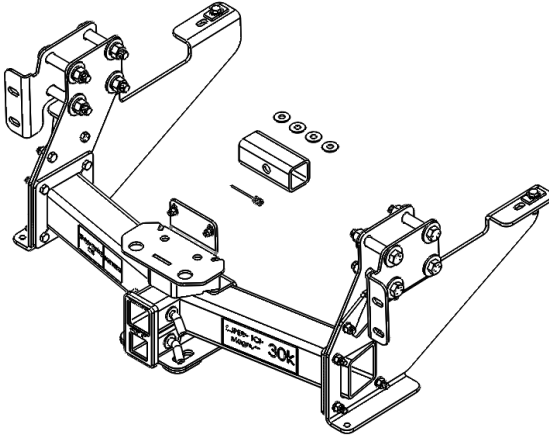


TORKLIFT INTERNATIONAL

OVER 35 YEARS OF INNOVATION, QUALITY, SAFETY.
IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

Part # D1111-30

Owner's Manual



Version 1 BY: QT 05/10/2019

TECH SUPPORT (800) 246-8132

**AFTER INSTALL, PLEASE GIVE
THIS BOOKLET TO YOUR CUSTOMER**

Hitch Weight Capacity

Weight Carry

20,000 lbs maximum pull weight
2,500 lbs maximum tongue weight

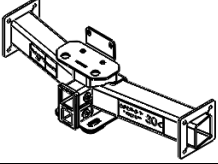
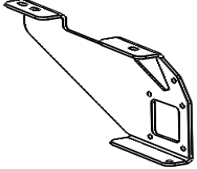
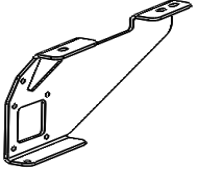
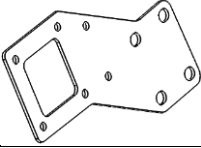
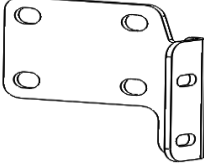
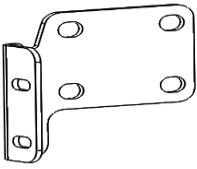
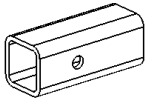

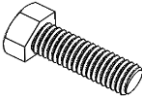
Weight Distribution

30,000 lbs maximum pull weight
3,000 lbs maximum tongue weight.





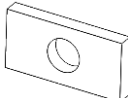
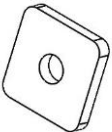

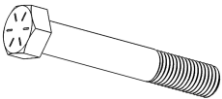
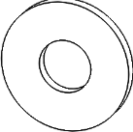

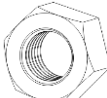
Warning

Do not exceed the factory weight ratings of
your vehicle

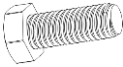



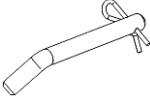
Parts Inventory

Item Image	Item Description	Item #	QTY
	30K - Super Hitch Cross Tube	SH-30K- CT-A11	1
	Driver Side Plate (D1111-30 ONLY)	D1111-30 -W1-D	1
	Passenger Side Plate (D1111-30 ONLY)	D1111-30 -W1-P	1
	Inner Side Strap (D1111-30 ONLY)	D1111-30 -P2	2
	Driver Side Bumper Bracket (D1111-30 ONLY)	D1111-30 -P3-D	1
	Passenger Side Bumper Bracket (D1111-30 ONLY)	D1111-30 -P3-P	1
	2" x 2" Factory Receiver Adapter	SH-RA- 2.50-S1- Zinc	1
	1/2" Star Washer	4566	4
	1/2"-13 x 1-1/2" Grade 8 - Hex Bolt	9960	4

Parts Inventory

Item Image	Item Description	Item #	QTY
	1/2"-13 x 2" Grade 8 - Hex Bolt	3659	12
	1/2"-13 - Grade 8 - Hex Nut	1751	16
	1/2" USS - Flat Washer	6039	8
	1/2" - Split Lock Washer	9302	16
	1" x 2" x 1/4" - Plate Washer	10859	2
	2" x 2" x 5/16" - Center Hole Plate Washer	11403	2
	1/2" - Bolt Fisher	3818	1
	3/4"-10 x 5" - Grade 8 - Hex Bolt	13564	8
	3/4" USS - Flat Washer	6473	16
	3/4" - Split Lock Washer	10205	8
	3/4"-10 - Grade 8 - Hex Nut	9999	8

Parts Inventory

Item Image	Item Description	Item #	QTY
	3/8"-16 x 1" – Grade 5 – Hex Bolt	6004	2
	3/8" SAE – Flat Washer	8949	4
	3/8" – Split Lock Washer	6003	2
	3/8"-16 – Grade 5 – Hex Nut	3306	2
	5/8" Pin & Clip	3703	2

Step 1

Temporarily remove the spare tire. Carefully disconnect the wiring harness connectors on the rear bumper that link to the truck frame. Remove any hardware holding the wiring harness to the truck.

Step 2

Remove all the hardware holding the rear license plate then remove the license plate. See figure 2.1.



Figure 2.1

Step 3

Remove the hardware located behind the license plate. See figure 3.1.

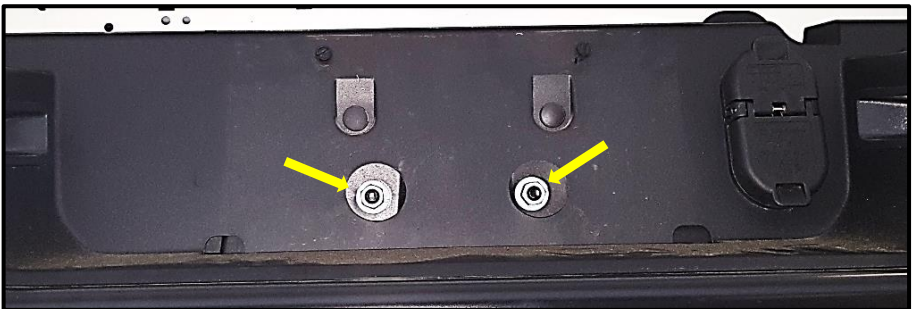


Figure 3.1

Remove four bolts (two on each side of truck) holding the rear bumper to the factory hitch as shown in figure 3.2.

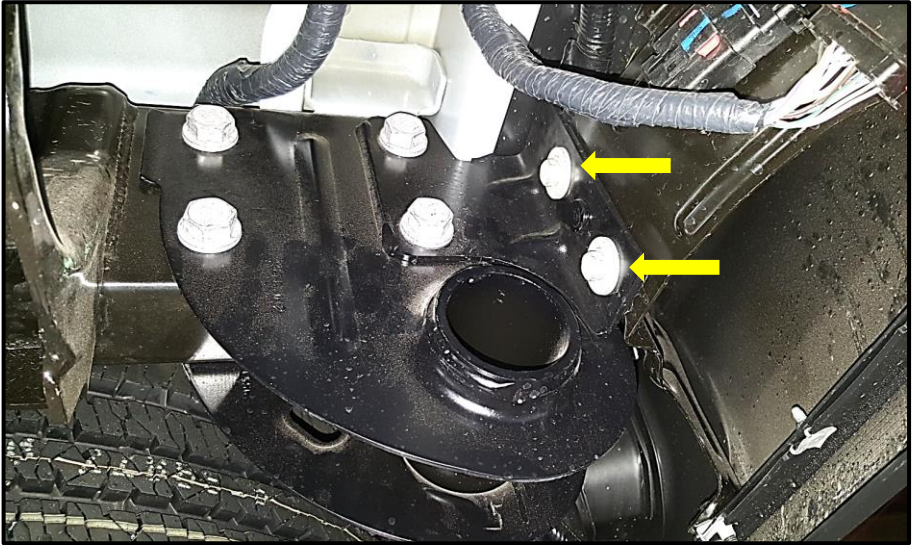


Figure 3.2 (Driver Side Shown)

Step 4

Remove the rear bumper and set aside.

Step 5

Remove eight bolts (four on each side) holding the factory hitch to the frame rail. See figure 5.1.

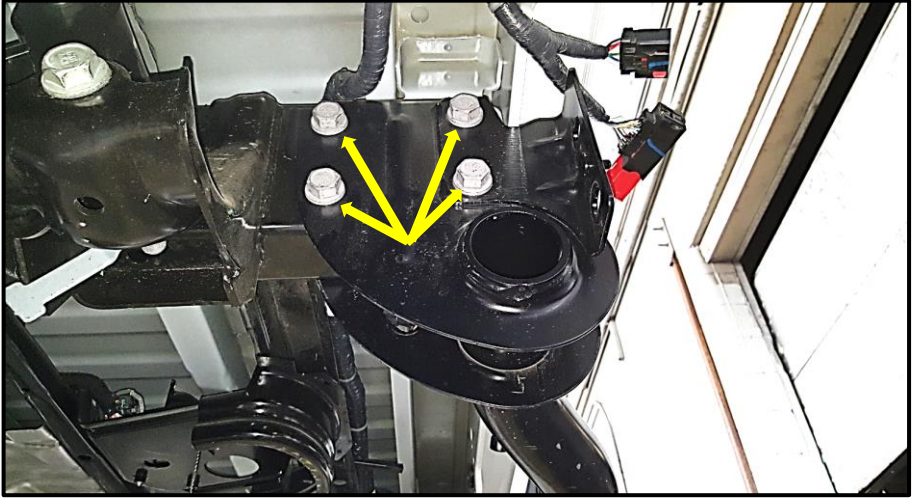


Figure 5.1 (Driver Side Shown)

Step 6

Remove the rear four bolts holding the truck bed to the frame rail as shown in figure 6.1.

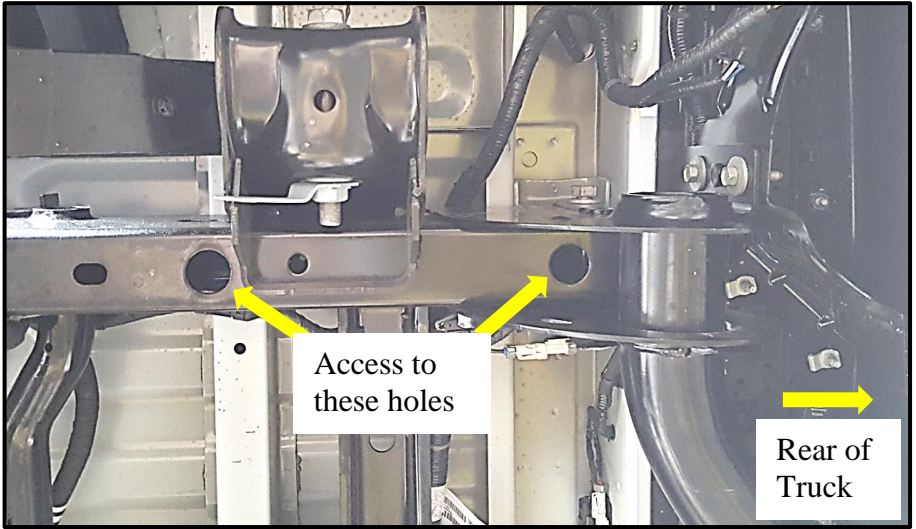


Figure 6.1 (Bottom View on Driver Side)

Short Bed:

Loosen the front bolt holding the truck bed to the frame located above front mount of the leaf spring as shown in figure 6.2. Repeat for the opposite side. Do not completely remove the bolts.

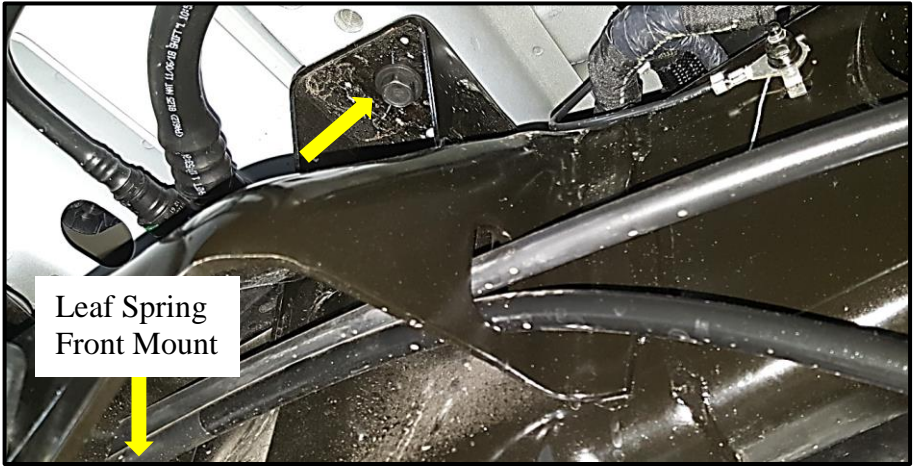


Figure 6.2

Long Bed:

Loosen the front two bolts holding the truck bed to the frame. **Do Not** remove the two most forward bolt completely. One is located above front mount leaf spring, and another is located close to the cab as shown in figure 6.3. Remove the rear bolt. Repeat for the opposite side.



Figure 6.3

Step 7

Once all the hardware holding the truck bed to the frame is removed or loosened. Use a floor jack to raise the rear of the truck bed.

Make sure **NOT** to raise the rear truck bed too high. This can cause the bed to hit the cab. See figure 7.1.

It is recommended to have a piece of cardboard or similar between the cab and the truck bed.

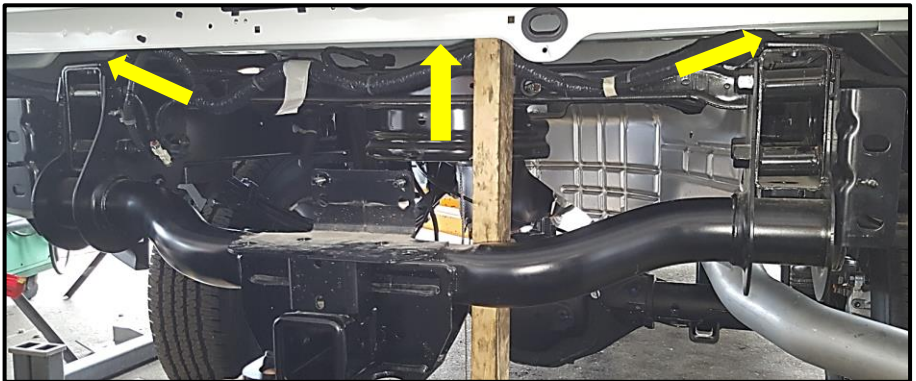


Figure 7.1

Step 8

Remove the factory hitch by lifting and sliding it rearward off the truck frame. Note which side the extra plate washer is welded on top of factory hitch as shown in figure 8.1.



Figure 8.1

Step 9

Align one 1/2" flat washer with the most outer rear hole on the frame rail where the truck bed is bolted. Repeat for the opposite side of truck. See figure 6.1 & 9.1.

Add one additional 1/2" flat washer on the side with the extra plate washer welded on top of the factory hitch as shown in figure 8.1.

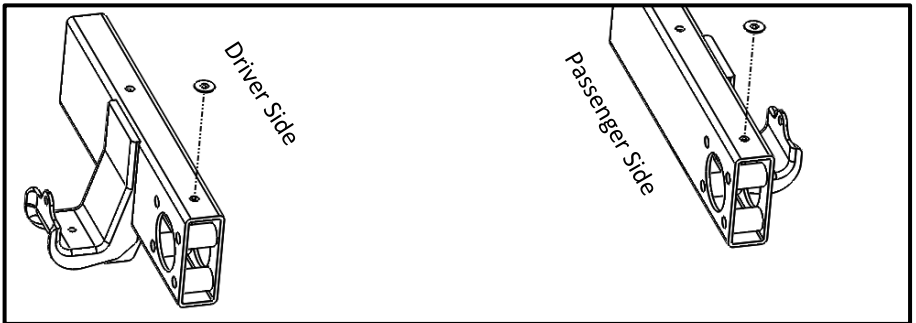


Figure 9.1

Step 10

Slowly and carefully release the floor jack to let the truck bed set back down on the frame and washers.

Reinstall and tighten all the hardware removed in Step 6.

Step 11

Insert the coiled end of 1/2" bolt fisher into the Hole C and guide it out through Hole B. See figure 11.1

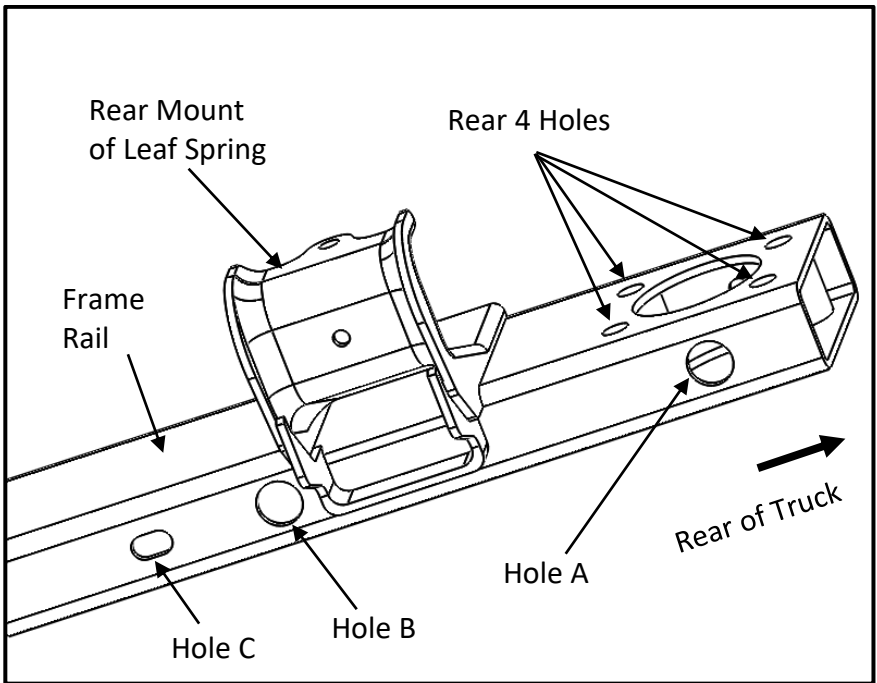


Figure 11.1 (Bottom View on Driver Side)

Attach one 1" x 2" plate washer, one 1/2" star washer and a 1/2"-13 x 2" bolt to the 1/2" bolt fisher as shown in figure 11.2.

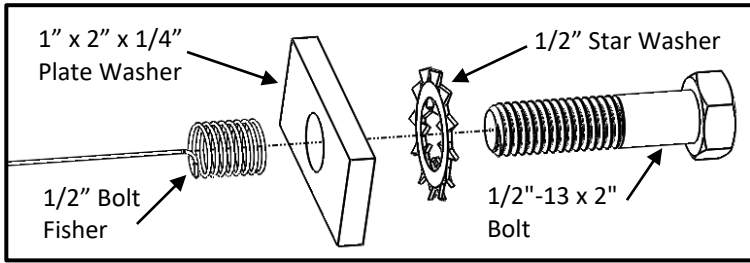


Figure 11.2

Pull the wire end of the bolt fisher until the 1/2"-13 x 2" bolt completely protrudes from frame hole C. Remove the bolt fisher.

Attach one 2" x 2" x 5/16" center hole plate washer, one 1/2" star washer and a 1/2"-13 x 2" bolt to the 1/2" bolt fisher as shown in figure 11.3.

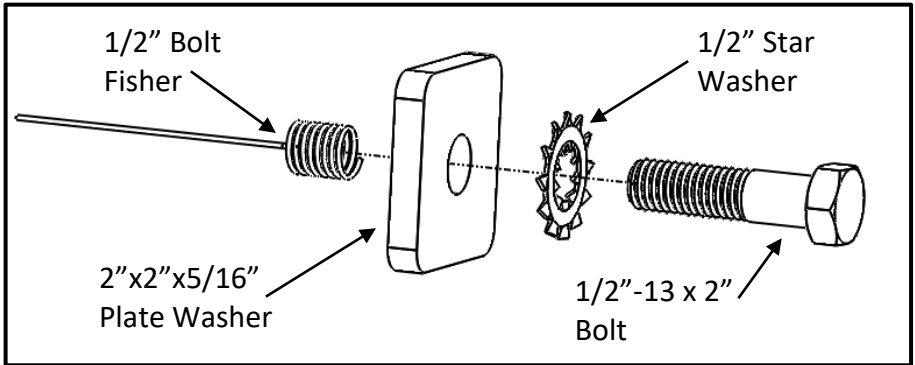


Figure 11.3

Insert the wire end of the bolt fisher into the big hole on frame rail and through the Hole A. Pull the wire end of the bolt fisher until the 1/2"-13 x 2" bolt completely protrudes and remove the bolt fisher. See figure 11.4.

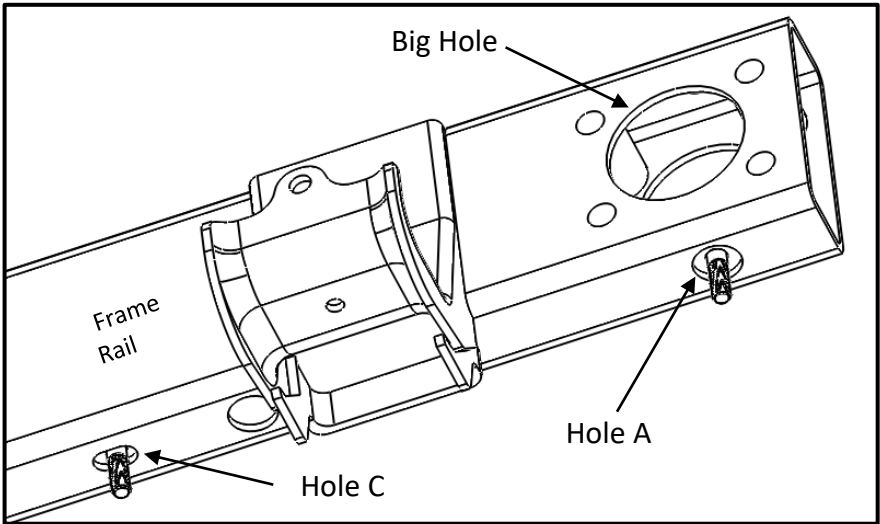


Figure 11.4

Repeat the process for the opposite side of truck.

Step 12

Align the Side Bumper Bracket with the four holes group on the outer side of the frame rail.

The flange on the Side Bumper Bracket must be pointed toward the outside of the truck and offset down. See figure 12.1.

Insert a 3/4" x 5" bolt with one 3/4" flat washer through the Side Bumper Bracket and the frame rail. Repeat the same process for the other three holes. See figure 12.1.

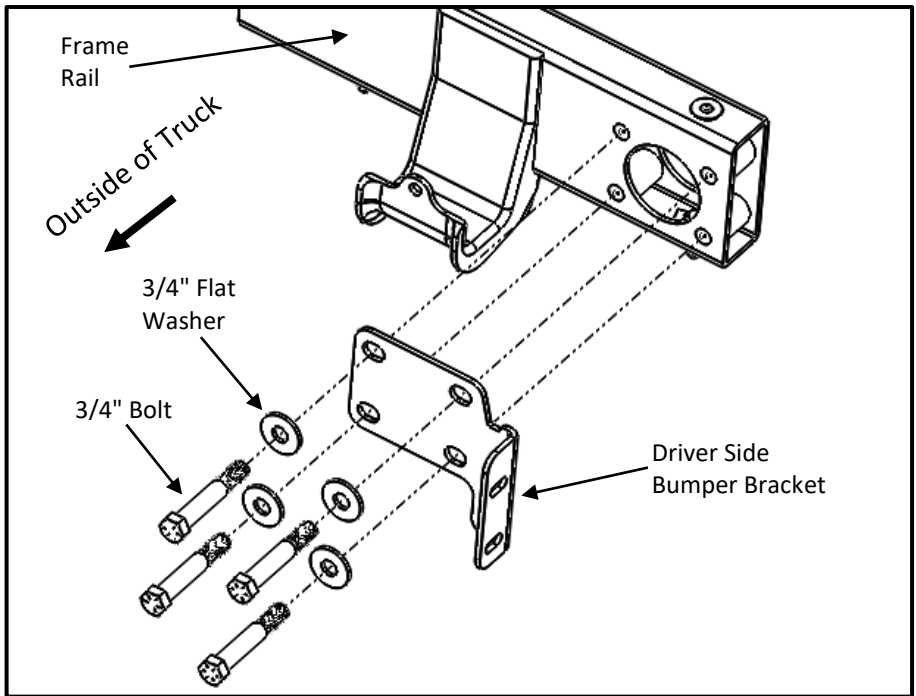


Figure 12.1 (Driver Side Shown)

Step 13

Align and place the Inner Side Strap onto the four previously installed 3/4" bolts.

Secure each 3/4" bolt with one 3/4" flat washer, one 3/4" lock washer, and a 3/4" nut as shown in figure 13.1.

Keep the hardware as loose as possible.

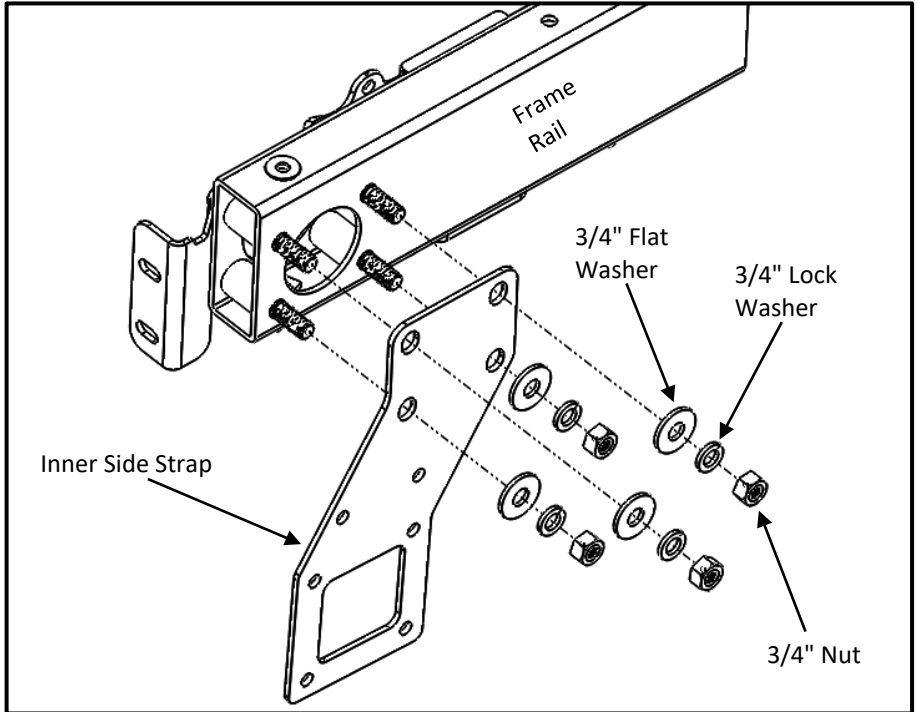


Figure 13.1

Step 14

Repeat Step 12 & Step 13 for the opposite side of the truck. See figure 14.1.

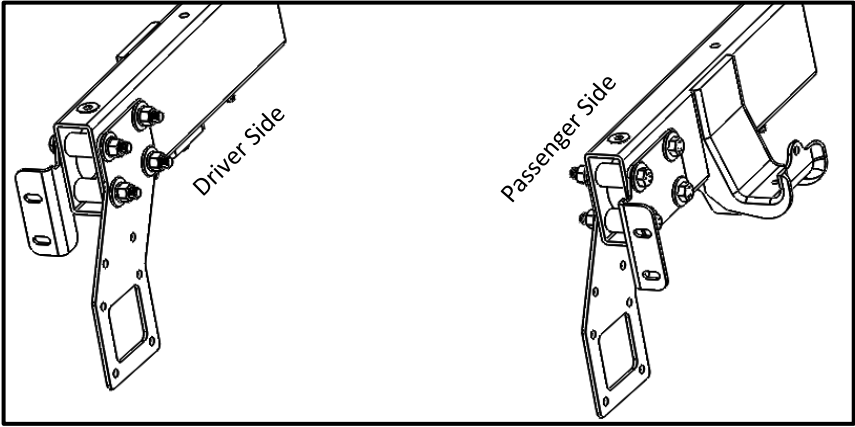


Figure 14.1

Step 15

Slide one side of the Super Hitch Cross Tube into the square cutout on the Inner Side Strap

Insert a 1/2"-13 x 2" bolt into one of the four holes on the Super Hitch Cross Tube through the Inner Side Strap as shown in figure 15.1.
Repeat for the opposite side.

It may be necessary to further loosen the hardware on the Inner Side Straps to gain flexibility to install the Super Hitch Cross Tube.

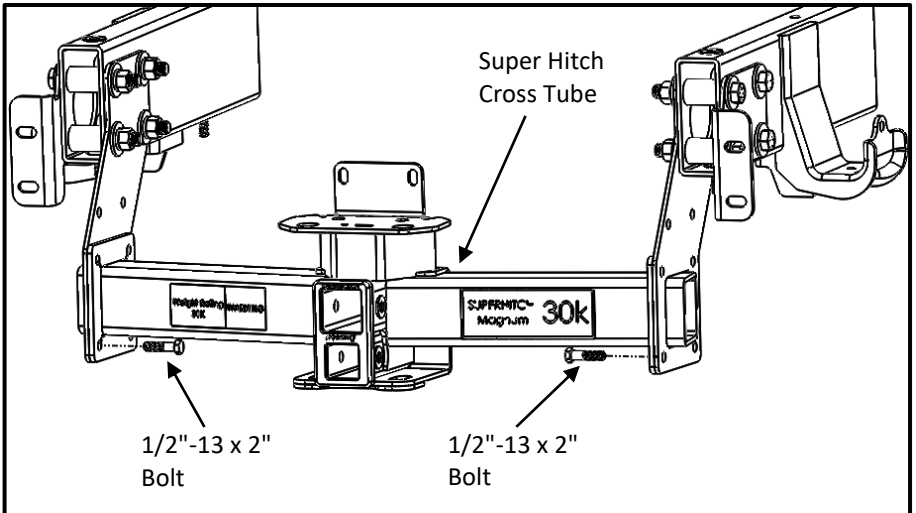


Figure 15.1

Step 16

Refer to the figure 16.1 for proper installation of the Side Plate.

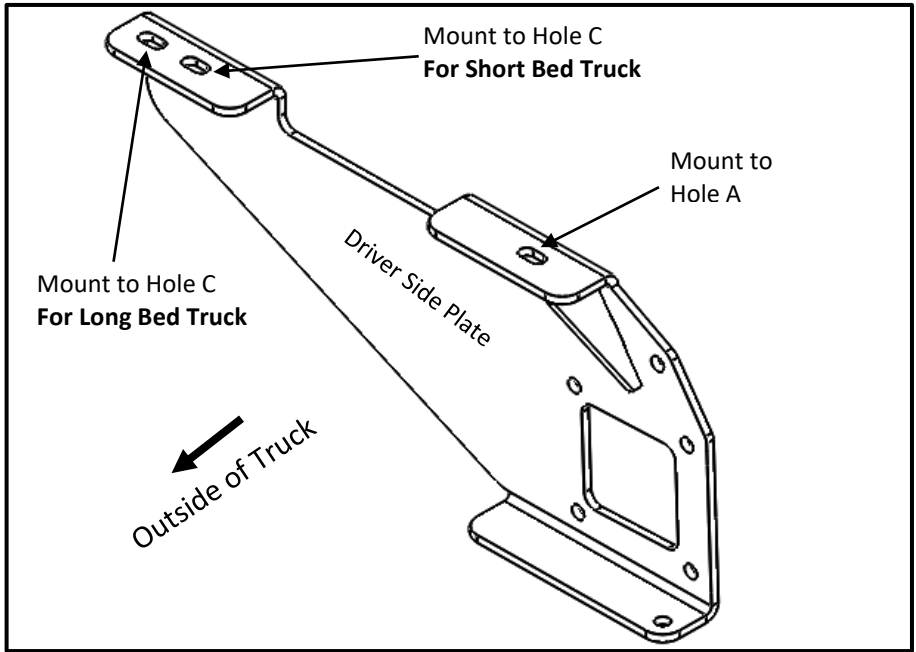


Figure 16.1

Carefully install the Side Plate onto the two previous installed bolts in Step 11 while aligning the holes on the Side Plate with Inner Side Strap and the Super Hitch Cross Tube.

Make sure not to push the hardware back into the frame rail since it may be difficult to retrieve them.

The two flanged bends on the Side Plate must be placed toward outside of the truck.

Secure each bolt with one 1/2" flat washer, one 1/2" lock washer, and a 1/2" nut. Keep the hardware as loose as possible and repeat the process for the opposite side of the truck.

See figure 16.2 & 16.3 for Short Bed and Long Bed installation.

Short Bed Installation

Use the inner hole on the two holes side on the Side Plate for mounting location. See figure 16.2

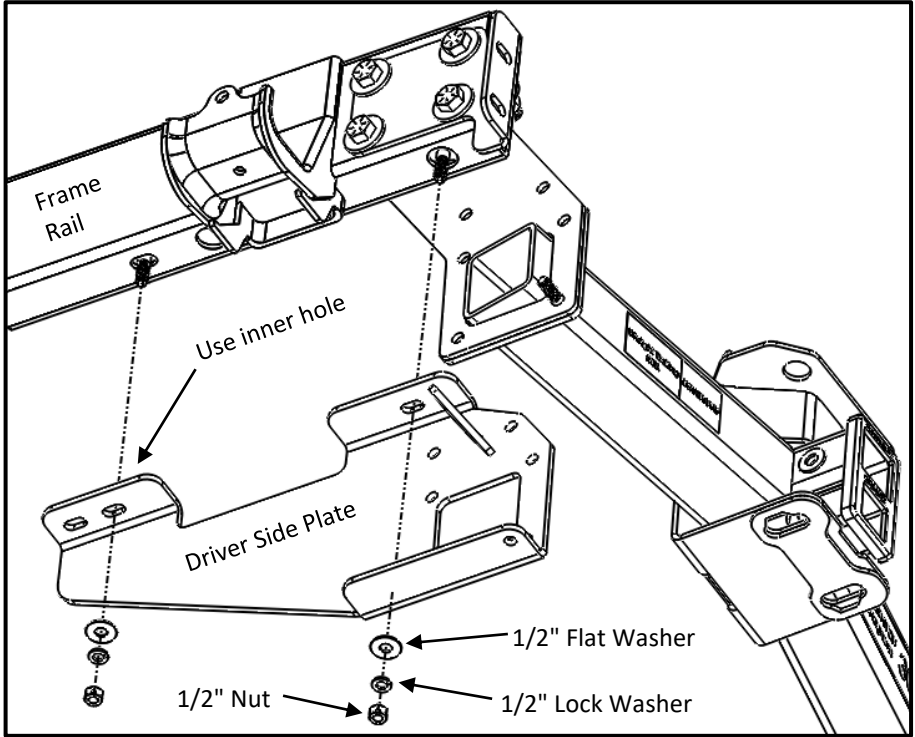


Figure 16.2 (Driver Side Shown)

Long Bed Installation

Use the outer hole on the two holes side on the Side Plate for mounting location. See figure 16.3

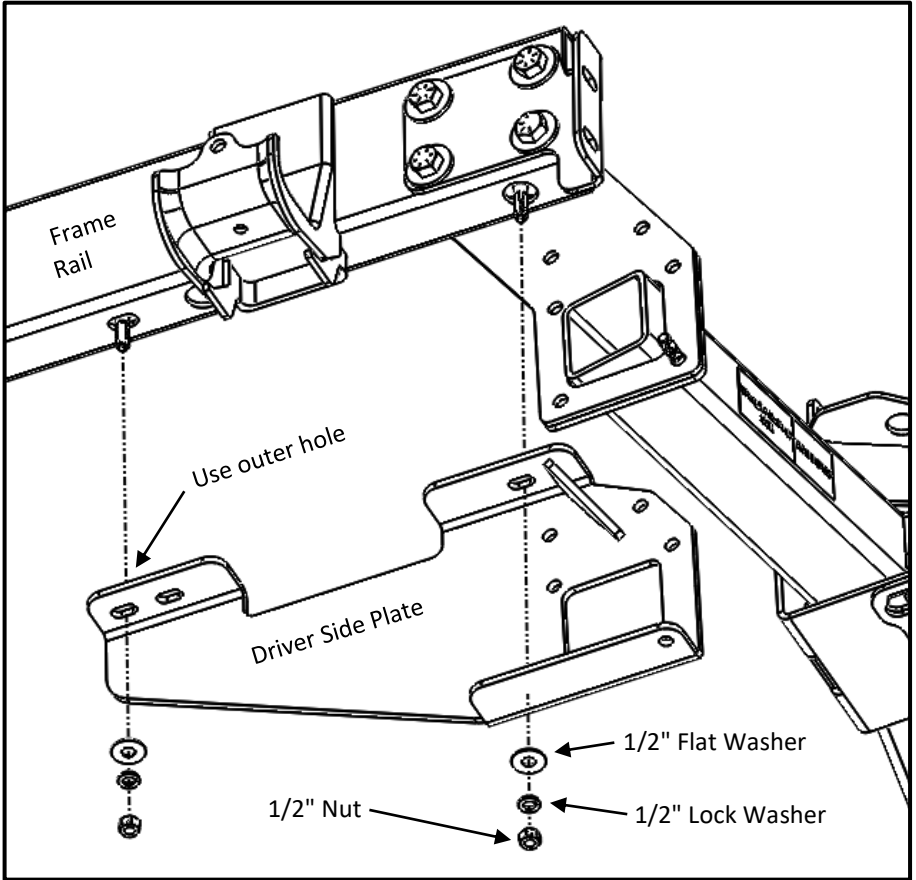


Figure 16.3 (Driver Side Shown)

Step 17

Secure the previously installed bolts from Step 15 with one 1/2" lock washer and a 1/2" nut as shown in figure 17.1.

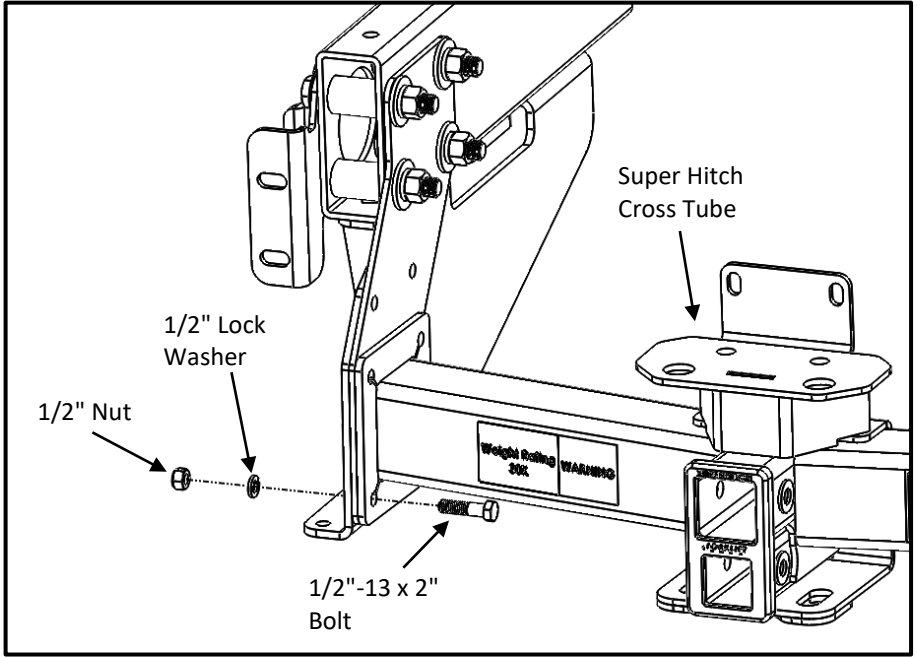


Figure 17.1

Repeat the process for opposite side and insert the same hardware for the remaining six holes (three per side) on Super Hitch Cross Tube.

Step 18

Insert a 1/2"-13 x 1-1/2" bolt into each hole on the Inner Side Strap and through the Side Plate.

Secure the bolt with one 1/2" lock washer, and a 1/2" nut as shown in figure 18.1. Repeat for the opposite side.

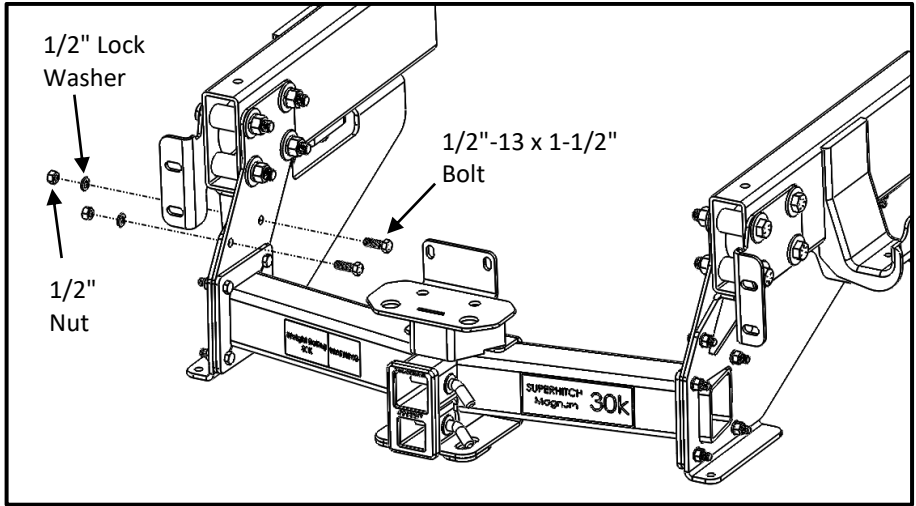


Figure 18.1

Step 19

Torque the following hardware in sequence.

8x Super Hitch Cross Tube to Side Plate bolts: 75 ft-lbs (100nm)

4x Inner Side Strap to Side Plate bolts: 60 ft-lbs (80nm)

4x Side Plate to Frame Rail bolts: 60 ft-lbs (80nm)

8x Inner Side Strap and Side Bumper Bracket to Frame Rail bolts:
200 ft-lbs (270nm)

Step 20

Reinstall the rear bumper over the Super Hitch. Make sure all the holes and tabs are aligned and fully seated with the Super Hitch.

Insert a 3/8" bolt with one 3/8" SAE flat washer into each vertical slot holes on Super Hitch Cross Tube and through the rear bumper.

Secure the bolt with one 3/8" lock washer, one 3/8" SAE flat washer and a 3/8" nut. See figure 20.1.

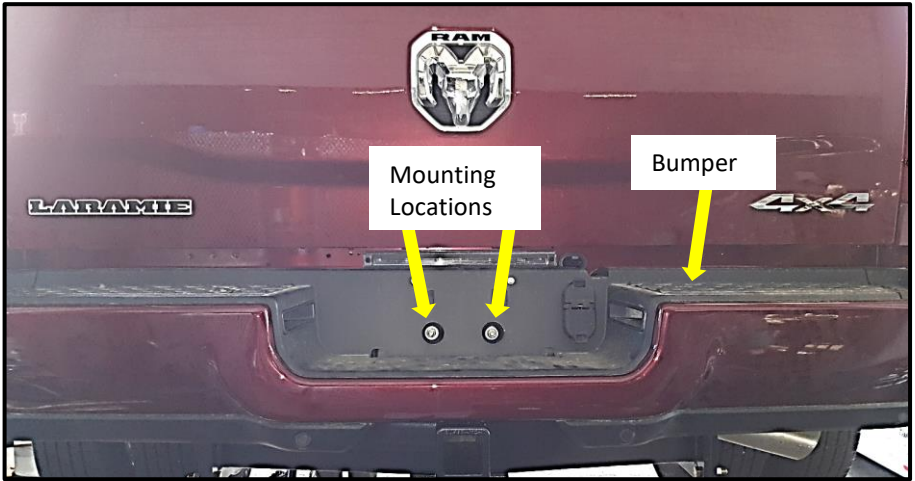


Figure 20.1

Torque all 3/8" hardware to 20 ft-lbs (27 nm).

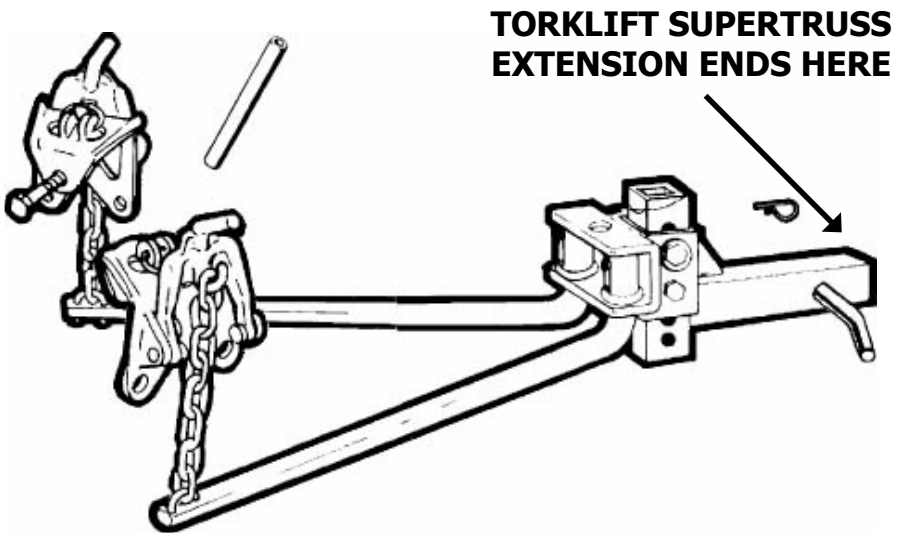
Step 21

Re-install all required parts in reverse order and reconnect all the electrical wiring.

Congratulations on successful installations of the Super Hitch.

**THESE STEPS MAY VARY DEPENDING ON
WEIGHT DISTRIBUTION HITCH
MANUFACTURER**

**WEIGHT DISTRIBUTING
(LOAD EQUALIZING HITCH)**



**THIS TYPE OF BALLMOUNT IS REQUIRED IN
ADDITION TO YOUR HITCH TO
OBTAIN THE MAXIMUM RATED CAPACITY.
INCORRECT INSTALLATION OF THE WEIGHT
DISTRIBUTION SYSTEM MAY RESULT IN
DAMAGE TO YOUR VEHICLE.**

WEIGHT DISTRIBUTION - CONTINUED

When towing trailers that exceed the dead weight rating on your extension it is mandatory to use a weight distributing type hitch/ball mount and related hardware (SPRING BARS, QUICK HOOKUP CLIPS ETC).

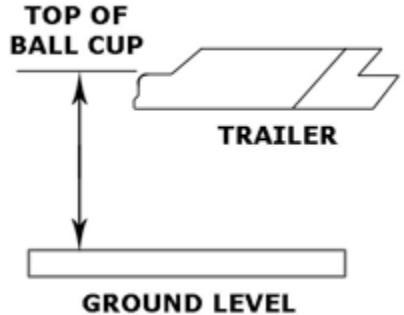
Not all weight distribution systems are rated at the same capacity. Your weight distributing ball mount and bars must be rated at least 100 lbs.(45kg) higher in regards to tongue weight, than your pre-existing tongue weight of your trailer **when fully loaded.**

It is of critical importance that your weight distribution system is not only rated high enough to match your existing tongue weight, but that you also have the system set up correctly.

We have supplied a formula to assist you in accurately determining the tongue weight load of your trailer when fully loaded. After accurately determining your tongue weight and making sure that your weight distribution system is rated high enough, your next step is to ensure the set up of the system is correct.

PLEASE READ CAREFULLY

1. The height of the ball must be determined before any assembly work can be started. To get ball height, measure trailer from ground level to top of ball coupler. Be sure trailer is parallel to ground. With your camper on your truck, fully loaded with gear and overloads adjusted, slide the weight distribution ball mount into the SuperHitch extension. Be sure the truck is on level ground. The measurement from ground to top of ball should be $1\frac{1}{2}$ "(4cm) higher than the level height of trailer top of ball measurement.



2. After ball height has been determined write down the ascertained height. EXAMPLE: Measured top of coupler height was 17"(43cm) from ground; ball height should be $18\frac{1}{2}$ "(47cm).

3. Slide the shank into the sleeve receiver, insert hitch pin and spring clip. With the ball attached to the ball mount, slide the ball mount up or down the shank until nearest dimension is obtained and the holes line up with shank. Insert the bolt in the bottom hole first (rest hitch head).

4. The rivet and 8 spacer washers are supplied in order to gain the correct downward angle of the spring bars. Insert rivet, and depending on the angle or the slope of bars that must be gained, use either 8 or the least amount of washers necessary in order to establish correct angle. The rivet and its accompanying washers are placed in the $\frac{1}{2}$ " hole between the "U" on the ball mount to acquire desired angle of spring bar. Once the spring bar angle has been determined, insert the top bolt with a flat washer, both sides, the lock washer, and nut to secure the unit in correct position, now insert the bottom bolt, use the lock washer and nut. Before tightening the bolts, lock the setscrew. (After the first day of towing, check set the screw for tightness).

See the following page for further illustrated diagrams

ILLUSTRATED DIAGRAMS

BEFORE HOOKING UP

Spring bat should hang down on a 10-13 degree angle when ball mount has been tilted back at 6-8 degree angle.

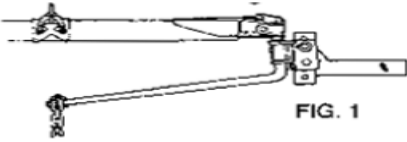


FIG. 1



FIG. 2

AFTER HOOKING UP Spring bar should be parallel with trailer frame, or a slight angle up or down. Slight bow or bend to bar is normal.

WRONG Readjust degree of tilt on ball mount, if you have more than 5 links of chain hanging free. The number of links should be the same on both bars.

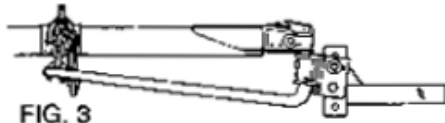
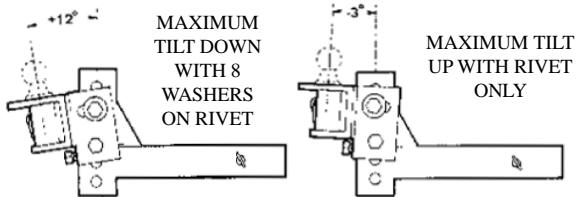
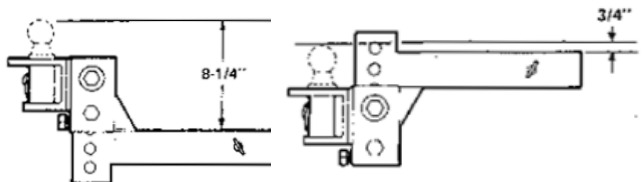


FIG. 3

EACH WASHER LOWERS CHAIN END OF SPRING BAR APPROX. 1-1/2"



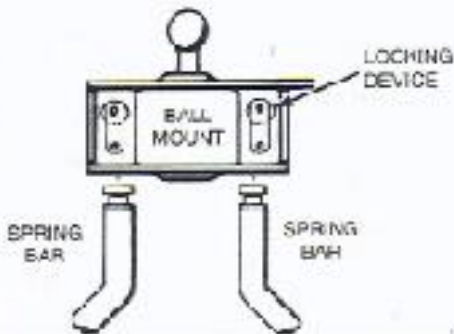
BOLT-TOGETHER BALL MOUNT HAS 7-1/2" ADJUSTMENT, EACH ADJUSTMENT IS 1-1/4" EXTRA HY-LOW SHANKS AVAILABLE IF NEEDED



THESE STEPS MAY VARY DEPENDING ON WEIGHT

DISTRIBUTION HITCH MANUFACTURER

1. Put the ball mount into the sleeve and insert the 5/8" hitch pin using spring clip to lock the pin into place, hitch balls are not furnished with the hitch as there are several sizes. Normally they are supplied or may be purchased from the dealer to match the coupler of the trailer. Ball shank bushings are supplied to reduce the size of the ball hole in the hitch down to 1"(2cm) if needed.
2. Measure the towing vehicle ball height before adding load to towing vehicle. Hook the trailer to the truck. Lock on the ball. To make hooking up easier and safer - raise front of the trailer and back of the towing vehicle above level with the trailer tongue jack. This removes some of the tension by reducing the distance between the spring bar and hook-up arm.



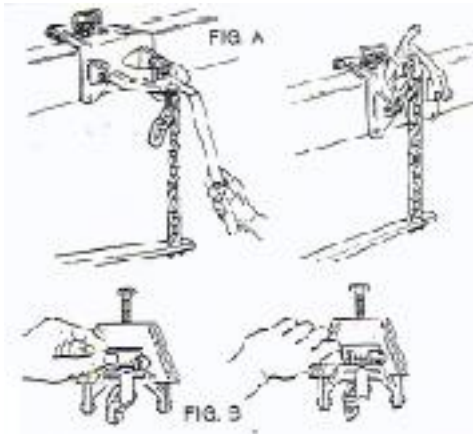
3. This step may vary depending on the manufacturer. The spring bars can be inserted into either side of the ball mount. (There is no 'right' or 'left' bar). To insert and lock spring bar in socket, hold the bar under socket and push up. The spring bar will automatically be locked into position by the

spring bar-locking device. (Check to make sure the bar is locked in by moving it up and down at the chain end.) To remove the spring bars, just pull out the locking device or swing the bar around under the bumper and it will drop free.

4. To find correct location on trailer frame for quick hook-up bracket, hold the chain straight up and down and free of twist center hook-up bracket on frame and tighten. Set the screw 1/4 turn only. **DO NOT OVERTIGHTEN.** On straight tongue trailers a poli-tongue adapter is necessary

5. You are now ready to put tension on the spring bars. When using the quick hook-up, lower the arm and slip link of chain over hook. Insert hook-up handle over the end of the quick hook-up arm. Lift and flip over center. (See fig A).

Continue onto next page for further directions



CAUTION: MAKE SURE THAT THE HOOK-UP ARM IS COMPLETELY SEATED AND THAT THE SPRING BAR IS PUSHED DIRECTLY UNDER THE HOOK-UP CHAIN HOOK.

Now install the hook-up locking clip through locking ears and over hook on hook-up arm. (See fig B)

6. Release the trailer tongue jack by adjusting the chain links up or

down; the desired load on the bars will be gained. Now lock the coupler on to the ball and raise the front of the trailer approximately 3"(8cm) above level. Now attach the chain link to the hook-up clip. It should require 50-100 lbs.(22-45kg) of force to properly tension the spring bars. Bow or bend to the spring bar is normal.

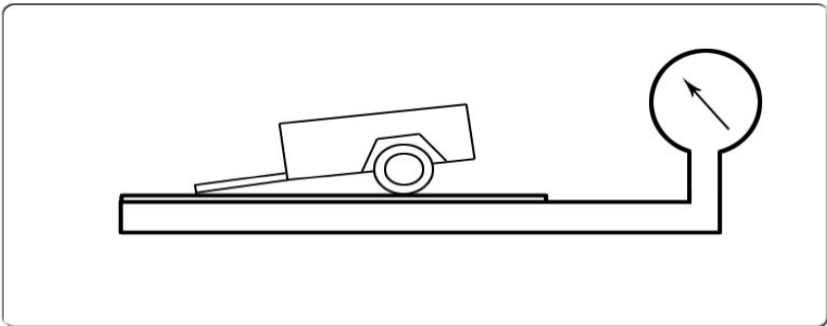
7. To release tension on the spring bars, raise the front of the trailer and the back of the towing vehicle above level (approx. 3"(8cm)) with the trailer tongue jack. Remove the locking clip from the bracket. Insert the handle over arm. Carefully lower the arm with the handle. It will require effort to bring the arm over the center and then to resist the chain tension as the arm rotates downward.

MAINTENANCE:

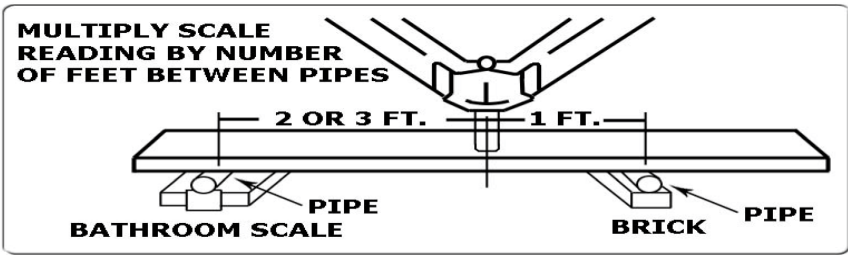
Use heavy lubrication such as fibre type wheel bearing grease on the hitch ball and on spring bars inside the ball mount. This is recommended every day. Also keep the hitch painted to prevent rust and check the tightness of bolts regularly. Clean out old grease and do not let it harden inside of the ball mount

**IMPORTANT CONSUMER
INFORMATION ON TOWING**

TOWING EQUIPMENT OWNERS: Make sure all of the operators of your equipment read and understand this information before towing. Save for reference. This will help you properly select, use, and maintain your towing equipment. Refer to your owner's manuals for your tow vehicle, trailer, and other parts of your towing system. Learn the capabilities and limitations of each part. The **GROSS TRAILER WEIGHT** and **TONGUE WEIGHT** are two of the most important items to consider. **THESE WEIGHTS MUST NEVER EXCEED THE LOWEST RATING OF ANY PART OF YOUR TOWING SYSTEM.** **GROSS TRAILER WEIGHT** is the weight of the trailer plus all cargo. Measure the **GROSS TRAILER WEIGHT** with the fully loaded trailer on a level surface. The weight is the downward force exerted on the ball by the trailer coupler. Measure the **TONGUE WEIGHT** with the fully loaded trailer on a level surface. The coupler must be at its normal towing height. Use a commercial scale or a bathroom scale. Set up the bathroom scale as shown for heavy tongue weights.



**Method for Measuring
Gross Trailer Weight**



Method for Measuring Trailer Tongue Weight

YOUR TOWING EQUIPMENT

HITCH BALLS

Select by gross trailer weight rating, mounting platform thickness, hole size and coupler socket size. Platform must be at least 3/8 inch thick. Hole must not exceed threaded shank diameter by more than 1/16 inch. Use lock washer. Tighten per instructions. When tightened, shank must protrude beyond bottom of nut. Gross trailer weight rating and ball diameter are marked on Hitch balls.

TRAILER COUPLERS

The coupler socket should be smooth, clean and lightly lubricated. Tighten or adjust per coupler manufacturer's instructions.

SAFETY CHAINS

Connect safety chains properly EVERY TIME YOU TOW. Cross chains under coupler. Attach securely to the hitch or tow vehicle so they can't bounce loose. Leave only enough slack to permit full turning. Too much slack may prevent chains from maintaining control if other connections separate. Don't let chains drag on the road.

TRAILER LIGHTS, TURN SIGNALS, ELECTRIC BRAKES AND BREAK AWAY 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.

SWAY CONTROLS

Sway controls can lessen the effects of sudden maneuvers, wind gusts and buffeting caused by other vehicles. We recommend them for trailers with large surface areas, such as travel trailers. Adjustable friction models can help control trailers with low tongue weight percentage.

OTHER USEFUL EQUIPMENT

AIR SPRINGS, AIR SHOCKS or HELPER SPRINGS are useful for some hitch applications. A TRANSMISSION COOLER may be necessary for heavy towing. Many states require TOWING MIRRORS on both sides.

TIRE INFLATION

Check often. Follow tow vehicle and trailer manufacturer's recommendations. Improper tire inflation can cause trailer sway.

NO PASSENGERS IN TRAILERS: NEVER allow people in trailers while towing, under any circumstances.

HELPFUL TOWING HINTS

TRAILER LOADING

Proper loading helps prevent sway. Place heavy object on the floor ahead of the axle. Balance the load side-to-side. Secure it to prevent shifting. Tongue weight should be 10-15 percent of gross weight for most trailers. Too low a percentage of tongue weight can cause sway. NEVER load the trailer rear heavy. LOAD THE TRAILER HEAVIER IN FRONT

DRIVING

The additional weight of a trailer affects acceleration, braking, and handling. Allow extra time for passing, stopping, and changing lanes. Severe bumps can damage your towing vehicle, hitch, and trailer. Drive slowly on rough roads. STOP AND MAKE A THOROUGH INSPECTION IF ANY PART OF YOUR TOWING SYSTEM STRIKES THE ROAD. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.

CHECK FOR EXCESSIVE SWAY AND ELIMINATE IT

Excessive sway can lead to loss of control. Sway motion should settle out quickly. Sway tends to increase on a downgrade. Starting slowly, increase speed in gradual steps. If sway occurs, adjust your trailer load and equipment. Repeat until the trailer is stable at high speed. Do this whenever your trailer loading changes.

IF TRAILER SUDDENLY STARTS TO SWAY

Turbulence from another vehicle, a wind gust, or a downgrade can cause sudden sway. So can a shift of the trailer's load or a trailer tire blowout. IF THE TRAILER SWAYS, IT IS THE DRIVER'S RESPONSIBILITY TO ASSESS THE SITUATION AND TAKE APPROPRIATE ACTION. Below are suggestions that may apply, depending on conditions:

DO

- Reduce your speed gradually
- Hold the steering wheel as steady as possible
- If your trailer has electric brakes, apply the brakes alone, without using the tow

vehicle's brakes.

DONT

-Don't hit your brake pedal hard unless absolutely necessary. A "jack-knife" can result.

-Don't try to steer out of the sway condition. Sudden or violent steering can make it worse.

-Don't speed up. Sway increases as you go faster.

-Don't continue towing a trailer that tends to sway. You may lose control during an emergency maneuver or if the conditions listed above occur.

Torklift International Limited Lifetime Warranty Information 322 N. Railroad Ave. Kent, WA 98032

Torklift will require proof of purchase to register, with pictures of any defective product before issuing a replacement. Torklift will not register any product without proof of purchase, which can be faxed, scanned, emailed, or mailed to the information provided below. Torklift warrants its hitches, custom hitch receivers, frame mounted tie downs, turnbuckles, and accessories (excluding wire harnesses which carry a 90 day warranty) from date of purchase against defects in material and workmanship under normal use and service for the ownership life of the original consumer purchaser. All plastic, rubber, and/ or electrical components maintain a warranty of up to one year from the date of the purchase. **ALL COMMERCIAL APPLICATIONS ARE WARRANTED FOR A PERIOD OF 90 DAYS FROM THE DATE OF INSTALLATION/SERVICE.** Torklift will replace **FREE OF CHARGE** any part which proves defective in material or workmanship when presented to Torklift, **TRANSPORTATION CHARGES PREPAID** by purchaser, at the address above. **THIS WARRANTY IS LIMITED TO DEFECTIVE PARTS REPLACEMENT ONLY. LABOR CHARGES AND/OR DAMAGE INCURRED IN INSTALLATION OR REPLACEMENT, AS WELL AS INCIDENTAL AND CONSEQUENTIAL DAMAGES CONNECTED THEREWITH ARE EXCLUDED.** This warranty does not include the finish or paint on our products. Rusting, cracking or peeling of the finish is also excluded. Some states do not allow the exclusion or limitation of incidental or

consequential damages, so the above limitation or exclusion may not apply to you. Any damage to Torklift products as a result of misuse, abuse, neglect, accident, improper installation or any use violative of instructions furnished by Torklift or **WHEN USED IN ANY COMMERCIAL APPLICATION WILL VOID THE WARRANTY.** This warranty gives you specific legal rights, and you may also have rights which vary from state to state. With warranty service, you may be able to go to a small claims court, a state court or a federal district court.

Dear Valued Customer,

Thank you for making TorkLift your choice for truck, camper packages and accessories for your vehicle. By choosing TorkLift products, you have chosen a company that has been serving the RV industry for nearly 40 years and whose name has become synonymous with strength, quality and advanced design and installation.

Please take a few moments of your time to complete the Product Registration Warranty Card on the next page. When registering your newly purchased TorkLift products, you can be assured that your contact information is secure and that you and your product are getting the attention and respect that you deserve.

Thank you again for choosing TorkLift quality products.

**Register for your lifetime warranty and receive a free
Torklift International gift.**

To Fax: Send copies of the questionnaire, warranty card and receipt to
253-854-8003

To E-mail: Send copies of the questionnaire, warranty card and receipt to
warranty@torklift.com



To Mail: Send to Torklift International 322 N. Railroad Ave Kent, WA 98032

1. PART(S) PURCHASED

TODAY'S DATE: _____

PART #: _____ PART #: _____
PART #: _____ PART #: _____
PART #: _____ PART #: _____

2. PURCHASER INFORMATION

NAME: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP / POSTAL CODE: _____
PHONE: (____) _____ - _____ EMAIL: _____

3. TRUCK INFORMATION

YEAR: _____ MAKE: _____
MODEL: _____ BED LENGTH: _____

4. CAMPER INFORMATION

YEAR: _____ MAKE: _____ MODEL: _____

5. DEALER INFORMATION

PURCHASED FROM: _____
ADDRESS: _____
CITY: _____ STATE: _____ ZIP / POSTAL: _____
INSTALLED BY: _____ OWNER ABOVE DEALER ANOTHER DEALER
IF ANOTHER DEALER, WHO: _____

OFFICIAL WARRANTY REGISTRATION CARD

PLEASE FILL OUT THIS FORM COMPLETELY AND RETURN TO TORKLIFT WITHIN

30 DAYS OF PURCHASE ACCOMPANIED BY A COPY OF YOUR ORIGINAL RECEIPT