



USA - INSTALLATION INSTRUCTION FOR COUPLERS

"USE ONLY WITH SPECIFIED BALL SIZE"

WARNING!

Failure to follow these warnings and instructions may result in property damage, serious bodily injury, and/or death.

INSTALLATION

1. Check coupler interference in the open and closed position.
2. Before mounting coupler, confirm that there will be no interference from the tow vehicle, tongue, ground, or any other mounted accessory.
3. After installation, check to make that the coupler operation has not been impaired in any way. Do not use the coupler if its operation has been impaired.

BOLT ON

Straight Tongue Coupler:

1. For **Class 1** couplers, the preferred method is to use (4) 3/8" bolts through the side holes and torqued to 15-20 ft-lbs (See Figure 1). An alternative method is to use (2) 3/8" grade 5 through bolts and locknuts providing they can be torqued to at least 20 ft-lbs without excessive deformation of the coupler or the trailer tongue.
2. For **Class 2, 3, & 4** coupler, the preferred method is to use (4) 1/2" bolts through the side holes and torqued to 30-35 ft-lbs (See Figure 1). An alternative method is to use (2) 1/2" grade 5 through bolts and locknuts providing they can be torqued to at least 35 ft-lbs without excessive deformation of the coupler or the trailer tongue.
3. Additional bolts can be used in the top holes for extra strength if desired.

A-Frame Coupler:

1. This coupler can only be used with 50 degree trailer tongues.
2. Use (4) 1/2" grade 5 through bolts and locknuts with washers (See Figure 2). Torque to 35 ft-lbs, without excessive deformation of coupler or tongue trailer.

WELD ON

1. All welding must be performed by an AWS certified welder.
2. Assure couplers internal stop is butted against end of trailer tongue for maximum overlap.
3. If coupler is primed/painted after installation, make sure excess paint build up is removed from the ball pocket and latching mechanism.

Straight Tongue Coupler:

1. Weld on both sides and the top using a 1/8" minimum fillet weld (See Figure 3).

A-Frame Coupler:

1. This coupler can only be used with 50 degree trailer tongues.
2. Weld on both sides and the top using a 3/16" minimum fillet weld (See Figure 4).

CAUTION!

Every time coupler is used, make certain ball is completely engaged in socket and coupler is securely locked. Failure to do so could result in serious or fatal injury.

CAUTION!

Weigh your trailer plus load. Never exceed lesser of coupler, hitch, vehical, ball, or trailer weight raitings.

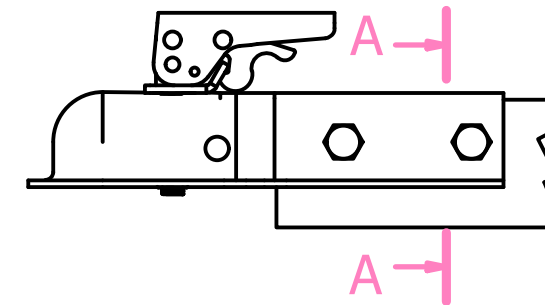


FIGURE 1: STRAIGHT TONGUE

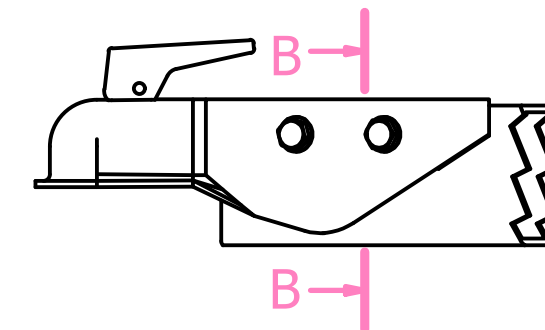


FIGURE 2: A-FRAME

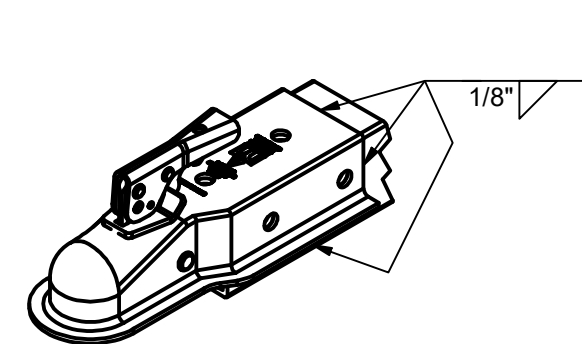


FIGURE 3: STRAIGHT TONGUE

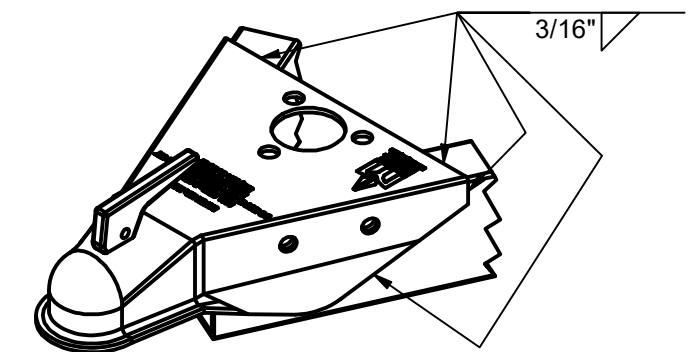


FIGURE 4: A-FRAME

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OPERATION

To Couple:

1. Use only with specified ball size.
2. Before latching coupler, make sure vehical, trailer, and load will not shift or roll.
3. Open the coupler locking lever by pulling the latch trigger and lifting the locking lever (See Figure 5).
4. Lower the coupler over the hitch ball until ball is fully seated into the ball pocket of the coupler (See Figure 6).
5. Close the locking lever to the closed position (See Figure 7). DO NOT force the lever. If the locking lever does not close easily, trailer and tow vehicle may be misaligned. Re-align as necessary.
6. Check that the latch is engaged by lifting up on the back of the locking lever (See Figure 8). If the ball is not seated with the lever in the closed position and latch engaged, DO NOT TOW. Repeat the above steps.
7. Optional: A pin or pad-lock may be inserted in the locking lever hole for extra security (See Figure 8).
8. Safety chains must be used with coupler.

To Uncouple:

1. Before unlatching, make sure the vehicle, trailer, and load will not shift or roll.
2. Open the locking lever and raise the trailer off of the hitch ball.
3. Return locking lever to the closed position.

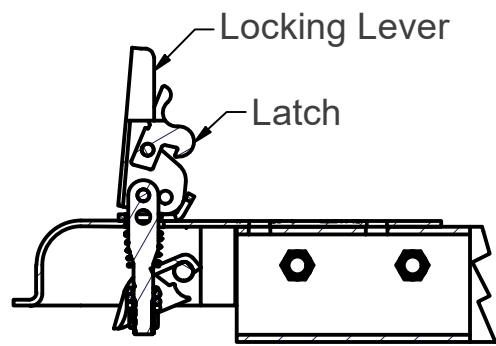


FIGURE 5:
LOCKING LEVER OPEN

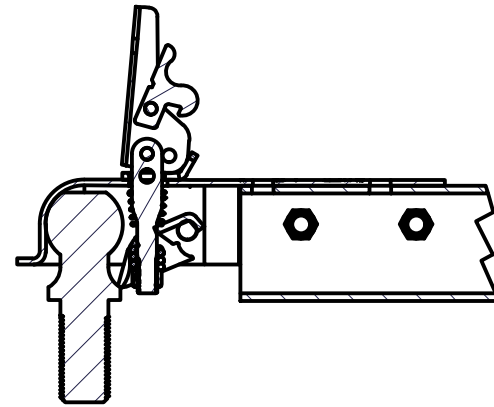


FIGURE 6:
HITCHBALL SEATED

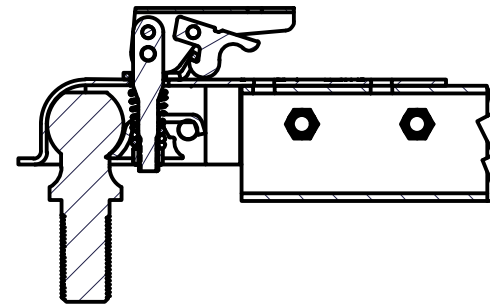


FIGURE 7:
LOCKING LEVER CLOSED

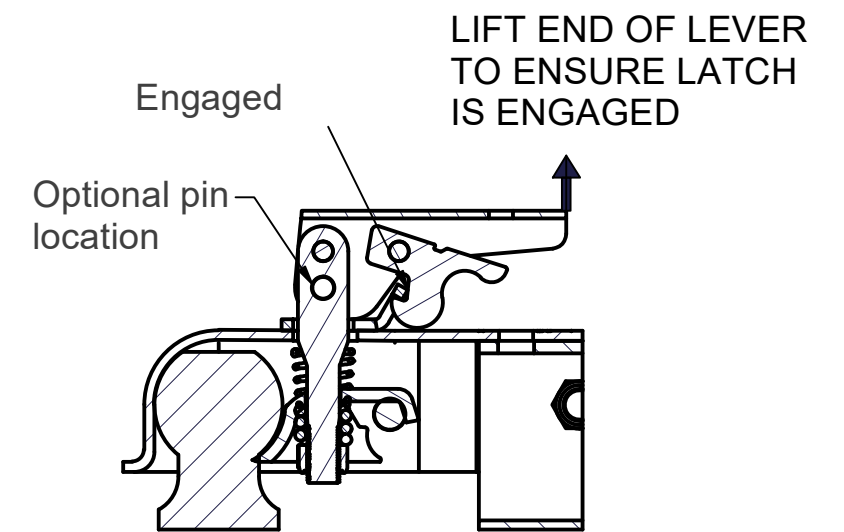


FIGURE 8:
ENSURE LATCH IS
ENGAGED

MAINTENANCE

1. Maintain a layer of automotive grease in ball socket and clamp face.
2. Keep the ball pocket and mechanism clean of dirt and debris, as this can affect proper operation. When parking or storing your trailer, keep the coupler off the ground so dirt or debris does not build up in the ball socket.
3. DO NOT USE coupler with any bent or damaged parts.

LIMITED WARRANTY

For information regarding our limited warranty visit our website "www.themehergroup.com."

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