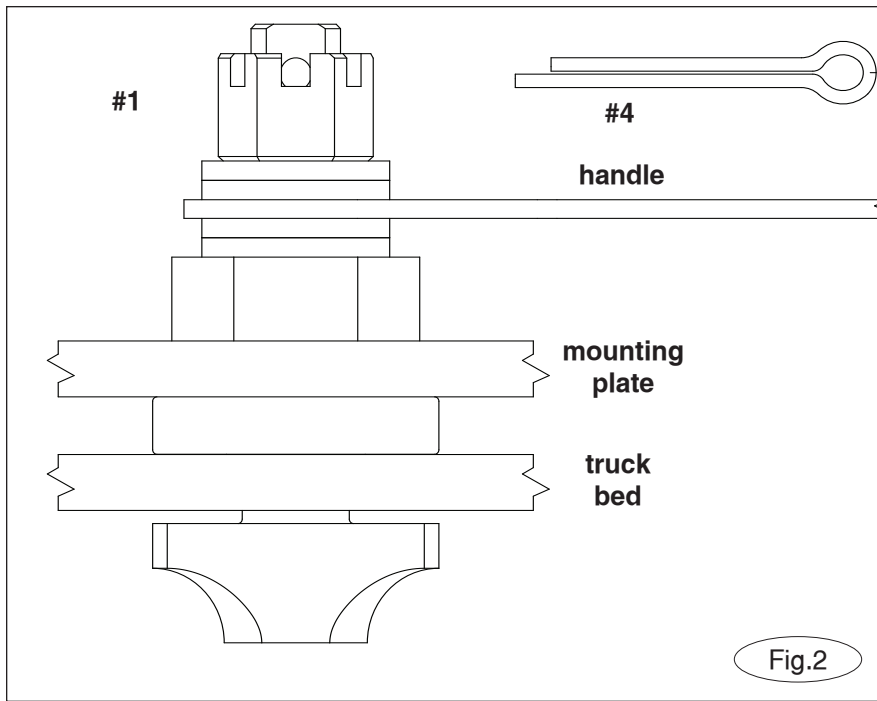
Running through the center of each male puck adapter is the T-bolt (#6,#9), which is secured by a 5/8" castle nut (#1). Note that there are both front and rear T-bolts. Also note that there are washers above and below each handle (Fig.1) for adjustment purposes, which will be explained in a later step.



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 flanges facing each other in the center of the bed. Locate the male puck adapters over the female puck slots in the bed. Note: It may be necessary to loosen the castle nut and adjust the T-bolt assembly (Fig.1) to center them over the female puck slots in the bed of the truck.

Now, rotate the handles so that each T-bolt engages and interlocks with the female puck mounting slot in the truck bed. Ensure that they line up with the center pin (refer to drawing on last page) on each plate. If they do not, slide the plates forward/back slightly to get the handles to align with the center pin.

*continued on next page*



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

**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.

**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.

6. 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 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 mounting plates to ensure that everything is located and secured properly.



**WARNING**  
 When using the fifth wheel hitch, you must make certain that all T-bolts are engaging the truck's mounting system and that all handles are pinned in place to prevent disengagement of the T-bolts. 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

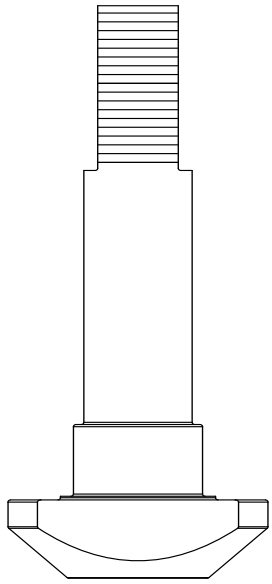
To remove the fifth wheel hitch and mounting plates, simply rotate the handles to unlock the pucks and lift the assembly out of the bed.

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.

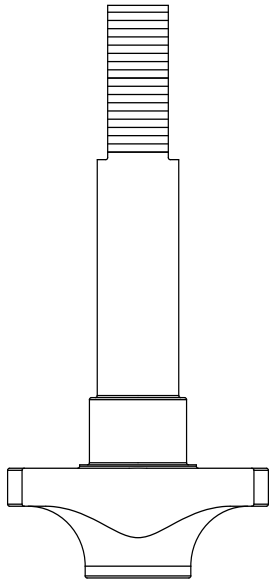
5. In this step, we will adjust the castle nut to minimize the up and down play in the mounting plates. To check for play, lift each end of the mounting plate. Reduce the play by tightening each of the castle nuts. Note that due to variances, you may need to change the number of washers either above or below the handle in order to minimize the play, while keeping the handles at the appropriate height to easily engage the center pin.

The tighter the castle nut, the less play there will be in the plate. But, if over-tightened, it will be difficult to unlock the puck system. Ideally, the castle nuts will be just tight enough to minimize the mounting plate play, while still allowing the T-bolts to easily engage and disengage from the truck's mounting system. Keep in mind that the final position of the castle nut must expose the hole in the T-bolt to allow the cotter pin to be inserted.

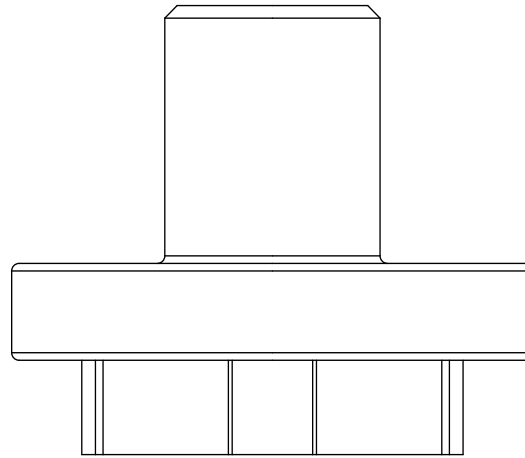
With the above adjustments made, insert each of the four cotter pins into the castle nuts. Make certain to spread or bend the ends of the cotter pins to secure the castle nut in place.



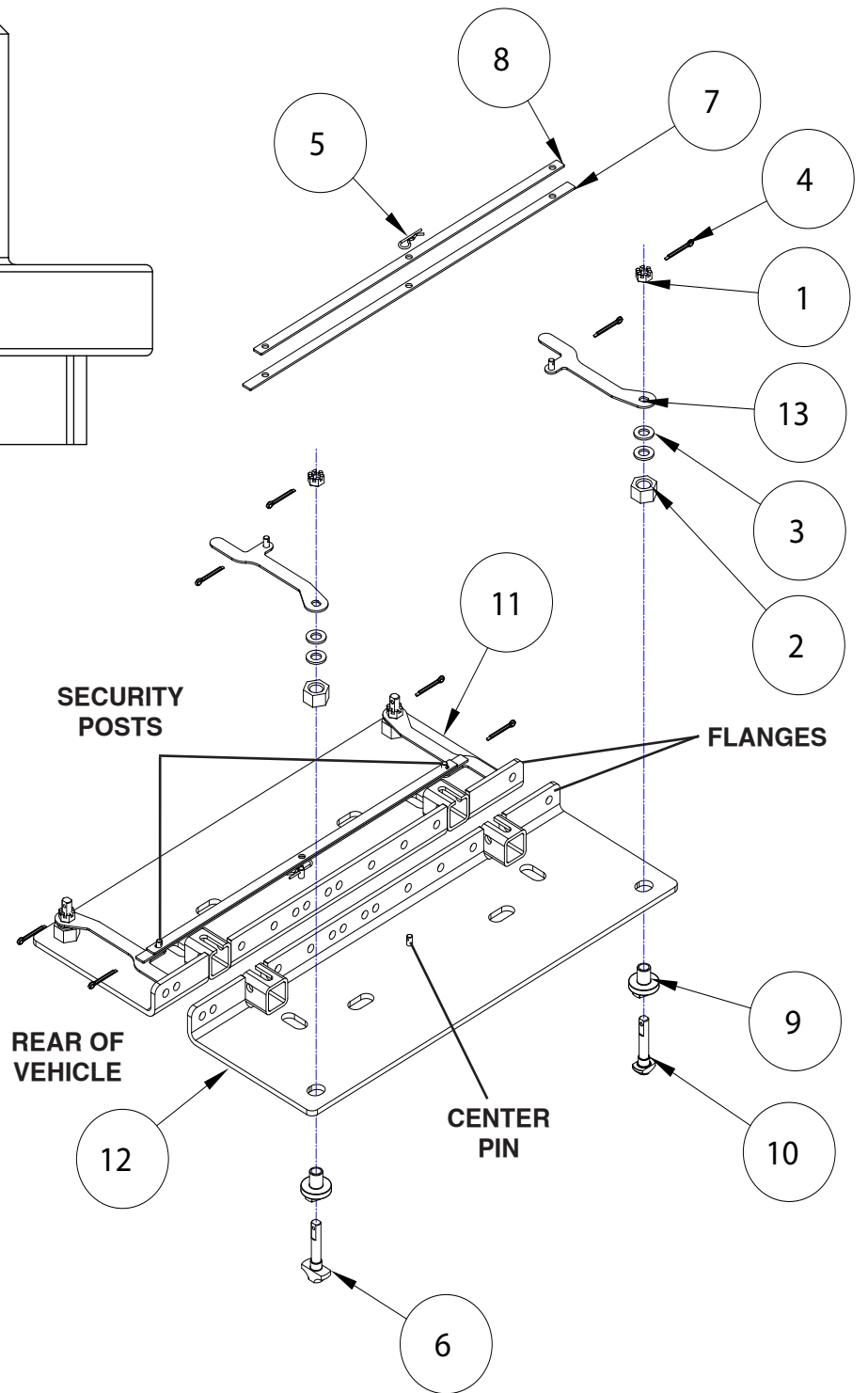
PROFILE OF FRONT T-BOLT



PROFILE OF REAR T-BOLT



PROFILE OF PUCK



**Parts List**

ITEM	QTY	PART#	MATERIAL
1.....	4.....	350263-50.....	CASTLE NUT
2.....	4.....	350289-50.....	1-14 HEX NUT
3.....	8.....	350348-80.....	5/8" SAE WASHER
4.....	8.....	356989-00.....	3/16" X 1 3/4" COTTER PIN
5.....	2.....	357036-00.....	R-CLIP
6.....	2.....	A-005949.....	FRONT RAM T-BOLT
7.....	2.....	A-005968.....	ALUMINUM STRIP
8.....	2.....	A-005969.....	NYLON STRIP
9.....	4.....	A-006071.....	RAM PUCK
10.....	2.....	A-006074.....	REAR RAM T-BOLT
11.....	1.....	C-003311.....	DRIVER'S SIDE PUCK ADAPTER PLATE
12.....	1.....	C-003312.....	PASSENGER SIDE PUCK ADAPTER PLATE
13.....	2.....	C-003333.....	HANDLE
14.....	2.....	C-003334.....	HANDLE