

# Contents

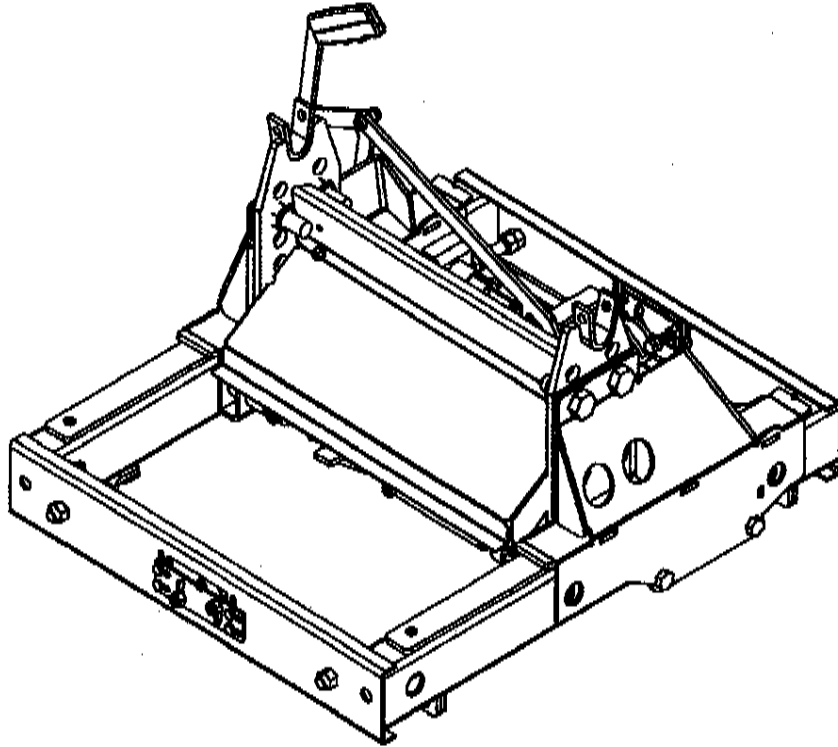
INTRODUCTION.....	2
EXTENDER HITCH PARTS VIEW.....	3
UNPACKING YOUR EXTENDER HITCH.....	5
HITCH HANDLE ASSEMBLY.....	6
HITCH ASSEMBLY.....	6
INSTALLATION NOTES.....	8
SUPPLEMENTAL INSTALLATION NOTES.....	9
ABOUT YOUR XTENDER.....	10
PREPARING FOR FIRST USE.....	10
MAINTAINING YOUR XTENDER.....	11
OBTAINING WARRANTY SERVICE.....	12
X8-1001 HITCH HEAD – EXPLODED VIEW.....	13
TROUBLESHOOTING.....	14
LIMITED FIVE YEAR WARRANTY.....	16

## Introduction

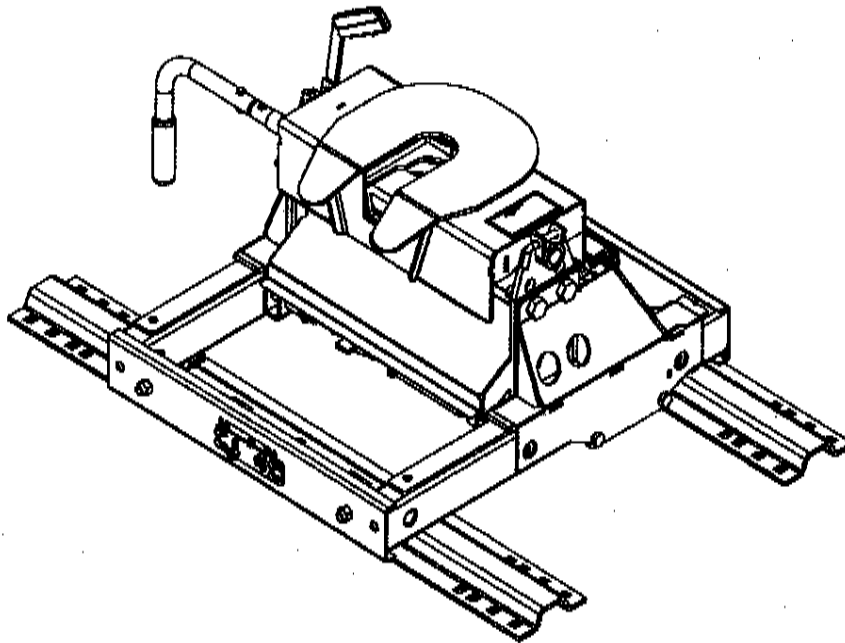
- RBW Industries <sup>inc</sup> takes great pride in our reputation as an innovative manufacturer of high quality products. We have designed the Xtender Sliding Fifth Wheel Hitch System to provide a lifetime of dependable service. It's extremely important to fully read and understand all steps of assembly, installation, operation and maintenance of your new Xtender Hitch System to assure safe, reliable operation.
- **Safety is of paramount importance in both installation and use of the Xtender Hitch System. Observe all *cautions* and *notes* found in this manual, as well as common sense precautions to ensure the safety of yourself and others.**
- For best results, RBW Industries, Inc. recommends you have your Xtender Hitch System professionally installed by a qualified technician.
- The Xtender Sliding Fifth Wheel Hitch System is designed to tow 5<sup>th</sup> Wheel Trailers with a Gross Vehicle Weight Rating up to 15,000 lbs (PS-1001 with LR-1001 head), 16,000 lbs (PS-1001-16), or 18,000 lbs (PS-2001-18). Exceeding the rated capacity is not recommended.
- For ease in attaching the frame brackets, remove one side of the rear tires and block the rear axle. This will allow easy access to the truck frame. ***Caution: Make sure three wheels are firmly on the ground at all times and the axle is firmly supported to prevent injury from a falling truck.***
- ***Caution: Prior to drilling into the truck bed or frame for installation of the hitch mount, be sure to note the vicinity of brake, fuel or electrical lines. Temporarily relocate them if necessary to avoid possible damage.***
- ***Note: Due to variations in chassis suspension component locations it may be necessary to change long & short bracket locations. Always check for proper fit prior to installation.***
- ***Caution: On all installations there must be a minimum of 5-1/2" clearance between the bottom of the trailer nose and the top of the truck bedsides. This is to prevent damage to the truck, trailer or hitch due to lack of clearance.***

# Xtender

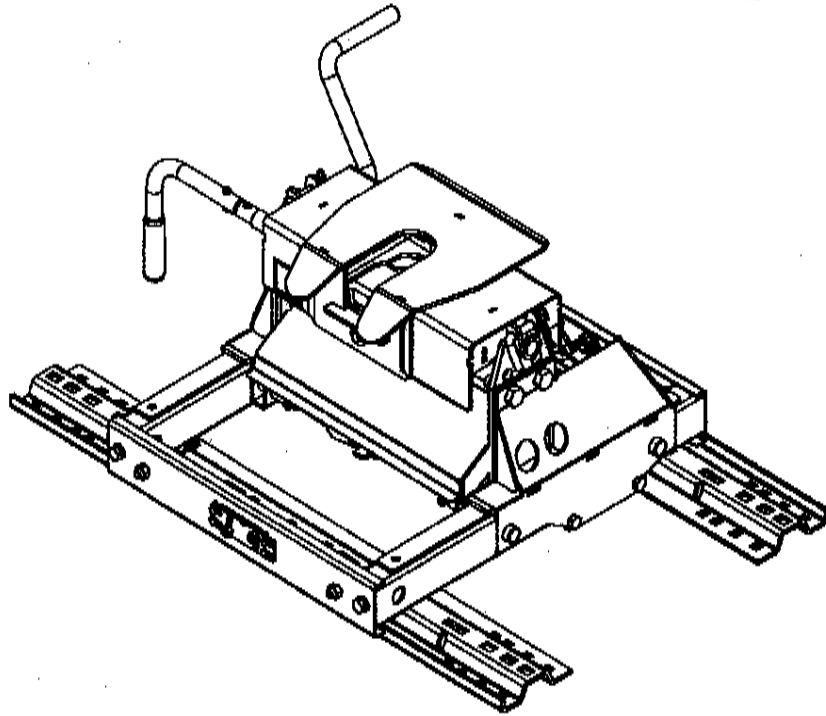
## PS-1001 Extender



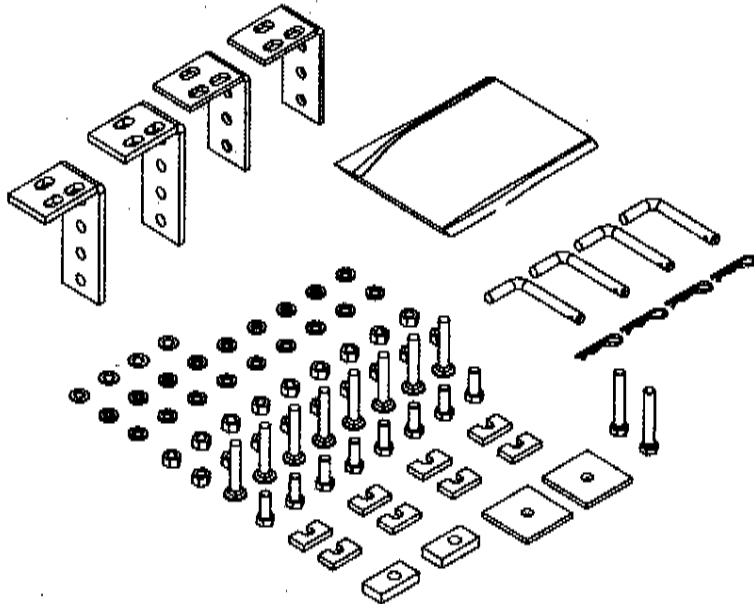
## 16K Sliding Fifth Wheel Hitching System



**18K Sliding Fifth Wheel Hitching System**



**Hardware Box**



## Chapter

## 1

# Unpacking and Assembly

1. **Unpacking:** The Xtender Hitch Assembly ships in up to four boxes as indicated below (heads, rails and mounting hardware may be bought separately). Inspect all parts for damage & verify that all items listed are present.

**PS-1001 Includes:****Box 1:**

Xtender Hitch Body (Qty 1)

EX-CVR-003 Rear Cover (Qty 1)

EX-082/EX-221/EX-084 Handle w/ Grip and connector (Qty 1)

PS-1001-400 Hardware bag (Qty 1)

**PS-1001-16 Includes:****PS-1001****Box 2 (X-1001):**

16K Hitch Head (Qty 1)

H-220/H-221 Hitch Handle w/Grip (Qty 1)

**Box 3 (LR-1020-H):**

H-245 Bed Rails (Qty 2)

**Box 4 (EX-400):**

Hitch Mounting Rail Hardware

**PS-2001 Includes:****Box 1:****Xtender Hitch Body (Qty 1)****EX-CVR-003 Rear Cover (Qty 1)****EX-2520/H-221/EX-2084 Handle w/ Grip and connector (Qty 1)****PS-2001-400 Hardware bag (Qty 1)****PS-2001-18 Includes:****PS-1001****Box 2 (X8-1001):****18K Hitch Head (Qty 1)****H-220/H-221 Hitch Handle w/Grip (Qty 1)****Box 3 (LR-1020-18):****X8-245W Bed Rails (Qty 2)****Box 4 (EX-400):****Hitch Mounting Rail Hardware****2. Hitch Handle Assembly**

- a) Rotate the handle shaft so the bolt hole is oriented at the top.
- b) Hold the handle with the grip pointed downward and slide the handle onto the handle shaft.
- c) Fasten the hitch handle using the supplied bolt and nylock nut.

**3. Hitch Assembly**

- a) Place the bed rails (H-245 or X8-245W) in the bed of the truck approximately 22" from each other. For the 18K hitch, position the rails with the bent edge away from the hitch body. (See the Hitch Assembly picture on Page 4.)
- b) Place the Xtender Hitch System (PS-1001 or PS-2001) into the bed rails with the slide handle attachment on the driver side of the vehicle. Secure the side body support members to the bed rails using the ½ inch diameter x 6" long clevis pins. Secure the clevis pins using the large hairclips in the hardware bag.

- c) Rotate the crossbar on the installed bolts. Align the appropriate holes in the crossbar with the holes in the body sides. (If needed to obtain a different hitch head height for your trailer application, remove the installed bolt and align the crossbar with the proper holes in the side risers.) From the outside, insert six 3/4" diameter bolts into the aligned holes of each side body and through the appropriate crossbar mounting holes. Place 3/4" nylock nut on each bolt & finger tighten.
- d) Snug down the four 3/4" dia. nuts on each side using an "X" pattern. Torque the bolts to 65 ft lbs.
- e) *For the 16K hitch:* Bolt the slide connector (EX-084 connected to the handle) to the aft side of the lug tagged "**Connect Handle Here**" using the 3/8" carriage bolt and nylock nut.  
*For the 18K hitch:* Insert slide connector (EX-2084 connected to the tubular handle) thru the slot in the side body on the driver's side of the hitch. Bolt it to the aft side of the lug tagged "**Connect Handle Here**" using the 3/8" carriage bolt and nylock nut.

Tighten the parts against each other, but allow for the bolt to rotate.

- f) Bolt the handle to the lugs at the base of the hitch using the 3/8" hex head bolt and nylock nut. For the 18K hitch, place a plastic washer on each side of the handle, between the handle and lug. Tighten the nut against the lug.
- g) Place the cover (EX-CVR-003) on the aft side of the hitch. Align the holes in the face with the holes in the crossbar, and install using the 1/4" hex bolt, lock washer and nut.
- h) Place the hitch head onto the adjustable yoke crossbar and secure with the supplied clevis pins and hairpins/ring clips. (The 16K hitch requires 3/8" clevis pins, the 18K requires 1/2" pins.) Check for freedom of movement.
- i) The Xtender Fifth Wheel Hitch System is now ready for installation.

## Chapter

## 2



## Installation Procedures

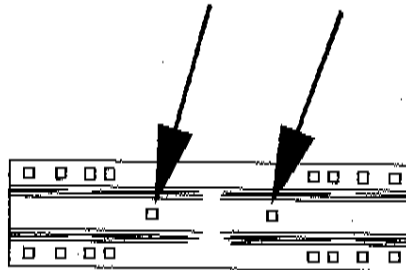
### General Installation Notes

- **For install instructions for your specific truck type – visit our website at: [www.rbwindustries.com](http://www.rbwindustries.com) and click on Product/Install Instructions**
- **Caution: The center of the hitch must be at least 52" from the rear of the cab in order to prevent damage to the tow vehicle and/or coach due to insufficient clearance.**
- **Note: Always mount the frame attachment leg of the frame bracket on the outside of the frame.**
- **Note: Due to variations in chassis suspension component locations it may be necessary to swap long & short frame bracket locations. Always check for proper fit prior to installation.**
- **Note: The ideal location of the center of the hitch is 2" ahead of the axle. Some applications do not allow this due to spring/shock mount location. In these instances the hitch location may be adjusted fore or aft, but should be no further aft than centered over the axle. Note: Certain 2003 Dodge Trucks may require hitch placement behind the axle. In that event, placement can be up to two inches behind the axle. Caution: Moving the hitch too far forward will limit the turning radius of the truck/coach combination.**
- **Note: If a plastic bed liner is installed, the bed liner must be cut out to accommodate the bed rails. This will allow the bed rails to be mounted flush against the bed, and allows installation of required spacers between the bed and bed rails.**
- **Note: Always use spacers H-247 & H-248 to eliminate the risk of crushing or damaging the truck bed. This is especially important with composite truck beds.**
- **Note: Torque all hardware to 65 ft. lbs.**

**Supplemental Installation Notes:**

- a) Once the bed rails are installed, mark and drill a 1/2" diameter hole centered on the width of the bed rail and located 18.5 inches from either end. Install a 1/2" x 1 3/4" Grade 5 carriage bolt with nut & lock washer in one of the holes, as shown. **Caution: Prior to drilling into the truck bed or frame for installation of the hitch mount, be sure to note the vicinity of the fuel tank and brake, fuel or electrical lines. Temporarily relocate them if necessary to avoid possible damage.**

Install Bolt Here Or Here



- b) While installing the bed rails, the bolts on the forward and aft faces of the Xtender frame can be temporarily loosened to allow for properly squaring the rails. When finished, re-tighten the bolts to 65 ft-lbs.

If you have questions regarding the installation or use of our products, please call our Technical Assistance Department at 800-451-7821 or 909-591-5359, Weekdays between 8:00 AM and 5:00 PM (Pacific).

## Chapter

## 3

## Xtender Operation and Maintenance

RBW Industries<sup>Inc</sup> takes great pride in our reputation as an innovative manufacturer of high quality products. We have designed the Xtender Fifth Wheel Hitch System to provide a lifetime of dependable service. Following the operating instructions and performing the easy maintenance steps listed below will help you get the most out of your investment.

### About Your Xtender

The RBW Industries Xtender is designed to tow 5<sup>th</sup> Wheel Trailers with a Gross Vehicle Weight Rating up to 15,000 lbs (PS-1001 with LR-1001 head), 16,000 lbs (PS-1001-16), or 18,000 lbs (PS-2001-18). ***Exceeding the rated capacity could create an unsafe towing condition and is not recommended.*** It has a 4-way swivel head, is height adjustable from 14 to 17 inches in one-inch increments, and is removed from the bed of the truck by pulling 4 retaining pins.

### Preparing For First Use

Your Xtender is now installed and you're anxious to be on your way down the road. You're almost there, but take a few minutes to ensure your hitch is setup properly for your particular truck/coach combination by following the steps below.

1. Verify the crossbar is installed to provide a minimum of 5-1/2" clearance between the bottom of the trailer nose and the top of the truck bedsides, and allows for a level-towing attitude of the coach. If necessary, adjust the crossbar to the proper height, and re-torque the fasteners to 65 ft. lbs.
2. Ensure the coach wheels are blocked front & rear & that the rear stabilizer jacks are fully retracted.
3. Level the coach so that the bottom plate of the kingpin box is level with the tabletop or "horseshoe" plate on the top of the hitch head.
4. Rotate the handle of the hitch 90 degrees so that the handgrip is pointing straight back & pull the handle out until the slide bar is held open by the silver trip mechanism.
5. Slowly back the truck so that the bottom plate of the kingpin box slides onto the tabletop & the kingpin slides fully into the throat of the hitch head. Set the parking brake of the truck & place the transmission into park.

## OPERATION AND MAINTENANCE

EX-256-18  
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6. Visually verify the slidebar has closed behind the kingpin and the kingpin box is resting on the tabletop. Positively lock the slidebar by rotating the handle clockwise so the handgrip is pointing straight down at the bed of the truck.
7. Attach the electrical connector to the proper receptacle in accordance with your coach owners manual. Attach the trailer breakaway cable as instructed. Remove the blocks from the wheels of the coach and double check that the hitch is properly attached to your coach.
8. While towing, your Xtender should be kept in the forward position, except when additional clearance is required for slow speed maneuvers.
9. To move your Xtender to the rearward position, pull the red handgrip towards the side of the truck until it latches into the open position. Set the trailer brakes and gently pull the truck forward until the slider engages in the rear position. Physically verify that the handle has returned to the closed position.
10. To return your Xtender to the forward position, pull the red handgrip towards the side of the truck until it latches into the open position. Set the trailer brakes and back the truck up until the slider engages in the forward position..

**Once at your destination, follow these simple steps to properly uncouple your coach from your Xtender.**

1. Block your coach wheels front & rear.
2. If necessary, start your truck & back up against the kingpin to relieve pressure on the slidebar. Set the parking brake, put the transmission into park and then turn off your vehicle.
3. Extend the front landing gear of the coach until the weight of the coach is just off of the tabletop of the hitch. Do not exceed 1/16" gap between the bottom plate of the kingpin box and the tabletop of the hitch. **Caution: Raising the coach too high while still connected can damage the hitch head as well as components of your coach. Do not extend the rear stabilizers of the coach prior to or during uncoupling.**
4. Disconnect the electrical and breakaway connectors in accordance with your coach owner's manual. Rotate the handle of the hitch 90 degrees so that the handgrip is pointing straight back, then pull the slide bar all the way open. Lock the hitch handle in the open position by rotating it clockwise 90 degrees until the handgrip is pointing down at the bed of the truck.
5. You are now ready to pull your truck slowly away from the coach.

### **Maintaining Your Xtender**

1. After coupling, always visually check that the slide bar has closed completely across the rear of the kingpin.
2. After the first 100 miles, and at least once a year thereafter, inspect all bolts for proper tightness. Re-tighten bolts if needed. All fasteners should be torqued to 65 ft lbs.

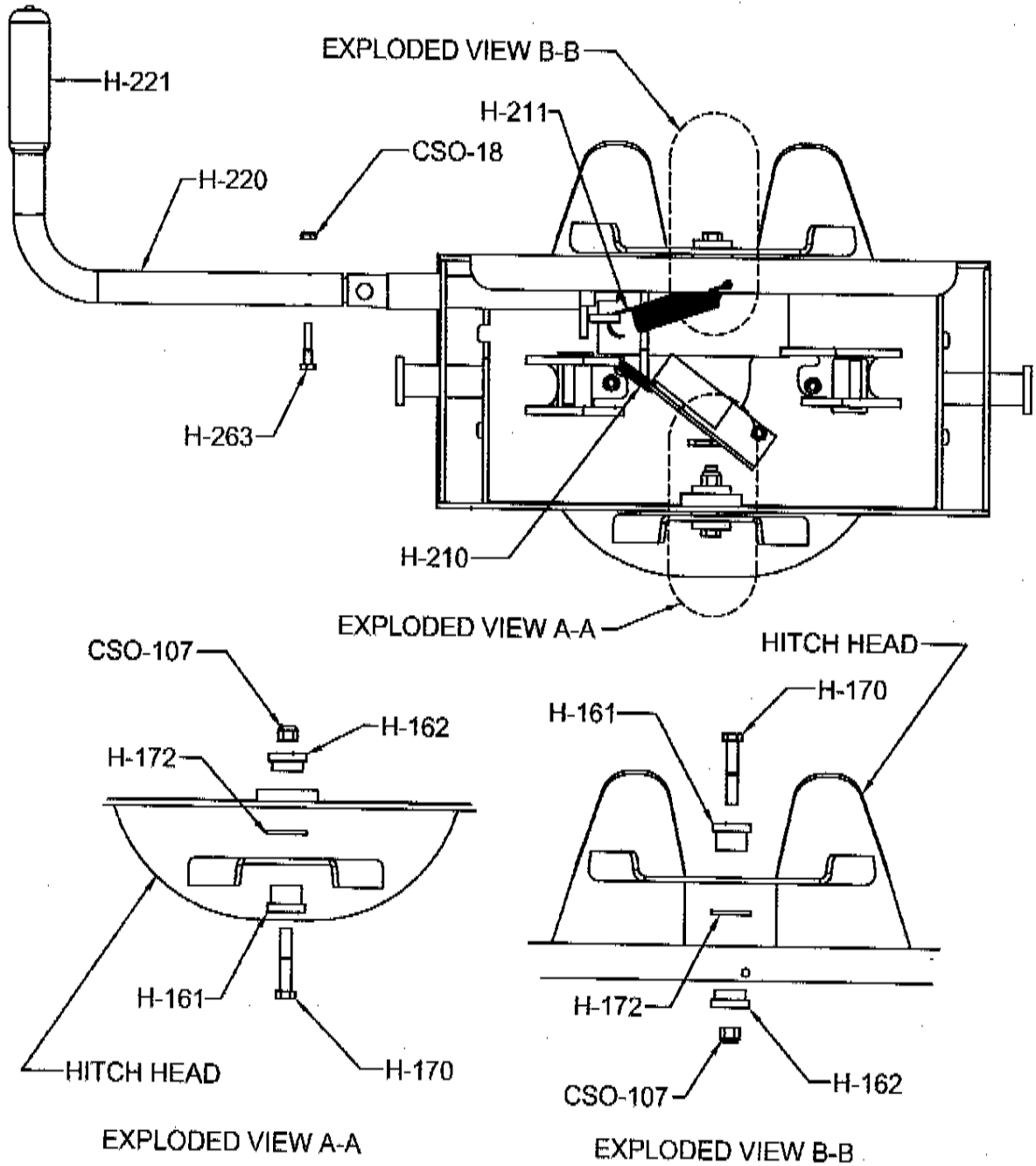
3. Once or twice a week when traveling, apply a few drops of motor oil to the top of the pivot pin collar (H-161). The pivot pins hold the tabletop or "horseshoe" in place on the hitch head and can be found by locating the hex head bolts on the front and rear of the hitch head.
4. Twice a year, apply a light coating of wheel bearing grease to the surfaces of the slide bar that holds the kingpin in place. For best results, apply the grease with the slide bar in the closed position. Then pull the slide bar open and apply a light coating of grease to the slide bar shaft that the handle is attached to. **Caution: The slide bar can close with heavy force. Use extreme care to keep fingers, hands, extremities & clothing out of the path of the slide bar. Failure to do so could result in severe injury.**
5. At least once a year, thoroughly clean and degrease the hitch head assembly. After cleaning, lubricate as mentioned above.
6. Periodically inspect all parts of your Xtender for wear or damage. If excessive wear or damage is found, contact RBW Industries <sup>inc</sup> Technical Support Department for assistance at 800-451-7821.

### **Obtaining Warranty Service**

Your warranty statement contains important information. Please take a few moments to turn to the rear cover of this guide and familiarize you with RBW Industries, Inc. warranty policy for your X-18.

For warranty assistance, contact Customer Support at 800-451-7821 or 909-591-5359, Weekdays 8:00 AM to 4:00 PM (Pacific).

### Hitch Head - Exploded View



Troubleshooting

Problem	What To Look For	Solution
Hitch is difficult to install and remove from the bed rails.	<p>Hitch is not assembled correctly.</p> <p>Bed Rails are not parallel with each other.</p> <p>Truck bed collapsing around carriage bolts in bed rails.</p>	<p>Refer to Hitch Assembly section for proper assembly instructions.</p> <p>Use a spacer to hold both bed rails parallel while loosening &amp; retightening the carriage bolts.</p> <p>Install proper spacers between the bed rail and corrugations. Refer to installation instructions for specific directions.</p>
Hitch will not hook up to trailer kingpin.	<p>Incorrect kingpin height.</p> <p>Excessive angle between hitch head and kingpin.</p> <p>Lube disc is too thick.</p> <p>Bent kingpin.</p>	<p>The kingpin plate should be at the same height as the top of the hitch, or at most 1/16" higher.</p> <p>Level trailer or tow vehicle with blocks under the wheels. (If not a side-swivel head)</p> <p>Disengage side-swivel lockouts. (If applicable)</p> <p>Check thickness of lube disc. It should not exceed 3/16".</p> <p>Contact your local dealer for replacement.</p>
Hitch is difficult to unhook from trailer.	<p>Kingpin is resting on the locking bar, preventing it from sliding open.</p> <p>Incorrect kingpin height.</p> <p>Excessive angle between hitch head and kingpin.</p> <p>Lube disc is too thick.</p>	<p>Remove pressure on the locking bar by blocking the trailer wheels in front and behind. With trailer wheels blocked &amp; truck running, place truck in reverse, set the parking brake and then put truck into park and turn off the engine. This should relieve the pressure on the locking bar.</p> <p>The kingpin plate should be at the same height as the top of the hitch, or at most 1/16" higher.</p> <p>Level trailer or tow vehicle with blocks under the wheels.</p> <p>Disengage side-swivel lockouts. (If applicable)</p> <p>Check thickness of lube disc. It should not exceed 3/16".</p>

<p>Locking bar is difficult to close or open.</p>	<p>Bent kingpin. New hitch head.</p>	<p>Contact your local dealer for replacement. Contact RBW Technical Support for assistance.</p>
<p>Locking bar does not lock into the open position.</p>	<p>Locking bar is worn.  Lack of lubrication.  Missing spring on trip mechanism.</p>	<p>Inspect locking bar for wear or damage. Look for a ridge at the front edge of the locking bar. If found, file away the ridge and lubricate locking bar. Contact RBW Technical Support if locking bar is damaged rather than worn.  Lubricate locking bar and pull handle with a light coating of grease on all contact surfaces.  Contact RBW Industries Technical Support for replacement spring.</p>
<p>Side swivel lockout cam handle does not stay locked in the keyway.</p>	<p>Missing or damaged trip mechanism.  Handle retaining screw &amp; nut loose.</p>	<p>Inspect trip mechanism. The trip mechanism should not be bent &amp; the spring should be attached &amp; have good tension.  Tighten screw &amp; nut as instructed in the maintenance section of the owner's manual.</p>
<p>Tabletop distorted/cracking at the pivot point.</p>	<p>Wear &amp; Tear</p>	<p>Replace tabletop assembly and keep lubricated as instructed in the maintenance section of the owner's manual.</p>