

Adjustable Coupler Installation – Maintenance – 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

! 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 is down tight for that particular coupler design. For sleeve lock couplers, when latching ball, be sure the collar/sleeve is slid all the way forward over the top of the movable cap so the coupler is tight on the ball. Check that the trailer safety chains are properly connected. Check that all trailer lighting is hooked up and working correctly.



CTA-400
14K
stamped
coupler



CTA-280 15K
cast head
coupler
(includes pin
assembly)



CTA-321
21K cast
head
coupler



CTA-421
21K
forged
coupler



CTA-196 7K/ CTA-
296 12.5K sleeve
lock cast head
coupler (includes
pin/lanyard
assembly)

Sleeve lock slid all
the way forward
and pin/lanyard
installed



4 hole – 3
position
channel



6 hole – 5
position
channel

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 the lesser of coupler, vehicle, ball or trailer weight ratings.

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

Welding of Channel

U channel is to have gussets on both sides where it meets the trailer tongue. Those support gussets are to run the entire length of the U channel. Weld size, gusseting requirements, u channel height and orientation are dependent on trailer design and customer requirements. It is the trailer manufacturers responsibility to ensure the gusseting is sufficient for their particular trailer design.

Installing Coupler To Channel

Fasten coupler to bracket with two 5/8" diameter bolts S.A.E. grade 8 and lock nuts provided with the coupler. Torque to 100 – 110 foot lbs.