

**Guidelines for Matching Truck to Trailer:**

1. Trailer and all of its contents together must not exceed the truck, hitch and/or trailer tow rating.
2. Towing vehicle must have a manufacturer's rated towing capacity equal to or greater than the gross trailer weight.

**Gross Trailer Weight =**

**Trailer + Cargo + Water in tanks**

3. Gross Trailer Weight must not exceed 18,000 lbs. (3,500 lb. vertical load).
4. Long bed trucks are recommended for towing fifth wheel trailers because they allow a greater turning radius. The addition of an extended king pin box may allow for a shorter turning radius.
5. The height of the hitch and king pin box needs to be adjusted so that the trailer tows close to level, allowing approximately 6" of clearance between the top of the truck bed and the overhang of the trailer.



*The Name Says It All*

Hensley Mfg., Inc  
1097 S State Rd  
Davison, MI 48423

**(800) 410-6580**

**WWW.TRAILERSAVER.COM**



*The Name Says It All*

# BD3

## Installation and Operation Guide

### Air Ride Hitch for 5th Wheel Trailers

Read all Instructions thoroughly before installing the BD3 5th Wheel Hitch.

**WARNING**  
**EXCEEDING MAXIMUM CAPACITY**  
**CREATES A SAFETY HAZARD**

The TrailerSaver BD3 system attaches to 5th wheel trailer and is rated for a maximum pin weight of 3,500 pounds and gross trailer weight of 18,000 pounds (including the load). The towing vehicle and the rails that are attached to the truck frame are both separately rated for maximum pin weight and the gross weight of the trailer (including the load). Refer to the manufacturer of the vehicle and rails for the maximum pin weight and gross weight of your towing vehicle and rails. Do not exceed the maximum of the towing vehicle, rails, or the TrailerSaver hitch.

## 1 Warranty Provisions

The TrailerSaver BD3 5th Wheel Hitch comes standard with a 3-year warranty on everything except the air springs, which carry a 1-year warranty from the manufacturer.

### NOTE: IMPORTANT

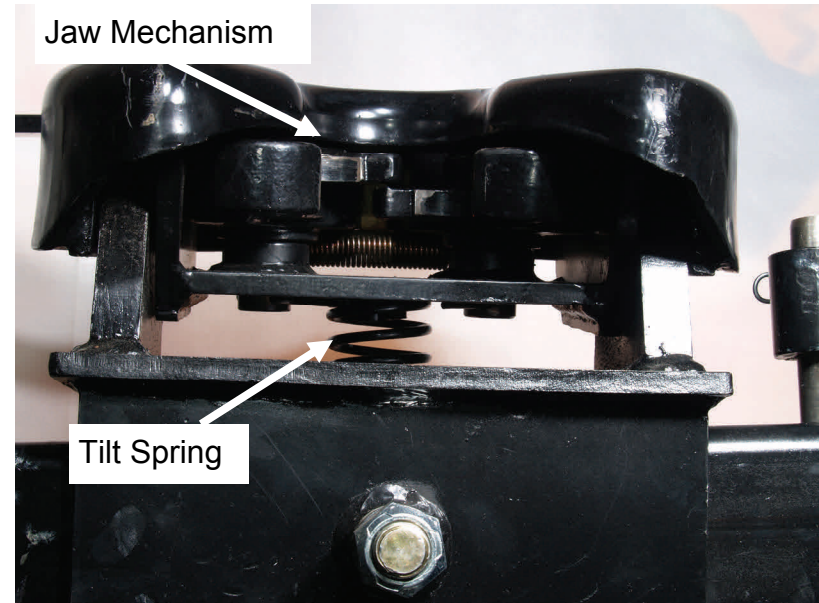
**Hensley Mfg., Inc. is not responsible for and will not compensate for lost time, vacation, or wages if a hitch is inoperable or requires repair.**

### 1.1 What Is Covered

The warranty period begins on the date of purchase. The warranty is limited to the original purchaser of the TrailerSaver BD3 hitch and is non-transferable. This warranty covers repair or replacement to any TrailerSaver part that is defective in materials or workmanship under normal use.

Warranty items must be returned to Hensley Mfg., Inc. for inspection.

**Customer is responsible for all freight charges associated with warranty work.**



4. Protect the air springs from UV rays. Air springs may be treated with a rubber treatment to prolong life. Cover the hitch when not in use.

### **WARNING: EXCEEDING MAXIMUM CAPACITY CREATES A SAFETY HAZARD.**

**The TrailerSaver BD3 is rated for a maximum tongue weight of 3,500 lbs. and a gross weight of the trailer of 18,000 lbs (including the load).**

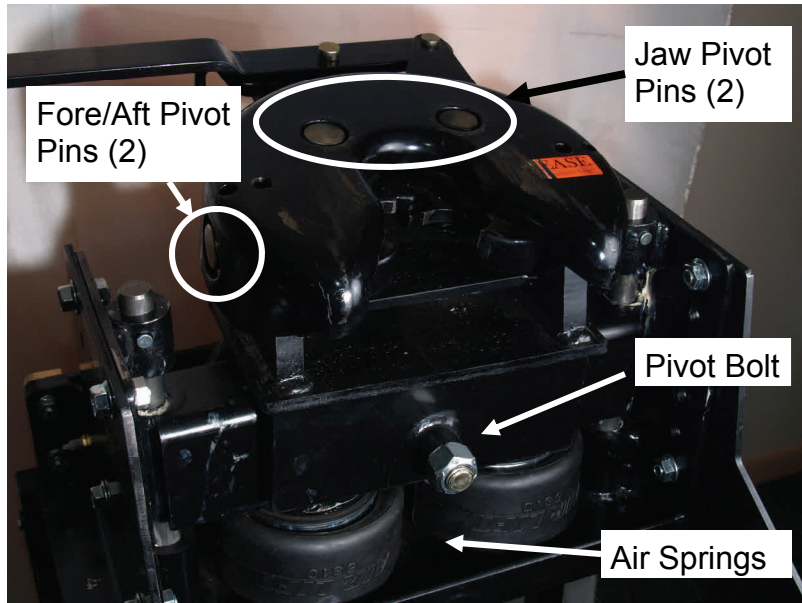
**The towing vehicle and the rails, as well as other components that attach to the towing vehicle, are separately rated for maximum tongue weight and gross weight of the trailer (including the load).**

**Refer to the manufacturer of your vehicle and your rails for the maximum tongue and gross weight of your towing vehicle and rails.**

**Do not exceed the maximum capacity of your towing vehicle, your vehicle rails or the TrailerSaver BD3 air ride hitch.**

## 5 MAINTENANCE

1. The Alignment Rods should be greased before each installation. If you leave the hitch in your truck, remove the rods and grease them once every 1,000 towing miles or once every 6 months. Inspect the rods before each trip. Grease if necessary using a high grade automotive grease.
2. Check the pivot bolt, located directly under the head to ensure the nut is tight and not worn. Inspect this bolt once a year for excessive wear. If the hitch has more than 1/8" vertical play the bolt should be replaced. The nut should be tightened just enough to put pressure on the head so that will not freely move side to side.
3. Apply a spray lubricant to the Jaw Pivot Pins, the Fore/Aft Pivot Pins, the Jaw Mechanism, and the Tilt Spring (front and back).



## 1.2 What Is Not Covered

Items added, changed, or modified after the unit left the possession of Hensley Mfg., Inc.  
 Any use of the TrailerSaver for rental or other commercial purposes.  
 Normal wear and usage, such as fading or discoloration of painted parts.  
 Minor imperfections which do not affect the suitability of the TrailerSaver for its intended use.  
 Costs incurred as a result of the consumer's request to have repairs performed, or replacement of parts supplied by other than Hensley Mfg., Inc. without proper authorization or notification by Hensley Mfg., Inc.  
 This warranty does not apply to or cover any component which has its own warranty by its manufacturer.

**WARNING: EXCEEDING MAXIMUM CAPACITY  
 CREATES A SAFETY HAZARD.**

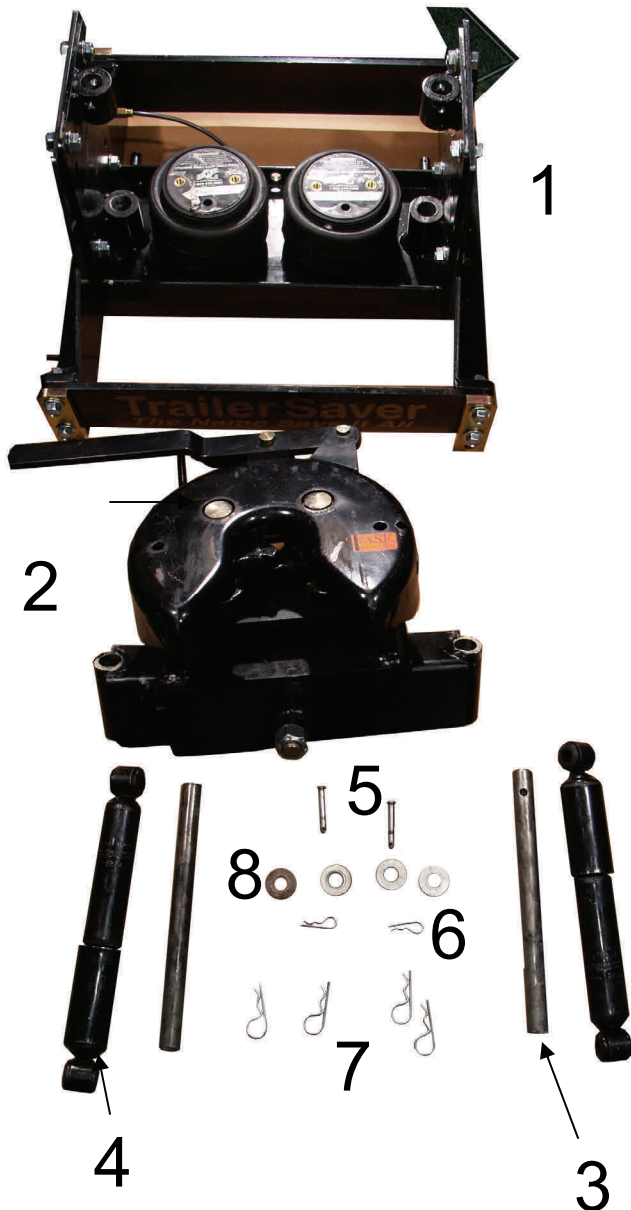
**BD3: 18,000 lb. max - Gross Trailer Weight Rating  
 and 3,500 lb max pin weight**

If you have any warranty-related questions, please contact Hensley Mfg. at (800) 410-6580.

**For Warranty Exchanges ship all parts with  
 Return Authorization # to:**

Hensley Mfg., Inc. RMA# \_\_\_\_\_  
 378 Industrial Park Lane  
 Hardinsburg, KY 40143

# BD3 5th Wheel Hitch



## Unhooking

1. Securely chock trailer wheels and lower trailer jacks, applying enough downward pressure to move the trailer up slightly.
2. Using the handle/hook extension, pull out on spring loaded retainer pin and push handle toward the cab until it locks in the 10 o'clock position. The jaws should open but if there is pressure against the jaws they will remain closed even though the hitch is unlocked. If this happens, once the vehicle is moved a fraction, the jaws will unbind and spring open.
3. Raise the trailer unit until it rests on the upward stops of the hitch.
4. Drive away from the trailer.

**Important: In the 10 o'clock position the red mark under the head is fully exposed.**

## Non Grease Lube Plates

Many trailers are equipped with non-grease lube plates that are 1/4" thick. The BD3 may not engage around the kingpin if one of these standard lube plates is installed on the trailer. If the BD3 does not lock around the kingpin, remove the standard lube plate and use grease or purchase a 1/8" thick lube plate offered by Hensley Mfg.

**Important: Read carefully before and after hooking up.**

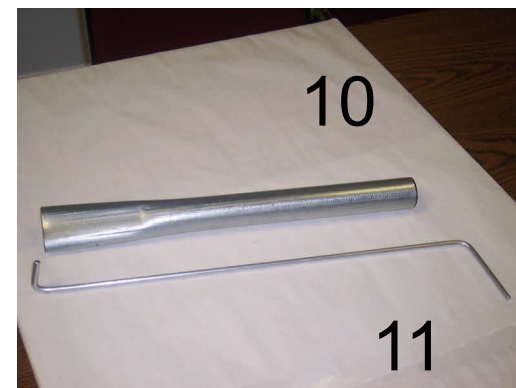
1. Before hooking up, make sure the handle is at a 90 degree angle (9 o'clock) from the centerline of the hitch. This is the "auto-lock" position.
2. Back the truck to the trailer until the kingpin just enters the "V" opening of the hitch.
3. Lower the trailer until the kingpin plate just makes contact with the hitch head. Adding a small amount of air (10 lbs.) may be needed to ensure good contact.
4. Back into the kingpin. The handle should snap into the 8 o'clock position and the spring loaded retainer pin should be fully engaged behind the steel block.
5. Note: After every hook-up inspect the retaining pin to make sure it is engaged in the proper position, and push the handle toward the cab to ensure it does not move out of the 8 o'clock position.
6. Raise trailer jacks and follow standard inflation procedures on page 12.
7. The hitch may be further secured in the 8 o'clock position with a padlock. This is inserted through an opening in the retainer pin housing that is only visible when the hitch is locked onto the kingpin.

**Important: After every hook-up inspect the retaining pin to make sure it is engaged in the proper position and push the handle toward the cab to ensure it does not move out of the 8 o'clock position.**

**Warning: Always inspect for proper hook-up from a safe position that is not directly under the trailer.**

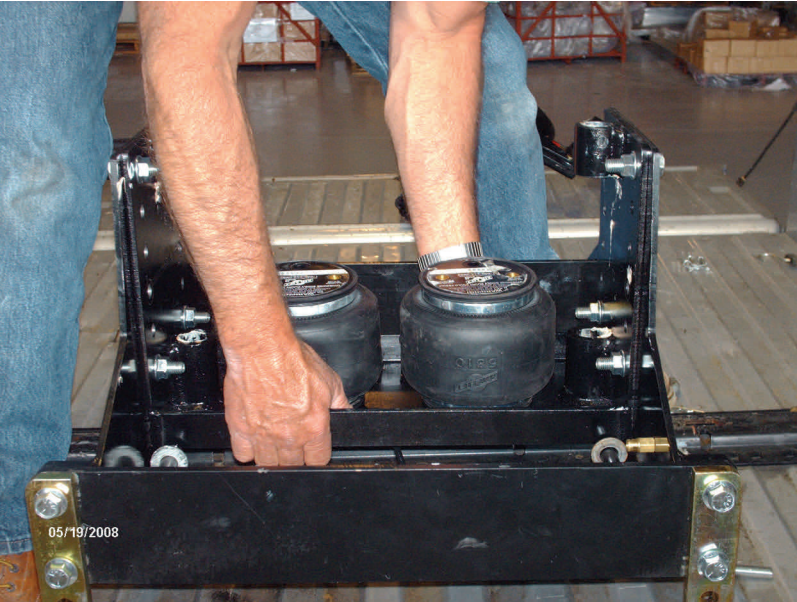
## BD3 Parts List

1. Lower Unit (includes air-shocks)
2. Upper Unit
3. Guide Rods (2)
4. Shock Absorbers (2)
5. Guide Rod Pins (2)
6. Small Clips (2)
7. Large Clips (4)
8. Washers (4)
9. Hitch Pins w/clips (4)
10. Handle Extension
11. Hook Extension



## 2 INSTALLATION

Read instructions thoroughly before starting. Do Not Exceed the vehicle manufacturer's rated towing capacity. Hensley Mfg. will not be responsible for damage caused by overloading of the tow vehicle.



1. Set the Lower unit of the BD3 into the standard slotted rails in your pickup bed. The *TrailerSaver* logo should face the tailgate of your truck and the Schrader valve should be closest to the cab. You may need to loosen the two bolts on each leg of the BD3 to ensure an easy installation

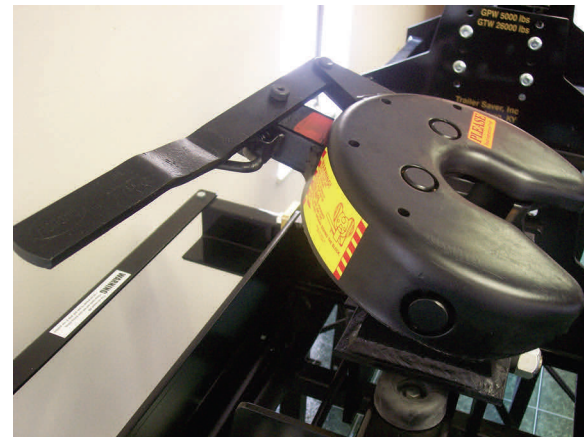
If you need support at any point of your installation, please call **800-410-6580**. Hensley representatives are available between 9am and 5:00pm Eastern Time, Monday through Friday.



**8 o'clock  
Position**

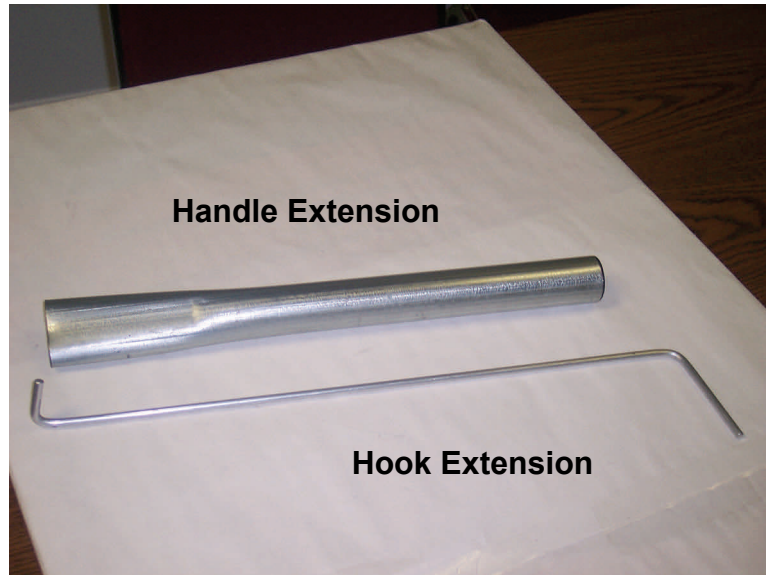


**9 o'clock  
Position**



**10 o'clock  
Position**

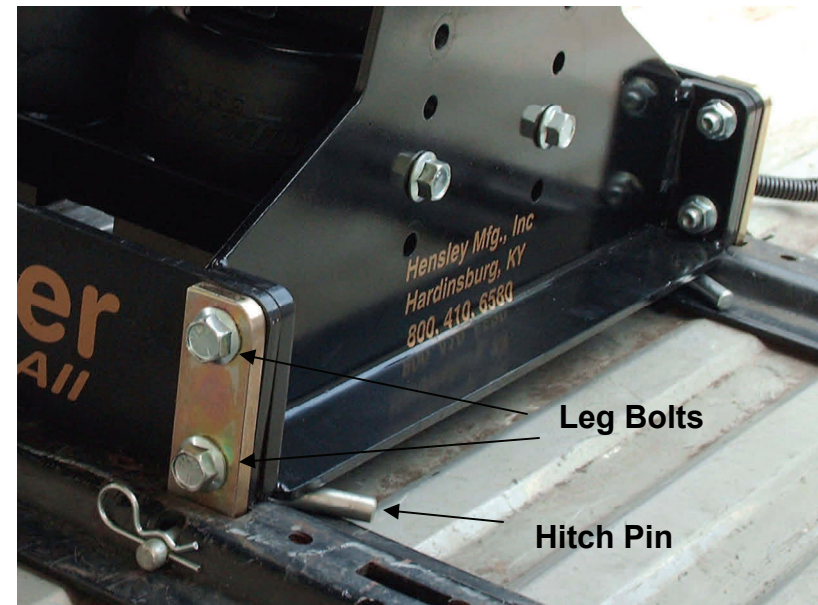
## 4 Standard Hooking and Unhooking Procedures



Locate the handle/hook extension shipped with the hitch. Use this handle and hook extension to reach the hitch handle and spring loaded retaining pin from outside the truck bed.

The hitch handle has 3 positions referred to as 8 o'clock, 9 o'clock (auto lock), and 10 o'clock as if the hitch head were the face of a clock.

**Important: The handle will be locked into the 8 o'clock position when the trailer is properly hooked up to a trailer and ready to tow. The hitch will be delivered in either the 10 or 9 o'clock positions.**

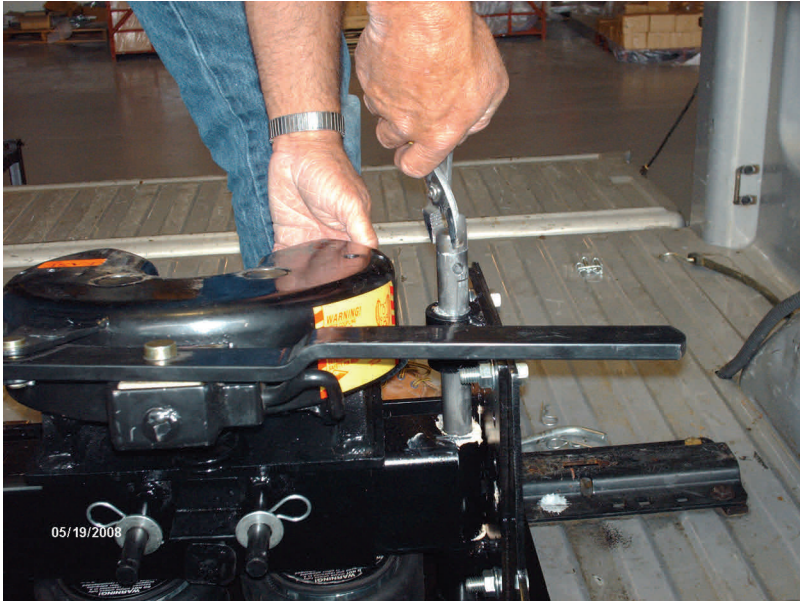


2. Insert the hitch pins through the bottom of the rail and the hole on the feet at each corner of the BD3, making sure to use the retaining clips. Tighten each of the 8 leg bolts to 50 ft-lbs.

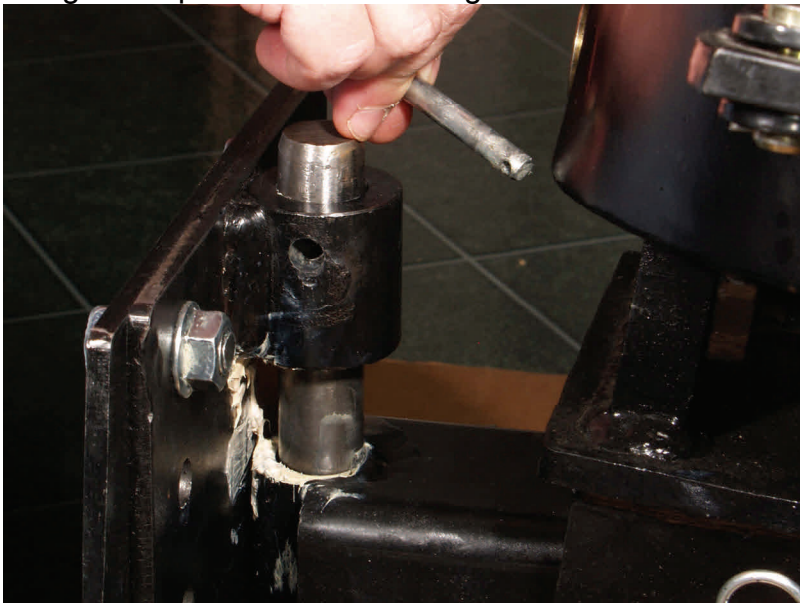
3. Set the upper unit of the BD3 onto the air bags with the jaws facing the tailgate. Align the holes of the upper unit beneath the holes of the lower unit.



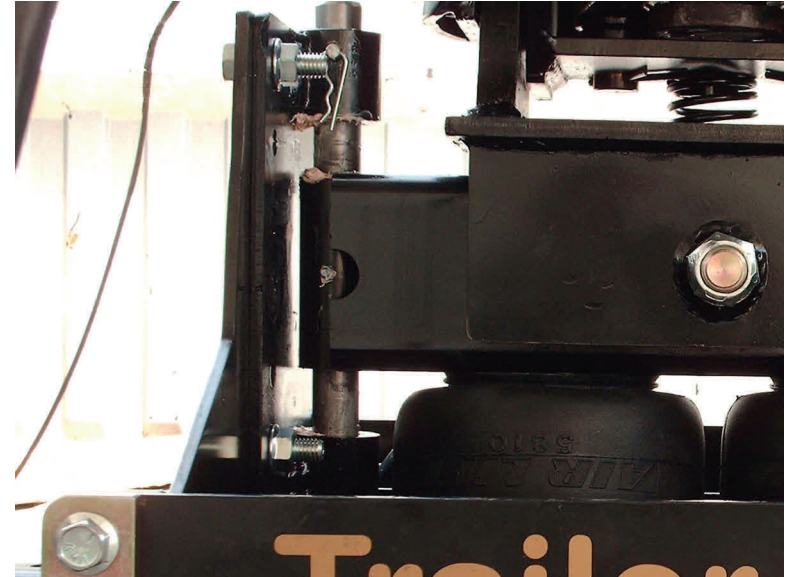
4. Insert (2) greased alignment rods through the holes in the upper and lower units. Use pliers to simplify this operation.



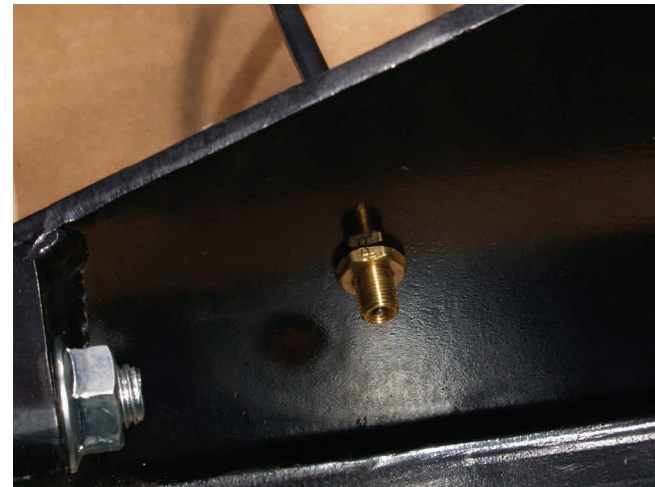
5. Insert (2) pins and (2) clips into the holes of the alignment pin and main housing.



**This level is just a starting point. The air pressure can be increased or decreased from this point to tailor the ride.**



The BD3 can be deflated using the Schrader valve by depressing the stem core of the valve, allowing air to escape the air springs.





### 3 Proper Inflation/Deflation

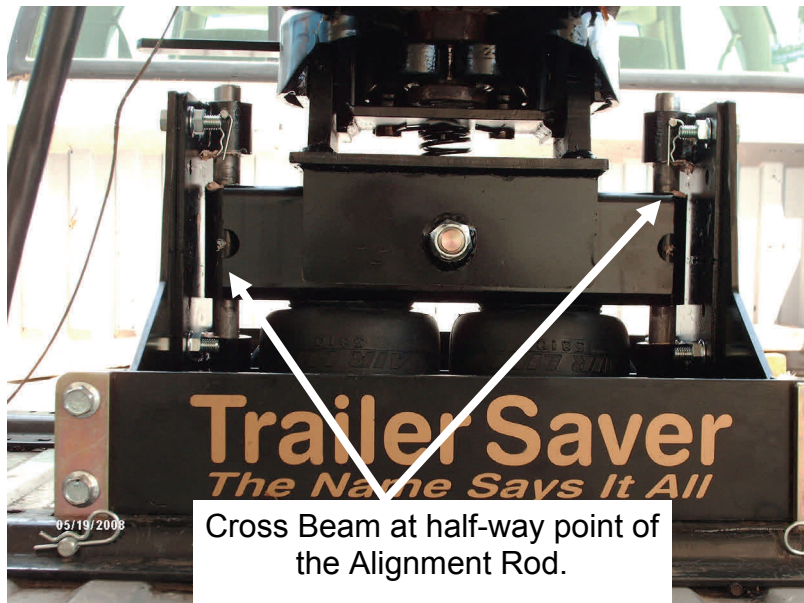
The BD3 is equipped with a Schrader valve to manually inflate and deflate the air springs to the appropriate level.

Either a handheld air pump or small 12VDC air compressor is adequate for inflating the hitch. The BD3 is not to be inflated to a specific air pressure as long as the bags are at or above the center position. **Do not inflate to greater than 100 PSI!** Follow these

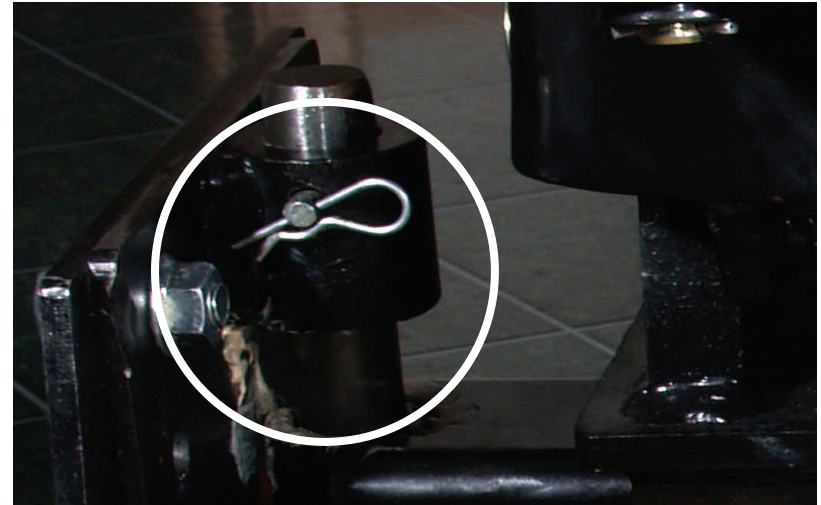
**WARNING! Do not inflate to greater than 100 PSI!**

steps for proper inflation:

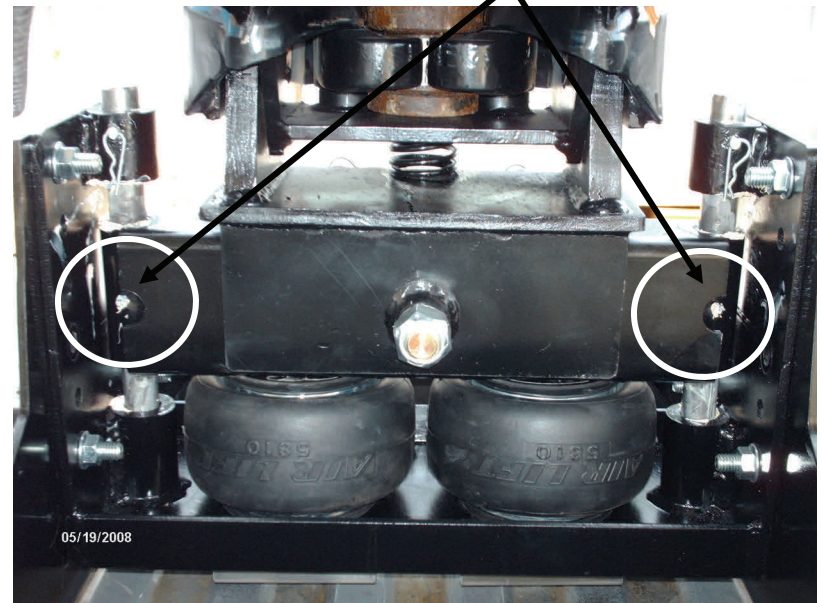
1. Hook up to the trailer without inflating the hitch and lift trailer stabilizer jacks allowing all of the pin weight to rest on the hitch. *See Page 14 for hook-up procedures.*
2. Begin inflating until the Cross Beam on the upper unit is approximately half-way between the top



**WARNING! Failure to insert retaining clips may result in the upper and lower units separating during travel.**

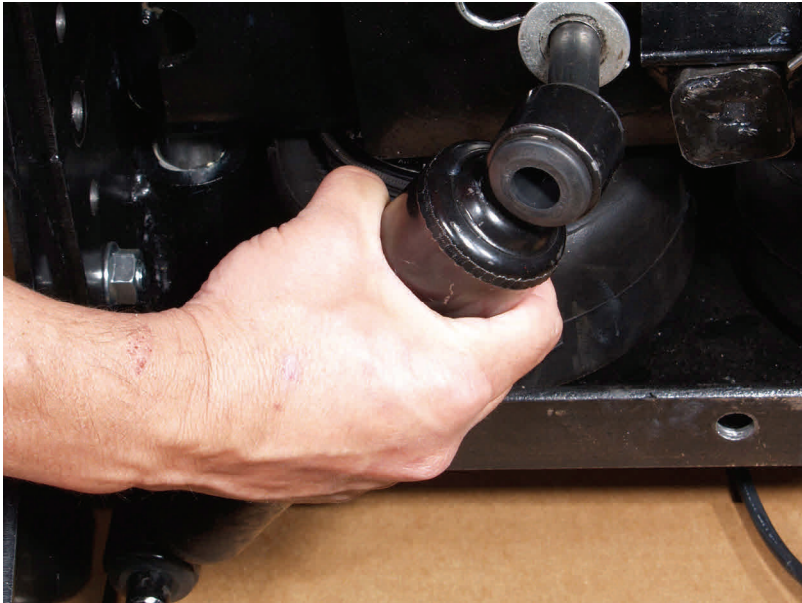


**Note: Alignment Rods should be greased with a high grade automotive grease every 6 months or every 1,000 miles. Use the grease fittings on the back of the alignment rods.**



## Install the Shock Absorbers

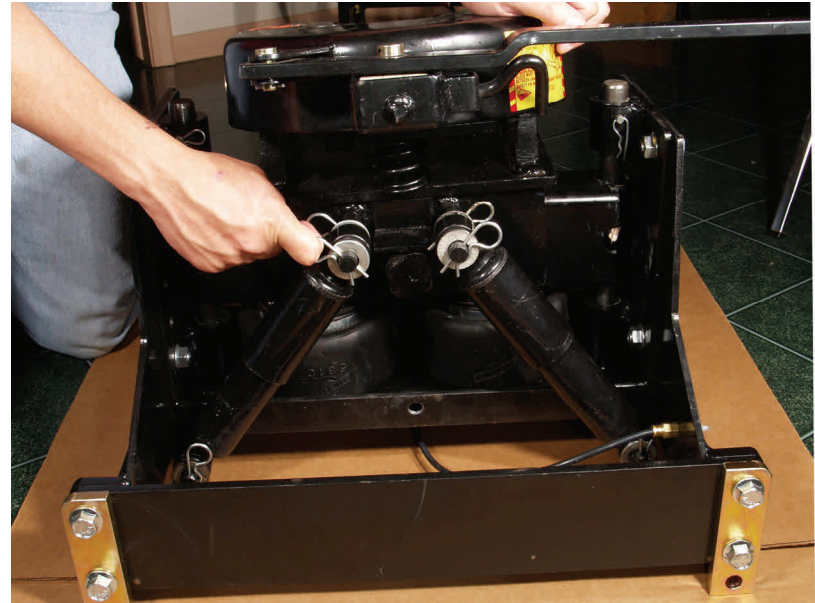
6. Locate the (4) shock mounting pins on the rear of the hitch assembly. Install one clip, then one washer on the **top mounting pins only**. Slide the shock absorbers over the mounting pins and work them past the small hole on the end of the pin. **Do not use lubricant on the pins** to help with the installation. You will need physically extend the shock to fit over both pins.



7. Install one washer, then one clip to each of the 4 mounting pins after installing the shock absorbers. You will install a total of 6 clips and 6 washers (4 on the top pins, 2 on the bottom).

**Caution: Lubricating the mounting pins may damage the rubber grommet on the shock absorbers. Installation of the shock absorbers will become easier with use.**

**Ensure that all 6 washers and retaining clips are installed before continuing.**



**Caution: Ensure all washer and retaining clips are in place before towing. Failure to install all washers and clips may result in damage to the unit. Hensley Mfg. recommends you carry spare washers, clips, and pins. An “emergency kit” is available from Hensley Mfg.**

For technical support or to order parts, call Hensley Mfg. at 800-410-6580, Monday through Friday, 9am to 5pm. A 24 hour emergency line is available after hours and on weekends and holidays. Listen for the phone prompts and leave a message. Our tech support personnel will call you back within 20 minutes.