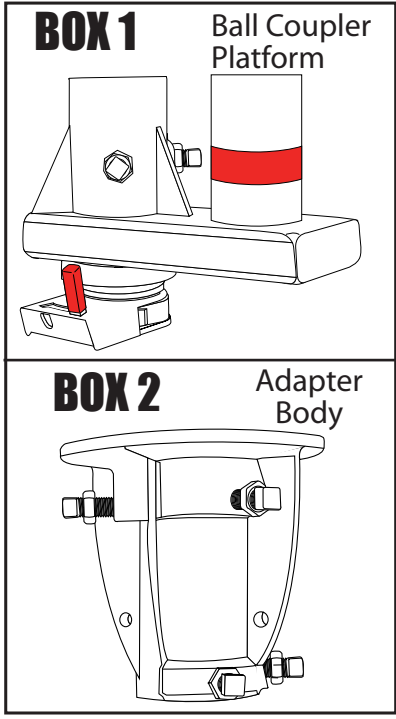


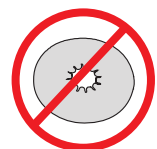
C5GX Adapter Installation Instructions

INSTALLERS - PLEASE GIVE THIS INSTRUCTION SHEET TO THE OWNER OF THE C5G

Tools required: 3/8 inch allen wrench, 1-1/8 inch wrench and torque wrench w/ 3/4 inch 8pt socket*

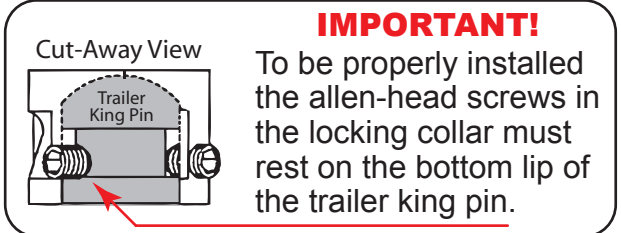
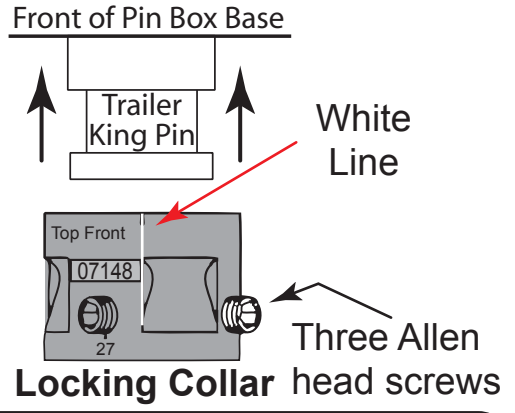


Part 1 - Installation of locking collar:

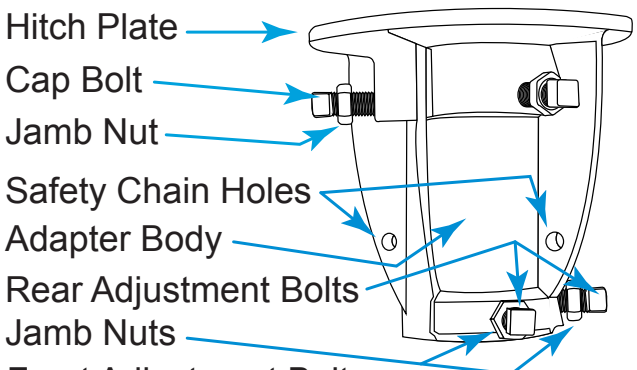


Remove the **Fifth Wheel Lube Plate** or **Lubrication Disk** from around your King Pin, (if your trailer is equipped with one.)

Slide the locking collar over the the trailer King Pin. Before tightening allen-head screws, rotate the collar so that the white line on the front of the collar is in the exact center of the front of the King Pin box. Tighten each of the allen-head screws evenly, **making sure the allen head screws rest on the bottom lip of the trailer king pin.** Firmly seat the allen-head screws flush with the surface of the collar. If screws are not flush, loosen all screws and re-tightened evenly.

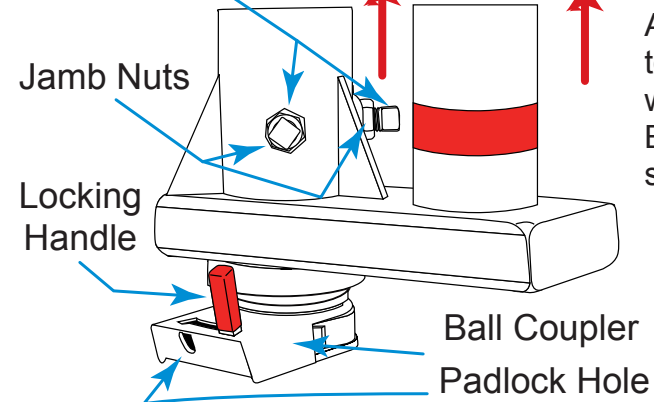


Part 2 - Installation of adapter to the trailer:



To prepare, move the Jamb Nuts out to the head of the Cap Bolts. The adapter body weighs over 50 lbs, so an additional person may be required to help. Slide the Adapter Body up over the Locking Collar, with the "Front" label facing towards the cab of the vehicle. Begin tightening Cap Bolts evenly, making sure the adapter body is moving upwards, until firmly against the pin box. Tighten down the Cap Bolts to approx. **110 ft. lbs.** Tighten jamb nuts firmly.

Part 3 - Installation of Ball Coupler Platform:



Align the Ball Coupler Platform so the FRONT Label facing towards the cab of the vehicle. Slide the Ball Coupler's pipe with the red stripe into the Adapter Body until it touches the Ball Coupler Platform. Tighten the Rear Adjustment Bolts, securing the Adapter Body to the Ball Coupler Platform.

WARNING! If the Rear Adjustment Bolts are not sufficiently tightened, the Ball Coupler Platform could fall out of the Adapter Body when attached to the king pin adapter.

Caution!!! Using this extension may restrict turning radius of the towing vehicle. Check your turning radius and make sure your pin box will not hit the sides of your pickup box or the rear of the passenger cabin.

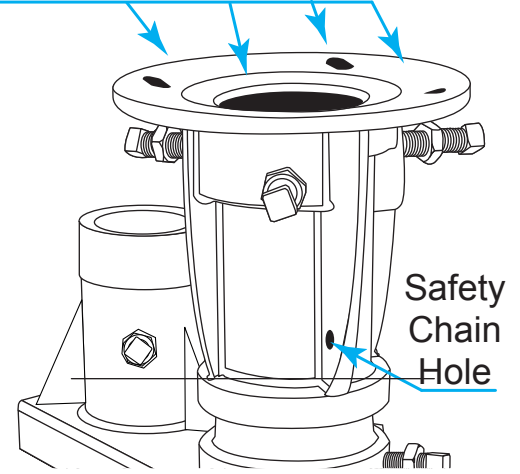
The factory, Convert-A-Ball® Inc., dealers and installers will not be responsible for damages to your trailer or towing vehicle caused by turning tighter than is possible with the C5GX1216 installed.

*Proto brand 1/2" Drive, 3/4" Standard Impact Socket 8 points, 1-1/2" Overall Length. Mfr Part# J7424S

REQUIRED!!!

A bolt-on kit for the 5GX has been provided in this package. For safety, you **MUST** bolt the C5GX to your King Pin Box. Drill 1/2" holes to attach the included bolts or if you wish to tap and thread the kingpin box: drill a 27/64 in. hole and use a 1/2 in. No. 13 tap to thread the holes. At least one or two bolts are necessary to prevent the locking collar from twisting on the kingpin **IN AN EXTREME SITUATION**. There are 2 holes in the Adapter Body Fins to attach the included Safety Chains. We have included safety chains that combined, have an ultimate load strength of 15,200 lbs. If you are towing a load greater than 15,200 lbs., a purchase of third party safety chains would be required. Check your state and local laws to determine the strength needed to tow the trailer safely.

Hitch Plate Bolt Holes



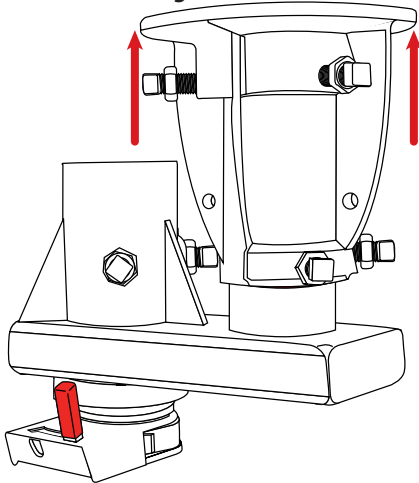
Always secure safety chains to the truck bed connections and lock the ball coupler before towing.

Follow the instructions on the include sheet to properly install the Ball Coupler Positive Lock Handle.

Check all vehicle trailer clearances and equipment each time before towing.

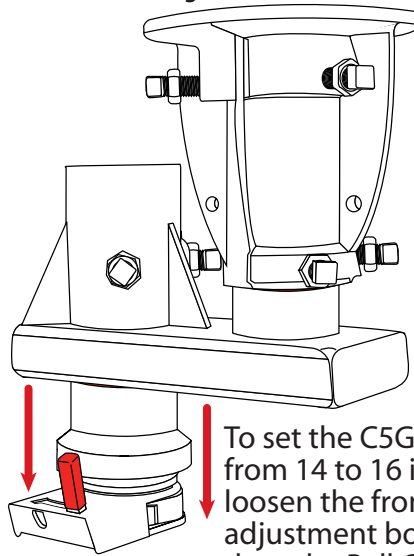
Part 4 - Adjusting the adapter: Raise your trailer with the adapter attached and back the truck under the trailer, centering the adapter over the gooseneck ball. Lower the trailer to a level towing position. Loosen the two Rear Adjustment Bolts and lower the Ball Coupler Platform over the ball, securing it with the Locking Handle. Ensure there is no **RED** showing between the Ball Coupler and the Adapter Body. Tighten down the Adjustment Bolts to approx. **110 ft. lbs.** Tighten jamb nuts firmly. Repeat with the Front Adjustment Bolts to lower the ball coupler over the gooseneckball, if necessary as shown below:

Adjust 12" - 14"



To set the C5GX1216 from 12 to 14 inches, loosen the rear adjustment bolts and lift the Adapter Body up.

Adjust 14" - 16"



To set the C5GX1216 from 14 to 16 inches, loosen the front adjustment bolts and drop the Ball Coupler down.

If you do not adjust the height of the adapter, you MUST tighten the adjustment bolts to 110 ft. lbs. and jam nuts before towing.

A technical line drawing of the ball coupler and platform. A red band is shown around the ball coupler, indicating it is too low. A red arrow points to the red mark. Below the diagram, the text reads: 'Trailer Jacks Need To Be Lowered!'.

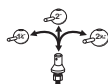
IMPORTANT WARNING!
Each ball coupler and platform is marked in **RED** when it is too low or high to be safely connected to the adapter body. If you see red when you are hooking up your adapter, you need to lower the trailer jacks until there is **NO** red showing before tightening the adjustment bolts and jamb nuts.

Disconnecting the coupler

If you are unable to move the coupler handle to uncouple your trailer, you may have negative tongue weight. (Up pressure on your ball coupler) Be sure you unlock the coupler before you jack the trailer up. Also you need to be on fairly level ground. If all else fails, call us at 800-543-1732.

Help Line: 1-800-543-1732

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