

Installation & Operating Instructions for TSLB-*H

NOTE: Every hitch is shipped with a handle extension kit used to operate the hitch locking mechanism from outside of the truck body. This kit consists of an extension handle and an extension hook. Make sure your installer has given it to you.



Center the TrailerSaver Air Suspension Hitch between the truck's frame members. Some facilities recommend that the center of the hitch head be located at the centerline of the truck axle. Several installation facilities have located the center of the hitch head behind the centerline of the axle with no adverse results. Each installation is most probably unique to each truck configuration so the installation may vary for each job. This information publication is only a recommendation for the proper installation method for the TrailerSaver Air Suspension Hitch.

The base of the hitch **must** be bolted to the truck's frame members. This can be accomplished in a number of ways. You may install a 1/2" thick steel plate over the complete area of the hitch base which, extends to both frame members and then bolt the hitch to it. You may install two 3/4" x 6" steel plates which extend to both frame members and then attach the hitch to them using the pre-drilled holes in the base of the hitch. When fastening the cross members to the frame, be sure to fasten them to the face of the frame. It will be necessary to install vertical members to the face of the frame and then bolt the cross members to them. Grade 5 or grade 8 bolts of 1/2" diameter must be used for all bolting configurations. On model TSLB-1H you must use all (8) holes of the predrilled holes in the hitch base. On model TSLB-2H, you must use at least 4 bolts on each side of the hitch making sure to use the 2 front most holes or 4 bolts laterally across the front of the hitch and 2 bolts at the rear of the hitch. Consult with your installer for more ways to fasten your new hitch to your truck. Packaged with the hitch is a coil of 1/4" tubing, (1) control w/gauge (as shown above), and (1) 1/4" push-on TEE. Locate an air supply from the truck, cut the line and install the 1/4" TEE between the cut ends. Install one end of the 1/4" tubing into the TEE and the other end onto the control fitting marked "From truck air supply". On the other fitting marked "To air Bellows", attach the tubing. Now route it back to the hitch and attach to the TEE that has been installed at the factory. Be sure to secure the tubing so that it doesn't come in contact with members that may rub a hole in it. The control may be mounted any place convenient for you, however, it needs to be protected from the weather.

Operation of the TrailerSaver Air Suspension Hitch

The minimum operating height for the Trailer Saver Air Suspension Hitch is 3/4" from the lower most or parked position. After connecting to your trailer add air to the air bellows until the hitch raises to the proper height.

Look at the pressure gauge to see what the pressure is and from then on you can hook up and inflate the air bellows to that same pressure. This pressure usually will be from 40 to 90 pounds.

Hooking up your trailer (before continuing, read "Auto Lock Position" on back of this page)

Step 1) Make sure the unlatching handle of the hitch is in the "auto lock" position. The handle will be at a 90-degree angle from the centerline of the hitch or nine o'clock setting. It will be facing straight at you if you are standing on the left side of the truck facing the hitch.

Step 2) Back your truck to the trailer until the kingpin just enters the "V" of the hitch. At this time raise the hitch until it comes in contact with the kingpin plate. Put a small amount of pressure (10-15#) on the kingpin plate to assure that you are in the correct position for proper lockup.

Step 3) Now, back into the kingpin. The latching handle will move toward the rear of the hitch when it is locked in position. This is the eight o'clock setting. The spring loaded detent pin will move into position in front of the steel sliding locking bar to secure the locking mechanism. On the right side of the hitch there is a hole located in the channel that the steel bar slides in. You may install a padlock in it to prevent anybody from unlocking the hitch assembly. Do not go behind the truck to try and examine the jaw position. There are 2 issues here, if you are not locked, you do not want the trailer to fall on you. Second, just because the jaws are wrapped around the pin does not mean that they are latched. The locking bar must come back to *keep* the jaws closed.

CAUTION: ALWAYS TRY TO MOVE THE LOCKING HANDLE FORWARD AFTER HOOKING UP TO YOUR TRAILER TO MAKE SURE YOU ARE LOCKED IN POSITION!!

If you cannot move the handle past the detent pin you are locked and ready for travel.

If you experience difficulty with the hitch jaws locking, check the condition of the trailer pin. It must be free from all burrs and paint buildup. The anti-friction pad must be tight against the pin box. We have also seen dirt and grease buildup on the pin from using a hitch with a thinner locking mechanism than we use. Any of the above conditions may cause the locking jaws not to lock.

Step 4) Raise the legs of the trailer and then add the correct amount of air to the air springs. There are two white marks at the left rear of the hitch. When these are aligned, you are at the minimum operating level of 3/4". Start here and adjust to get the ride that you desire. The pressure on the gauge is usually between 40 and 90 Pounds depending on your pin weight.

Disconnecting from you trailer

After you have located your trailer in its final position and put in you wheel chocks, lower your trailer legs and apply a small amount of downward pressure. At this time unlock the jaws on the Holland 5th wheel hitch. To do this you must first pull the spring loaded detent pin located on the left front side of the hitch, and while holding the pin move the unlatching handle forward, (towards the front of the truck) as far as it will go. This will be the ten o'clock setting. At this position, the detent pin will engage a hole in the sliding steel bar locking it open. Usually the jaws will open, however, if there is pressure against the kingpin, the jaws may not open, but the hitch is unlocked and as soon as you move your truck a fraction of an inch the jaws will open. Next, remove **ALL** of the air from the air springs of your hitch. You may now drive away from your trailer after disconnecting your cables.

Auto Lock Position

After you have pulled away from your trailer you may move the unlatching handle far enough forward to release the tension that is against the detent pin and then pull the pin and allow the unlatching handle to move rearward. This operation will allow the detent pin to rest against the sliding steel bar. This action puts the hitch in the "auto lock" position and the nine o'clock setting. Now when you back into the trailer kingpin the jaws will automatically close.

If you elected not to do the above step, and instead leave the sliding bar locked open, you must manually lock the assembly. After backing into your trailer kingpin, manually pull the detent pin out of the hole so the steel bar will move rearward securing the locking jaws in place. If you do not do manually lock the sliding bar, the trailer will separate from the hitch when you move forward with your truck. ***This is certainly not a good thing.***

Lubrication is necessary on the Holland head as well as the axis pins on the TrailerSaver Air Suspension Hitch. On the front underside of the hitch head is a spring that needs to be lubricated with WD-40 or equivalent. This spring slides forward and aft when the head tilts front to back. It is necessary to lubricate the axis pins located on the front of the hitch with a grease gun at 4,000-mile increments. The moving parts on the Holland hitch head may be lubricated with WD-40 or equivalent as needed. It is recommended that you inspect the axis pins and hitch-pivoting pin annually to check for wear.