



TO BE VALID, THE WARRANTY CARD MUST BE COMPLETED IN ITS ENTIRETY BY AN AUTHORIZED DISTRIBUTOR OR DEALER AND SENT TO AUTOMATIC EQUIPMENT MFG. CO., PENDER, NEBRASKA. FAILURE TO DO SO WILL VOID THE WARRANTY.

Repair parts may be ordered through your nearest Automatic dealer or distributor.

SERIAL NUMBER -

Product Safety Policy Statement

It is, and shall continue to be, a primary objective of Automatic Equipment Manufacturing Company to provide customers with safe and reliable products. Automatic will, and has, established safety procedures in product design, manufacture, promotion and sales; and will coordinate efforts to promote customer safety to the greatest extent possible. Each department has primary responsibility for the promotion of safety under the guidelines of the Product Safety Committee.

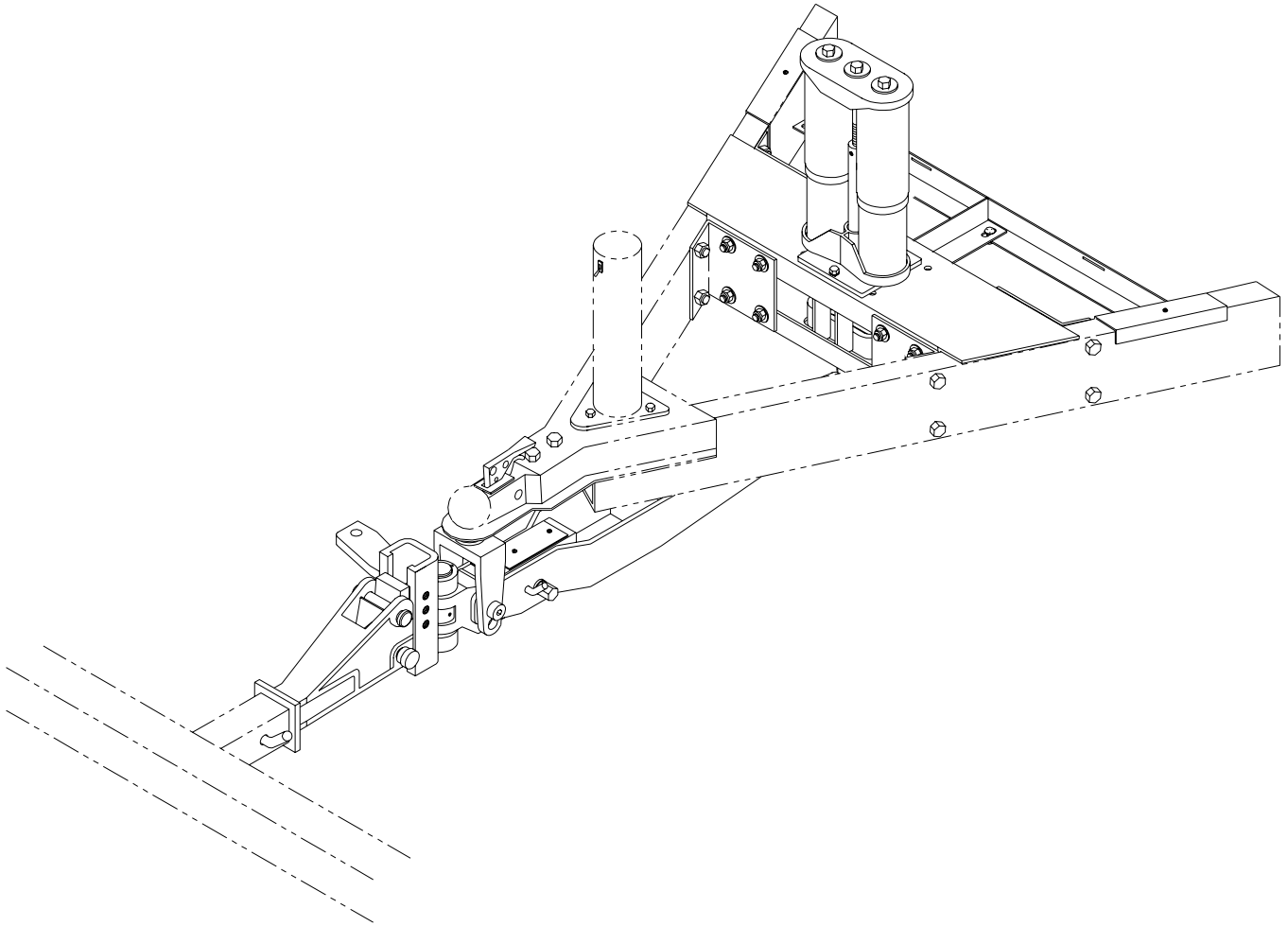
BXW1002, BXW2004, & BXW3006 WEIGHT DISTRIBUTING HITCH

(Patent No.-5951036)

Automatic



Weight Distributing Hitch



OPERATOR, PARTS AND INSTALLATION MANUAL

BXW1002, BXW2004, & BXW3006 Weight Distributing Hitch

(Patent No.-5951036)

Automatic

TOWING PRODUCTS DIVISION



WEIGHT DISTRIBUTING HITCH LIMITED LIFETIME WARRANTY

Automatic Equipment Manufacturing Co. ("Automatic") warrants to the first retail purchaser that each item of equipment manufactured by Automatic shall be free from defect in material and workmanship under normal use and service for as long as the original retail purchaser owns the item.

Automatic will repair or replace any parts which (a) shall be returned to an authorized dealer, distributor, or the factory, with transportation charges prepaid, and (b) after examination by Automatic, are found to be defective. This limited warranty will not cover, in any way, any alleged damages caused by incorrect or improper installation, improper use, modification or neglect of product, or failure of the user to follow the guidelines contained in the instructional material provided by Automatic.

REPAIR OR REPLACEMENT AS SET FORTH IN THIS LIMITED WARRANTY IS THE SOLE EXCLUSIVE REMEDY OF THE PURCHASER. AUTOMATIC SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR BREACH OF ANY EXPRESS OR IMPLIED WARRANTY ON THIS PRODUCT. EXCEPT TO THE EXTENT PROHIBITED BY APPLICABLE LAW, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ON THIS PRODUCT IS LIMITED IN DURATION TO THE DURATION OF THIS WARRANTY.

Some states do not allow the exclusion or limitation of incidental or consequential damages, or allow limitations on how long an implied warranty lasts, so the above limitations or exclusions may not apply to you. This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

Automatic reserves the right to make changes or add improvements to its products at any time without incurring any obligation to make such changes to previously manufactured equipment.

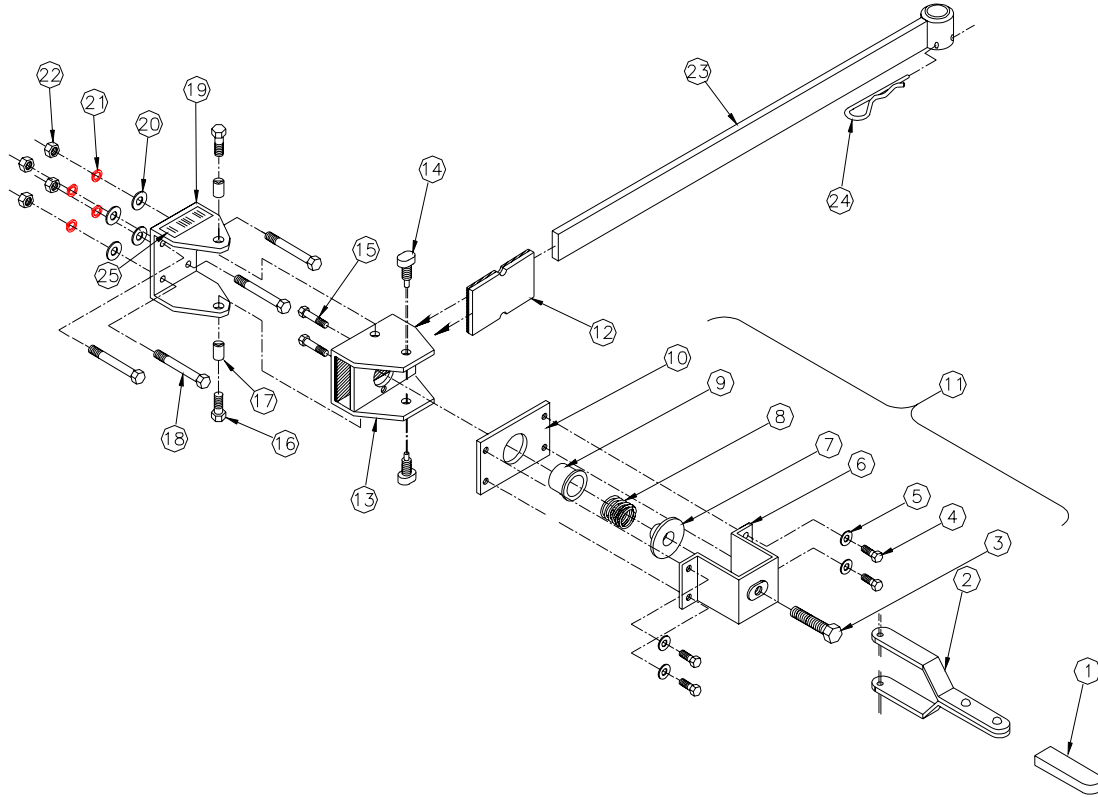
No liability is assumed for bodily injury that may be inflicted on the operator, spectator or general public who might be in the general area while this equipment is in use.

IMPORTANT: Coverage and performance under the foregoing limited warranty is conditioned upon the first retail purchaser completing and returning the customer registration card to Automatic within ten days of delivery date and upon the original serial number being visible on the product and unaltered. Automatic will not honor any warranty claims unless the warranty registration card is on file at Automatic's factory in Pender, Nebraska.

Automatic Equipment Manufacturing Co.
P.O. Box P, Pender, NE 68047

1/01

ANTI-SWAY REPLACEMENT PARTS



Parts List

Ref. No.	Qty.	Part No.	Description
1	1	290-0405	Handle, Plastic, 1/2 x 1 x 3 1/4
2	1	62-3405	Assembly, Handle, BXW1800
3	1	201-0368	3/8-16 x 1 1/4 Hex Bolt, Grade 8, ZP
4	4	201-0193	1/4-20 x 1/2 Hex Bolt, Grade 5, ZP
5	4	203-0001	1/4 Flat Washer, ZP
6	1	299-0331	Bracket, BXW1800, ZP
7	1	299-0327	Spring End Cap, ZP
8	1	299-0335	Spring, Heavy Duty, BXW1800, ZP
9	1	299-0328	Cup, ZP
10	1	299-0367	Center Plate, Upper, ZP
11	1	62-3431	Assembly, Upper Anti-sway
12	1	62-3402	Assembly, Support and Friction Plate
13	1	62-3403	Box Assembly, BXW1800
14	2	299-0341	Pivot Bolt, Handle, BXW1800, ZP
15	2	201-0448	1/4-20 x 1 1/2 Hex Head Bolt
16	2	201-0685	3/8-24 X 3/4 Hex Head Bolt, Grade 5
17	2	299-0325	Bushing, 5/8OD x .12W x 13/32L
18	4	201-0460	5/16-18 x 3 Hex Head Bolt, Grade 5
19	1	299-0330	Base Bracket, BXW1800, ZP
20	4	203-0002	5/16" Flat Washer, ZP
21	4	203-0009	5/16" Lock Washer, ZP
22	4	202-0002	5/16-18 Hex Nut, ZP
23	1	299-0340	Sway Bar, ZP
24	1	229-0088	Hair Pin Clip #9
25	1	292-5781	On/Off Sticker, BXW1800

REPLACEMENT PARTS

44	1	62-3426	Assy,Cam Lock Pin
45	1	220-0006	Spring Pin, 1/4 x 1 1/2
46	1	220-0037	Spring Pin, 3/16 x 1 1/2, ZP
47	1	299-0362	Angle Support Bracket, PS, ZP
48	1	229-0220	Retaining Ring, External, 3/4
49	1	201-0083	1/2-13 x 1/2 Soc Head Knurl Set Screw
50	2	250-0186	Seal, Neoprene, 2.07 ID x 2.30 OD
51	1	201-0660	1/2-20 x 8 Hex Head Bolt, Grd.8
52	2	201-0661	7/16-14 x 15 1/2 Hex Head Bolt, Grd.8
53	1	299-0339	Locking Pin, 1 Spring, ZP
54	2	201-0691	7/16-14 x 1 Hex Head Bolt, Grd.5
55	4	201-0368	3/8-16 x 1 1/4 Hex Head Bolt, Grd.5
56	16	201-0008	3/8-16 x 1 1/4 Carriage Bolt, Grd.5
57	1	299-0357	Backup Plate, 3 Spring, ZP
58	1	201-0404	3/8-16 1 3/4 Hex Head Tap Bolt, Grd.5
59	1	229-0611	Machinery Bushing, 1.06ID x 1 .75OD x .187
60	4	201-0689	10-32 x 1/2 Hex Washer Head, ZP
61	3	101-5147	Plate Washer, 1/2
62	20	203-0003	3/8 Flat Washer
63	1	299-0365	Angle, Long, ZP
64	5	203-0010	3/8 Lock Washer
65	24	202-0090	3/8-16 Hex Nylock Insert Locknut
66	1	201-0663	10-32 x 1/4 Nylon Tip Set Screw
67	1	201-0690	10-32 x 3/8 Soc Head Set Screw
68	2	203-0011	7/16 Lockwasher
69	2	299-0348	Support, Main Frame, Front, ZP
70	1	299-0363	Angle Support Bracket, DS, ZP
71	8	202-0071	3/8-16 Flange Whiz Lock Nut
72	1	202-0163	5/8-11 Hex Jam Nut w/Nylon Insert, ZP
73	1	201-0666	3/4-10 x 3 1/2 Hex Bolt , ZP, Grd.8
74	4	299-0349	Shim Plate, A-frame, ZP
75	1	299-0366	Angle, Middle, ZP
76	8	201-0284	3/8-16 x 3/4 Carriage Bolt, Grd. 5
77	1	200-1483	Pin, 5/8 x 3 Eff. w/clip
78	2	201-0654	#10-16 x 1 Self Drilling Screw

IMPORTANT: Use only genuine factory replacement parts on your Weight Distributing Hitch. Do not substitute homemade or nontypical parts. If a bolt is lost or in need of replacement, for your safety and the preservation of your equipment, be sure to use a grade 5 or grade 8 replacement bolt, depending on specifications outlined.

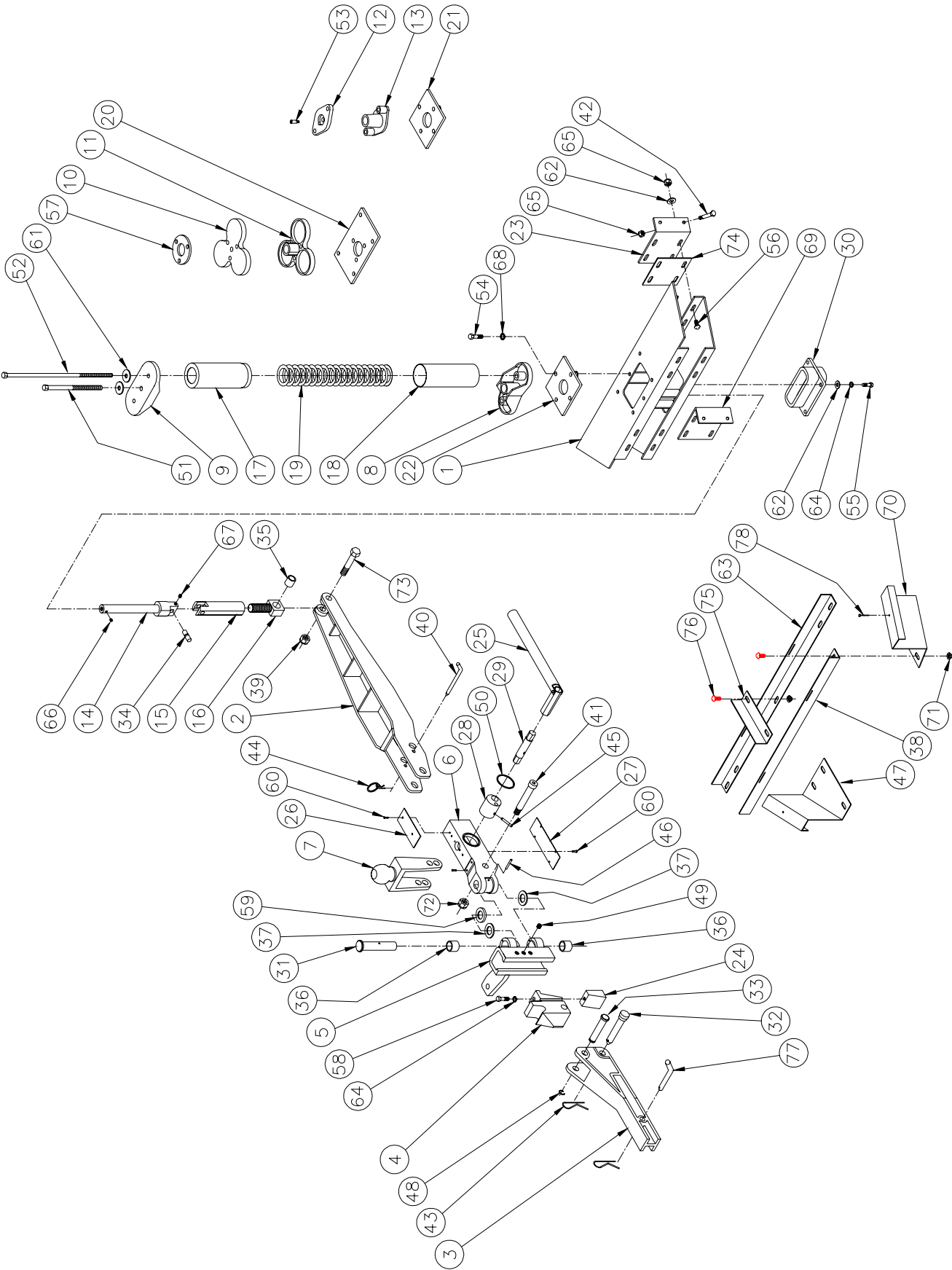
Repair parts may be ordered through your nearest Automatic dealer or distributor.

REPLACEMENT PARTS

Parts List

Ref. No.	Qty.	Part No.	Description
1	1	299-0347	Wldm't, A-frame, ZP
2	1	299-0315	Wldm't, Drawbar Extension, ZP
3	1	299-0295	Offset Drawbar, Mach, ZP
4	1	299-0297	Casting, Horn, Mach, 4 Deg, ZP
		299-0296	Casting, Horn, Mch, 2 Deg, ZP
		299-0298	Casting, Horn, Mch, 6 Deg, ZP
		299-0314	Casting, Horn, Mch, 8 Deg, ZP
5	1	299-0299	Wldm't, U-Channel, ZP
6	1	299-0300	Casting, Hitch Head Main Frame, Mach, ZP
7	1	299-0358	Casting, Clevis Ball, Long, Mach, ZP
8	1	299-0345	Casting, Lower Plate, 2 Spr., Mach., ZP
9	1	299-0342	Casting, Upper Plate, 2 Spr., Mach., ZP
10	1	299-0356	Casting, Upper Plate, 3 Spr., Mach., ZP
11	1	299-0355	Casting, Lower Plate, 3 Spr., Mach., ZP
12	1	299-0353	Casting, Upper Plate, 1 Spr., Mach., ZP
13	1	299-0352	Casting, Lower Plate, 1 Spr., Mach., ZP
14	1	299-0317	Wldm't, Spring Center Shaft, ZP
15	1	299-0318	Link Connector, ZP
16	1	299-0319	Pivot Rod, Link Assy, ZP
17	2	299-0343	Upper Spring Cover, ZP
18	2	299-0344	Lower Spring Cover, ZP
19	2	222-0080	Spring, Compression
20	1	299-0354	Wldm't, Base, 3 Spr., ZP
21	1	299-0351	Wldm't, Base, 1 Spr., ZP
22	1	299-0346	Wldm't, Base, 2 Spr., ZP
23	2	299-0350	Support, Main Frame, Back, ZP
24	1	299-0336	Horn Locking Wedge, ZP
25	1	229-0604	3/4 Lug Wrench
26	1	299-0337	Cover, Upper, Hitch Head, ZP
27	1	299-0338	Cover, Lower, Hitch Head, ZP
28	1	207-0794	Cam, Hitch Head
29	1	299-0316	Cam Pivot Pin, ZP
30	1	190-0134	Support Block, Main Frame
31	1	229-0556	Pivot Pin, Tr. Hitch
32	1	229-0558	Hitch Head Pin, Lower
33	1	229-0602	Hitch Head Pin, Upper
34	1	229-0557	Upper Pivot Pin
35	1	229-0603	Bushing, Excellite, 3/4 ID x 1 OD x 1
36	2	229-0600	Bushing, Excellite, 1 ID x 1 1/4 OD x 1
37	2	229-0601	Washer, Excellite, 1 ID x 1 3/4 OD x 1/8
38	1	299-0364	Angle, Short
39	1	202-0162	3/4-10 Hex Jam Nut w/Nylon Insert, ZP
40	1	229-0559	Cam Lock Pin
41	1	201-0662	3/4-10 x 3 3/4 Socket Shoulder Bolt
42	8	201-0692	3/8-16 x 3/4 x 1 3/4 Hex Shoulder Bolt
43	1	229-0277	Hair Pin Clip, #208

REPLACEMENT PARTS



INSTALLATION (BATTERY TRAYS) (ANTI-SWAY (OPTIONAL))

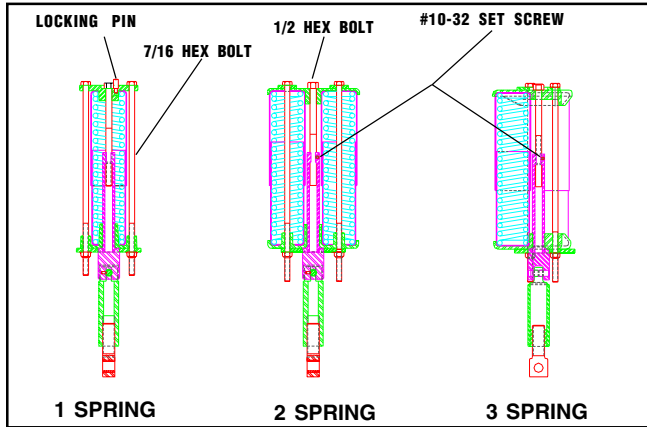


Fig. L

screw and tighten. (Figure L)

3 SPRING - All the steps are the same as the 2 spring, but there are 3- 7/16" X 15 1/2" hex bolts to tighten. (Figure L)

BATTERY TRAY INSTALLATION

If existing battery trays were removed during the hitch installation process, new ones are provided in the hitch kit.

1. Slide the angle support brackets on the trailer tongue tubing right behind the A-frame weldment. Make sure the brackets are the same distance away from the A-frame weldment.
2. Bolt both the long and short angles on the support brackets with six 3/8-16 x 1 carriage bolts and whiz nuts.
3. Bolt the middle angle bracket to the other angle brackets with two 3/8 carriage bolts and whiz nuts.

4. The angle brackets have slots for adjusting. Loosen the bolts and slide the angle brackets together or farther apart, and tighten.
5. Once the battery tray is set, use the two self-tapping screws to secure the two support brackets to the trailer tongue tubing. (Figure M) We recommend drilling a pilot hole first, to prevent breaking off the self-tapping screws.

ANTI-SWAY CONTROL (OPTIONAL)

For an add on component to the weight distributing hitches, Automatic also provides an optional anti-sway control (BXW1800). (Figure N) The BXW1800 was designed to prevent sway when pulling a trailer. It controls the sway by two friction plates that squeeze the sway bar. The tension on the sway bar can be adjusted by tightening or loosening the adjustment bolt on the outside of the sway control assembly. Rotating the handle 180 degrees, takes the pressure off the sway arm. Rotating back to its original position locks it back into place. The sway control bolts onto the trailer tubing with four bolts.

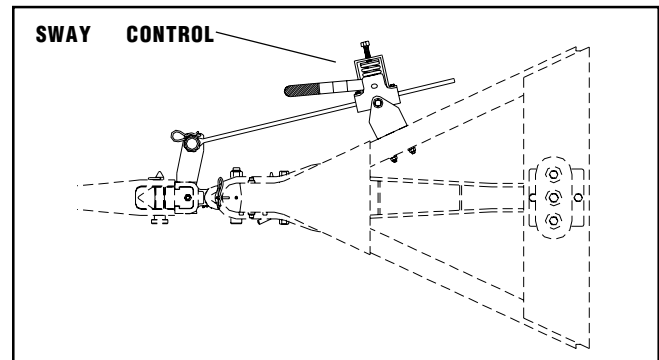


Fig. N

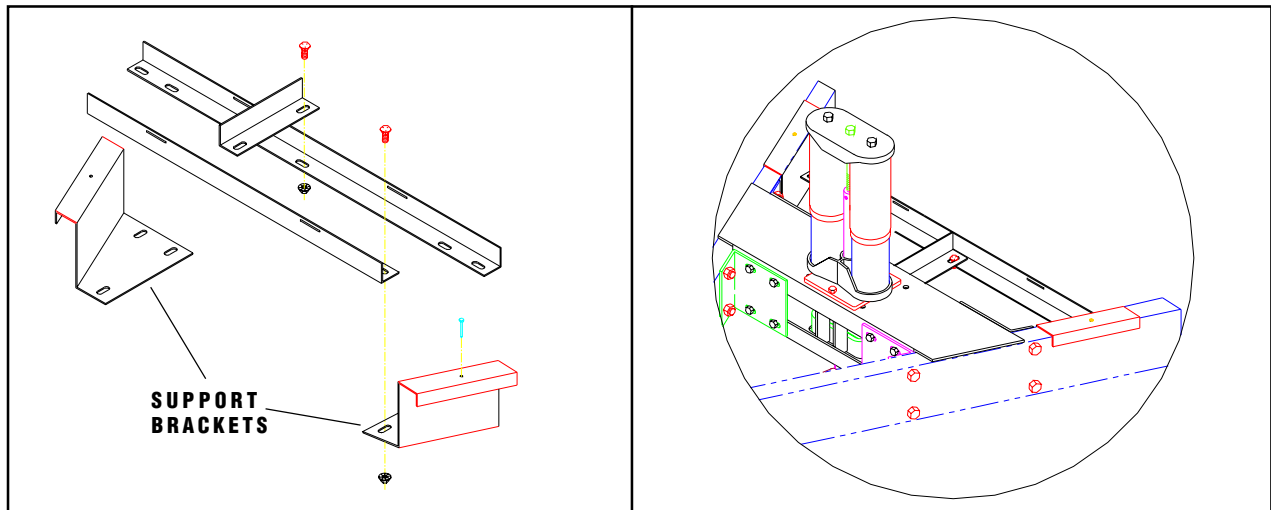


Fig. M

HOOKING UP / UNHOOKING

pressure off of the lower pin and aligns the lower hitch pin holes in the drawbar and horn.

CAM RELEASE FEATURE

4. This feature will automatically align the lower holes in the horn with the lower holes in the drawbar. To do this, simply pull the cam locking pin out of the drawbar extension. Place the 3/4" lug wrench on the cam pivot pin and rotate it towards the tow vehicle. (Figure J) Once the holes have lined up,

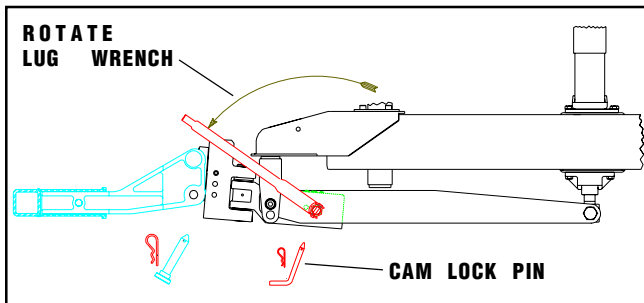


Fig. J

slide the lower removable hitch pin in. Lock it in with the hair pin. **NOTE:** ALWAYS make sure to lock the cam back into place.

5. Rotate the cam pivot pin back towards the trailer with the lug wrench. You will only be able to rotate the pivot pin so far, until the hitch head hits the stopper flat. Once the hitch head touches this flat, the hole in the cam will line up with the holes in the

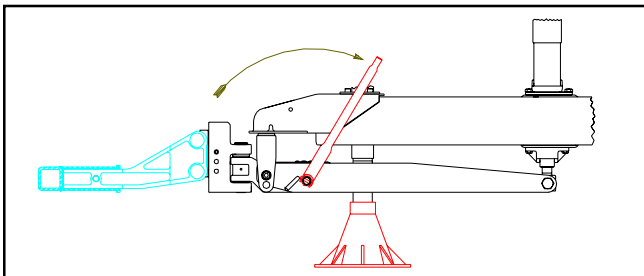


Fig. K

side rails of the drawbar extension. Replace the cam lock pin and secure with the hitch pin clip. **NOTE:** Trailer may require raising with jack (approx. 2-3 inches) to complete this sequence. (Fig. K)

6. Raise the jack up, hook up the safety cables, and the trailer wiring. Make sure to check the trailer lights.

UNHOOKING THE HITCH

1. To unhook the hitch from your tow vehicle. Simply pull the clip from the lower hitch pin and as you're lowering your jack, pull on the lower removable hitch pin. Most of the time you will be able to get

the pin out with the jack by taking the pressure off of the pin. If on uneven ground, you might have to use your *cam release feature*, to take the pressure off of the lower hitch pin. If the cam release feature is used be sure the cam is set back to its original position and locked with the pin and clip.

2. Once the lower hitch pin is removed, lower the hitch head assembly with the jack, enough so that the upper hitch pin can clear the slot of the horn. Then pull away. Its that easy. The offset drawbar can be left with the tow vehicle or taken out of the receiver.

SPRING UNIT ASSEMBLY ADJUSTMENT

1. The spring unit was preloaded at the factory to 570 lbs of pressure for a 1 spring, 1140 lbs for a 2 spring, and 1710 lbs. for a 3 spring. The purpose of the spring unit is to take up and absorb the bouncing action and bumps when pulling a trailer. All three spring unit assemblies are double-acting, which means that the springs react to both up and down motion of the hitch point. Whether your hitting a pot hole in the road or going over railroad tracks, the spring unit will absorb the shock. Once you try out your new weight distributing hitch, and it seems the hitch point is too bouncy or too rigid, you can adjust your spring unit accordingly. **NOTE:** Adjust your spring unit in 1/4" increments. After adjusting 1/4", take your trailer out on the road to see if its what your looking for. If it isn't, adjust another 1/4". It shouldn't take much more then a 1/2" of total adjustment. Make sure your tow vehicle and trailer are on a level surface before adjusting.

To adjust your spring unit assembly:

1 SPRING - (1) Measure from the top of the spring unit to the bottom to record adjustment. (2) Using a ratchet and a 11/16" socket, tighten both 7/16" x 15 1/2" hex head bolts a 1/4". **NOTE:** There is no need to secure the 7/16" weld nuts on the bottom of the base flat. (3) Take the locking pin out with a screwdriver. (4) Tighten the 1/2" x 8 hex head bolt, just enough to take out the free play of the spring center shaft. (Figure L) (5) Once the spring center shaft is butted up against the bottom of the baseplate, replace the locking pin.

2 SPRING - Steps 1 and 2 are the same as above. (3) Loosen the #10-32 nylon tipped set screw from the spring center shaft. (4) Tighten the 1/2" x 8 hex head bolt, just enough to take out the free play of the spring center shaft. (5) Once the spring center shaft is butted up against the bottom of the baseplate, replace the #10-32 nylon tipped set

INSTALLATION / HOOKING UP

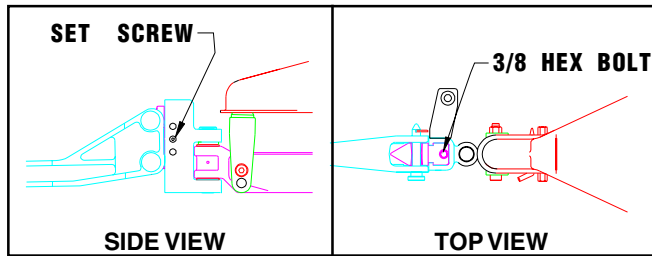


Fig. G

slide up and down in the U-channel. You may need to tap the bolt while threaded into wedge to get locking wedge to loosen. When adjusting the horn for the tow vehicle height the main objective is keep the hitch point level. A good starting point is the middle of the U-channel. Make sure the set screw lines up with a hole on the horn. Tighten the set screw, then tighten the horn locking wedge with the 3/8 hex bolt. Take the bottom pin out of the drawbar. Back the tow vehicle up until the offset drawbar bumps up into the u-channel, put the tow vehicle in PARK, and set the emergency brake. Raise the hitch head assembly with your jack until the bottom pin will slide into the bottom hole of the horn. Raise the jack up, if the hitch point is level, the horn doesn't have to be moved anymore. If the hitch point is NOT level, the horn will need to be adjusted again until the hitch point is level.

IMPORTANT NOTE: The 1/2-13 set screw has to be seated into one of the three holes on the horn, and the horn locking wedge has to be tightened before hitch can be used.

2. Once the horn is adjusted to the proper horn height, no further adjustment will be required. **Exceptions:** (1) New towing vehicle or (2) a dramatic increase in tongue weight.

OFFSET DRAWBAR ADJUSTMENT

3. If the tow vehicle height is still too high after adjusting the horn to the lowest point in the u-channel. The offset drawbar can be inverted so the head points downward. This will drop the hookup point 4 3/4 inches. Figure H shows the offset drawbar being flipped 180 degrees. If this adjustment is necessary, the pins must also be switched. The upper pin ALWAYS needs to be the stationary pin. To take the upper pin out, you will need a retaining ring tool to spread the ring apart. Once the drawbar is pointing downward and the stationary pin is in place, put the retaining ring back onto the pin.

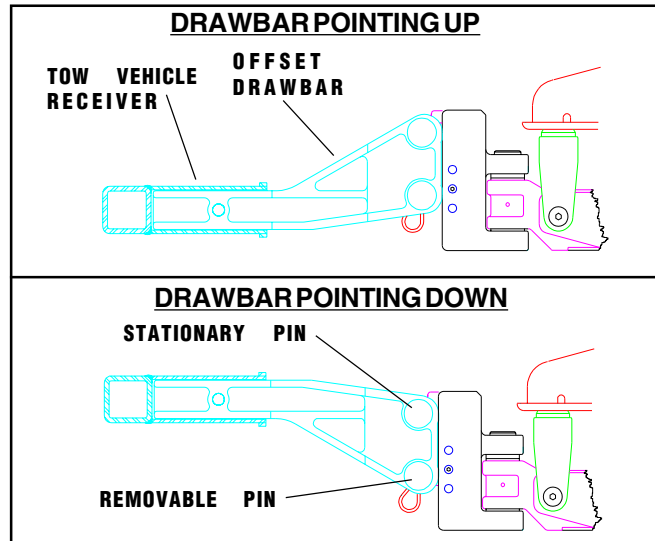


Fig. H

IMPORTANT NOTE: A padlock must be used to lock the coupler to the clevis ball before you hookup!

HOOKING UP THE HITCH

1. With the offset drawbar set to the appropriate direction, the horn adjusted to the correct height and locked in place with the set screw and locking wedge, the tow vehicle can now be hooked up.

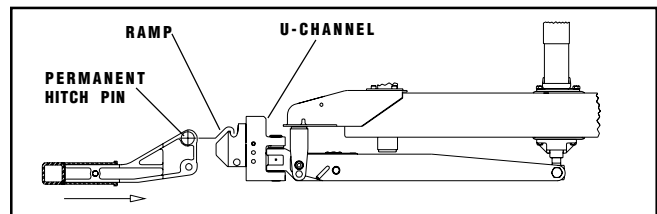


Fig. I

2. Have the horn and u-channel straight ahead, then back your tow vehicle up to the hitch assembly. (Figure I) The horn has a ramp feature on the front which allows the upper (permanent) pin to ride up and fall down into the slot of the horn. This lets the driver know that the drawbar has connected to the horn. Once this happens, put the tow vehicle in PARK and set the emergency brake.
3. Raise the hitch head assembly with the jack just enough to slide the lower pin in and connect the drawbar to the horn. Be certain to lock pin in with the hair pin clip provided. If tow vehicle and trailer are not on level ground, this can cause pressure on the lower pin which makes it harder getting the lower pin to go in or out. For this circumstance there is a (cam release feature) that releases the

- Using a floor jack, jack up the trailer about six inches. Lock the clevis ball up into the coupler, making sure the end of the jack goes through the first hole of the hitch head assembly as shown in Figure C. **SAFETY NOTE:** To make sure that the hitch head assembly doesn't fall out of the coupler, lock the coupler with a padlock. Lower trailer back down onto the trailer jack.

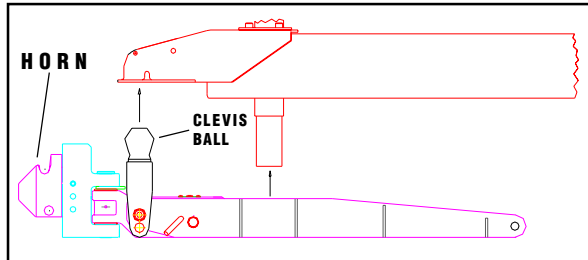


Fig. C

- Connect the end of the drawbar to the end of the spring unit with the 3/4-10 x 3 1/2 hex head bolt. Don't use the nylock nut yet. Slide the A-frame weldment forward or backward until the clevis ball

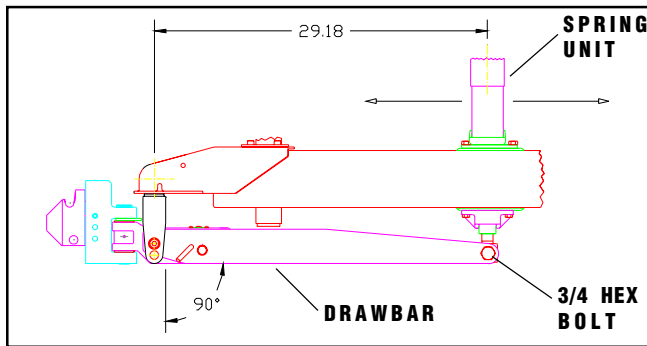


Fig. D

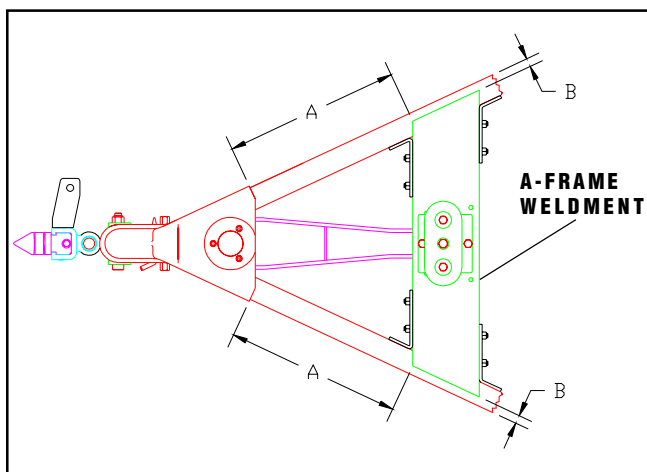


Fig. E

is perpendicular as shown in Figure D. From the center of the clevis ball to the center of the spring unit should be $29 \frac{3}{16}$. Make sure the A-frame weldment is centered in the A-frame of the trailer.

Measure from the back of the coupler to the front of the A-frame weldment as shown in Figure E. Both (A) dimensions need to be the same, also both (B) dimensions need to be the same so the A-frame weldment is squared up in the trailer tongue.

- Once the A-frame weldment is set, mark the sides of the weldment to make sure it doesn't get out of position. Slide the four support brackets outward until the brackets hit the trailer tubing. Then tighten the four brackets in place. Double check to make sure the weldment hasn't moved. Then mark out the eight holes through the support brackets with a pencil.
- Slide the 3/4 x 3 1/2 hex bolt out and set the A-frame weldment out of the way. Transfer the eight holes that were marked on the inside of the tubing, to the outside of the tubing, with a tri-square. Measure the inside holes from the top of the tube, and transfer these measurements to the outside of the tube. Center punch and drill eight $\frac{17}{32}$ holes on the outside of the tubing. Center punch the eight marks on the inside of the tubing, then drill eight $\frac{13}{32}$ holes. Note: All holes on the inside are smaller than the outside holes.

- Place the A-frame weldment back up onto the A-frame of the trailer. With the eight 3/8 x 1 3/4 hex shoulder bolts and nylock nuts, bolt the A-frame weldment to the trailer frame. If there is a need for spacers to go in between the brackets and weldment, use the supplied spacers as shown in Figure F.

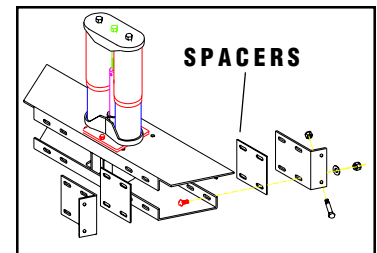


Fig. F

- Using the 3/4-10 x 3 1/2 hex bolt and nylock nut, bolt the end of the hitch head assembly to the end of the spring unit, this is shown in Figure D. Do not over tighten, as this is a pivot point, and will hinder movement.

HORN HEIGHT ADJUSTMENT (FOR TOW VEHICLE)

- Put the offset drawbar assembly into the tow vehicle's receiver and pin it with the provided 5/8 x 3 pin. With the head of the drawbar pointing up, back the tow vehicle up so that the offset drawbar is about 2" from the horn. Loosen up the 3/8-16 x 1 3/4 hex bolt on the top of the horn and loosen the 1/2-13 set screw on the side of the U-channel as shown in Figure G. This will enable the horn to

INSTALLATION

DO NOT INSTALL OR USE THIS EQUIPMENT UNTIL THE FOLLOWING OPERATING AND INSTALLATION INSTRUCTIONS HAVE BEEN READ AND UNDERSTOOD.

The benefits you will enjoy with this revolutionary hitch from Automatic are numerous. It reduces hook-up time using only one pin. The double-acting spring will reduce the jumping and hopping of the hitch point, cushioning the ride. The hitch also transfers the weight from the rear tires to the front tires of the towing vehicle for a stable and safer ride.

The guidelines for which type of spring unit you will need will depend on how much tongue weight your travel trailer has:

- 1 SPRING - Rated up to 500 Lbs.
- 2 SPRING - Rated from 500 lbs. - 1000 lbs.
- 3 SPRING - Rated from 1000 lbs. - 1500 lbs.

The horns are pre-matched to the spring units for pre-determined tongue weights at the factory.

NOTE: If additional weight is loaded at the rear end of the tow vehicle, this is equivalent to increased tongue weight, which means that a greater angled horn is required.

NOTE: Tool boxes, battery trays, and storage areas might have to be modified or moved, depending on where the A-frame weldment must be installed.

HORN ANGLE	APPLICATION
2 DEGREE	FOR HEAVY TOW VEHICLE FRAME, (3/4 TON SUBURBAN)
4 DEGREE	FOR MEDIUM TOW VEHICLE FRAME, (1/2 TON SUBURBAN) AND TRAILER TONGUE WEIGHT OF 500-1000 lbs.)
6 DEGREE	FOR MEDIUM TOW VEHICLE FRAME, (1/2 TON SUBURBAN) AND TRAILER TONGUE WEIGHT EXCEDING 1000 lbs.
8 DEGREE	FOR LIGHT OR MEDIUM TOW VEHICLE FRAME, (PASSENGER CAR) OR (1/2 TON SUBURBAN) AND TRAILER TONGUE WEIGHT EXCEDING 1000 lbs.)

IMPORTANT!!

- In most cases the couplers on trailers have a 1" drop from the top of the coupler to the center of the hitch ball location. If this is the case with your trailer and your trailer tongue consists of 2" x 5" tubing, the location of the clevis ball (Fig. C) will not need to be moved. If your trailer tongue consists of 2" x 6" tubing, the clevis ball will need to be bolted to the hitch assembly using the lowest holes. If your trailer has a coupler that has a hitch ball location that is even with the top of the coupler, the clevis ball must also be bolted to the hitch head assembly using the lower holes. Using the appropriate holes will ensure the hitch assembly is

level with the trailer tubing. Figure C on page 2 shows the longer clevis ball being bolted to the hitch head assembly using the upper holes.

- If your trailer has an inverted coupler, a longer link connector will be required. The part number is 299-0370. See page six for removal and installation.
- If your trailer has channel instead of tubing, kit 85-0066 is required.

LOCATION OF A-FRAME WELDMENT

- Bolt the plastic support block to the A-frame weldment with the 3/8 x 1 1/4 hex head bolts, lockwashers, and flat washers as shown in Fig. A. Note: The webbing goes on the bottom.
- Bolt the four support brackets to the front and back of the A-frame weldment with 3/8 x 1 1/4 carriage bolts, flat washers, and nylock nuts. Note: Make sure the heads of the bolts are on the inside of the weldment. Look at Figure E and F. Do not tighten all the way. Set the A-frame weldment into the A-frame of the trailer. Existing battery trays may have to be removed at this time. Battery trays provided by Automatic can be installed later. The battery tray parts are shown on page 6. (Item 38, 47, 63, 70, 75)

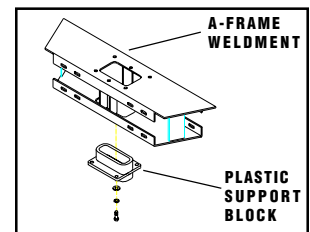


Fig. A

- Bolt the spring unit to the A-frame weldment, making sure the spring unit is offset towards the front of the A-frame weldment. Use the 7/16 x 1 hex head bolts and lockwashers provided. Look at Fig. B which shows the top view of the spring unit, once installed.

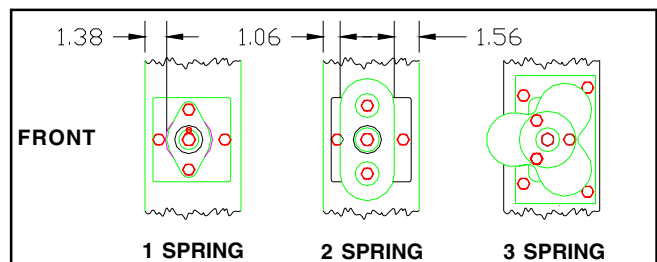


Fig. B