

TrailerSaver TS3 Owner's Manual

Version 4.5

Hensley Mfg., Inc.
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WARNING

EXCEEDING MAXIMUM CAPACITY

CREATES A SAFETY HAZARD

The TrailerSaver TS3 system attaches to 5th wheel hitch rail systems and is rated for a maximum pin weight of 4,500 pounds and gross trailer weight of 20,000 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 hitch rails for the maximum pin weight and gross weight of your towing vehicle and hitch rails. Do not exceed the maximum of the towing vehicle, rails, or the TrailerSaver hitch.

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1 Warranty Provisions

The TrailerSaver hitch comes standard with a 3-year warranty on everything except the air springs and the optional 12 volt air compressor or related accessories, both which carry a 1-year warranty from their manufacturer.

SmartAir: Manufacturers' limited lifetime warranty for air springs.

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 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.

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

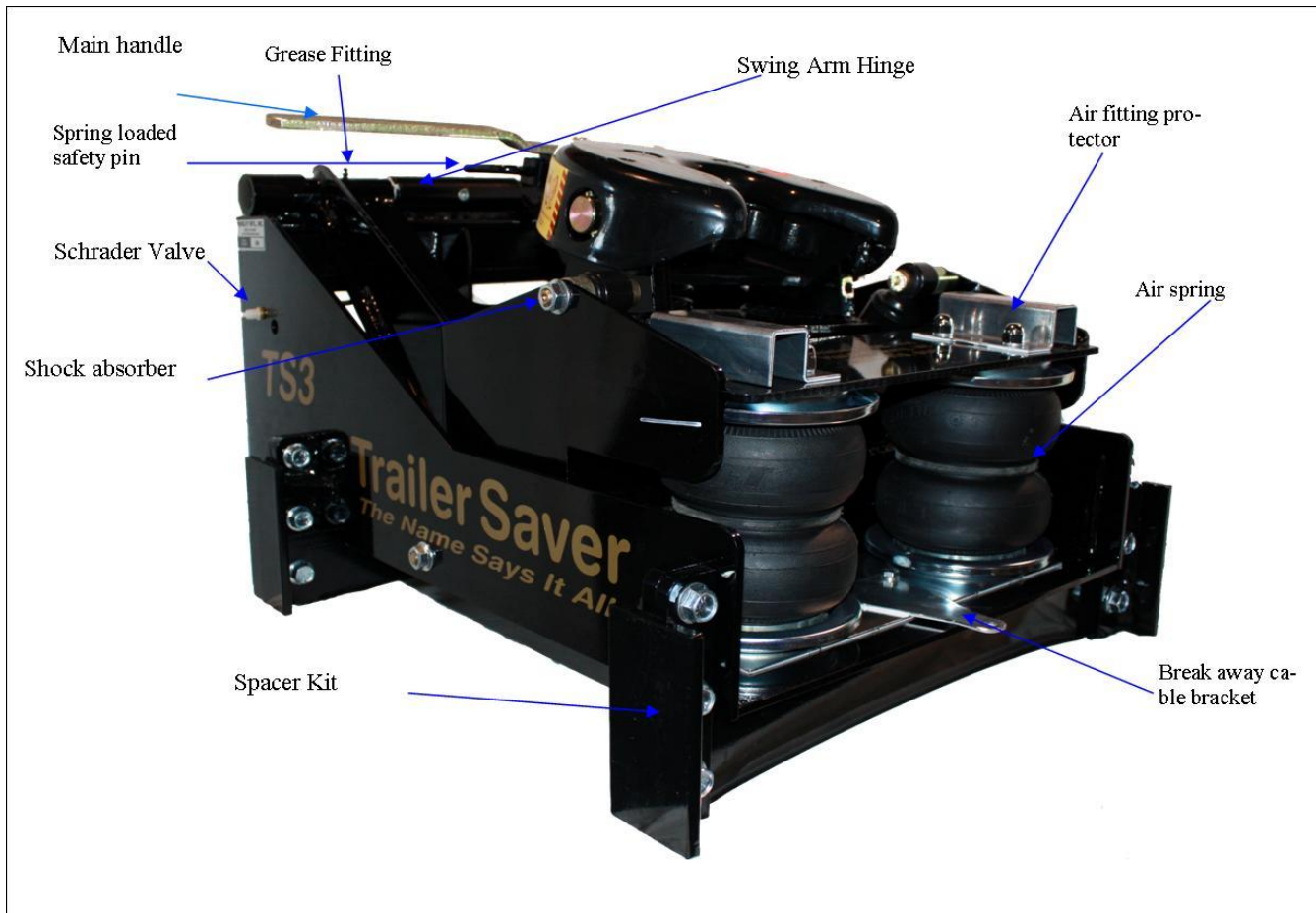
TS3: 20,000 lb. max - Gross Trailer Weight Rating and 4,500 lb max pin weight

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

2 TrailerSaver Parts Identified



2.1 TrailerSaver Replacement Parts List

	Chrome Nut Cover 9/16"	45033
	1/2" Bent Hitch Pin 3" W/clip	46241
	Grease Fitting	41024
	Tilt Spring	44009
	Centering Spring	44012
	Pivot (Axis) Bolt	44031
	Air Fitting Protector	45030
	Union Tee (air fitting)	49212
	Swivel Elbow (air fitting)	49209
	Air Tubing	45036
	Complete Head	44001
	2" Spacer Kit (TS3)	46250

	3" Spacer Kit (TS3)	46350
	Air Spring	45006
	Pull Rite Adaptor (TS3)	46240
	Standard Rail Kit	45609
	Handle Extension (TS3)	45512
	Hook Extension (TS3)	45514
	Standard Feet Set (TS3)	46228
	Shock Absorber (TS3)	45001
	Break Away Bracket	45010
	Air Spring Roll Plate	45009

	<p>Jaw Opening Spring</p>	<p>43057</p>
	<p>Compressor</p>	<p>45409</p>
	<p>7-Way Power Harness</p>	<p>41010</p>
	<p>Head Cap Screw</p>	<p>45012</p>
	<p>Electric Dash Control Gauge/Switch</p>	<p>45406</p>
	<p>Gooseneck Adaptor</p>	<p>45540</p>
	<p>Lube Plate</p>	<p>46242</p>

	<p>TS3 vinyl cover</p>	<p>45571</p>
	<p>Emergency Kit</p>	<p>45600</p>
	<p>Tire chocks</p>	<p>40050</p>
	<p>Compressor and dash panel control kit</p>	<p>45400</p>
	<p>Compressor kit with built in switch</p>	<p>45401</p>

3 Accessories List

The TrailerSaver hitch is delivered fully assembled but every hitch should come with a few standard accessories:

- 1 - Owners Manual and Warranty Card
- 1 - Handle/Hook Extension (for extra reach when hooking and unhooking)



Figure 3.1 Handle (PN 45512) / Hook (PN 45514) Extension

3.1 TS3



Figure 3.2 Hitch pins (PN 46241 x 4)

- 4 - hitch pins and cotter keys

3.2 SMARTAIR

- 1- 7-way Power Harness



Figure 3.3 7-Way power harness (PN 41010)

3.3 Tools

NOTE: IMPORTANT

Tools required for installation are minimal however you are required to torque a few bolts.

3.3.1 TS3

Torque wrench with $\frac{3}{4}$ " socket Grease Gun must be provided by the installer.



Figure 3.4 Torque wrench with $\frac{3}{4}$ " socket & grease gun (PN N/A)

4 INSTALLATION

4.1 TS3



Figure 3.1 Standard top mounted slotted rail



Figure 3.2 Inserting rectangular feet centered

The TS3 is designed to fit into standard, top mounted, slotted rail systems. These would include such brands as Reese, Draw-Tite, Valley, Husky, Pull-Rite and RBW. If this is a retro-fit the first step is to remove existing hitch from the rails.

1. Loosen the two bolts in each leg of the TS3 and insert the rectangular feet into the appropriate rectangular slots on the rails.



Figure 4.1 Insert hitch pins (PN 46241)



Figure 4.2 TS3 equipped with Spacer Kit (2"-PN 46250, 3"-PN 46350)

2. Insert the hitch pins through the bottom of the rail and the hole on the feet at each corner of the TS3, making sure to use the retaining clips.
3. Tighten both bolts on each leg (8 total) to 50 ft-lbs. of torque each. Even if the TS3 fit right into the appropriate slots make sure the bolts are torqued as specified.
4. To achieve an operational height of 16" or 17" the TS3 will be fitted with a 2" or 3" spacer between the base of the hitch and the rails. The process for installation is the same with a spacer kit. The spacer incorporates 3

bolts for each corner (12 total), and these should be tightened to 50 ft-lbs.

4.1.1 Installation of Rails



Figure 4.3 Rail installation kit (PN 45609)



Figure 4.4 Super Rails (PN N/A)

The TS3 is designed to be fastened, with the 4 supplied hitch pins, into a set of standard slotted 5th wheel rails; these would include: Reese, Drawtite, Valley, Husky, and RBW. These rails are standard and are not required to be installed by a TrailerSaver dealer. Most RV service centers or hitch installation facilities can install standard rails.

Many hitch installation facilities prefer to use a TS3 as a guide to ensure the hitch fits perfectly in the slots. An installer can use **any** hitch of the above-mentioned brands as a guide and the TrailerSaver will fit in those slots. It is not necessary to have a TS3 to install the rails.

The basic measurements are 22" measuring from center of the rail to the opposite rail and two corresponding slots on each rail 20 ½" from each other.

If you prefer a clean bed solution the TS3 can be fitted with adaptors, making it compatible with the Pull-Rite SuperRail 15.5K or 20.5K removable rail system.

Installation of Ford/Elite Series Adaptor:



Figure 4.0: Adaptor with locks open Adaptor with locks closed

1. With all 4 adaptor plate handles pointed outward, line up each locking foot with the 4 holes in bed of truck and allow to rest evenly in each hole.

2. Push all 4 handles in until the holes at the end of each handle line up with each other
3. Use supplied D ring pins to secure both handles in the locked position

NOTE: if the feet will not close or is too tight, remove cotter key from top side and turn the foot counterclockwise one revolution.

Proper Inflation/Deflation

The TS3 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 TS3 is not to be inflated to a specified air pressure but to a specific level. **Do not inflate to greater than 100 PSI!** Follow these steps for proper inflation:

WARNING: IMPORTANT
Do not inflate to greater than 100 PSI!



Figure 4.5 White hitch mark



Figure 4.6 Inflating to the white mark

5. Locate the white level mark on the side of the hitch. This line is located on the same side as the Schrader valve. If this mark happens to fade or rub off, a new line can be created at a reference point 1 1/2" up from the bottom of the swing arm.
6. Hook up to the trailer without inflating the hitch and lift trailer stabilizer jacks allowing 100% of the pin weight to rest on the hitch. *See page 26 for hook-up procedures.*
7. Begin inflating until the white mark just clears the outer frame of the hitch. This level is just a guide and the air pressure can be increased or decreased from this point to tailor the ride. As a general rule, avoid

inflating to more than ½" above level indicator. If the TS3 is inflated to below the level indicator the hitch may bottom out.



Figure 4.7 Schrader valve (PN 45046)

The TS3 can be deflated using the Schrader valve by depressing the stem core of the valve, allowing air to escape the air springs.

4.2 Compressor Kits

If the TS3 is ordered with one of the optional air compressor kits, the 12 v. compressor will be pre-installed in the base of the hitch. Hensley Mfg. offers three different options for controlling the air: A. dash panel control, B. built in switch, and C. SmartAir. The built in switch and SmartAir options require no installation.



Figure 4.8 Dash Panel (PN 45406)



Figure 4.9 Built in switch (PN 45401)



Figure 4.10 Smart Air (PN N/A)

DASH CONTROL PARTS LIST:

- 20'- ¼" vinyl air tube
- 1- Electric gauge panel assembly
- 1- Air compressor
- 3- Thread cutting bolts
- 15'- 16/2 wire (one end has molded connector attached))
- PTC air line Tee fitting (non DOT)
- 2- Machine screws
- 2- Spade connectors



Figure 4.11 7-Way power harness (PN 41010)



Figure 4.12 Optional Compressor and Dash panel control (PN 45400)

NOTE: IMPORTANT

The built-in switch and Smart air options are shipped fully installed and power harness is packaged inside the hitch. (See page 6 parts list)

4.2.1 Installation/Operation of Compressor with Dash Panel Controller

A TS3 purchased with the dash panel control option will already have the 12VDC compressor bolted into the appropriate location inside the hitch and will be fitted to the airbags. The portion of the compressor kit that will require installation involves the following steps:

NOTE: IMPORTANT

The molded connector that plugs into the compressor has different color wires than the supplied length of 16/2 wire it is connected to.

The molded connector has a red and brown wire. Red is 12VDC and brown is ground. The supplied wire has black and white. The black is 12VDC and white is ground.



Figure 4.13 Dash Panel (PN 45406)



Figure 4.14 Molded two-prong connector

8. Mount the electric gauge assembly in the cab where it can be easily accessed by the driver and preferably reached from outside the vehicle.



Figure 4.15 Strip the outer jacket



Figure 4.16 Strip ¼” insulation

9. Plug in the molded two-prong connector into the compressor and locate a path to route the supplied wire to the cab controller switch. A common installation would involve routing the wire under the bed of the truck.
10. After the correct length of wire to the switch has been determined, strip the outer jacket of the unfinished end of the supplied cable. Now cut the black wire at the cab switch.
11. Strip ¼” of insulation from both ends of the black wire at the cut and crimp spade connectors on both.
12. Insert both spade connectors on either prong located on the back of the controller switch.
13. Route the remainder of the black wire from the back of the controller to a reliable 12v power source. This power source should be fused at 20 amps.
14. Connect the white wire to a reliable ground on the vehicle. Do not ground to a location that may corrode later. The best ground source is directly to the battery on the truck.



Figure 4.17 Insert into tee fitting (PN 49212)



Figure 4.18 Dash Panel (PN 45406)

15. Insert the ¼” air tube into the open tee fitting inside the hitch. If the compressor was ordered with the hitch, this will be the only open air fitting.
16. Route air tube to the controller trim excess and insert into the open air fitting on the back of the controller/gauge.
17. Test the controller by depressing the toggle switch to activate the compressor. The gauge should indicate an increase in pressure as the compressor inflates the air springs.
18. Follow procedures for standard inflation on page 16 and make note of the air pressure when the level mark is visible. If the hitch is loaded to a

consistent pin weight, simply inflate the hitch to the noted air pressure. If hooked to a different trailer, be sure the hitch is inflated to the level indicator.

19. To let air out of the hitch, press the small round button located just beneath the toggle switch on the controller.
20. To remove the hitch, unplug the supplied wire from the molded connector at the hitch and disconnect the $\frac{1}{4}$ air tube from the tee.

4.2.2 Operation of the SmartAir Inflation System

For proper operation of SmartAir, check with the trailer or truck dealer to ensure the 12VDC + pin of the 7-way plug is powered at the fuse box of the truck. For troubleshooting, keep a 12VDC test light with the hitch at all times.



Figure 4.19 7-Way Plug with 12VDC (PN 41010)

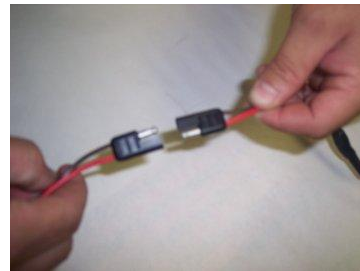


Figure 4.20 Two wire connector

21. Plug the supplied power harness into your truck's 7-way plug. Your trailer plug will connect to this harness.
22. Route the 2 wire plug from the power harness to the front of the hitch and insert into the related connector.
23. Refer to standard hook-up procedures for the TS3 on page 26. After the trailer has been hooked-up to the trailer and the full weight is resting on the hitch, after 45-60 seconds SmartAir will automatically activate the compressor and inflate the hitch at or around the level indicator (see inflation techniques page 16).



Figure 4.21 Inflation Line



Figure 4.22 SmartAir Level System (PN N/A)

The air pressure that Smart Air maintains can be adjusted by moving the magnet on the slide bracket. If the magnet is adjusted further up, the air pressure will be reduced and if the magnet is adjusted further down the air pressure will be increased. To adjust magnet, loosen the screw holding it to the slide bracket, reposition and tighten screw. Smart Air will maintain a level that is approximately parallel to the dotted white line adjacent to the magnet.

24. Before unhooking, lower the trailer stabilizer jacks, taking the weight off the hitch. When the level indicator on the side of the hitch has risen 1 ½"-2", **wait 45-60 seconds** at this point the dump valve will open and release all the air from the hitch. Follow the unhooking procedures found on page 27.

If the SmartAir system does not activate see page 31 for troubleshooting tips.

NOTE:**IMPORTANT**

Do not leave the 7-way pigtail attached to the truck and hitch, as this will draw power from the battery and result in battery loss!

4.2.3 Compressor with Built In Switch

Install the supplied power harness according to the instructions for Smart Air. The hitch will be inflated by pressing the button installed on the side of the hitch just beneath the Schrader valve (for proper levels follow standard inflation procedures page 16). To deflate follow standard deflations procedures found on page 16.

4.3 Installation of the TS3 Spacer Kit

If the TS3 is originally purchased with a spacer kit, it will already be installed on the hitch from the factory. If the TS3 has standard feet (14" operational height), use the following procedure for installing a spacer kit.

Check the contents of your package and make certain that your kit includes the following:



- 2 - riser supports
- 4 - riser legs
- 4 - 1/2" x 1 1/2" flanged bolts
- 4 - 1/2" flanged nuts

Figure 4.23 Riser Kit (2"-PN 46250, 3"-PN 46350)

25. Remove all 4 original bolted legs from the welded legs on the TS3 and keep the bolts and nuts to use with the riser.

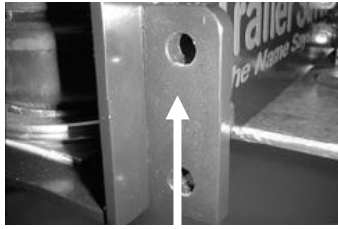


Figure 4.24 Welded Leg

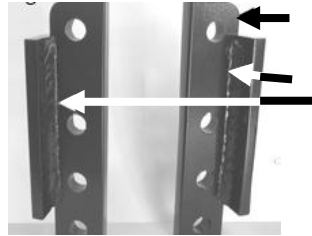


Figure 4.25 Rounded Edge Up Long Weld Faces Outside

26. Examine the riser legs in your kit.
 27. All 4 are different and must be placed according to instructions. Each leg has a "long weld" side and a "short weld" side. The "short weld" will always be placed on the inside, against the welded leg and then bolted on.



1/2" thick leg on tailgate end of hitch

3/8" thick leg on cab end of hitch (under TS3)

Figure 4.26 Placement of 1/2" and 3/8" thick legs

28. Also notice that 2 of the legs are 1/2" thick and the other 2 are 3/8" thick. The thicker pair will be bolted to the "tailgate end" legs and the thinner pair to the "cab end" legs.
29. Prepare to install by laying one cross support in front and one in back of hitch. Place each of the riser legs on their corner, looking at the hitch as follows:

Tailgate End Left—1/2" thick, short weld on bottom facing hitch
 Tailgate End Right—1/2" thick, short weld on bottom facing hitch
 Cab End Left—3/8" thick, short weld on bottom facing hitch
 Cab End Right—3/8" thick, short weld on bottom facing hitch

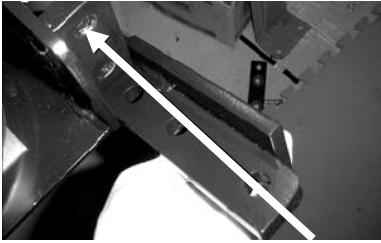


Figure 4.27 Riser installed In front of Hitch



Figure 4.28 Placed on each Corner of the hitch

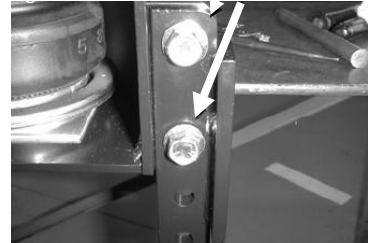


Figure 4.29 Bolt head on the riser leg

30. Using the bolts that were removed from the original legs, bolt the riser leg to the welded leg matching the top 2 holes.
31. The bolt heads should be on the riser leg and the nut should be tightened on the welded leg.
32. Repeat for all legs.



Figure 4.30 Cross Support

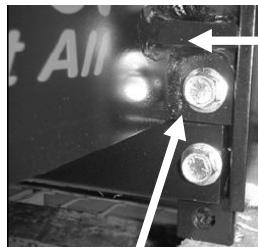


Figure 4.31 Welded Leg

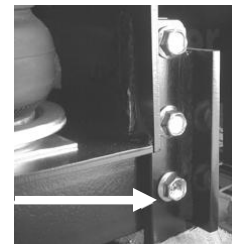


Figure 4.32 Riser Leg

NOTE:

IMPORTANT

The cross support needs to be placed directly under the welded leg, NOT the riser leg.

33. Place the cross support directly under the welded legs, matching cross support holes with riser leg holes, bolt together with one of the kit supplied flange bolts and nuts. Remember to keep the bolt end on the riser leg side and tighten the nut on the welded leg side.
34. Repeat this procedure for the other 3 legs

Once the riser legs and supports have been installed the hitch is ready for use.

4.4 SimpleSlide Installation

Refer to page 14 for TS3 standard installation and operation for reference. SimpleSlide is delivered fully assembled and may be installed in one or two pieces.

For one piece installation follow these steps:

1. 35. Loosen the two bolts at each corner of the slider and set the entire unit into the outer slots of the rails and tighten each bolt to 50 ft-lbs. Insert hitch pins through bottom of rail and through each leg of slider frame.

For two-piece installation:

1. 37. Remove the 4 pins holding the TS3 into the slider frame.
- 2.
3. 38. Disconnect the airline from the hitch to the slider frame. This can be accomplished by disconnecting either tee located at the front of the hitch.
- 4.
5. 39. Remove TS3 from slider frame and set aside.
- 6.
7. 40. Loosen the two bolts at each corner of the slider and set the entire unit into the outer slots of the rails and tighten each bolt to 50 ft-lbs. Insert hitch pins through bottom of rail and through each leg of slider frame.

WARNING:	IMPORTANT
Never tow the trailer in the rearward/slid position at a speed greater than 10 MPH.	

4.5 Gooseneck Adapter Installation



Figure 4.33 Gooseneck Installation (PN 45540)

To install the gooseneck adaptor on either a TS3 or TSLB:

8. Unthread the nut from the pivot bolt,
9. Remove pivot bolt and replace with gooseneck adaptor.
10. Retighten the nut until the gooseneck adaptor is firm.

5 Standard Hooking and Unhooking Procedures



Figure 5.1 Handle (PN 45512) / Hook (PN 45514) Extension

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.



Figure 5.2 Eight o'clock Position

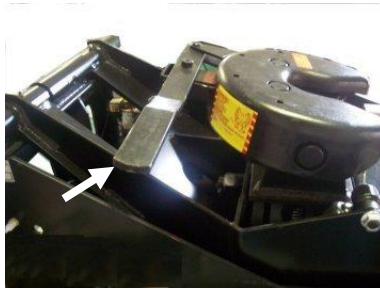


Figure 5.3 Nine o'clock Position

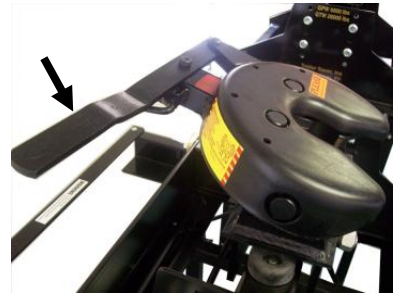


Figure 5.4 Ten o'clock Position

NOTICE: **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.

5.1 Hooking Up

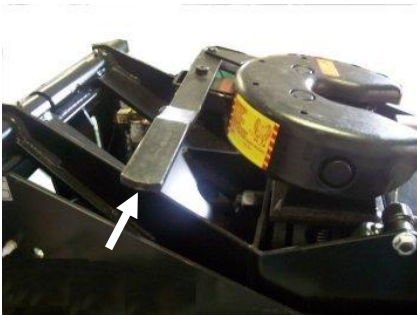


Figure 5.5 Before Hooking up (Nine o'clock)



Figure 5.6 Retainer Pin view at Eight o'clock



Figure 5.7 Padlock into Eight o'clock position

NOTE: IMPORTANT

Read carefully before and after hooking up.

11. Before hooking up, make sure the handle is at a 90 degree angle (9 o'clock) from the centerline of the hitch or in the auto-lock position.
12. Back the truck to the trailer until the kingpin just enters the "V" opening of the hitch.
13. Lower the trailer until the kingpin plate just makes contact with the hitch head; adding a small amount of air (10 #) may be needed to ensure good contact.
14. Back into the kingpin. The handle should be at the 8 o'clock position and the spring loaded retainer pin should be fully engaged behind the steel block.
15. Note: After every hook-up inspect the retaining pin to make sure it is engaged in the proper position, and push handle toward the cab to ensure it does not move out of the 8 o'clock position.

NOTICE: IMPORTANT

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

16. Raise trailer jacks and follow standard inflation procedures on page 16.
17. 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.

WARNING: IMPORTANT

Always inspect for proper hook-up from a safe position that is not directly under the trailer!

NOTE: IMPORTANT

For hook-up troubleshooting, refer to page 31.

5.2 Unhooking

18. Securely chock trailer wheels and lower trailer jacks, applying enough downward pressure to move the trailer up slightly.

19. 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.
20. Raise the trailer until you achieve separation between hitch and kingpin plate.
21. Drive away from the trailer.

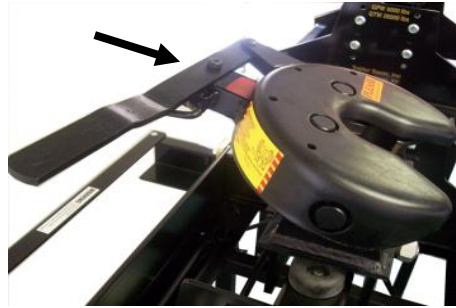


Figure 5.8 Ten o'clock position (note red mark is exposed)

NOTE:

IMPORTANT

In the Ten o'clock position the red mark under the head is fully exposed.

It is not necessary to deflate air springs when unhooking

5.3 Non Grease Lube Plates



Figure 5.9 Non Grease Lube Plates (PN 46242)

Many trailers are equipped with non-grease lube plates that are generally $\frac{1}{4}$ " thick. The TrailerSaver may not engage around the kingpin if one of these standard lube plates is installed on the trailer. If the TrailerSaver does not lock around the kingpin following standard hook-up procedures, remove the standard lube plate and use grease or purchase a $\frac{1}{8}$ " thick lube plate offered by Hensley Mfg.

SimpleSlide Operation



This section refers to utilizing the SimpleSlide manual slider



Figure 5.10 Handle (PN 45512) / Hook (PN 45514) Extension

22. For a turn that requires the hitch to slide, stop the truck and locate the handle and hook extension. On the driver side of the truck, locate the retaining pin and release lever on the slide frame.



Figure 5.11 Retaining Pin location

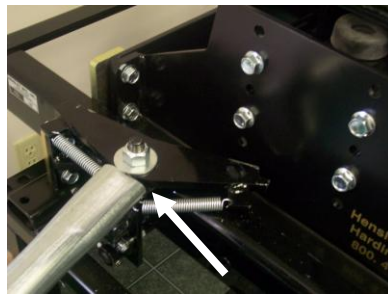


Figure 5.12 Locking mechanism

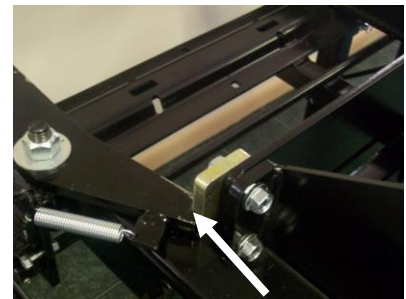


Figure 5.13 Turn tow vehicle position

23. Use the hook to pull outward on the retaining pin and use the handle extension to push release lever to the rear position, unlocking the hitch from the forward towing position.
24. After the locking mechanism is released the hitch may be slid to the rear position. With one hand on the manual button of the brake controller, slowly pull forward until hitch locks in the rear position.
25. At this point, the tow vehicle can be turned. To return hitch to standard forward position, reverse these steps.

Notice:

Never tow the trailer in the rear/slid position at a speed greater than 10 MPH.

Make sure locking mechanism is engaged on both sides of the slide frame.

Maintenance:

- 6 **Locate the two grease fittings located on top of the swing arm hinge on the front side of the hitch. Grease these fittings every 4,000 miles using high grade automotive grease.**



Figure 6.1 Grease every 4,000 miles

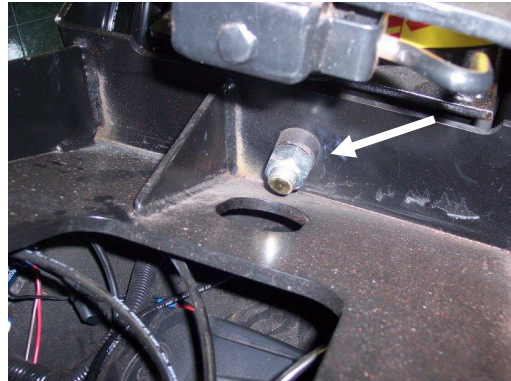


Figure 6.2 Check pivot bolt wear (PN 44031)

26. Check pivot bolt, located directly under 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. Nut should be tightened just enough to put pressure on the head so that it will not freely move side to side.
27. Apply a spray lubricant to the following parts of the head:
28. Side pivot pins located on both sides of the jaw opening.



Figure 6.3 Fore/Aft Pivot Pins



Figure 6.4 Jaw Pivot pins location

NOTE: IMPORTANT

Jaw pivot pins are located on top of head.

29. Spray the tilt spring from front and back of hitch.

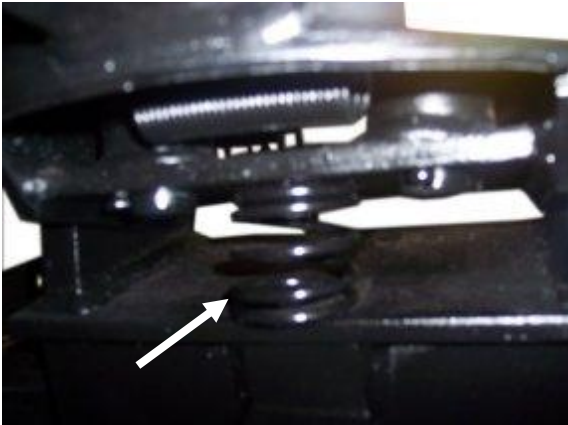


Figure 6.5 Tilt spring location (PN 44009)



Figure 6.6 Jaw mechanism

30. Lubricate jaw mechanism front hitch opening.

31. Protect the air springs from UV rays. Air springs may be treated with a rubber treatment to prolong life. A vinyl hitch cover is also available through Hensley Mfg.

7 TROUBLESHOOTING

7.1 General Troubleshooting

7.1.1 I cannot get the TrailerSaver to lock around the kingpin.

32. Check the handle and be sure it is in the 9 o'clock position.
33. Determine if the trailer has a standard 1/4" lube plate; if so remove the lube plate and attempt hooking up again.
34. Inspect the kingpin to ensure there are no burrs or high spots. Should burrs be found, file it off and make sure the kingpin and hitch jaws are clean and free of any debris.

7.1.2 The TrailerSaver will not hold air pressure.

35. Inflate hitch to substantial air pressure
36. Listen for a hissing sound and feel for air escaping from one of the fittings.
37. Spray the fittings with soapy water and look for spots that bubble up.
38. Locate the fitting that is leaking air, remove the air tube and trim the end then reinsert into the fitting.

7.1.3 I hear a squeak from the hitch.

Spray a lithium-based lubricant into the two fore and aft pivot pins located on both sides of the hitch coupler.



Figure 7.1 Lubricate fore and aft pivot pins

7.1.4 I cannot get the handle from the 10 o'clock position to the 9 o'clock position.

Grab the hitch handle and push further toward the cab. The hitch should have some slack in the handle, by pushing toward the cab pressure will be relieved from the spring loaded safety pin and it will pull out with ease allowing the handle to move to the 9 o'clock position.

7.1.5 The TS3 will not fit into the rails.

Make sure the 4 square legs are only attached to the hitch finger tight. After inserting the 4 legs in the rails, then torque the two bolts down. (See installation page 14).

7.1.6 I am getting a rough ride.

39. Check the air pressure with the trailer attached. Hitch should be filled just until the white line is even or above the outer frame.
40. Make sure the trailer load is properly balanced. A trailer with too little pin weight or one that is back-heavy for the overall weight will cause erratic up and down movement at the hitch.
41. For very heavy trailers, make sure air pressure does not exceed 100 PSI in the air springs. If the pressure does exceed 100 PSI the tongue weight is too heavy for the hitch. For TSLB the 3rd airbag kit may be added to reduce air pressure and provide a smoother ride.

7.2 For SmartAir

7.2.1 When I hook up to the trailer the compressor does not activate.

42. Make sure the full weight of the trailer is resting on the hitch.
43. Wait 40 seconds for the compressor to turn on.
44. Check the 20A twin blade fuse located along the harness that goes to the compressor located inside the hitch. If the fuse is blown it should be replaced.
45. Check with the truck manufacturer to ensure the fuse for the 12 v + lead to the 7-way plug is in the appropriate position (some manufacturers leave this un-fused or unhooked at the fuse box from the factory). Also make sure this fuse is not blown.
46. Inspect the magnet that is attached to the slide bracket. Make sure the magnet is slid below the dotted white line on the module and the small orange dot on the face of the magnet is facing the module.
47. Inspect for severed wires.



Figure 7.2 Fuse Location



Figure 7.3 SmartAir Level

Accessories

Hensley Mfg. offers several accessories for your TrailerSaver hitch.

Vinyl Hitch Covers for TSLB and TS3



Figure 0.1 Vinyl Hitch Cover (PN 45571)

Gooseneck Adapter Ball - Simply unbolt head and replace with Gooseneck adaptor



Figure 0.2 Gooseneck adapter ball (PN 45540)

Emergency Kit - Spare parts kit in case of emergency



Figure 0.3 Emergency Kit (PN 45600)

Lube Plate - For use in place of standard 1/4" lube plate



Figure 0.4 Lube Plates (PN 46242)

Ultimate Tire Chock - A better solution for stabilizing trailer wheels



Figure 0.5 Ultimate Tire Chock (PN 40050)

