

**WARNING:** Under no circumstances should the towing vehicle manufacturer's recommended vehicle towing capacity be exceeded. Failure to follow instructions for installation and use may cause property damage, injury or death.

### READ ALL INSTRUCTIONS BEFORE STARTING THE INSTALLATION OR USE

### 68220 – 20K Sidewinder

20,000 lbs Rating

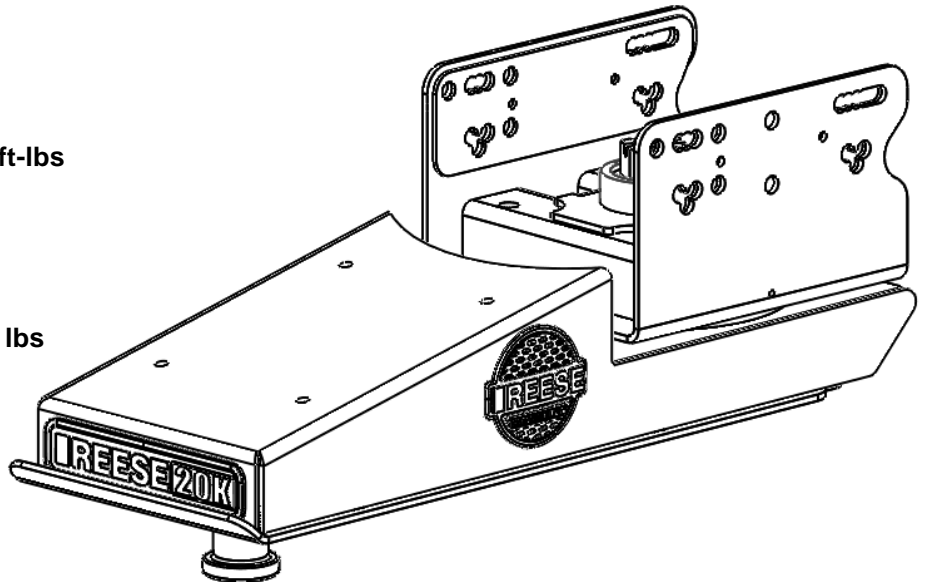
5,000 lbs. Max Pin Weight

#### Tools and Equipment Required to Install:

- Fastener kit 61300F (Included)
- 1-1/8" thin-walled socket
- 15/16" socket
- 15/16" wrench
- Torque wrench capable of going to 250 ft-lbs
- Lithium grease

#### **SAFETY INSTRUCTIONS**

- Equipment for lifting approximately 250 lbs



#### What's Included:

- 20K Sidewinder
- Reese Wedge (68202)
- Fastener Kit (61300F):
  - Hex Bolt – GR8 - 5/8"-11x2.00" – QTY 8
  - Conical Washer – 5/8" – QTY 8
  - Flat Washer – 5/8" – QTY 8
  - Hex Nut – GR8 - 5/8"-11 – QTY 8

#### NOTE: For any questions, please

- Scan QR code
- Visit <https://qr.towingproducts.net>
- Or call Technical Service at: 1-800-632-3290



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Check Compatibility of Your 5<sup>th</sup> Wheel Hitch With The Sidewinder.  
For Reese Compatibility Information Visit: [www.reeseprod.com](http://www.reeseprod.com)

Refer to the specific product page for the Sidewinder up to date 5<sup>th</sup> Wheel Hitch Compatibility,  
Or contact Technical Service At: 1-800-632-3290

**WARNING**

Failure to heed warnings and follow instructions may result in serious personal injury or death, vehicle crash, and/or property damage.

- Do not modify.
- Do not tow one trailer behind another (Tandem Towing).

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** the following steps:

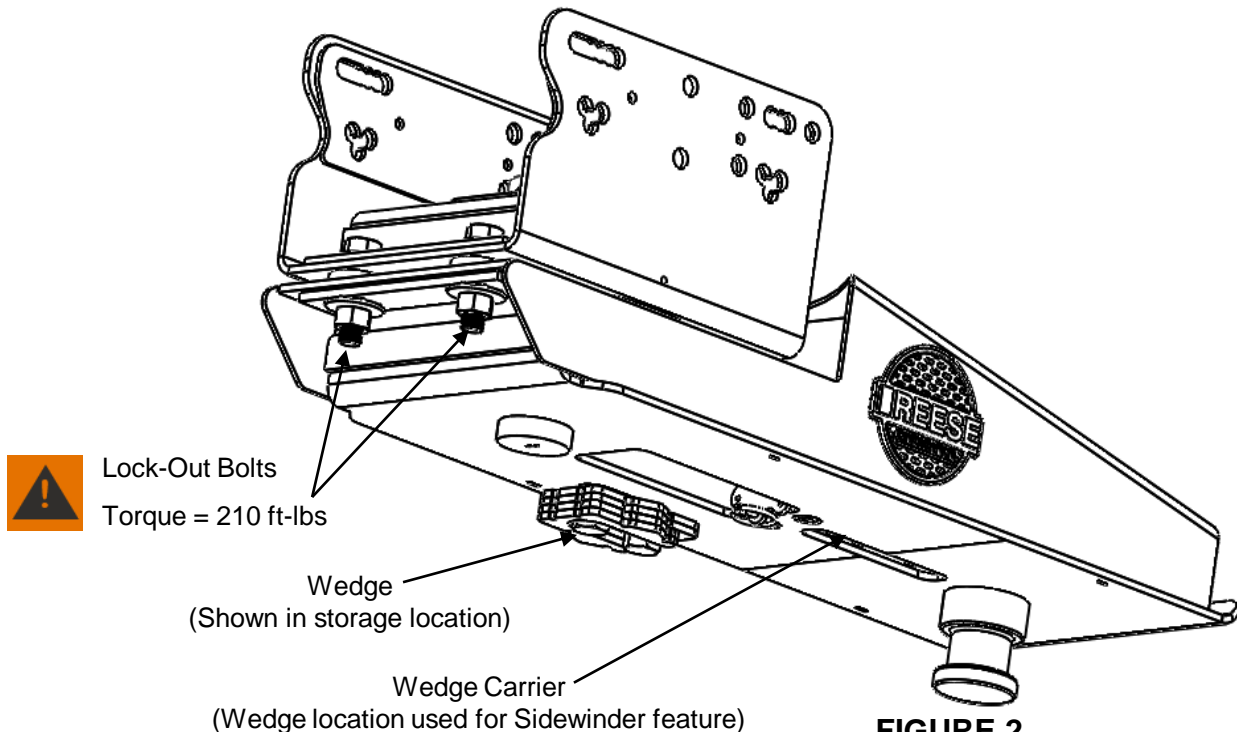
- Check that the truck transmission is in park
- Check that the emergency brake is set
- Block in front of and behind all trailer tires
- Check that the trailer landing gear are resting on firm ground

**CAUTION**

Do not use a lube plate as it will affect the wedge fit and could cause 5<sup>th</sup> wheel head damage.

**WARNING**

The Sidewinder comes from the factory as a conventional pinbox. Lock-out bolts, (2) 3/4" Grade 8 bolts, are installed and the wedge in the storage position (See Figure 2). These may or may not be removed by your installer. If used with the wedge & lock-out bolts installed at the same time, or without one or the other installed, damage to your trailer and/or truck may occur.

**FIGURE 2**

**Recommendations for Safe Towing****SAFETY  
INSTRUCTIONS**

- Fully understand the manufacture's tow ratings of the truck being used
  - Do not exceed these ratings
- Ensure rearview mirrors are properly adjusted
- Ensure brake controller is properly adjusted and operating correctly
- Take wide turns to ensure proper clearance between trailer and obstacles
- Ensure breakaway switch is securely mounted and free from obstructions
  - Cable should be free of snags through full turning radius
- Ensure the breakaway battery is fully charged.
- Ensure safety chains (if equipped) are securely mounted and free from obstructions
  - Chains should be free of snags through full turning radius
- All coupling surfaces should be clean of dirt and debris, and lightly greased
- Use E-rated tires
  - Ensure tires are properly inflated on truck and trailer.
- If tow vehicle is equipped with air bags, they should be inflated to the proper pressure
  - Truck should be level when trailer is attached and loaded per the trailer manufacture pin weight.
- Clearance between top of bed sides and underside of trailer nose should be approximately 6 in
  - Allow more clearance if using in off-road applications
- Truck and trailer should be loaded evenly and to not exceed manufacturer's rating
  - Do not load trailer heavier behind axle(s)
  - Overloading may result in serious personal injury or death, vehicle crash, and/or property damage.

## Guidelines for Matching Tow Vehicle and Trailer

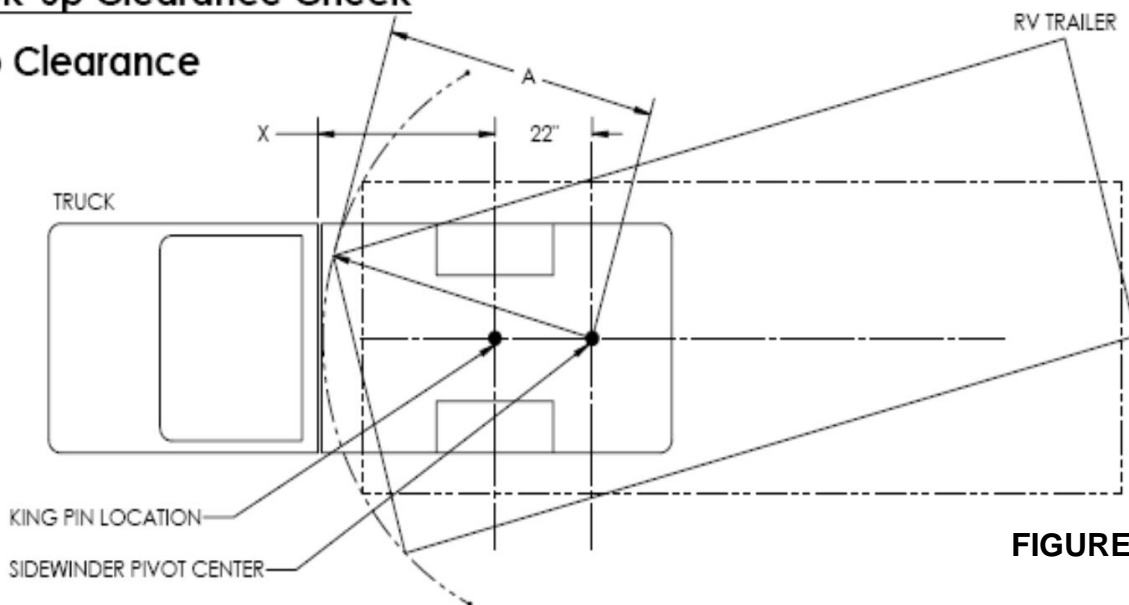


Failure to check and follow tow ratings could result in tow vehicle damage or truck and trailer separation while towing.

- 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) (Figure 6).
- Gross weight of trailer must not exceed 20,000 pounds for part number 68220.
- Kingpin vertical weight (Pin Weight) must not exceed 5,000 pounds for part number 68220. (Figure 7).

### Pre Hook-up Clearance Check

#### I. Cab Clearance


**FIGURE 3**

1. Measure Distance "A": From Center of Sidewinder pivot to farthest point on coach front cap.
2. Measure Distance "X": From King Pin to the rear of the truck cab.
3. If Distance "X" + 24" is Greater Than Distance "A" Towing up to 90° or More is possible.



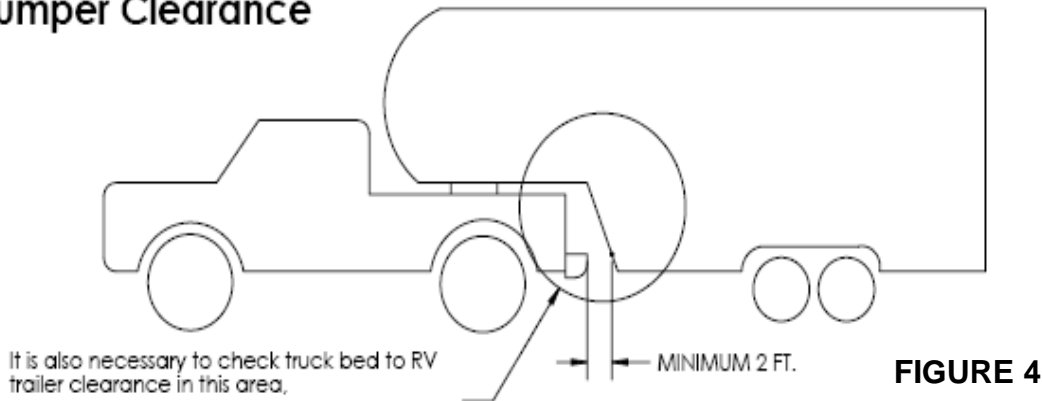
Avoid putting any part of your body under the trailer or between the truck and trailer. Unexpected or accidental movement of the truck or the trailer can cause serious injury or death.

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

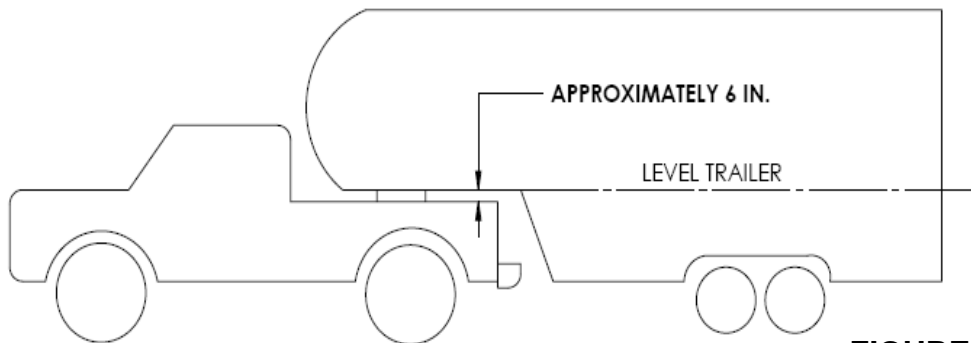
- Check that the truck transmission is in park
- Check that the emergency brake is set
- Block in front of and behind all trailer tires
- Check that the trailer landing gear is resting on firm ground

**Guidelines for Matching Tow Vehicle and Trailer**

Due to Vehicle and RV Trailer variations, it is necessary to check the rear bumper to trailer clearance. If the clearance is less than 2 ft., this check 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.

**II. Bumper Clearance**

4. A minimum clearance between the bumper and trailer (Measured at the same height) of 2 ft. is recommended (Figure 4).



5. 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 bedside and the underside of the front of the trailer for pitch and yaw of the trailer (Figure 5).

**For off-road use, monitor closely and allow more clearance between pickup bedsides and trailer.**

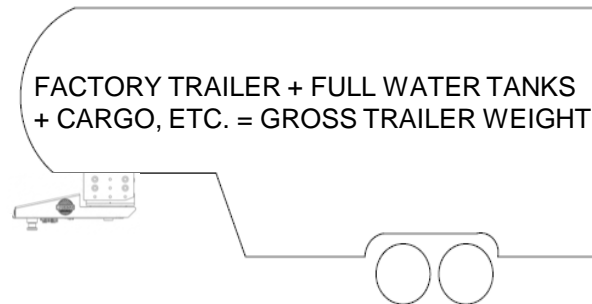


The Measurements in Figures 3, 4 & 5 are guidelines; if your measurements are close to these numbers, re-check clearances. If vehicle and/or trailer has any added vanity accessories (i.e. fairings, air dams, ground effects, bed rails, etc.) additional dimensioning and clearance checks must be made. Horizon Global is not responsible for damage incurred due to disregarding these clearance checks.

**Guidelines for Matching Tow Vehicle and Trailer**

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) (Figure 6).
- Gross weight of trailer must not exceed 20,000 pounds for part number 68220.
- Kingpin vertical weight (Pin Weight) must not exceed 5,000 pounds for part number 68220. (Figure 7).

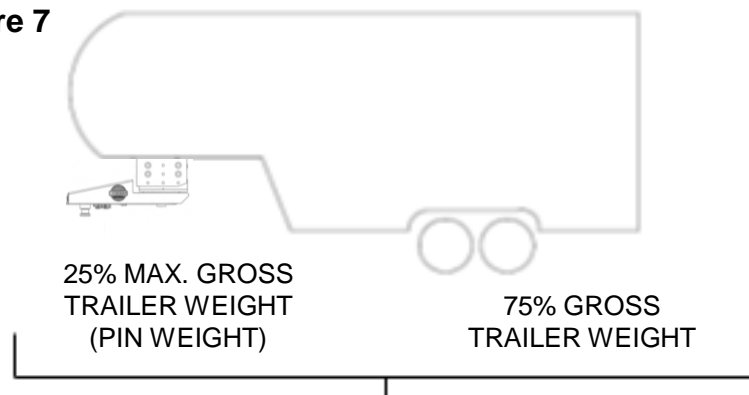
**Figure 6**

6. Check Tow Ratings:

Vehicle Tow Rating: \_\_\_\_\_.

Sidewinder Rating: 20,000 lbs.

\*Gross Trailer Weight (Figure 6): \_\_\_\_\_.

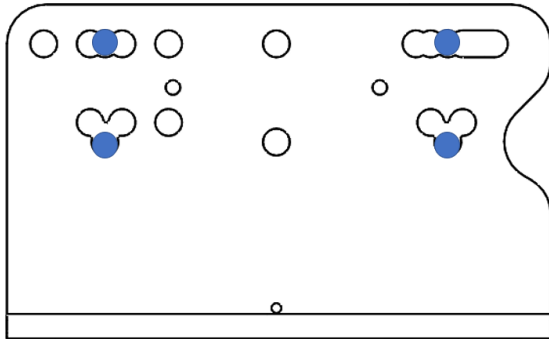
**\*Gross trailer weight should be the lowest of these recorded ratings for safe towing conditions.****Figure 7**

7. The Sidewinder is designed for a maximum of 25% Gross Trailer Weight on the Kingpin (Vertical Pin Weight) (Figure 7).

### Matching Wing Sets (Examples)

Lippert 1716\* (2 mounting positions that provide 2 1/2 inches of adjustment)

\*SPACER KIT P/N 68200 REQUIRED



Bolt Locations

Trailer Forward

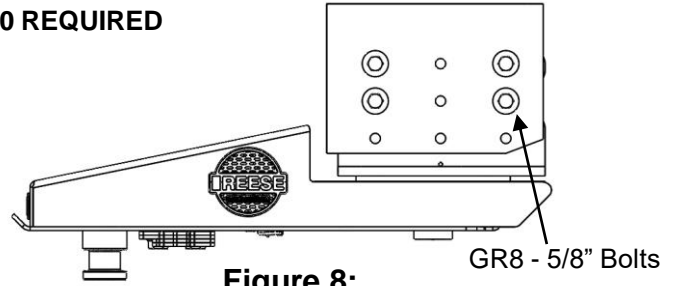
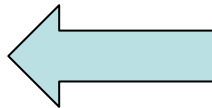


Figure 8:

Lippert 1716 Standard Mounting Position

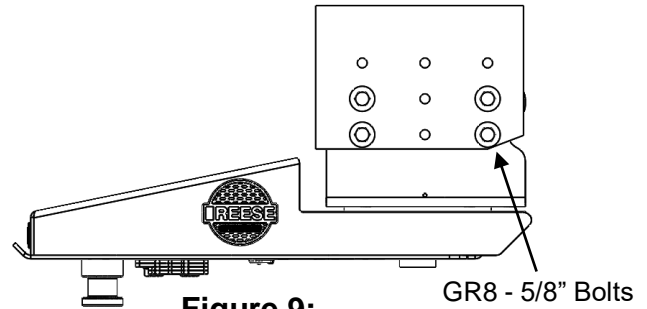
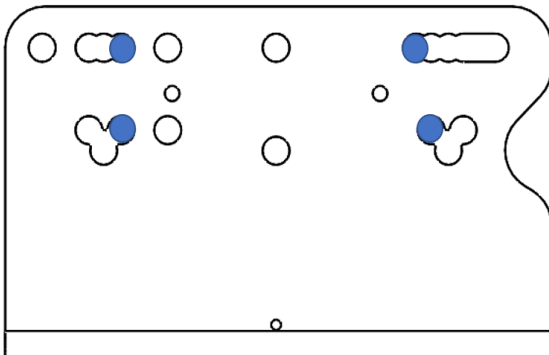


Figure 9:

Lippert 1716 Lowest Mounting Position

Lippert 1621 (1 mounting position)



Bolt Locations

Trailer Forward

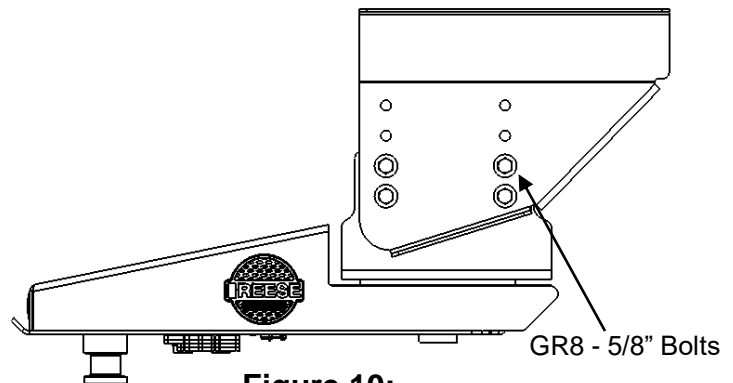
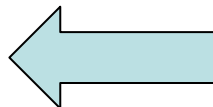


Figure 10:

Lippert 1621 Standard Mounting Position

**NOTE:** For other wing sets, please

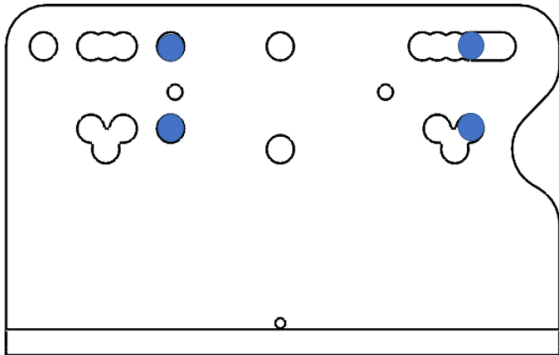
- Visit [www.reeseprod.com/gr-product.aspx](http://www.reeseprod.com/gr-product.aspx)
- Or call Technical Service at: 1-800-632-3290

### Matching Wing Sets (Examples)

Lippert Rhino (1 mounting position)



Rhino bolt hole application has a maximum load of 20,000 lbs



Bolt Locations

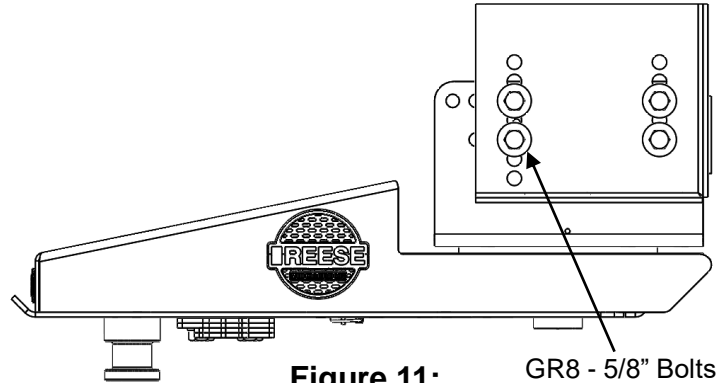
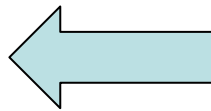


Figure 11:

GR8 - 5/8" Bolts

Lippert Rhino Mounting Position

Trailer Forward



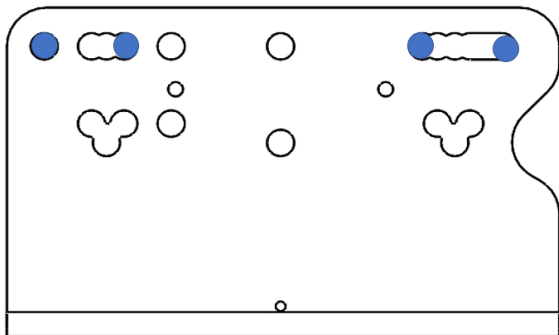
Lippert Turning Point (1 mounting position)



Turning point bolt hole application has a maximum load of 16,000 lbs



Maximum pin weight of 4000 lbs



Bolt Locations

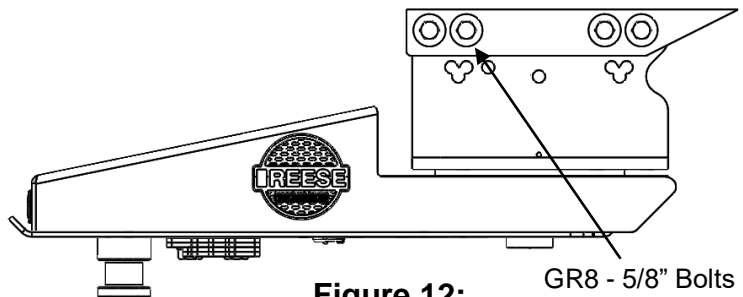
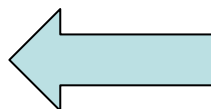


Figure 12:

GR8 - 5/8" Bolts

Lippert Turning Point Mounting Position

Trailer Forward



**NOTE:** For other wing sets, please

- Visit [www.reeseprod.com/gr-product.aspx](http://www.reeseprod.com/gr-product.aspx)
- Or call Technical Service at: 1-800-632-3290



### Typical Bolting

**NOTE:** The Figure Shows a Typical Installation.

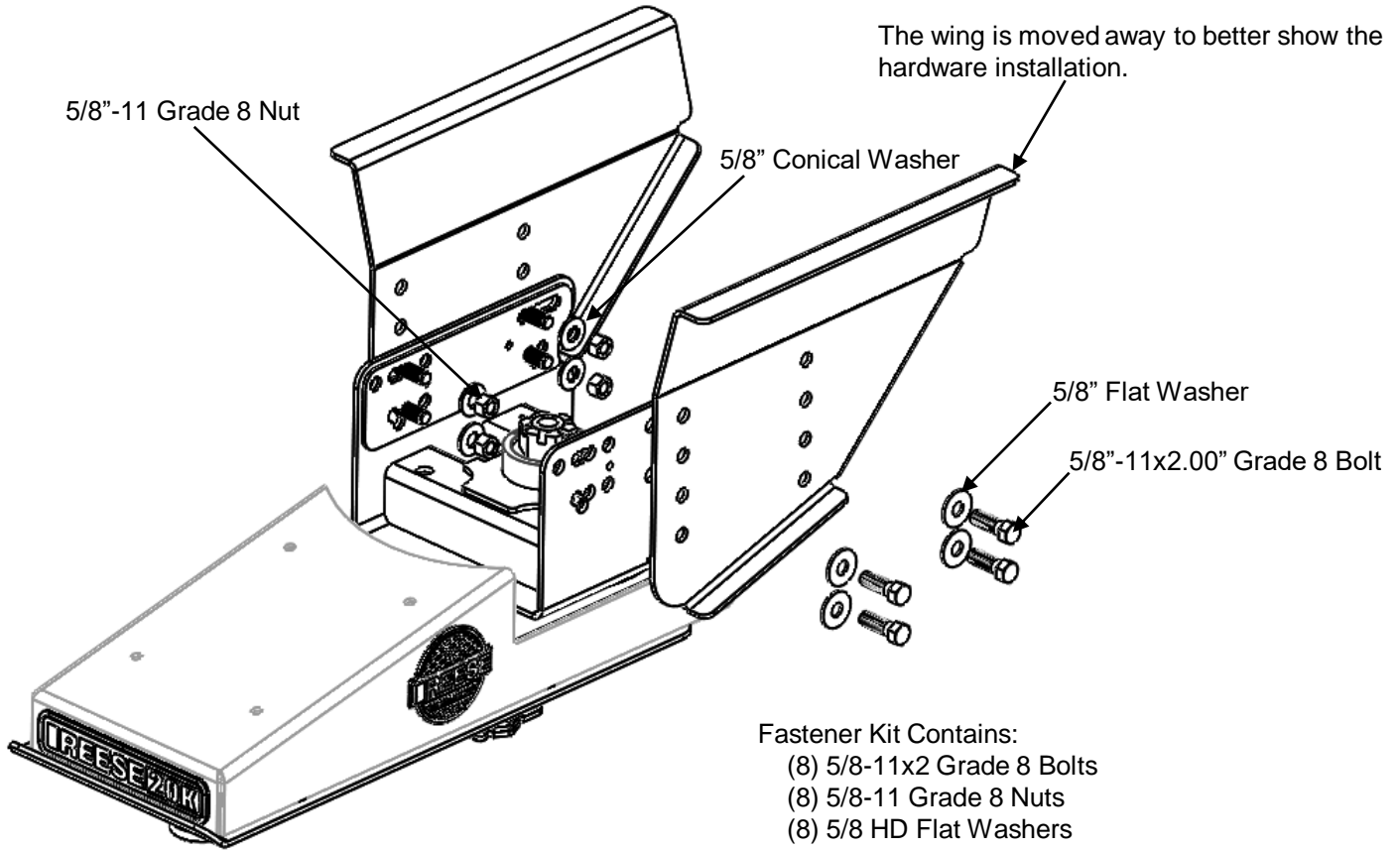


Figure 13

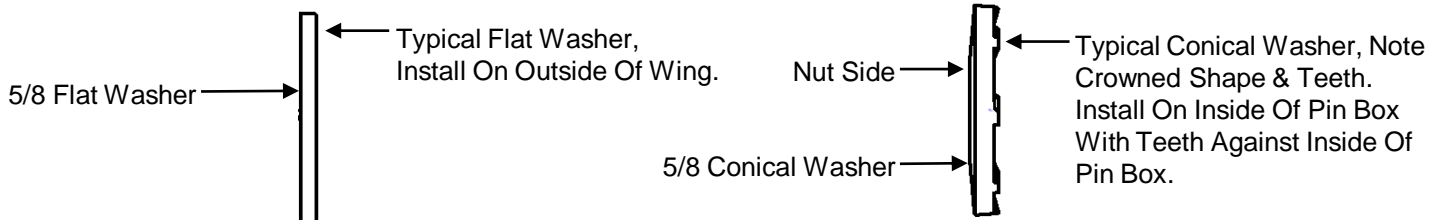
Fastener Kit Contains:

- (8) 5/8-11x2 Grade 8 Bolts
- (8) 5/8-11 Grade 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 Bolts To 210 ft-lbs.**

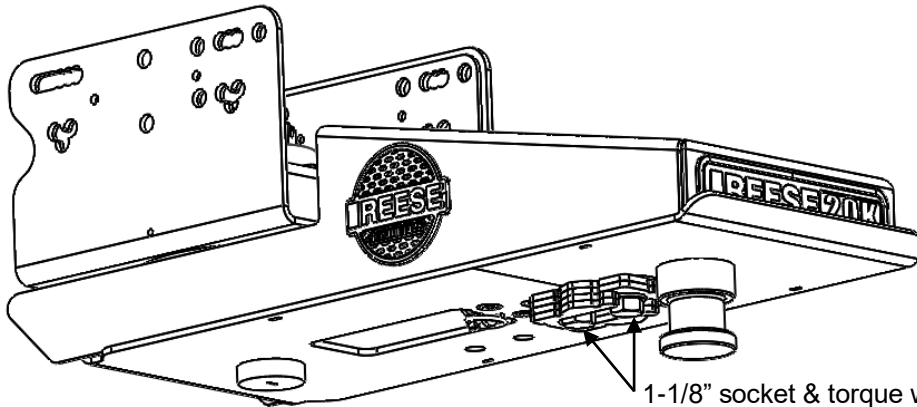




**Failure to follow this instruction may result in kingpin being too high and coming to rest on top of closed jaws or not completely inside jaw. This could result in trailer separating from hitch. Trailer separation may result in death or serious injury if anyone is under the trailer or between truck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

### HITCHING:

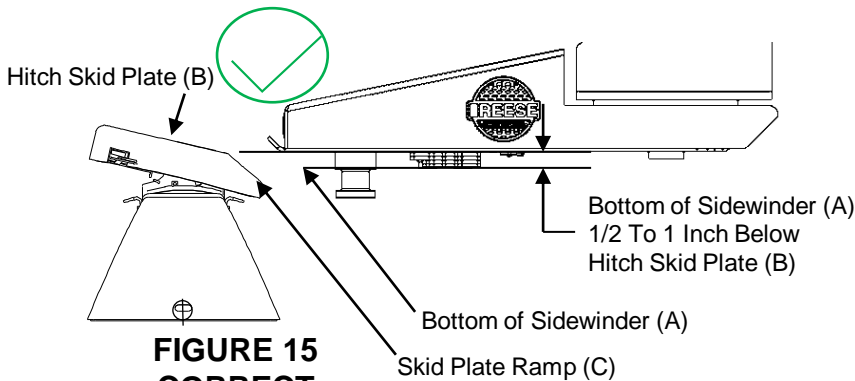
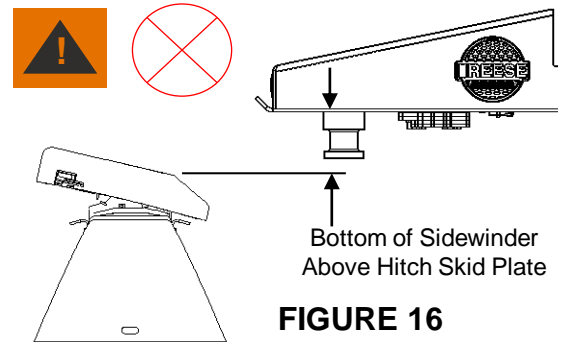
- Remove wedge with bolts and washers from storage position and attach to wedge carrier. See page 14 to determine the correct wedge and orientation for your 5<sup>th</sup> wheel hitch. **Torque bolts to 200 ft-lbs (271 Nm).**  
**CAUTION:** Ensure lock-out bolts have been removed if using Sidewinder with wedge installed.
- For initial hook-up, move wedge to the rear most position by rotating handle counter-clockwise (towards passenger-side) to ensure kingpin engages with 5<sup>th</sup> wheel hitch jaw.


**FIGURE 14**

1-1/8" socket & torque wrench required.  
Torque to **200 ft-lbs (271 Nm)**.

**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!

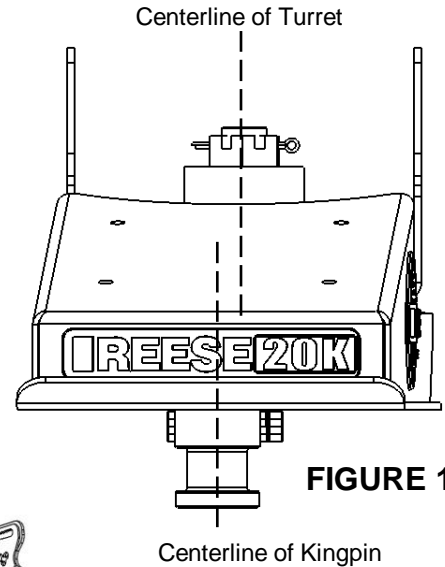
- Place blocks (sometimes called "chocks") firmly against front and rear of each trailer tire to prevent any possible forward or rearward motion. **DO NOT REMOVE BLOCKS UNTIL EACH OF THE FOLLOWING STEPS AND THE PULL TEST HAVE BEEN COMPLETED.** Lower tailgate if necessary. Clearance of the lowered tailgate to the trailer needs to be monitored during hookup as some manufacturer combinations of truck and trailer have little or no clearance.
- Using trailer jacks, adjust trailer height following the directions in the trailer manual so that bottom of trailer pin box ("A" in Figure 15) is 1/2 to 1 inch below skid plate (See "B" in Figure 15). During the hitching maneuver, the bottom of the Sidewinder should contact skid plate ramp ("C" in Figure 15).


**FIGURE 15  
CORRECT**

**FIGURE 16  
INCORRECT**

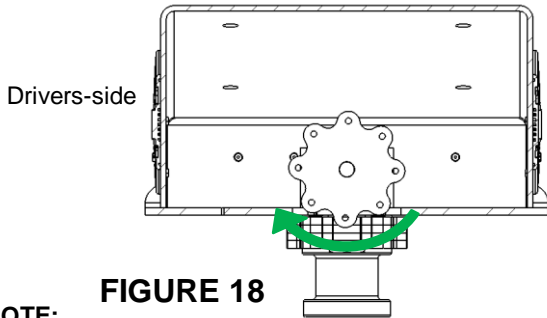


**Failure to keep wheels blocked and landing gear down could result in trailer suddenly moving or falling. This could result in death or serious injury.**

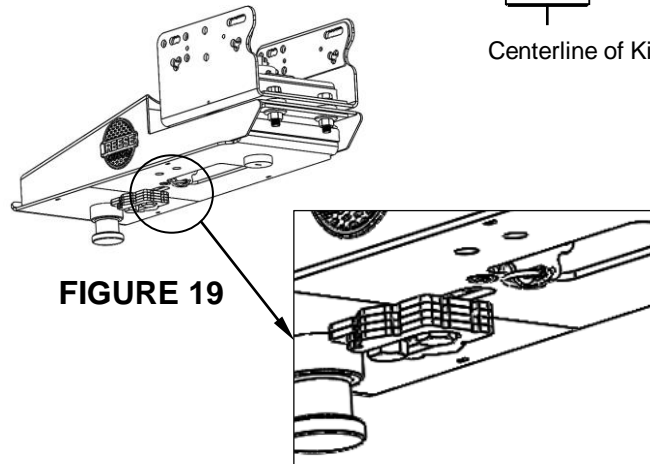
5. Follow your hitch manufactures instructions for safe hook-up.  
**NOTE:** For best wedge fitment, assure kingpin in aligned into the funnel of the 5<sup>th</sup> wheel hitch, and align the center of the hitch with the centerline of the turret (Figure 17).
6. Once 5<sup>th</sup> wheel is connected to the kingpin, properly lock hitch jaw to secure per their instructions.
7. Tighten wedge fitment by scrolling the handle underneath the Sidewinder towards drivers-side (Figure 18). Hand tighten only.
8. Once tight (wedge fully inserted into funnel opening), attach pin into handle to secure wedge in place (Figure 19).



**FIGURE 17**



**FIGURE 18**



**FIGURE 19**

**NOTE:**

- To get a tighter fit, unhook and then turn the scrolling wheel towards the drivers-side 2 more-hole locations
- It is expected that there may be up to a 1/16" gap per side between the 5<sup>th</sup> wheel head and the wedge

**PULL TEST:**

1. Firmly block trailer wheels.
2. Ensure trailer landing gear is still resting on firm ground and supporting trailer weight.
3. Truck stationary and with emergency brake on.
4. Ensure no one is between truck and trailer, return to cab of truck and release truck's emergency brake. Apply trailer brakes.
5. 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 previous steps were followed correctly, the trailer will not drop or fall.

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



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** 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 is resting on firm ground

### **UNHITCHING:**

#### **PERFORM THE FOLLOWING IN THIS ORDER:**

1. Ensure truck is in park with emergency brake on.
2. Place blocks firmly against front and rear of each trailer tire to prevent any possible forward or rearward motion.
3. Lower trailer landing gear following the directions in the Trailer Manual until feet of landing gear are resting on firm ground.
4. Lower truck tailgate.
5. Disconnect power cable and breakaway switch cable between truck and trailer.
6. Remove bail pin from hole in 5<sup>th</sup> wheel hitch handle.
7. Pull hitch handle out completely until it latches in open position so that kingpin is no longer securely grasped by hitch jaws. Trailer is now free from hitch and truck.

**NOTE:** If handle does not pull out, there is pressure against the jaw.

1. To relieve this pressure, loosen wedge fitment.
  2. If pressure against the jaw persists, back the truck up slightly.
  3. Reset truck emergency brake.
  4. Then pull hitch handle out completely until it latches in open position.
8. AFTER MAKING CERTAIN NO ONE IS STANDING BETWEEN TRUCK AND TRAILER OR IN FRONT OF TRUCK, drive truck slowly away from trailer.
  9. KEEP WHEEL BLOCKS IN PLACE. This will keep trailer from moving unexpectedly.




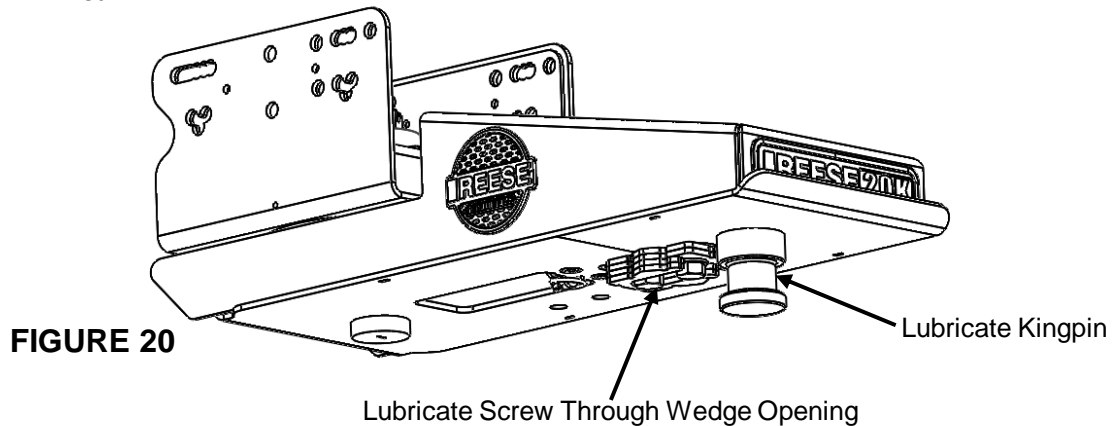
Do not exceed a torque of 150 ft-lbs on the castle nut. Doing so will damage the bearing and/or other rotational components within the product and void product warranty.

**MAINTENANCE:**

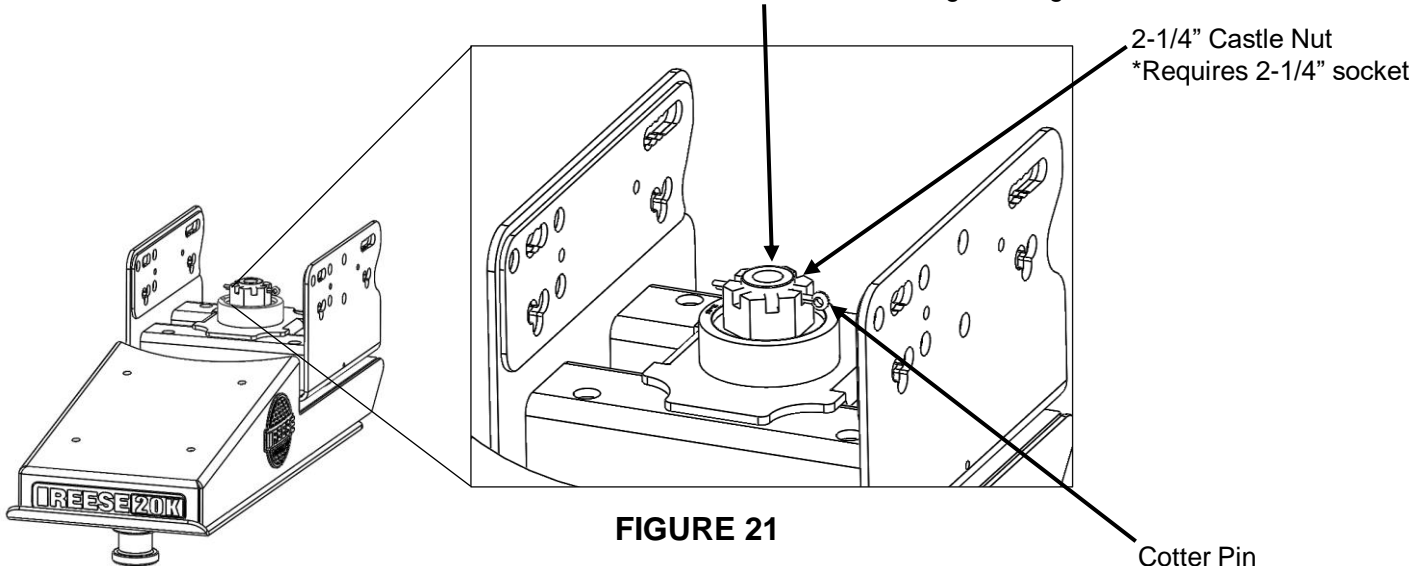
Before or after each trip, wipe the kingpin & wedge clean. Apply white lithium grease to each for ease of hitching and unhitching to lessen wear and minimize noise of the system.

**At least once per season;**

1. Lubricate wedge screw with white lithium grease, working the wedge through it's entire travel will extend the longevity of your product.
2. Use lithium grease to lubricate the pivot shaft, to allow for smooth function of the turret. 
3. Some towing setups may require a castle nut torque higher than the listed **80 ft-lbs** due to vehicle/trailer dynamics (note that this requires removal and replacement of the cotter pin).
  1. If the application requires a tighter turret, increase the torque in increments of **10 ft-lbs**.
  2. Ensur



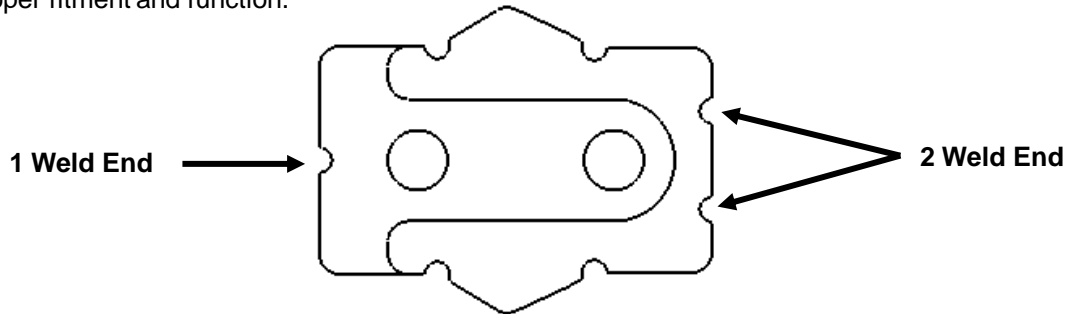
Grease Zerk in Pivot Shaft and/or Bearing Housing



**WEDGE SELECTION:**

This product has unique wedges to provide the best fitment for all major 5<sup>th</sup> wheel hitches. All Sidewinder's come standard with wedge part number 68202, which provides proper fitment with all Reese and Pro-Series 5<sup>th</sup> wheel hitches. For other brand hitches, please refer to the chart below.

For all wedges there are two orientations, one end has a single weld, and the other end has two welds. When referencing the chart below, the weld end that corresponds with the chosen 5<sup>th</sup> wheel hitch application must be facing the kingpin when installed for proper fitment and function.


**FIGURE 22**

\*Do not tow with Curt A20 Hitch

PART NUMBER		1 WELD END	2 WELD END
68202		REESE Elite Series REESE M-Series	REESE/Pro Series Slide Jaw REESE/Pro Series Dual Jaw
68203		CURT MFG E-Series	CURT MFG Q-Series <b>*Not compatible with A-series hitches</b>
68204		Husky Demco	B&W Patriot B&W Companion
68205		PullRite	Camco

**Note: For any questions about wedge fitment, please call Technical Service at: 1-800-632-3290**

**REESE Sidewinder**  
**IMPORTANT INFORMATION ON TOWING**

**Failure to heed warnings and follow instructions may result in serious personal injury or death, vehicle crash, and/or property damage.**

- **Do not modify.**
- **Do not tow one trailer behind another (Tandem Towing), this may cause loss of control.**

**½ TON TRUCKS**

In some applications with ½ ton trucks and application that the trailer is at a higher weight capacity of the tow vehicle, the system may feel unstable while towing. In this case, ensure trailer is properly loaded. It is also important to have E-rated tires. Airbags (if equipped) should not be filled above minimum pressure.

**TOWING EQUIPMENT OWNERS**

Make sure all operators of equipment read and understand this information before towing. Save for reference. This will help ensure proper use and maintenance of towing equipment. Refer to owner's manuals for tow vehicle, trailer and other parts of the towing system. Learn the capabilities and limitations of each part. GROSS TRAILER WEIGHT and PIN WEIGHT are the two most important items to consider.

**THESE WEIGHTS MUST NEVER EXCEED THE LOWEST RATING OF ANY PART OF THE TOWING SYSTEM.** GROSS TRAILER WEIGHT is the weight of the trailer plus cargo. Measure GROSS TRAILER WEIGHT by putting the fully loaded trailer on a vehicle scale. PIN WEIGHT is the downward force exerted on the 5<sup>th</sup> wheel head by the pinbox. Use a vehicle scale to measure PIN WEIGHT with the fully loaded trailer on a level surface and the pinbox at normal towing height.

**TRAILER COUPLING**

The kingpin and jaw should be smooth, clean and lightly lubricated. Adjust per manufacturer's instructions.

**SAFETY CHAINS**

Connect safety chains properly EVERY TIME YOU TOW. Leave only enough slack to permit full turning. Too much slack may prevent chains from maintaining control if other connections separate.

**TRAILER LIGHTS, TURN SIGNALS, ELECTRIC AND BREAKAWAY SWITCH CONNECTIONS**

Make these safety-critical connections EVERY TIME YOU TOW, no matter how short the trip. Check operation, including electric brake manual control, before getting on the road.

**TIRE INFLATION**

Check often. Follow tow vehicle and trailer manufacturer's recommendations.

**CHECK YOUR EQUIPMENT/REPLACE WORN PARTS**

Check kingpin, jaw, chains, and all other connections EVERY TIME YOU TOW. Re-check at fuel and rest stops.

**NO PASSENGERS IN TRAILER!**

NEVER allow people in the trailer while towing, under any circumstances.

**TRAILER LOADING**

Place heavy objects on the floor ahead of the axle. Balance the load side-to-side. Secure it to prevent shifting. NEVER load the trailer rear heavy. **LOAD THE TRAILER HEAVIER IN THE FRONT, BUT NOT GREATER THAN PIN WEIGHT RATING.**

**DRIVING**

The additional weight of a trailer affects acceleration, braking and handling. Allow extra time for passing, stopping, and changing lanes. A 5<sup>th</sup> wheel trailer requires a large turning radius as the trailer tracks to the inside of turns. Severe bumps can damage towing vehicle, hitch and trailer. Drive slowly on rough roads. **STOP AND MAKE A THOROUGH INSPECTION IF ANY PART OF THE TOWING SYSTEM STRIKES THE ROAD. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.**



**Product Instructions:**

**Sidewinder**

NOTES:

Part Number Purchased:  
 Place of Purchase:  
 Date of Purchase:  
 Part Manufactured Date (located on driver-side sticker):

Product Registration:  
[www.reeseprod.com/support/products/registration](http://www.reeseprod.com/support/products/registration)

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**LIMITED LIFETIME WARRANTY**

- Limited Lifetime Warranty (“Warranty”).** Horizon Global (“We” or “Us”) warrants to the original consumer purchaser only (“You”) that the product will be free from material defects in both material and workmanship for a period of lifetime of ownership, ordinary wear and tear excepted; provided that installation and use of the product is in accordance with product instructions. There are no other warranties, express or implied, including the warranty of merchantability or fitness for a particular purpose. This warranty is not transferable.
- Limitations on the Warranty.** This Warranty does not cover: (a) normal wear and tear; (b) damage through abuse, neglect, misuse, or as a result of any accident or in any other manner; (c) damage from misapplication, overloading, or improper installation; (d) improper maintenance and repair; and (e) product alteration in any manner by anyone other than Us, with the sole exception of alterations made pursuant to product instructions and in a workmanlike manner.
- Obligations of Purchaser.** To make a Warranty claim, contact Us at 47912 Halyard Drive Suite 100, Plymouth, MI, 48170, 1-800-632-3290, identify the product by model number, and follow the claim instructions that will be provided. Any returned product that is replaced by Us becomes our property. You will be responsible for return shipping costs. Please retain your purchase receipt to verify date of purchase and that You are the original consumer purchaser. The product and the purchase receipt must be provided to Us in order to process Your warranty claim.
- Remedy Limits.** Product replacement is Your sole remedy under this Warranty. We shall not be liable for service or labor charges incurred in removing or replacing a product or any incidental or consequential damages of any kind.
- Assumption of Risk.** You acknowledge and agree that any use of the product for any purpose other than the specified use(s) stated in the product instructions is at Your own risk.
- Governing Law.** This Warranty gives You specific legal rights, and You also may have other rights which vary from state to state. This Warranty is governed by the laws of the State of Michigan, without regard to rules pertaining to conflicts of law. The state courts located in Oakland County; Michigan shall have exclusive jurisdiction for any disputes relating to this Warranty.

Horizon Global America, Inc  
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