



"The Best Overall Value In The Industry"

Coupler Installation - Maintenance - Proper Latching Instructions

Notice

Must read and understand instructions below. Failure to do so could result in serious personal injury and/or property damage.

Technical Information - Couplers

I. COUPLER USE, MAINTENANCE & INSTALLATION TIPS:

⚠ DANGER ⚠ BEFORE TOWING

Check vehicle hitch, ball, and coupler for signs of wear or damage. Replace any parts that are worn or damaged before towing.

Know your trailer plus added load weight. Do not exceed lesser of coupler, vehicle, ball, or trailer weight ratings. Use only the ball diameter indicated on your coupler. Use of any other ball diameter will create an extremely dangerous condition which can result in separation of the coupler and ball or ball failure.

Be sure the coupler is secured to the hitch ball and the lock lever or hand wheel is down tight and locked. Clamp hand wheel couplers hand tight only. Assure that the ball clamp is properly nested under the ball and not sitting on top of the ball. Recheck tightness again after towing about 50 miles

4. Check that trailer safety chains are properly connected.
- Check that all trailer lighting is hooked up and working correctly.

RECOMMENDED MAINTENANCE

Smear ball socket and clamp face with chassis grease. Periodically oil pivot points and sliding surfaces of coupler with SAE 30 wt. Motor oil. When parking or storing your trailer keep the coupler off the ground so dirt will not build up in the ball socket.

INSTALLATION INSTRUCTIONS FOR CLASS 2 AND CLASS 3 COUPLERS

Use 1/8" Fillet Weld as shown below.
Use No. E6011 A.W.S Welding Rod (AC RO DCAP) 1/8" Dia.
Set machine AMPS at 105/115 with 18/22 Volts.

⚠ CAUTION ⚠ AFTER INSTALLATION IS COMPLETE CHECK THAT COUPLER OPERATION HAS NOT BEEN IMPAIRED IN ANY WAY.

For 2" ball x 2" channel coupler make sure trailer beam is held back slightly away from latching internal mechanism so after installation coupler functions properly. For 2 1/2" and 3" channel internal stop will prevent beam from interfering with latching internal mechanism.

The preferred method is to use (4) 1/2" Bolts through side holes and torqued to 30/35 ft. lbs. (see illustration below)

An alternate method is to use (2) 1/2" grade 5 through bolt & locknuts providing they can be torqued to at least 35 ft. lbs. without excessive deformation of the coupler or the trailer tongue.

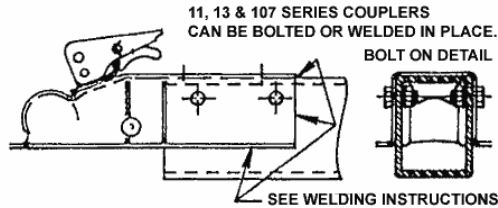
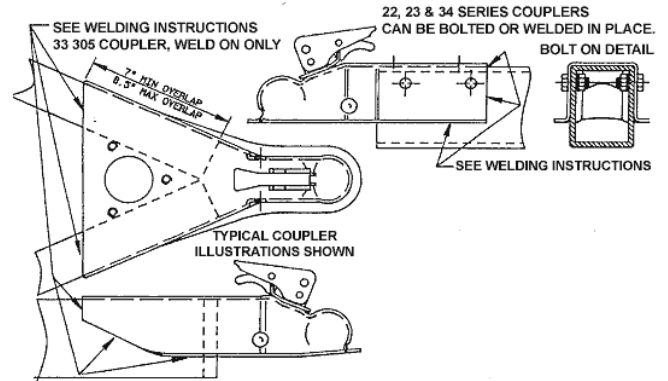
II. COUPLER INSTALLATION/WELDING DIAGRAMS:

INSTALLATION INSTRUCTIONS FOR CLASS 1 COUPLERS

Use 1/8" Fillet Weld as shown below.
Use No. E6011 A.W.S Welding Rod (AC RO DCAP) 1/8" Dia.
Set machine AMPS at 105/115 with 18/22 Volts.

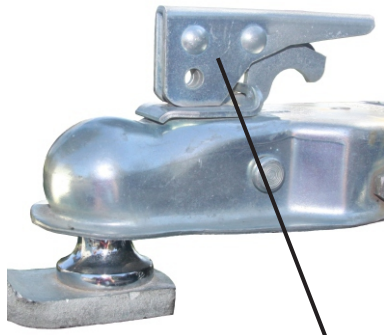
⚠ CAUTION ⚠ AFTER INSTALLATION IS COMPLETE CHECK THAT COUPLER OPERATION HAS NOT BEEN IMPAIRED IN ANY WAY.

1. Assure coupler internal stop is butted against end of trailer tongue for maximum overlap.
The preferred method is to use (4) 4/8" Bolts through side holes and torqued to 15/20 ft. lbs. (see illustration below)
An alternate method is to use (2) 3/8" grade 5 through bolt & locknuts providing they can be torqued to at least 20 ft. lbs. without excessive deformation of the coupler or the trailer tongue.

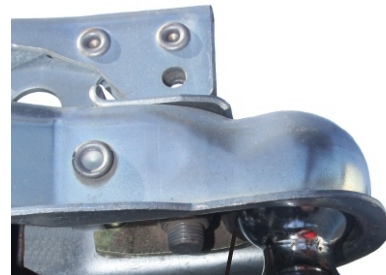


Always make sure to use correct hitch ball size to coupler pocket size. Check to make sure coupler is locked and hitch ball is properly secured to coupler before towing. Never load trailer beyond total weight capacity of coupler.

Properly Latched Coupler



Coupler must be latched down completely



Ball clamp must be on bottom curve of hitch ball

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