

STEP FIVE: TIGHTEN HARDWARE

Tighten and torque each of the eight 1/2" cap screws attaching the front and rear brace to the base legs. Each connection must be torqued to 80ft. lbs.

STEP SIX: OPERATING INSTRUCTIONS

ATTACHING TRAILER

Remove the cam handle safety pin and rotate the cam handle to the open position, see figure 6.1. Adjust the height of the 5th wheel trailer so that the king pin plate is slightly lower than the top of the coupler. Back the truck towards the trailer, centering the trailers king pin in the coupler, until the king pin has engaged the jaws. Ensure that the cam handle has completely closed before inserting the cam handle safety pin through the cam handle and the coupler. Hook up brake and lighting connections before towing.

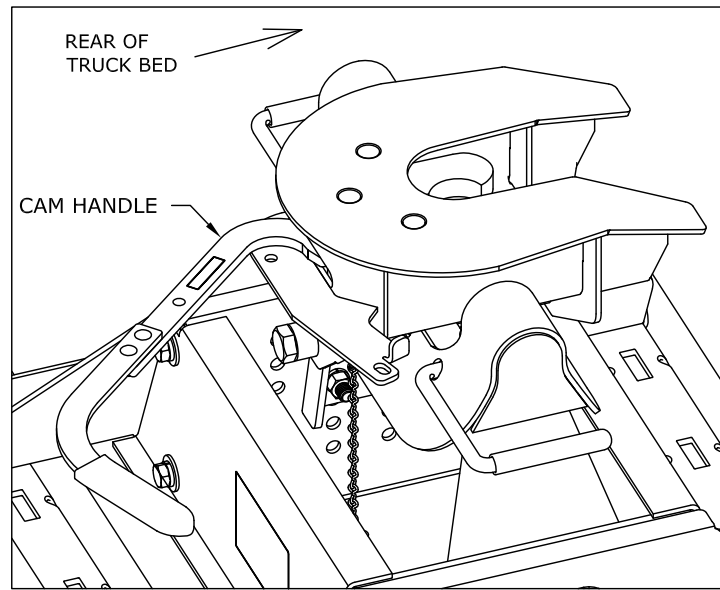


FIGURE 6.1. Side view of patriot.

PULL TEST

Have the truck stationary with the emergency brake on, the trailer wheels blocked and landing gear still resting firm on the ground supporting the weight of the trailer. Make sure no one is between the truck and trailer, return to the cab of the truck. Release the emergency brake and apply the trailer brakes. Try to pull the trailer forward with the truck. If the trailer is properly hooked up, the wheel blocks and trailer brakes should not allow the truck to move forward. If trailer is not hitched correctly, the trailer will separate from the truck. However, with the landing gear resting firmly on the ground, it will support the trailer and not allow it to drop or fall on the truck sides.

UN-ATTACHING TRAILER

Lower landing gear and block the trailer wheels. Raise the trailer until the tongue weight is removed from the truck. Then, unpin the cam handle and rotate to the open position to unlatch the jaws. If the jaws do not open, re-adjusting the landing gear may relieve pressure and allow them to open. Use the cam handle safety pin to lock the handle in the open position. When you are sure that the landing gear will support the trailer, move the truck forward to release the jaws from the kingpin. The jaws will always open when the pressure of the trailer is taken off the Patriot as the truck pulls away.

B&W Recommends that all bolted connections be checked for the correct torque specification regularly. A visual inspection should be performed before each time you tow.

Helpful tips:

- Approximately 15%-25% of the trailer weight should be on the hitch.
- The height of the king pin box and pivot arms should be adjusted so that the trailer is approximately level for towing.
- Allow adequate clearance between the bed side and the underside of the front of the trailer for pitch and roll of the trailer.
- Lubricate top surface of coupler with automotive type chassis grease or use a nylon lube plate to provide a lubricated surface.
- Grease jaws with automotive type chassis grease.
- Grease the saddle through the grease zerk approximately every six months with multi-purpose grease. this allows the coupler to pivot freely, see figure 6.2.

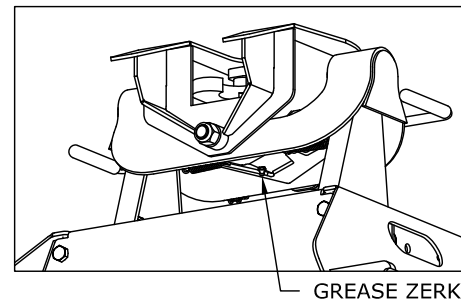


FIGURE 6.2. VIEW UNDER SADDLE.



B&W Trailer Hitches

NOTE: *we recommend reading instructions before beginning the installation.*

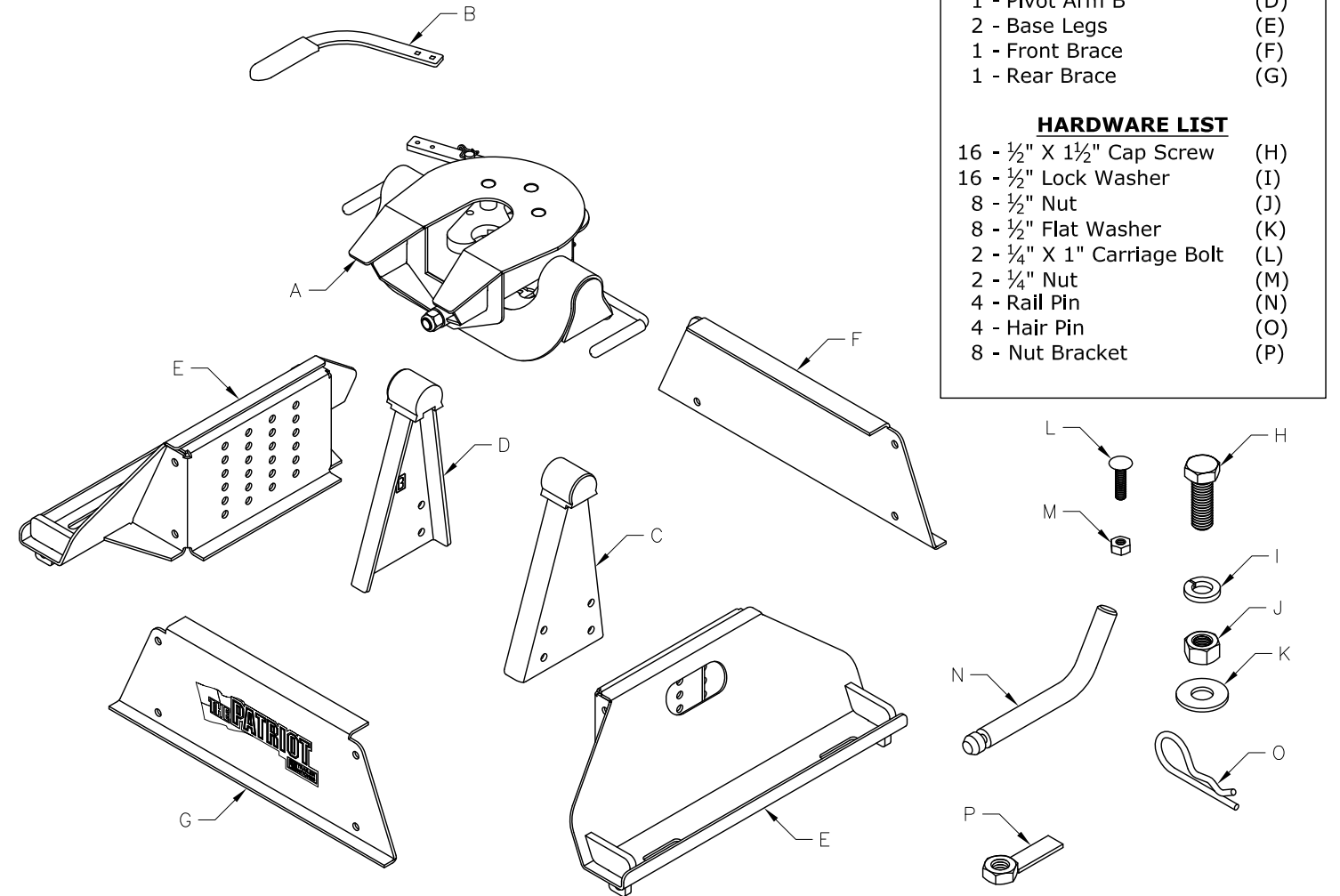
16,000 LBS. MAXIMUM TRAILER WEIGHT

4,000 LBS. MAXIMUM TRAILER TONGUE WEIGHT

Model 3200

Patriot 5th Wheel RV Hitch

PART NUMBER RVB3200 & RVC3200



PARTS LIST

1 - Coupler	(A)
1 - Handle	(B)
1 - Pivot Arm A	(C)
1 - Pivot Arm B	(D)
2 - Base Legs	(E)
1 - Front Brace	(F)
1 - Rear Brace	(G)

HARDWARE LIST

16 - 1/2" X 1 1/2" Cap Screw	(H)
16 - 1/2" Lock Washer	(I)
8 - 1/2" Nut	(J)
8 - 1/2" Flat Washer	(K)
2 - 1/4" X 1" Carriage Bolt	(L)
2 - 1/4" Nut	(M)
4 - Rail Pin	(N)
4 - Hair Pin	(O)
8 - Nut Bracket	(P)

NOTICE:

Installation of the B&W Patriot hitch requires the use of a Universal Rail Kit to attach the hitch to the frame of the truck. Please see your local B&W dealer for more information.

STEP ONE - INSTALL PIVOT ARMS

Choose a mounting location, see figure 1.1. Choose your height and distance from cab so that your trailer will be as level as possible and have adequate turning clearance between the trailer and the back of the cab, see warnings below. Locate both base legs, both pivot arms, eight 1/2" cap screws, lock washers and nuts. Place the cap screws through the holes in each leg so they point towards the inside of the rv base., see figure 1.2 Place the flat side of the pivot arm over the cap screws and attach eight lock washers and nuts, see figure 1.3. Torque each bolt connection to 80ft.lbs.

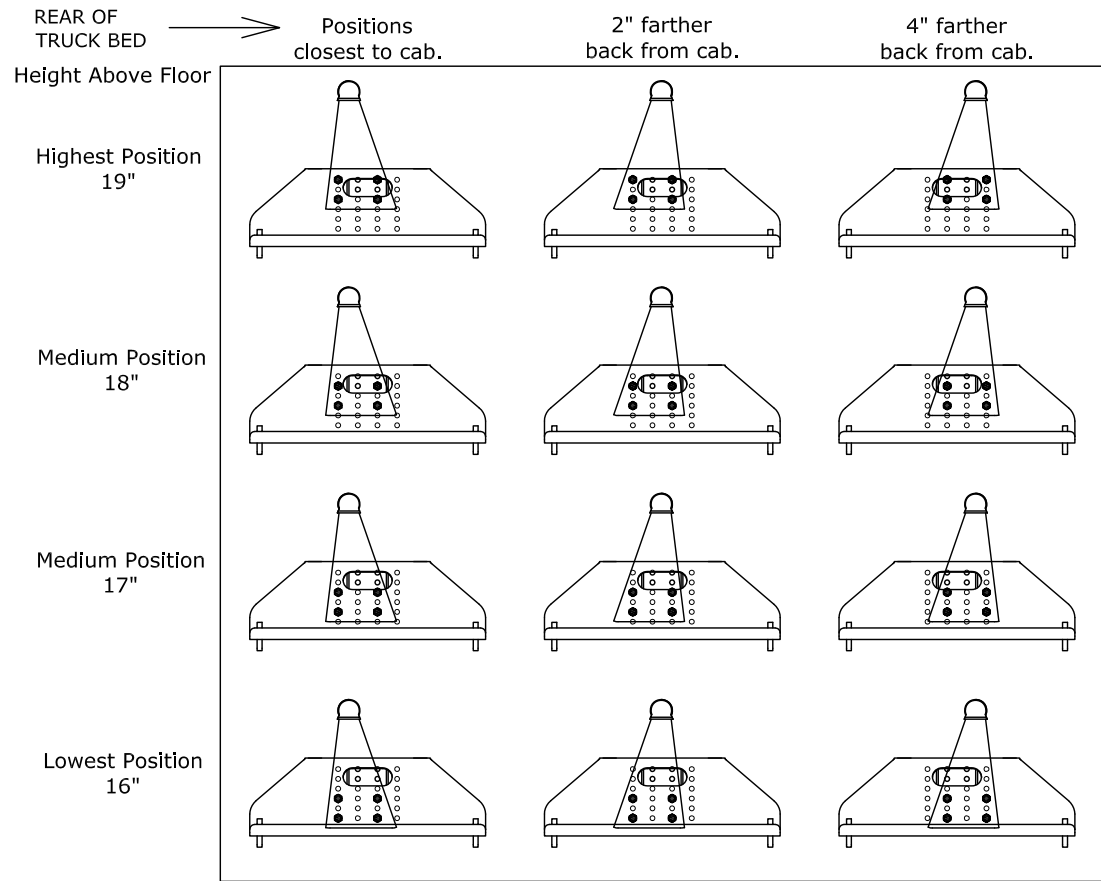


FIGURE 1.1. Side hole pattern as viewed from the driver's side.

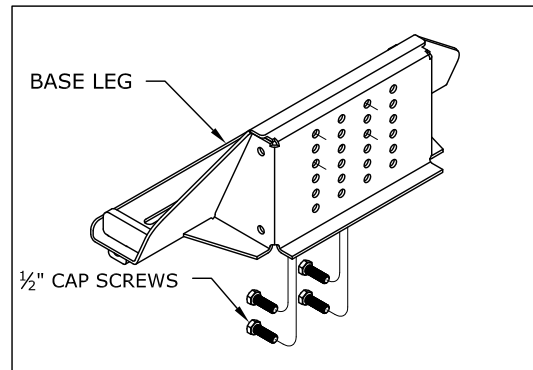


FIGURE 1.2. Leg and Arm

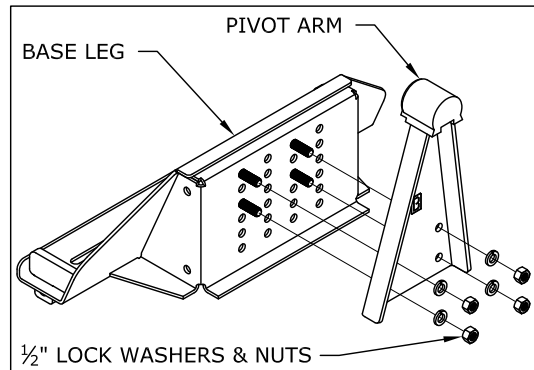
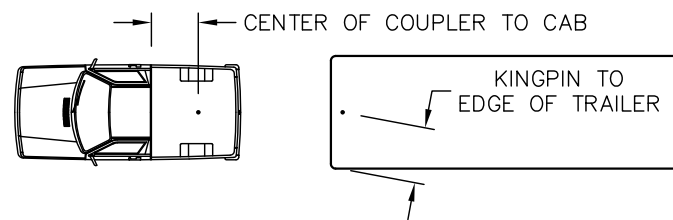


FIGURE 1.3. Leg and Arm.

WARNING: B&W recommends that you check the clearance between the truck cab and the trailer. Compare the measurement taken from the center of the coupler to the cab, to the measurement taken from the center of the king pin to the widest point of the trailer. These measurements will allow you to see how much clearance you will have between the cab and the trailer while towing and turning.



WARNING: B&W also recommends that you check the clearance between the top of the bed side and the underside of the front of the trailer and to allow adequate clearance for the pitch and roll of the trailer while towing.

STEP TWO - ASSEMBLE BASE

Locate the front and rear brace pieces, nut brackets and the remaining 1/2" cap screws, lock washers, and flat washers. Attach The Front and Rear Brace to the two leg assemblies by passing four 1/2" cap screws, lock washers, and flat washers, through each brace and base leg into the nut brackets, see figure 2.1. Do not fully tighten the 1/2" cap screws at this time.

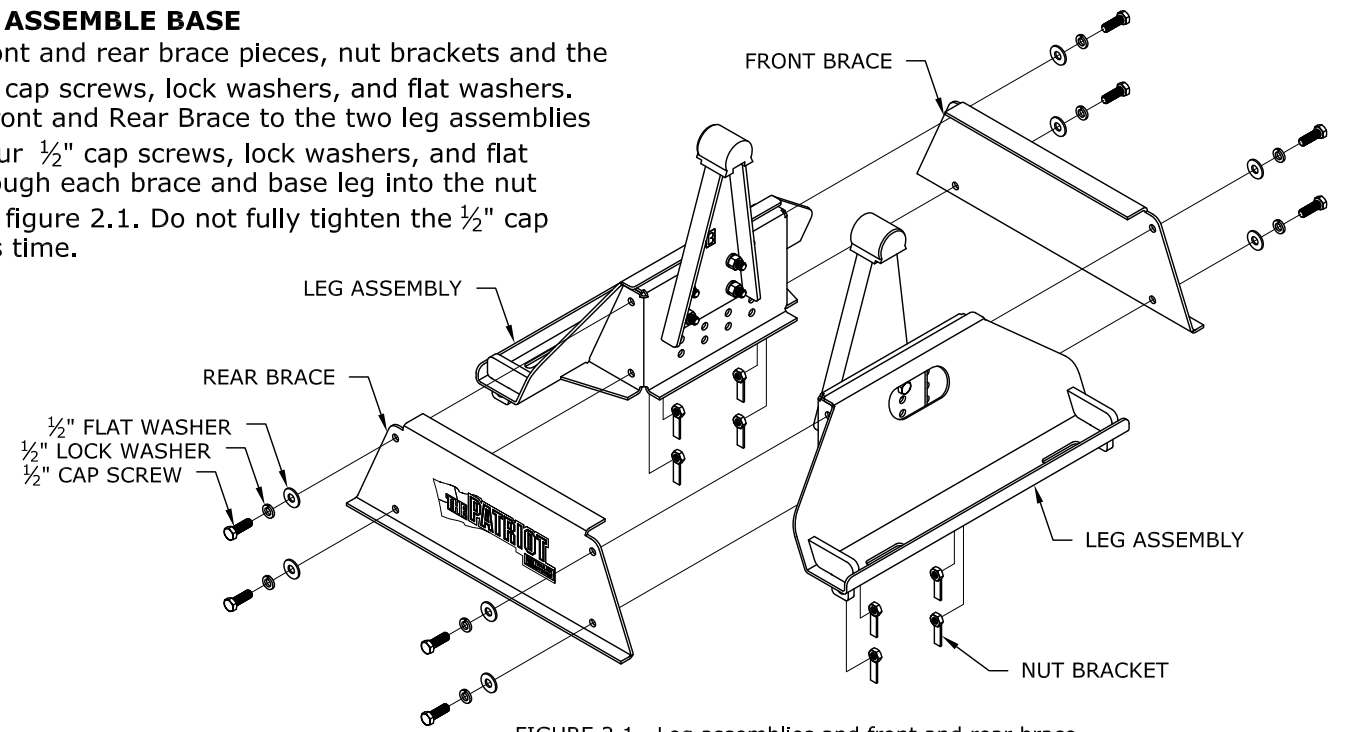


FIGURE 2.1. Leg assemblies and front and rear brace.

STEP THREE - INSTALL BASE ONTO RAIL KIT.

Mount the Patriot base onto the universal rail kit in the truck bed, see figure 3.1. Locate the 4 rail pins and hair pins. Insert each pin into the long slots in the base assembly and through the rails. Lock each pin into place with a hair pin, see figure 3.2 & 3.3.

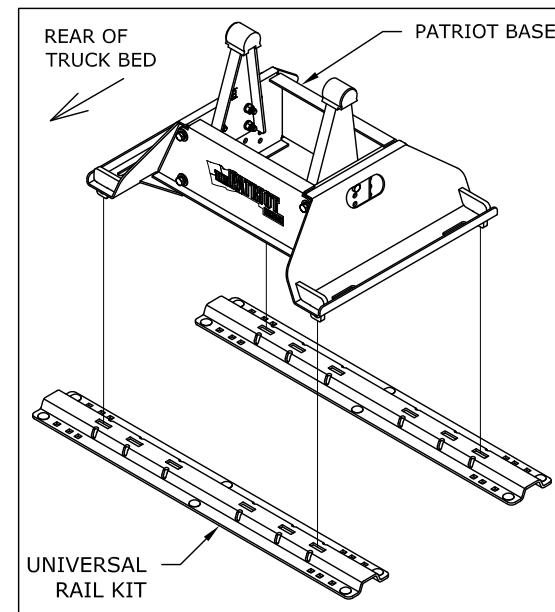


FIGURE 3.1. Patriot base & mounting rails.

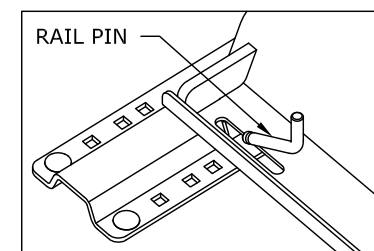


FIGURE 3.2. Patriot base and rail pins.

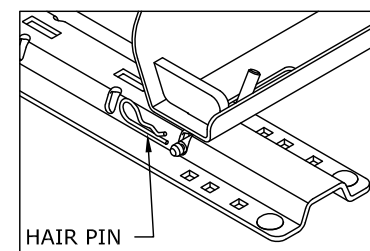


FIGURE 3.3. Patriot base and rail pins.

STEP FOUR: INSTALL COUPLER ONTO BASE.

Install the coupler handle using two 1/4" carriage bolts and 1/4" nuts. Lubricate the polyurethane bushings with high grade lithium grease (available at your local hardware / automotive store). Place the coupler over the pivot arms, see figure 4.1. (The saddle handles should be parallel with the base in the latched position.)

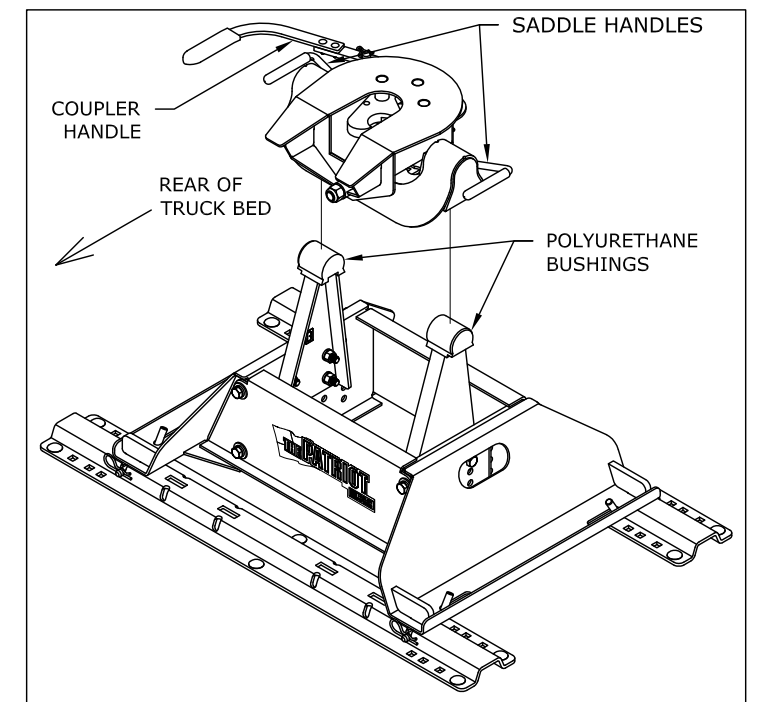


FIGURE 4.1. Patriot base and coupler.