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800.410.6580

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# The Air-Ride Difference

The RV industry is notorious for placing emphasis on the trailer and tow vehicle. The hitch, however, the point that joins it all together, is treated as an afterthought.

That's unfortunate. Because most trailer accidents and damage are a result of poorly designed trailer hitches. It's one of the best-kept secrets in the RV industry. And the reason Hensley Mfg. came into existence over 20 years ago.

Where trailer sway is the biggest problem for the travel trailer owner, it is the bouncing and jouncing of the 5th wheel that drives many RVers into the more expensive motor home or out of RVing altogether.

Most of you will buy a truck capable of handling the GVWR and pin weight of your 5th wheel. But pin weight is a static load. And that's where we run into trouble.

Remember the equation  $\text{Force} = \text{Mass} \times \text{Acceleration}$ ? When you're sitting idle, the Force, or weight, is the advertised pin weight of your 5th wheel. Every time you hit a bump in the road, however, Acceleration can double, even triple. Your 1500 lb. Pin weight just jumped to 3000 or 4000 lbs.

That acceleration, or jarring, is what damages your trailer, truck, and contents, and sends you to the chiropractor after a long drive.

The solution? Air-ride. And not just a single air bag mounted behind the pin. The kind of force being exerted by your trailer needs a heavy-duty hitch and heavy-duty airbags. By mounting multiple air-bags below the hitch head, we allow the air-ride system to absorb both the up-down and fore-aft motion of the trailer and truck.

Our level pivot point design of the hitch itself is unique to the TrailerSaver. It ensures that the trailer can never pitch up and forward toward the tow vehicle, which can cause a loss of control. With the TrailerSaver, the forward motion is absorbed completely, never allowing the trailer to "push" the tow-vehicle.

The TrailerSaver Air-Ride 5th-Wheel hitch is built of solid steel, with a 4-way pivot head and jaws that completely encircle the king pin. It is simply the most rugged piece of towing equipment on the road today.

With TrailerSaver, you get a robust air-ride system, a solid, pivoting hitch head, and over two decades of flawless performance.

# Air-Ride Hitches



## TSLB2H

32,000 lb. Gross Trailer Weight.  
5,000 lb. Pin Weight.  
Optional 3rd air bag for 7,500 lb. Pin Weight.

Fits pre-drilled mounting holes on some medium duty trucks, including Sportchassis. Bolts to steel plate, flat bed or hauler body.  
Heavy duty 4-way pivoting hitch head with safety lock.



## TS3

25,000 lb. Gross Trailer Weight.  
4,500 lb. Pin Weight.  
Fits standard rails in any truck.  
Available underbed adapter plates.

Heavy duty 4-way pivoting hitch head with safety lock.



## BD5-F

28,000 lb. Gross Trailer Weight.  
5,000 lb. Pin Weight.  
Fits factory installed Ford OEM 5th wheel prep system.

Heavy duty 4-way pivoting hitch head with safety lock.



## BD5-G

28,000 lb. Gross Trailer Weight.  
5,000 lb. Pin Weight.  
Fits factory installed GM OEM 5th wheel prep system.

Heavy duty 4-way pivoting hitch head with safety lock.



## BD3

18,000 lb. Gross Trailer Weight.  
3,500 lb. Pin Weight.  
Fits standard rails in any truck.  
Available underbed adapter plates.

Heavy duty 4-way pivoting hitch head with safety lock.



## BD1

14,000 lb. Gross Trailer Weight.  
2,500 lb. Pin Weight.  
Fits Standard Rails in any truck.  
Available underbed adapter plates.

Heavy duty 4-way pivoting hitch head with safety lock.

All hitches shipped direct to you or to a shipping facility near you.  
All hitches come with a 30 day money back guarantee.

# Air-Ride Specifications

Features	TSLB2H	TS3	BD5F/G	BD3	BD1
Hitch Head Assembly	32k with 1-1/8 Jaws	32k with 1-1/8 Jaws	32k with 1-1/8 Jaws	32k with 1-1/8 Jaws	32k with 1-1/8 Jaws
Operating Height	11"	14"-18"	F 17 1/2" - 20 1/2" G 17" - 18 1/2"	16"-18"	16"-18"
Gross Towing Weight	32,000 Lbs	25,000 Lbs	28,000 Lbs	18,000 Lbs	14,000 Lbs
Gross Pin Weight	5,000 Lbs (7,500)	4,500 Lbs	5,000 Lbs	3,500 Lbs	2,500 Lbs
Dimensions: LxWxH	32"x23"x14" (19" w)	29"x22"x15.5"	F 18"x32"x19" G 26"x30"x17"	24.5"x23.5"x18"	24.5"x23.5"x18"
Front of Hitch to Kingpin	21"	18"	F 9" G 14"	11"	11"
Air Spring Manufacturer	Air Lift Co./Goodyear	Air Lift Co./Goodyear	Air Lift Co./Goodyear	Air Lift Co./Goodyear	Air Lift Co./Goodyear
Safety Stops	Top and Bottom	Top and Bottom	Top and Bottom	Top and bottom	Top and bottom
Push On Air Line Fittings	Yes	Yes	Yes	Yes	Yes
Lubrication Fittings	Yes	Yes	Yes	Yes	Yes
Air System Control & Gauges	Optional	Optional	Optional	Optional	Optional
Gooseneck Adaptors	Yes	Yes	No	No	No
Powder Coat Paint	Yes	Yes	Yes	Yes	Yes
4-Way Head Movement	Yes	Yes	Yes	Yes	Yes
Manufacturer Ldt. Warranty	3 Year	3 Year	3 Year	3 Year	3 Year
Shipped Fully Assembled	Yes	Yes	Yes	Yes	Yes
Dealer/Install Organization	Yes	Yes	Yes	Yes	Yes
Shipping Weight	360 Lbs	280 Lbs	300 Lbs	200 Lbs	200 Lbs

# Standard Hitches



## 32K

32,000 lb. Gross Trailer Weight  
8,000 lb. Pin Weight.  
Bolts to steel plate, flat bed or hauler bodies.

Heavy duty 4-way pivoting hitch head with safety lock.



## BDR-F/G

28,000 lb. Gross Trailer Weight.  
5,000 lb. Pin Weight.  
Fits factory installed Ford or GM OEM 5th wheel prep system.

Heavy duty 4-way pivoting hitch head with safety lock.



## 32KLP

32,000 lb. Gross Trailer Weight  
8,000 lb. Pin Weight.  
Bolts to steel plate, flat bed or hauler bodies.

Heavy duty 4-way pivoting hitch head with safety lock.



## 26K

26,000 lb. Gross Trailer Weight  
5,000 lb. Pin Weight.  
Fits Standard Rails in any truck.  
Available under-bed adapter plate.

Heavy duty 4-way pivoting hitch head with safety lock.

Specifications	32K	32KLP	BDR-F/G	26K
Hitch Head Assembly	32k with 1-1/8" jaws	32k with 1-1/8" jaws	32k with 1-1/8" jaws	32k with 1-1/8" jaws
Operating Height	11" - 14"	8"	F 17 1/2" - 20 1/2" G 15 1/2" - 18 1/2"	15" - 18"
Kingpin to Front of Hitch	7"	5 1/2"	F 9" G 14"	9"
Dimensions: LxWxH	18"x19 3/8"x14"	16"x24"x8"	F 18"x32"x19" G 26"x30"x17"	23 1/2"x24 1/2"x18"
Shipping Weight	145 Lbs	120 Lbs	250 Lbs	140 Lbs

All hitches shipped direct to you or to a shipping facility near you.  
All hitches come with a 30 day money back guarantee.

# Accessories



## Gooseneck Adapter

Compatible with the TSLB and TS3 models. Quickly and easily interchange between 5th wheel and gooseneck. Perfect for hauling multiple trailers.



## Adapter Plates

Adapts standard above bed rail mounted hitches for OEM 5th wheel prep systems. Available for Ford, GM and Dodge Ram products.



## Simple Slide

Short bed solution. Manual slider, allows the hitch to release and move away from cab 12" to make tight maneuvers in a short bed truck.

Only compatible with industry standard above bed rail systems. Works with BD1, BD3, TS3 and 26K Rigid.



## Sidewinder Head

Great solution for tight turns in a short bed truck. The Hensley Sidewinder head works with the Reese Sidewinder/Revolution and

the Lippert Turning Point. Accepts Universal Wedge. Available for all TrailerSaver models.



## Air Compressor

Easily raise and lower your air bag levels with a built in air compressor. Built in design means you don't need to have an external compressor.

Available for BD5F, BD5G, TSLB and TS3.



## Hitch Cover

Fitted, durable and stylish. Made of high grade vinyl and perfect for protecting your investment from the harsh elements.

Available for BD1, BD3, BD5F, BD5G, TSLB and TS3.

All accessories shipped direct to you or to a shipping facility near you.  
All accessories come with a 30 day money back guarantee.

# Frequently Asked Questions

## **Isn't an air-ride pinbox just as effective as a TrailerSaver hitch?**

Although an air-ride pinbox will offer some cushioning effect on the trailer, other more pronounced effects such as chucking will be amplified, particularly during starts and stops.

In addition to performance you must consider how long you might own the existing 5th wheel as the air-ride pinbox must match the hole-pattern of your existing trailer and are usually non-transferable to a different trailer.

## **Why not just get an air-ride suspension instead?**

An air-ride suspension is fantastic for keeping your rig level and for maintaining a constant drive line angle; however, the air suspension actually increases the stiffness of the suspension at the point of connection between the trailer and truck. With less give at the point of connection, the road stress that leads to trailer damage is increased making the need for the TrailerSaver that much greater.

## **Is an anti-chucking pinbox attachment compatible with the TrailerSaver?**

Many of the popular anti-chucking pinbox attachments are compatible with the TrailerSaver, however, many have found they don't need such attachments as the TrailerSaver eliminates all fore and aft chucking without such devices.

## **With the weight of the TrailerSaver hitches, how could I possibly get this out of my truck?**

Although some people have access to an engine hoist, cherry picker, or tractor to lift the hitch out of the bed, many do not. The easiest way to remove the hitch is to simply detach all 4 pins from the rails or release the 4 locks for the puck system, raise the trailer jacks, and allow the hitch to stay attached to the pin of the trailer.

## **Is a cushion hitch with Timbrens or air cells better than a TrailerSaver?**

While these devices offer some deflection of bounce from the trailer they are very hard to control as they do not have any air in them. The only option is to use more or less of the cells but this is very imprecise and often does not provide an improvement in the ride

## **Is a hitch with 4 airbags better?**

More bags does not necessarily mean a better ride. It is more important how the airbags react when you hit bumps. Because the fully suspended design is free floating it is not possible to control all the movement, which can lead to some of the bags bottoming out when the hitch shifts over to one corner.

## **If I am on a trip and lose all air pressure will I be stranded?**

The TrailerSaver is designed to effectively tow with or without air pressure. If you happen to lose air-pressure, just continue to tow and you are in no danger of compromising the hitch or your trailer. When you arrive at a destination simply contact Hensley Mfg. and our friendly tech support department will assist you with correcting the problem and if necessary ship any replacement parts you may need.

## **Do I need a certified dealer to install my TrailerSaver?**

Because the TrailerSaver hitches install into industry standard rails or OEM puck mounts, all that needs to be done, is set the hitch in place and pin or latch it into the truck's 5th wheel mount. The bolt-down hitches for medium duty trucks are often installed by individuals or any professional hitch installer. With our simple and well written installation manual most hitch installers find installation of a TrailerSaver very easy compared with other products.



# Customer Testimonials

Pulled for the first time last night with your BD5, amazing is all I need to say. 200 miles of rough interstate and it preformed like a champ. Thanks for all your help.

-Gary B.

Picked-up the new ts3 yesterday, towed my 5th wheel about 80 miles this afternoon, what a difference! It was a pleasure to tow! Combined with the MorRyde pin box, I hardly knew it was there! My dog used to get car sick riding with me in the truck, not today! Thank you for your help, and thank you for making a great product.

-Mike H.

I picked up the trailer Saturday and you were right. It worked out perfect with the spacer kit. The hitch worked flawlessly on the 8hr trip home. I'm very impressed with it and how smooth it kept the ride. The hitch, coupled with my vehicle air bags made it so I barely felt any bumps or the high winds we drove through that day. The hitch is super easy to work and VERY well built. I was getting a lot of compliments on it at the dealership! Thank you for your time and input!!

-Jason M.

Thanks for your help today and in the past. I am thoroughly impressed with the construction quality and the ride given by the Trailer Saver Hitch I recommend it to all who ask.

-Gary M.

We had our first trip with our new Hensley BD-1 hitch and I am pleased to say it has made a significant improvement in ride quality in both my 2500HD and my 5th wheel. From the time i picked up the hitch, your crew, especially Steve, was more than helpful, and fully explained everything on the hitch to me...you could tell from his enthusiasm and willingness to help, that he was the right guy for the job and that he enjoys it.

The hitch is easy to use. I played with adjusting air pressure in the air bags and already think I hit on the preferred psi that maximizes ride quality.

I had to adjust hitch height to meet the height of my tow vehicle, and in doing so, I may have disturbed the air line for the air bags. I went back to the Romeo facility, and they were more than helpful. They pulled the hitch out, put a new air line and valve on and then kept it over nite under a load. I came back the next day, loaded it back into the truck and all is fine... Steve even touched up the bolt holes where I had moved the hitch.

I can't be happier. If I ever buy a another hitch, it will be a Hensley!

- Steve P.

Got a chance to put a couple thousand miles on the new hitch. Very impressed with your product. Outstanding service from you and a hitch that's second to none. I'm very happy to have done business with you. Thank you for everything!

Tyson K.