

Installation Instructions

Part Number:

Sidewinder Turret™

61300

DEALER/INSTALLER:

(1) Provide this Manual to end user

END USER:

- (1) Read and follow this Manual for Sidewinder Turret Installation.
- (2) Save this Manual for Future Reference.
- (3) For Sidewinder Arm Installations, Refer to Arm Installation Manuals.
- (4) Pass on copies of Manual to any other users or owner.

Turret Shown Assembled With Arm

Note: These Instructions Are Only For Installation Of Turret Into Wing Sets.
You Should Refer To The Installation Instructions For Your Sidewinder Arm.

Equipment Required:

Fastener Kit: 61300F

Wrenches: 15/16"

Drill Bits: Not Required

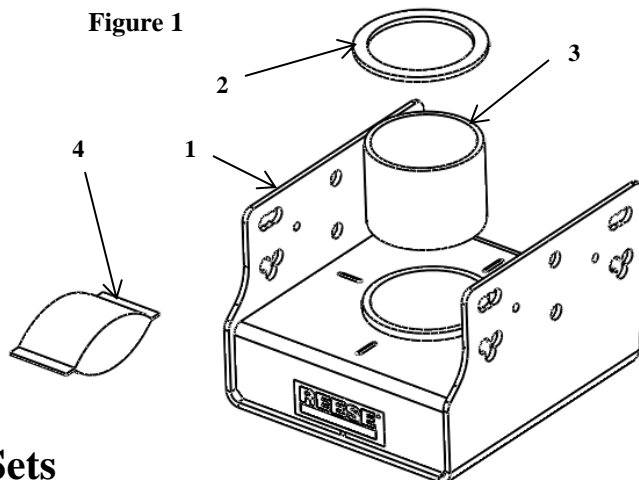
Torque Wrench

Do Not Exceed Lower of Towing Vehicle Manufacturer's Rating,
Trailer Manufacturer's Rating or

Max Gross Trailer WT (LB)	Max Pin WT (LB)
19,500 LB	3,900 LB

①	Qty. (1)	Turret 61300 (Formally ST100 & ST200)
②	Qty. (1)	Upper Wear Plate
③	Qty. (1)	Bushing
④	Qty. (1)	Hardware Kit

Figure 1

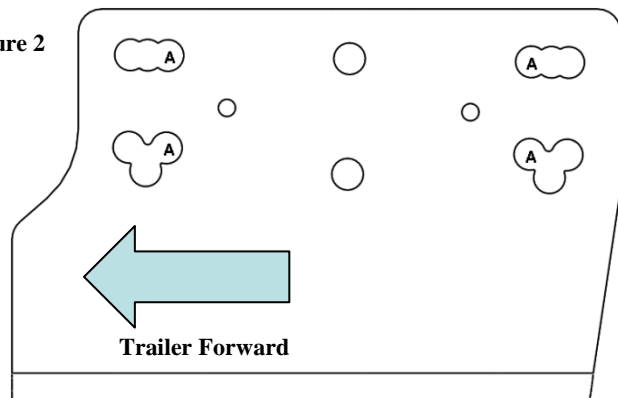


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Matching Wing Sets

Figure 2



For Wing Set Make and Model Numbers:

Lippert 1621

Lippert 1621HD

Lippert 0719

Fabex PB-600 Series

Use The Bolt Hole Locations Noted By The "A"

The pattern is a 7.875" horizontal & a 2" vertical

⚠ WARNING:

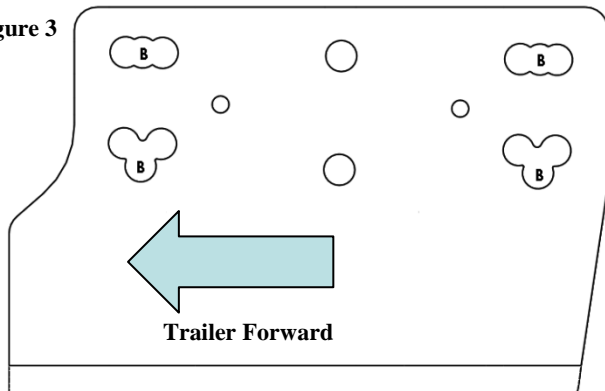
Failure to follow all of these instructions may result in death or serious injury!

Installation Instructions

Sidewinder Turret™

Matching Wing Sets

Figure 3



For Wing Set Make and Model Numbers:

Lippert 1716

Lippert 1116

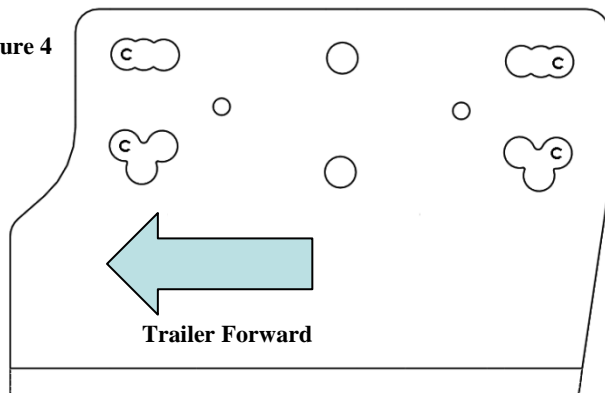
Lippert 0115

Use The Bolt Hole Locations Noted By The “B”

The pattern is a 8.75” horizontal & a 2.5” vertical

Note: Spacer Kit 61301 Is Needed For These Model Wings

Figure 4



For Wing Set Make and Model Numbers:

Fabex PB-500 Series

Note: For the 500 series only one row is needed.

(2 Bolts per Side)

Fabex PB-700 Series

Use The Bolt Hole Locations Noted By The “C”

The pattern is a 9.5” horizontal & a 2” vertical

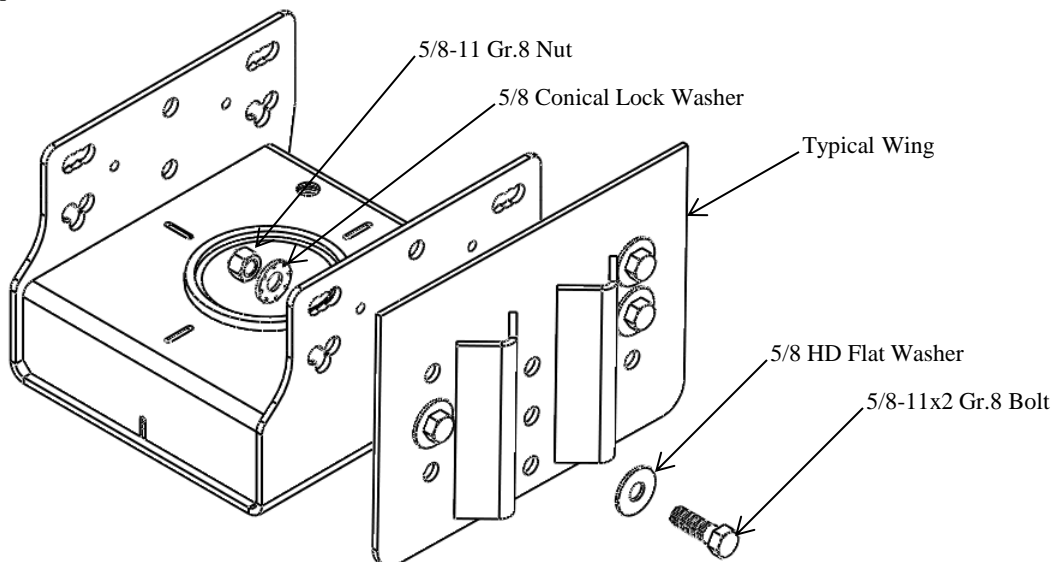
Note: Spacer Kit 61301 Is Needed For These Model Wings

Typical Bolting

Hardware Kit Contains: (8) 5/8-11x2 Gr.8 Bolts / (8) 5/8-11 Gr.8 Nuts / (8) 5/8 HD Flat Washers / (8) 5/8 Conical Lock Washers

Bolts & Flat Washers Are Installed From The Outside, Conical Lock Washers and Nuts On the Inside.

Torque All To 210 ft. lbs.



Installation Instructions



5th Airborne Sidewinder

Part Numbers:

5AS16K

DEALER/INSTALLER:

(1) Provide this Manual to end user

END USER:

- (1) Read and follow this Manual every time you use this product.
- (2) Save this Manual for Future Reference.
- (3) Pass on copies of Manual to any other users or owner.

**Do Not Exceed Lower of Towing Vehicle Manufacturer's Rating,
Trailer Manufacturer's Rating or**

Max Gross Trailer WT (LB)	Max Pin WT (LB)
16,000 LB	3,200 LB

PIN BOX SHOWN ASSEMBLED

Equipment Required:

Wrenches: 15/16", 3/4", 9/16" &

TORQUE WRENCH

1	Qty. (1)	Air Spring
2	Qty. (1)	Air Line Fill
3	Qty. (2)	Shock Bolt (1/2-13 X 3.75")
4	Qty. (2)	1/2-13 Nylon Lock Nut
5	Qty. (1)	Shock
6	Qty. (2)	3/8-16 x 1 GR5 Bolt
7	Qty. (2)	3/8" Conical Washer
8	Qty. (2)	3/8-16x1.5 GR5 Bolt
9	Qty. (1)	Pivot Shaft
10	Qty. (2)	Special Washer
11	Qty. (2)	Star Washer
12	Qty. (2)	1/2 -13 x 1.25 GR 5 Bolt
13	Qty. (2)	3/8" Flat Washer
14	Qty. (1)	Universal Wedge*
15	Qty. (2)	5/8 Conical Washer
16	Qty. (2)	Bolt, 5/8 – 11 x 1 3/4 Grd. 5 Hex Head w/ Nylon
17	Qty. (1)	Wear Plate
18	Qty. (1)	Top Cap Plate

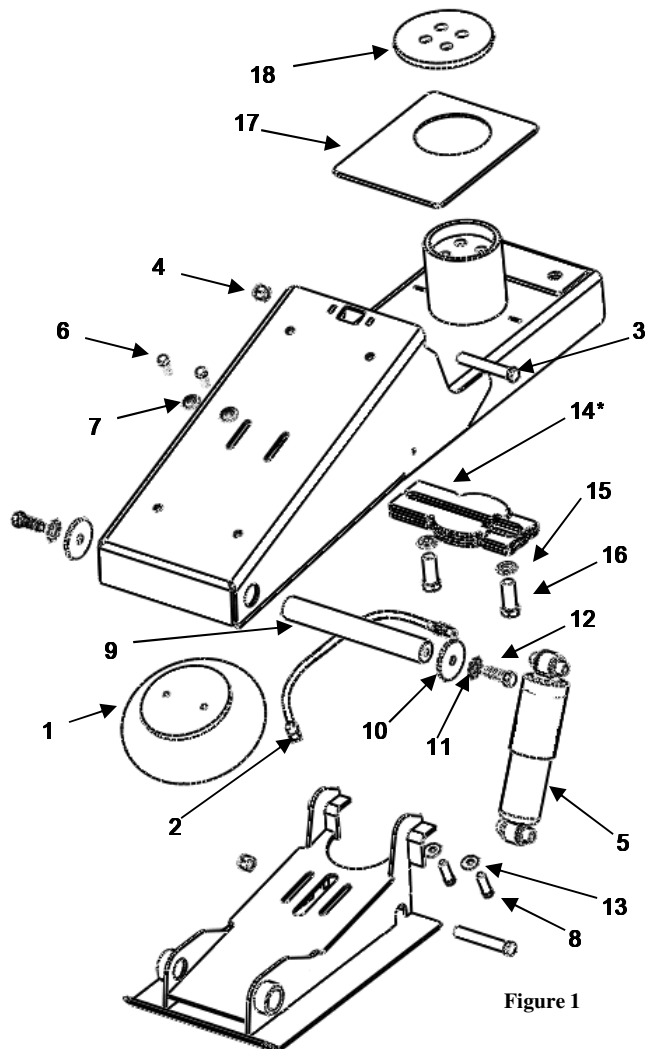


Figure 1

*Custom Wedges are available for most fifth wheel hitch applications, to order a custom wedge kit, see your RV Dealer or contact CPP

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1. GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER
2. ASSEMBLY INSTRUCTIONS
3. OPERATING INSTRUCTIONS
4. HITCHING PROCEDURE
5. PULL TEST
6. ADJUSTING THE AIR SPRING
7. UNHOOKING PROCEDURE

WARNING:

Failure to follow all of these instructions may result in death or serious injury!

Installation Instructions

5th Airborne Sidewinder



GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER

⚠ WARNING:

Failure to check and follow tow ratings could result in tow vehicle damage or truck and trailer separation while towing.

- Trailer and its contents together must not exceed truck, hitch and/or trailer tow ratings.
- Towing vehicle must have a manufacturer's rated towing capacity equal to or greater than the gross trailer weight (dry weight of the trailer plus payload of the trailer). (See Fig. 2)
- Gross weight of trailer must not exceed 16,000 pounds for this product.
- King pin weight must not exceed 3,200 pounds (See Fig. 3). If in doubt have king pin weight measured by qualified facility.

1. Check Tow Ratings:

Vehicle Tow Rating: _____.

16K Sidewinder Pin Box Rating: **16,000 lbs.**

Gross Trailer Weight (Figure 2): _____.

***Trailer weight should be the lowest of these recorded ratings for safe towing conditions.**

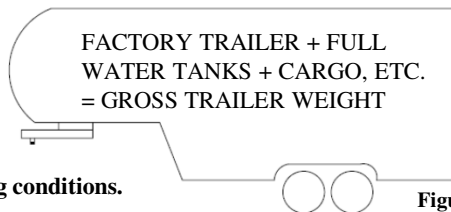


Figure 2

2. The Sidewinder™ pin box is designed for a maximum of 20% Gross Trailer Weight on the pin (Pin Weight). See Fig. 3

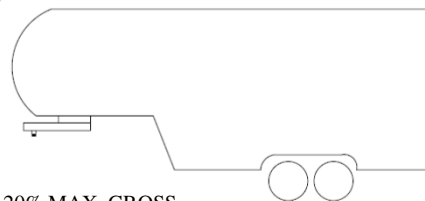


Figure 3

3. Trucks & RV Trailers come in many different configurations; Installations of 5th Wheel Hitches often vary by installer, it is necessary to check the clearances in figures 4 & 5 before hook up and towing with Sidewinder™.

Pre Hook-up Clearance Check

I. Cab Clearance

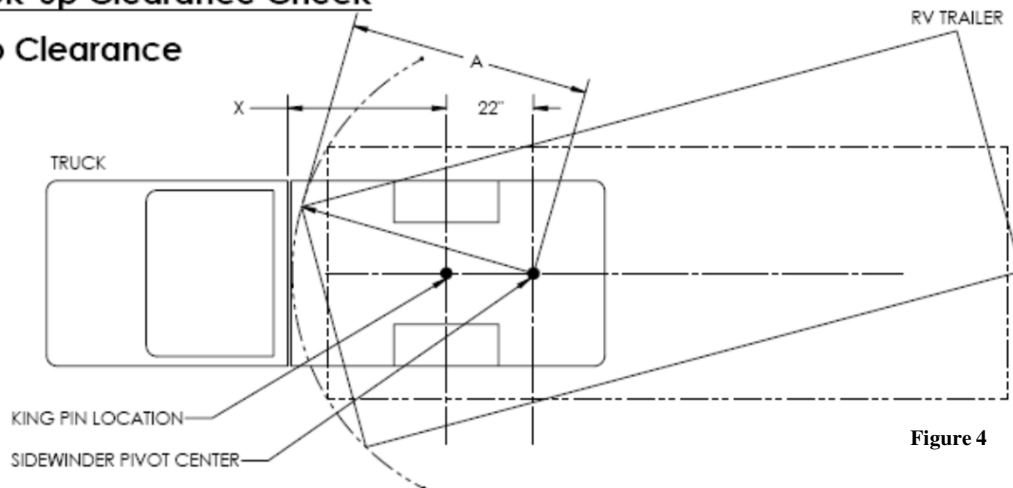


Figure 4

Measure Distance "A": From Center of Sidewinder™ pivot to farthest point on coach front cap.

Measure Distance "X": From King Pin to the rear of the truck cab.

If Distance "X" + 24" is Greater Than Distance "A" Towing up to 90° or More is possible.

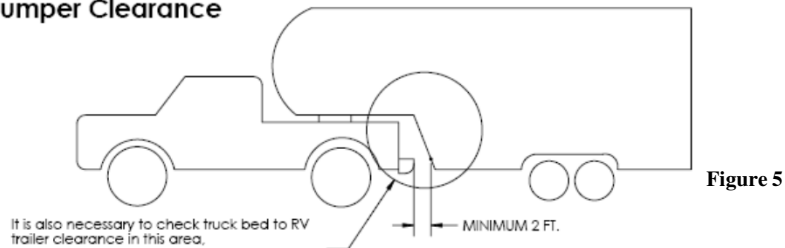
Installation Instructions

5th Airborne Sidewinder



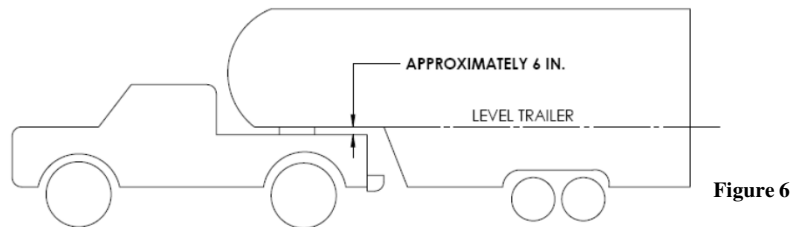
GUIDELINES FOR MATCHING TOW VEHICLE AND TRAILER – CON'T

II. Bumper Clearance



CAUTION: A minimum clearance between the bumper and trailer (Measured at the same height) of 2 ft. is recommended. Due to Vehicle and RV Trailer variations; it is necessary to check this clearance. If the clearance is less than the minimum, this can be done after installation by making a slow turn, in a controlled driving environment (i.e. closed parking lot, grass field, etc.) with the aid of an observer to watch for interference.

4. The Height of the hitch and pin box should be adjusted so the trailer is approximately level as it is towed. Allow approximately 6 in. clearance between the top of the bed and the underside of the front of the trailer for pitch and yaw of the trailer (See Figure 6). For off-road use allow more clearance between pickup walls and trailer.



CAUTION:

The Measurements in figures 4, 5 & 6 are guidelines, If your measurements are close to these numbers, re-check clearances. If vehicle and/or trailer has any added bed vanity accessories (i.e. fairings, air dams, ground effects, bed rails, etc.) additional dimensioning and clearance checks have to be made. CPP is not responsible for damage incurred due to disregarding these clearance checks.

WARNING:

Avoid putting any part of your body under the trailer or between the truck and trailer. Unexpected or accidental movement of the truck or the trailer can cause serious injury or death

•If you must place any part of your body under the trailer or between the truck and trailer you **MUST** perform **ALL** of the following steps:

- Check that the truck transmission is in park
- Check that the emergency brake is set
- Block in front of and behind all trailer tires
- Check that the trailer landing gear are resting on firm ground

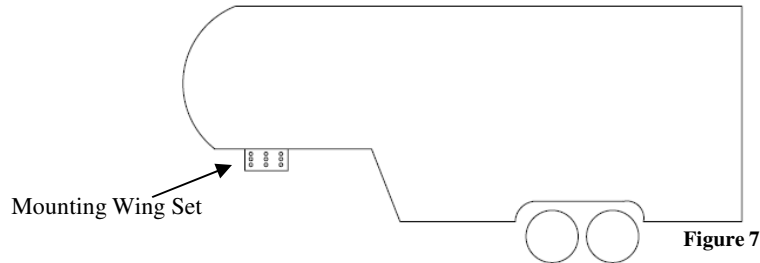
Installation Instructions



5th Airborne Sidewinder™

ASSEMBLY INSTRUCTIONS – For Pre-Assembled OEM Models use this section as a point of reference.

1. Before removing the original pin box, take note of the number of bolts used attaching the existing pin box to the mounting wing set. Cequent Performance Products recommends using at least the same number of bolts upon installation as removed from the original pin box. (Figure 7)



2. Check all boxes for all components listed in figure 1. Locate the part information and record it on page 12.
3. Remove the existing pin box, taking care to remove any necessary wiring and/or break away switch if attached to the pin box. (If removed, the break away switch must be reinstalled after installation is complete)
4. Check that the new turret fits into the mounting wing set and that the holes align.
5. Install pivot bushing into the turret as shown in figure 8. Applying white lithium grease to the inner tube of the turret may ease assembly. Install wear plate onto sidewinder arm (Figure 9), be sure to place the chamfer facing down (Figure 10). Apply white lithium grease to the surfaces shown in figure 11, be sure to coat the entire surface.

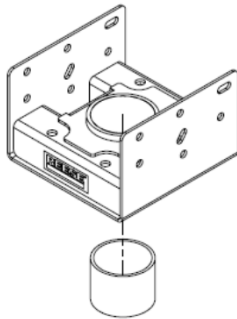


Figure 8

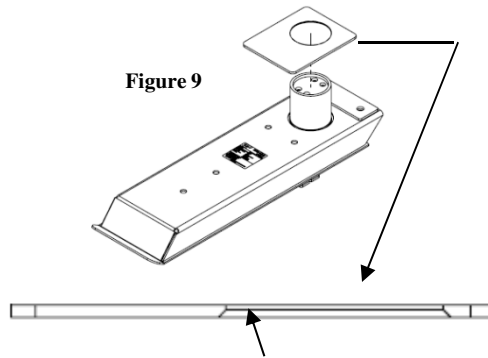


Figure 9

The chamfer on the wear plate Must face down as shown

Figure 10

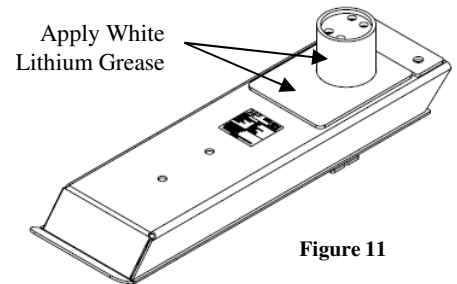


Figure 11

6. Install turret onto Sidewinder™ arm over the wear plate.
7. Install the upper wear disc and outer cap. Install (4) 5/8" Cap bolts & 5/8" conical washers, do not fully tighten these bolts at this time (figure 12).

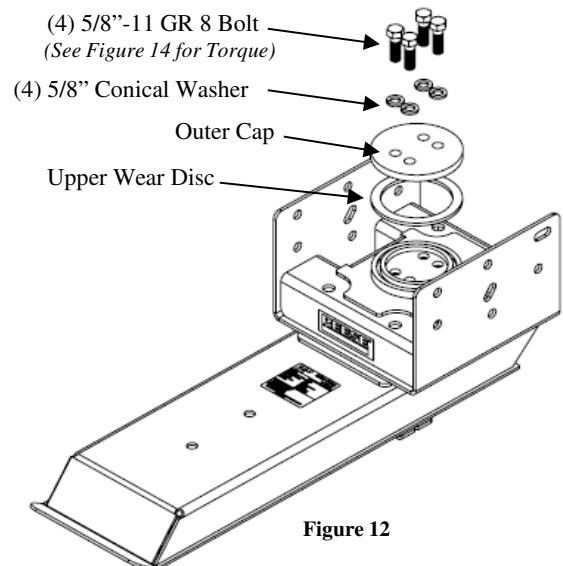


Figure 12

Installation Instructions

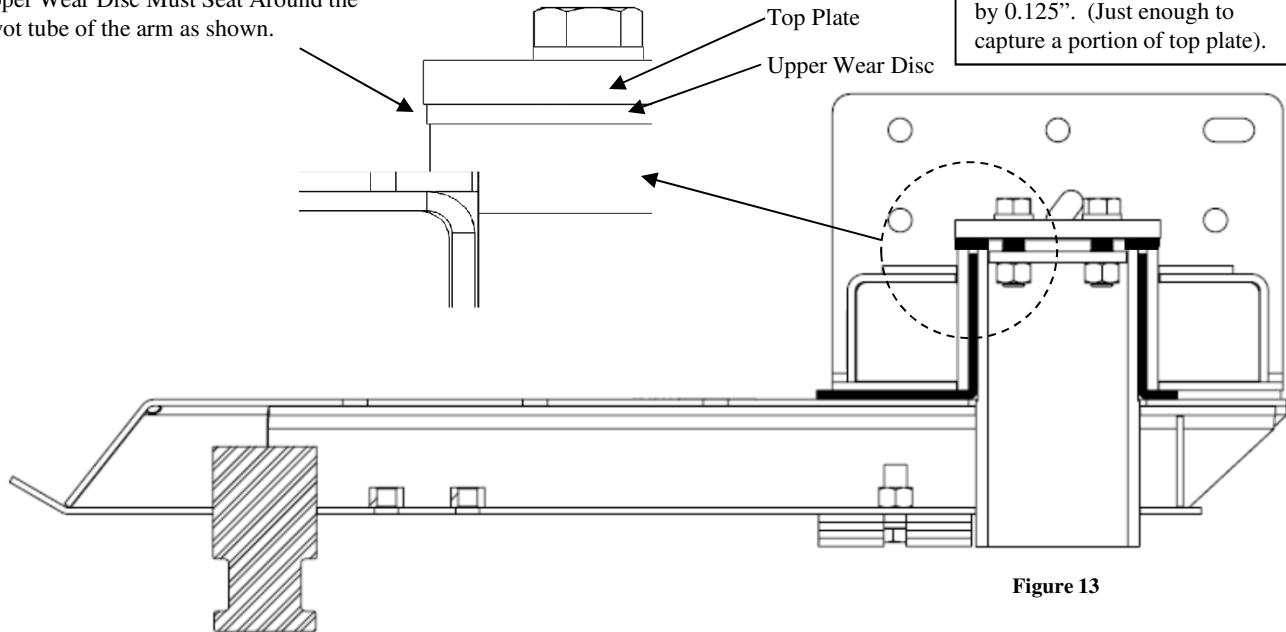


5th Airborne Sidewinder™

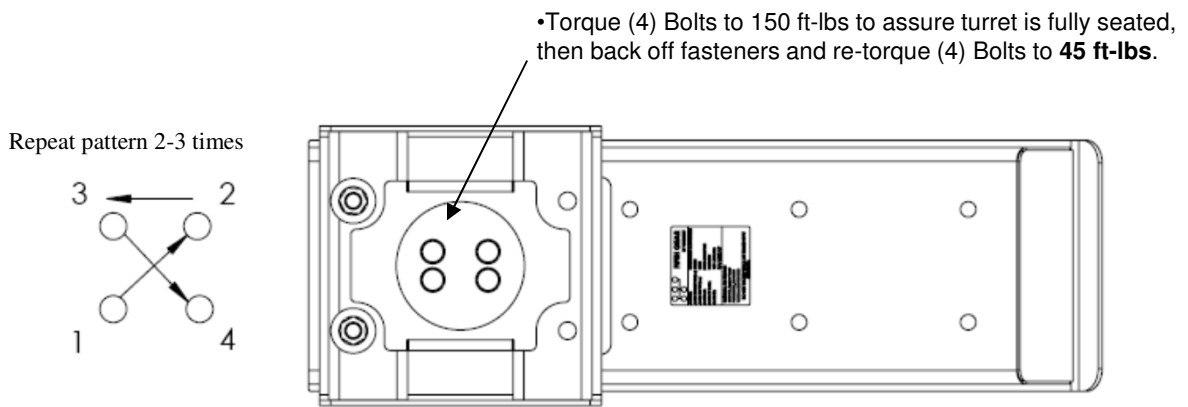
ASSEMBLY INSTRUCTIONS – CON'T

8. Before attempting to fully tighten the (4) 5/8-11 cap bolts, it is necessary to check that the upper wear disc is properly positioned. Refer to the figures below (figure 13).

Upper Wear Disc Must Seat Around the pivot tube of the arm as shown.



9. Tighten (4) 5/8-11 cap bolts as shown, repeat pattern 2-3 times.



Installation Instructions



5th Airborne Sidewinder™

ASSEMBLY INSTRUCTIONS – CON'T

10. Install the Sidewinder™ inside the mounting wings (Figure 15). Cequent Performance Products recommends replacing the mounting bolts, nuts, and lock washers with the same size & grade as the bolts removed from the original pin box. Torque all bolts to the proper value listed in table 1.

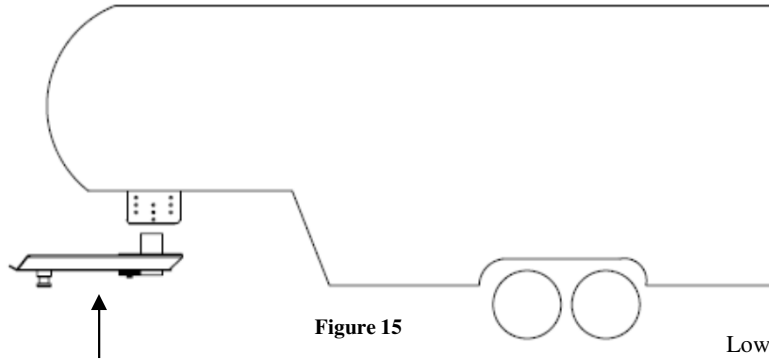


Figure 15

Bolt Diameter	Torque
1/2" Bolts GR5	90 ft-lbs
5/8" Bolts GR5	150 ft-lbs
3/4" Bolts GR5	275 ft-lbs

Table 1

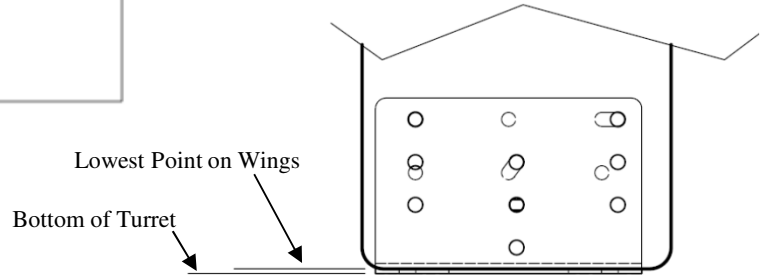


Figure 16

CAUTION: The bottom of the turret must extend below the lowest point on the wings to allow the arm to clear during pivot. (Figure 16)

OPERATION INSTRUCTIONS

Conventional Transport:

The Sidewinder™ Pin-Box is very versatile and can be used as a standard pin box – Conventional Transport. For conventional transport (2) 3/4" GR 5 Bolts and Hardware are installed in the back of the unit (figure 17), on OE applications these come installed from the factory and may or may not have been removed by the dealer. The two bolts prevent rotation and allow use of the pin-box without the wedge installed.

Lock-Out Bolts
(Torque to 275 ft-lbs)

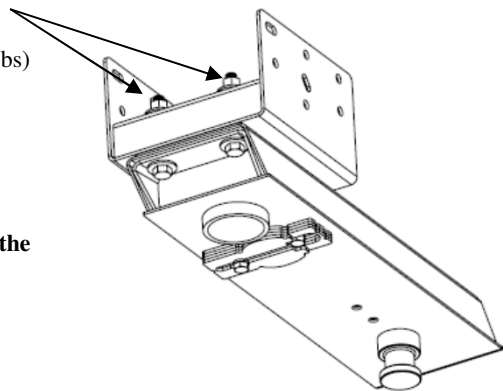


Figure 17

Note: Lock Out Bolts are only supplied on OE units.

Lock-Out bolt kits are available for the 19K Sidewinder™ CTP P/N: 38019

Note:
When Sidewinder™ feature is activated, rotation of the arm manually, is not expected.

Sidewinder™ Transport:

Sidewinder™ Pin-Boxes equipped with lock-out bolts can be converted to activate the Sidewinder™ feature. This feature moves the pivot from the truck bed to the pin-box mounting wings under the nose of the trailer and allows worry free towing up to 90° or more. NOTE: Not all tow vehicle and trailer combinations will allow a 90 degree turn.

⚠ DANGER: Do Not install a wedge without removing the Lock-Out Bolts. Never operate without a wedge if the Lock-Out bolts are not installed. Doing this will create a double pivot and could result in death or serious injury and/or damage to the tow vehicle and trailer.

Installation Instructions

5th Airborne Sidewinder™



Activating the Sidewinder™ Feature:

1. Remove (2) 3/4" Lock-Out bolts and hardware from the rear of the pin-box (figure 18).
2. Remove the universal wedge from its storage location by removing (2) 5/8-11 X 1 3/4" bolts and conical washers.

Note: The universal wedge is supplied with the unit and provides a lockout for many different fifth wheel hitches. Cequent Performance Products offers custom wedges designed for specific fifth wheel hitches, check with your RV dealer or call CPP customer service to see if we offer a custom wedge for your hitch application for purchase. If a custom wedge is available for your hitch application, CPP recommends replacing the universal wedge with a custom wedge to provide the best fit for your hitch. The universal wedge should remain with the unit as it may be necessary if breakdown occurs to fit a tow vehicle other than your own.

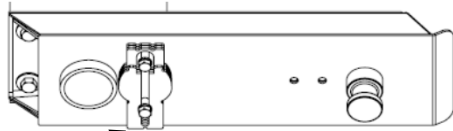


Figure 19

Wedge In Storage Location

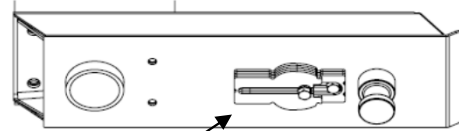


Figure 20

Wedge In Position for Sidewinder™
Feature Activation

Universal Wedge Orientation:

Before installing the universal wedge in position it is necessary to decide the best orientation for your hitch application. This can be done by referencing the diagrams below.

Orientation for Reese/Draw-Tite/Hidden Hitch Select Series, Pro Series, Husky & similar style fifth wheel heads.

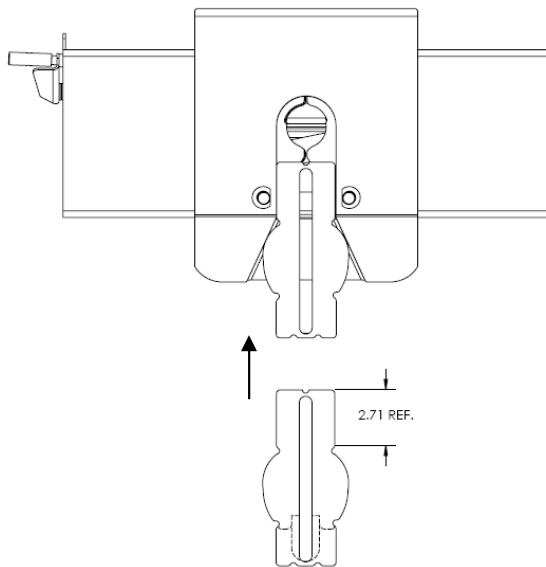


Figure 21

Orientation for Reese/Draw-Tite/Hidden Hitch Signature Series, Elite Series, & Select Plus, Reese Titan 16K & 20K, B&W and similar style fifth wheels.

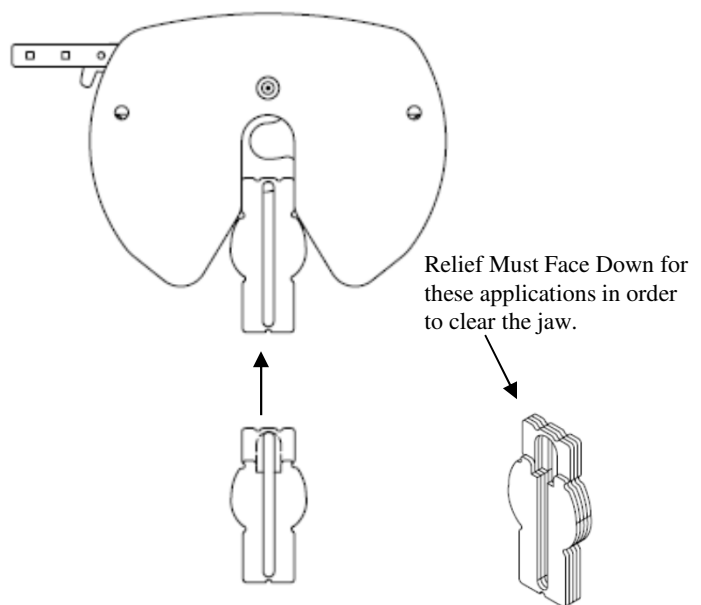


Figure 22

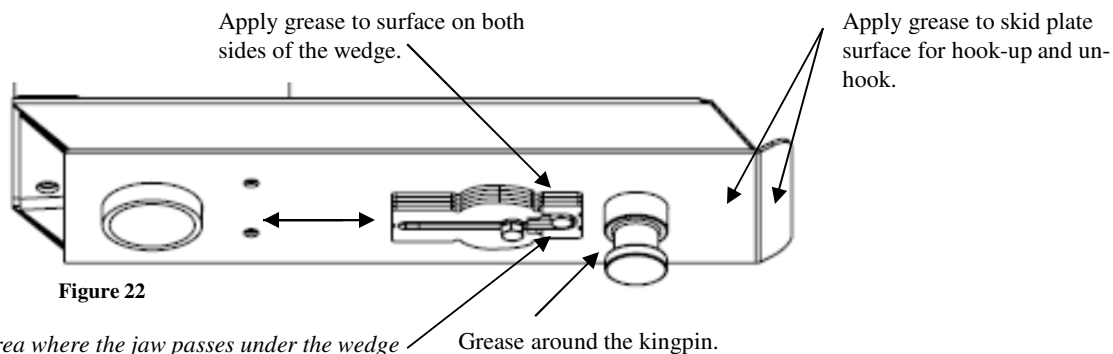
Installation Instructions

5th Airborne Sidewinder™



Activating the Sidewinder™ Feature Cont.:

3. Install the universal wedge into the position for Sidewinder™ feature activation (figure 19) , in the proper orientation for your fifth wheel. The bolts will not be fully tightened at this time. Only tighten the (2) 5/8-11 X 1 3/4" wedge bolts until the conical washers begin to engage. The wedge should be allowed to slide with the rap of a hammer or mallet.
4. Apply grease to the surface on both sides of the wedge, around the kingpin, and the skid plate surface as shown in figure 22. **For all Fifth Wheel Heads, lubricate the area where the jaw passes under the wedge.*



5. Hook-up to the fifth wheel trailer following the hitching procedure in this manual, for proper latching of the fifth wheel hitch refer to the owners manual for your fifth wheel hitch.
6. Raise the trailer landing gear and drive the truck and trailer forward a few feet so that the truck and trailer are in a straight line.
7. Put the vehicle in park and apply the emergency brake. Block the trailer wheels and lower the trailer landing gear so the landing gear is resting firmly on the ground and supporting the trailer weight. Tap the wedge firmly forward until it will no longer travel.
8. Attempt to tighten both wedge bolts. Both bolts may not be accessible while the unit is hitched, in these cases tighten the most accessible bolt (usually the rear); these bolts will later be tightened to the proper torque value.
9. Unhitch the trailer from the tow vehicle following the unhitching procedure in this manual.
10. Torque (2) 5/8" Wedge Bolts to 150 ft-lbs (figure 23). A thin walled socket may be necessary.
11. The wedge adjustment should be adjusted or checked for proper adjustment before each trip. If a different fifth wheel hitch is used after this adjustment, it is necessary to readjust the wedge for the specific fifth wheel hitch.

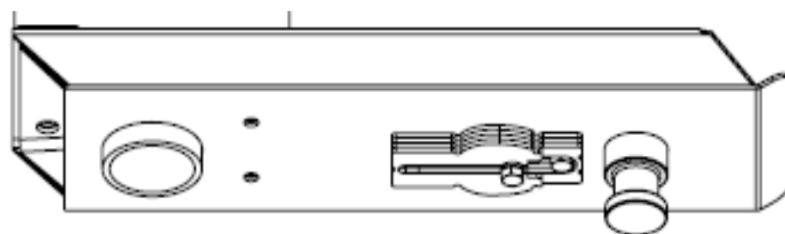


Figure 23

Torque (2) 5/8" Wedge Bolts to 150 ft-lbs.

Installation Instructions

5th Airborne Sidewinder



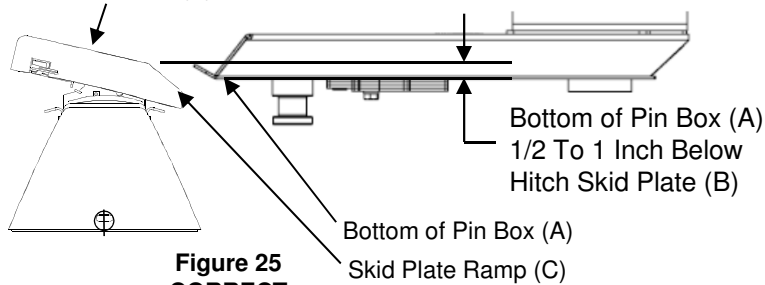
HITCHING PROCEDURE:

IMPORTANT: YOU ARE RESPONSIBLE FOR SAFE HITCHING AND UNHITCHING OPERATIONS. DO NOT RELY ON OTHERS TO PERFORM THESE DUTIES. YOU MUST PERSONALLY MAKE SURE THE FOLLOWING STEPS ARE PERFORMED IN THE FOLLOWING ORDER!

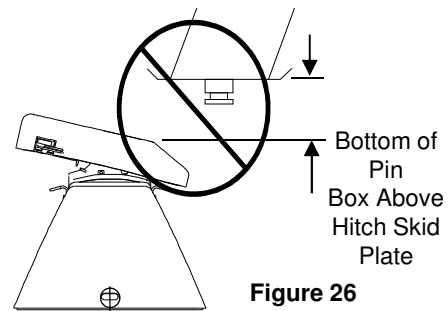
⚠ WARNING:
FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DEATH OR SERIOUS INJURY.

1. Place blocks (sometimes called “chocks”) firmly against front and rear of each trailer wheel to prevent any possible forward or rearward motion. **DO NOT REMOVE BLOCKS UNTIL EACH OF THE FOLLOWING STEPS AND THE PULL TEST HAVE BEEN COMPLETED.** Lower tailgate if necessary. Clearance of the lowered tailgate to the trailer needs to be monitored during hookups as some manufacturer combinations of truck and trailer have little or no clearance.
2. Using trailer jacks, adjust trailer height following the directions in the trailer manual so that bottom of trailer pin box (“A” in Figure 25) is ½ to 1 inch below skid plate (See “B” in Figure 25). During the hitching maneuver, the bottom of the trailer pin box should come in contact with skid plate ramp (“C” in Figure 25).

Hitch Skid Plate (B)



**Figure 25
CORRECT**

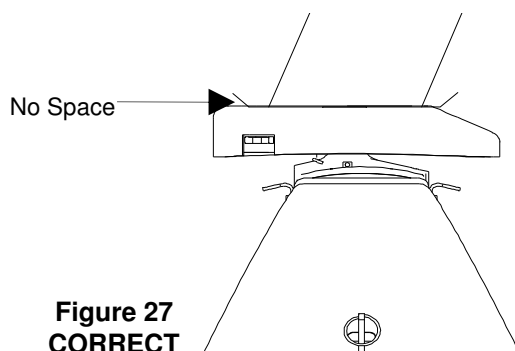


**Figure 26
WRONG**

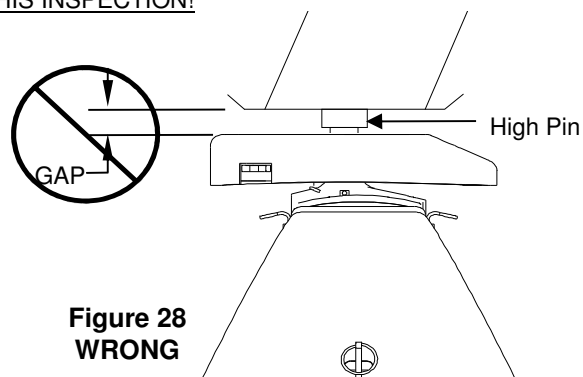
⚠ WARNING:

Failure to follow this instruction may result in king pin being too high and coming to rest on top of closed jaws or not completely inside jaw. (See Fig. 27/28). This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone is under the trailer or between truck and trailer when separation occurs.

3. Open the jaw on the fifth wheel head – refer to the instructions for your fifth wheel head for proper fifth wheel hitch latch operation.
4. Back truck slowly into trailer. Truck and trailer must be straight in-line for the wedge to enter into the fifth wheel funnel.
5. Latch fifth wheel hitch in closed position according to the instructions for your fifth wheel hitch.
5. With all trailer wheels still firmly blocked, landing gear still resting on firm ground and supporting trailer weight, and truck stationary and in park with emergency brake on: visually check that bottom of pin box is resting on top of the hitch. **THERE SHOULD BE NO SPACE BETWEEN THESE SURFACES** (see Figure 27). If space exists, (see Figure 28) trailer has not been properly hitched. **DO NOT TOW!** Instead, repeat above steps until trailer is properly hitched. **DO NOT PLACE BODY UNDER TRAILER TO PERFORM THIS INSPECTION!**



**Figure 27
CORRECT**



**Figure 28
WRONG**

Installation Instructions



5th Airborne Sidewinder

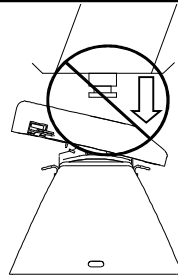
6. With:

- All trailer wheels still firmly blocked in front and behind each tire, and
- Truck stationary with the emergency brake on, and
- Trailer landing gear still resting on firm ground and supporting trailer weight; and
- Truck stationary and with emergency brake on:

Connect electrical cable between truck and trailer, connect breakaway switch cable from pin box to a permanent part of truck, and raise tailgate of truck. Do not tow trailer until the Pull Test has been successfully completed.

WARNING:

Do not attempt to hitch by using trailer jacks to lower trailer and king pin. This could result in king pin coming to rest on top of skid plate instead of within hitch opening where jaws are located. King pin could slide off hitch and trailer could drop, resulting in death or serious injury (see Figure 29).



**Figure 29
WRONG**

WARNING:

- Connection for trailer wiring should be in the side of the truck bed between the driver's seat and the wheel well for the back truck axle
- Installation of connection rearward of the wheel well may result in user placing body between truck and trailer. **WHENEVER POSSIBLE, AVOID PUTTING BODY UNDER TRAILER OR BETWEEN TRUCK AND TRAILER!**
- If you need to place any part of your body under trailer or between truck and trailer:
 - All trailer tires **MUST** be blocked in front and behind each tire **AND**
 - Trailer landing gear **MUST** be resting on firm ground **AND**
 - Truck **MUST** be stationary, in park, with emergency brake on!

PULL TEST

WARNING:

Failure to perform pull test may result in death or serious injury

1. With all trailer wheels still firmly blocked, and
2. Trailer landing gear still resting on firm ground and supporting trailer weight and,
3. Truck stationary and with emergency brake on:
4. Make sure no one is between truck and trailer, Return to cab of truck and release truck's emergency brake. Apply trailer brakes. Try to pull trailer slowly forward with the truck. If the trailer is properly hitched, the wheel blocks and trailer brakes should keep the truck from moving forward.

NOTE: If trailer is not properly hitched, trailer will separate from hitch and truck will move forward leaving trailer behind. If you followed all previous steps, the trailer will not drop or fall.

WARNING:

Failure to keep wheels blocked and landing gear down could result in trailer suddenly moving or falling. This could result in death or serious injury!

5. After successfully performing above steps, fully raise trailer landing gear (see trailer manual).
6. Check and inspect all electrical circuits for proper operation. (Clearance lights, turn signals, stop lights, etc.).
7. Remove and store all trailer wheel blocks.

Installation Instructions

5th AIRBORNE SIDEWINDER



ADJUSTING THE AIR SPRING

1. Perform the hitching procedure following the proper hitching procedure according to the manual for your fifth wheel Hitch.
2. Add air to the air spring at the valve shown in figure 31. Continue adding air until the skid plate is level (on level ground) see figure 31. (Use the Inspection Notch on lower jaw of the pin box and line up with bottom side of body.)

The inspection notch is a good reference for setting air pressure in the spring, if more performance is desired the air bag position and pressure can be adjusted to suite your preference. The air spring position can be adjusted by loosening the mounting bolts shown in figure 30 and moving the bag as indicated per your loading condition. A good starting point for pressure setting is 80-100 psi. (Do Not Exceed 120 psi). If the ride is too soft, add more pressure. If the ride is harsh, remove pressure. If the pressure adjustment cannot maintain a satisfactory ride, reposition the air spring according to figure 30.

Air Spring Position

2,000 lbs pin weight ← | → 3,200 lbs pin weight

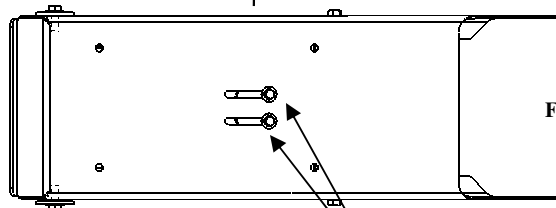
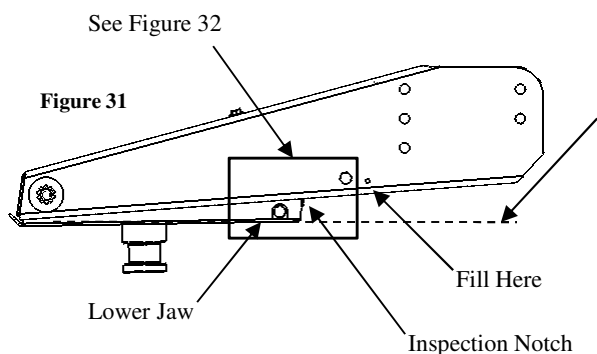


Figure 30

⚠ WARNING: Make air bag adjustments with trailer unhooked from tow vehicle and air bag deflated. Failure to do so may result in death or serious injury.

Mounting Bolts
(Torque 15-20 ft-lbs)
DO NOT OVERTORQUE



Skid Plate Approximately Level



Inspection Notch

BEFORE EACH TRIP:

1. **CHECK YOUR EQUIPMENT:** Check that condition of all of your towing equipment and keep it in top condition.
2. Check to see that all bolts are properly tightened.
3. Check that the airbag pressure is set for your coach. (The skid plate should be near level when parked on level ground)
4. Check the torque of the (4) cap bolts is 45 ft-lbs
5. Check the wedge engagement in the 5th wheel jaw, refer to wedge adjustment portion of this manual.

MAINTENANCE:

1. For ease of hookup: frequently lubricate the wedge surfaces, around the king pin, and the skid plate surface, apply a lithium grease to the bearing surfaces as described in the assembly section of this manual. (Note: Resistance is typical in the Sidewinder™ arm)
2. Keep pin-box hitch painted to prevent rust and maintain a good appearance. (Do Not paint over labels)
3. At least once per season, disassemble unit to clean, inspect, lubricate and re-torque fasteners.