

Operation Instructions & Securing Your Trailer

HITCH INSTALLATION & OPERATION

Our hitch is designed to fit into a universal slotted rail mounting system. If your vehicle has an under body mount system it will be necessary to purchase an adapter to convert the underbody mount to the universal mount system.

If you already have a hitch installed in your vehicle remove the 4 mounting pins and remove the old hitch. Your new hitch comes ready to install into the mount. Set the hitch in place and install the 4 pins and keepers and that is all there is to installing your hitch.

Your hitch consists of the frame and the coupler. The coupler may or may not be installed in the frame. If it is not installed, remove the two 1/2" pins and set the coupler in the saddle and replace the pins and keepers. That is all there is to installing the coupler to the frame.

There is a locking handle and handle extension included with the coupler. If they are not installed on the coupler do so at this time. There will be a 1/2" bolt w/nut on the pivot for the handle and there will be a 3/8" bolt in the locking block. Remove these bolts and install the handle using the bolts and flat washers included. Install the handle extension over the handle and fasten the chain for the locking pin to the end of the handle with the included "s" hook. Bend the end of the hook closed. This completes the total installation of the hitch.

OPERATION OF THE ACC MODEL HITCH

There are some things to be aware of when it comes to using your new hitch to make sure your hookup is always successful. It is impossible to drop your trailer if you follow these simple steps every time you hook up to your trailer. In the above paragraph we talked about installing the locking handle. This handle position is key to a successful hook up.



10 O'Clock #1 position



9 O'Clock #2 position



8 O'Clock #3 position

There are 3 positions to the handle regarding the locking and unlocking of the coupler. Position 1 is when the handle is in the 10 o'clock (forward most) position. Position 2 is when the handle is in the 9 o'clock (middle) position. Position 3 is when the handle is in the 8 o'clock (rearward most) position.

In position 1 the handle will lock the locking block in the open position. In position 2 the locking block is in the locking position (ready to hook up). In position 3 the locking block is in the locked position.

When the handle is in position 3 you will be able to lock the handle there because the hole in handle aligns with the hole in the lock tab that is welded on the side of the coupler.

HOOKING UP TO YOUR TRAILER

Raise the trailer until the king pin plate is just above the top of the coupler. Once you get used to hooking up you will be able to judge what height will work best for you. I suggest using an anti-friction plate on your trailer king pin plate, this eliminates the need to grease the top of your coupler.

Make sure the handle is in the 2 position (9 o'clock). Back your truck into the coupler jaws until it stops. The jaws will close around the king pin of the trailer. The locking handle may or may not move to the 3 position (8 o'clock). If the handle has not moved to the 3 position, simply pull the handle rearward until it stops. The holes in the handle and the lock tab will be aligned so you can then put in a padlock if you prefer. At this time your truck and trailer are hooked up and it is impossible for the trailer to come disconnected from the truck. Raise the legs on your trailer, hook up your electrical cord, and attach your emergency brake away cable to the bed of your truck and you are ready to travel, assuming of course everything else is done. Remember, as you raise the legs of your trailer, the hitch will compress, allowing the suspension of the hitch to absorb the bumps of the road.

DISCONNECTING FROM YOUR TRAILER

Once you get your trailer positioned on your lot it is now ready to disconnect from your truck.

Chock your trailer wheels to prevent your trailer from moving when you disconnect. Lower the legs on your trailer to raise the trailer up. Once the king pin plate breaks the surface of the top of the coupler you are ready to disconnect. At this time get in your truck and back up into the trailer. Most times all you have to do is put your

truck in neutral unless your truck is facing down hill on the lot. This action will remove any pressure that is on the jaws of the coupler and facilitate in the opening of the jaws. Now remove the padlock from the handle if you installed one and move the handle to the 1 position. You will need to pull towards you on the handle extension as you move the handle forward to the 1 position (10 o'clock). Pulling the handle extension will pull the detent pin that is located in front of the locking block. The detent pin is attached to the chain that is attached to the handle extension. Once the locking block is past the detent pin, push the handle extension towards the coupler allowing the detent pin to engage a small hole located in the side of the lock block. This will hold the lock block in the unlocked position. The jaws may or may not be open at this time, as long as the handle is in the 1 position and the lock block is locked open the jaws will open as soon as you move your truck just a bit. Pull your truck clear of your trailer. Once you have parked it, I suggest you put the locking handle back in the 2 position making it ready to hook up again. To put the handle in the 2 position move the handle forward just a bit while at the same time pulling the handle extension towards you. This will remove the detent pin from the locking block. Let the handle move rearward to the 2 position and you are ready to hook up again.

ADJUSTING THE HEIGHT OF YOUR HITCH

If it is necessary to change the height of your hitch, I suggest the follow manner. While the trailer is hooked up the the hitch lower the legs on you trailer and raise the hitch up until the cells are clear of the lower cell plate (1-2 inches). Now you will be able to remove the bolts from each end of the lower cell plate. Move the plate up the the hole location that will be correct for your rig. Re-install the bolts and lower the legs on your trailer and you are done.

MAINTENANCE

Enclosed with your hitch is a small bottle of special oil used to lubricate the bushings welded into the beam and the vertical shafts the beam rides on. The beam is what the coupler is attached to. Your driving conditions will determine the lubrication intervals. Most of the time it is necessary to lube the bushings/shafts 3-4 times a year. If your driving is mostly highway maybe less and if your driving is in dirty dusty conditions, maybe more often. Just a few drop on each bushing will do the job. At least once a year I advise you to remove the 1" bolt that holds the coupler rocker to the beam and inspect and lubricate it.

ADDED SECURITY

If you have purchased a hitch that has the optional security system on it the following instructions will apply to you.



Security Light

On the left front of the coupler you will see a red LED light attached to the coupler. On the right side of the locking block tray is located a switch. This switch is activated by a push rod located on the handle. If this push rod gets out of adjustment it is very easy to re-adjust. To re-adjust the pushrod that activates the switch move the locking handle to the secured position and install the padlock. Next loosen the 1/4" socket head cap screw that locks the push rod screw. Adjust the push rod screw against the switch until it is seated. In this position the switch will activate and turn on the light. Lastly re-tighten the 1/4" cap screw and you are done.

On the coupler is attached a cord extending from the rear of the hitch. The end of the cord is the same as an electrical extension cord. There is also the matching cord that plugs into it. It is necessary to wire this cord to the electrical system of your trailer. The cord has 3 wires in it; black, white, and green. The green wire will go to ground on the trailer. Included is a ring connector to be attached to the green wire. The ring connector can be attached to the screw holding the brake-a-way switch on your trailer. You will be connecting the black and white wire to the 2 wires going to the brake-a-way switch on your trailer. It will now be necessary to locate which one is the hot one (one w/12 volts) on it. Once you find it you can use one of the blue wire connectors to attach the black wire to the hot one. The white wire will be attached to the other wire on the break-a-way switch in the same method.

NOTE: If you do not want the trailer brakes to be activated while the hitch is not in the secure mode, do not hook up the white wire.

When you back your truck into the king pin of your trailer you will need to attach the cord you just installed to the cord coming from the coupler. If the locking handle is not in the secured position the light will light and the trailer brakes will be activated (if wired). Once you position the locking handle in the # 3 position (rearward) and install the padlock, the light will go out and the trailer brakes will release. This method of hooking up will forever prevent your trailer disconnecting from the hitch.