

READ, UNDERSTAND, FOLLOW AND SAVE THESE INSTRUCTIONS

⚠ WARNING ⚠

Read, understand and follow all instructions before installing and/or using this product. NEVER allow anyone unfamiliar with the operating instructions to use this product.

Read, understand, and follow all instructions provided by the manufacturer of the product(s) that this coupler will be installed on and used with.

Fulton is not responsible for accidents, occurrences, injuries and losses to or of any person or property wherever which arises as a result of Purchaser's alteration, modification, assembly, reassembly or installation of this product.

Installation, use, and maintenance of these Fulton couplers must conform to the following mounting instructions only.

Fulton cannot be held liable for improper installation, use, or maintenance of this product.

Never position any part of your body under any portion of the coupler or the load being supported. Never allow anyone or any bodily parts to be positioned on or under the load being supported. Disregard could cause property damage and/or serious bodily injury.

Use only a **2 5/16" diameter ball** rated for minimum coupler weight rating. Use of any other ball will create an extremely dangerous condition which can result in separation of the coupler and ball, or ball failure.

Before towing, ensure that hitch ball is fully seated in the coupler ball pocket AND that the lever is rotated back in the closed position (See Figures 3 & 4).

DO NOT TOW IF BALL IS NOT FULLY SEATED AND/OR HANDLE IS OPEN AND/OR LATCH NOT ENGAGED. (See Operating Instructions)

Before towing, check vehicle, hitch, hitch ball and coupler for signs of wear or damage and that the coupler handle opens and closes freely. Replace any worn or damaged components before towing. If coupler is deformed or damaged, replace complete coupler.

Weigh your trailer plus added load. Do not exceed lesser of coupler, hitch, vehicle, ball or trailer weight ratings.

Before latching/unlatching coupler, make sure vehicle, trailer and load will not shift, roll, etc.

Ensure that the trailer safety chains are properly connected to the towing vehicle and trailer.

After installing this coupler to a trailer, if coupler operation has been impaired in any way, DO NOT USE.

Before towing, ensure that all trailer lighting is hooked up and working correctly before each use.

When parking or storing your trailer, keep the coupler off the ground so dirt and/or other foreign material will not build up in the coupler ball pocket.

All welds must be performed by an American Welding Society (AWS) certified welder.

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

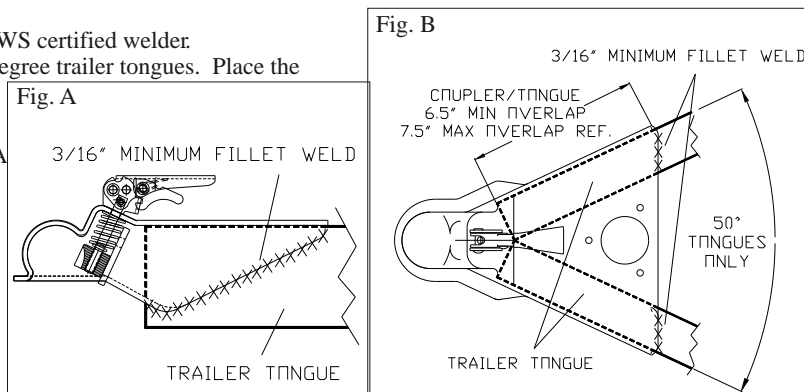
MOUNTING INSTRUCTIONS

Weld-On Mounting Instructions

- 1) All welding must be performed by an AWS certified welder.
- 2) This coupler can only be used with 50 degree trailer tongues. Place the

coupler on trailer tongue members. Weld on both sides and the top using a 3/16" minimum fillet weld as shown in Figures A & B. A minimum coupler/tongue overlap of 6.5" is required.

- 3) If coupler is to be primed/painted after installation, make sure excess paint/primer buildup is removed from ball pocket and latching mechanism. Make sure coupler operation has not been impaired in any way.



MAINTENANCE

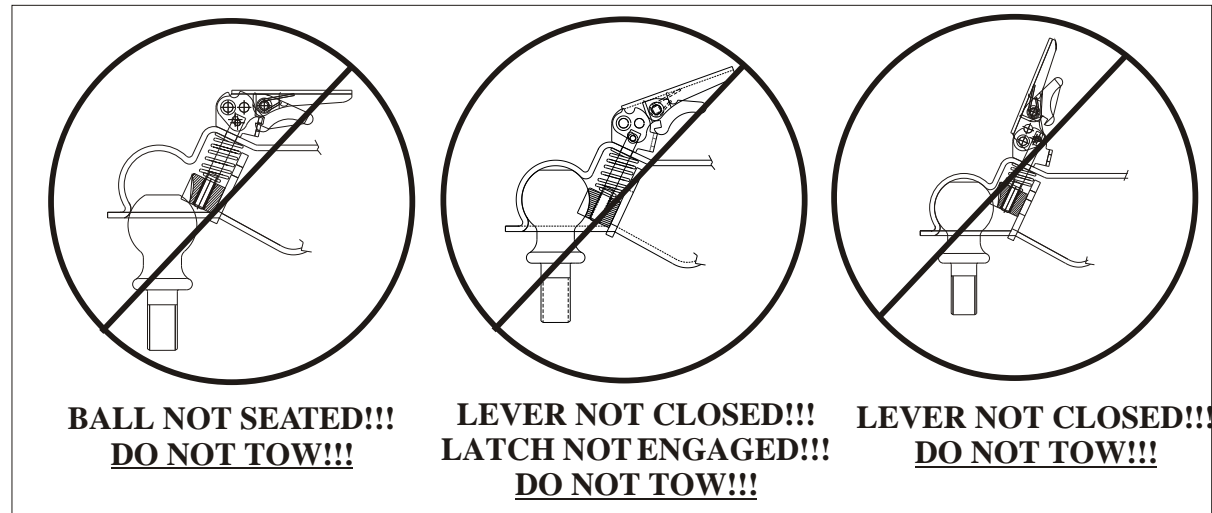
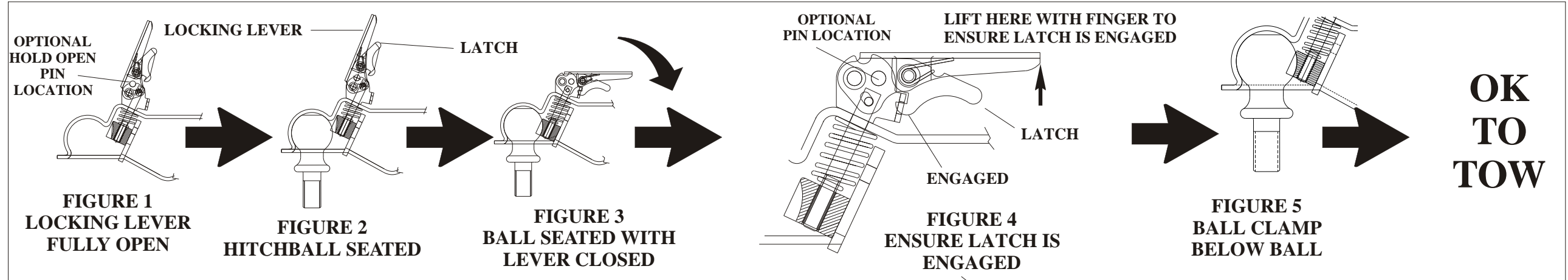
Maintain a film of automotive grease in the ball pocket, ball clamp, and where shaft enters housing. Maintain a film of oil on the pivot points and spring ends, using SAE 30 WT. motor oil.

Keep the ball pocket and mechanism clean because dirt, paint, etc. can hinder proper operation. When parking or storing your trailer, keep the coupler off the ground so dirt and/or other foreign material will not build up in the coupler ball pocket.

OPERATING INSTRUCTIONS

TO LATCH COUPLER TO HITCH BALL:

- 1) Before latching coupler, make sure vehicle, trailer and load will not shift, roll, etc.
- 2) Open coupler locking lever (See Figure 1). While holding locking lever open, lower the coupler over the hitch ball until ball is fully seated into the ball pocket of the coupler (See Figure 2). NOTE: The locking lever will close due to internal spring and therefore must be held open or pinned open.
- 3) If locking lever is pinned open, remove pin. Close locking lever to the closed position (See Figure 3). DO NOT force handle down. If handle does not close easily, trailer and tow vehicle may be misaligned. Re-align as necessary. Check that latch is engaged by lifting up on back of locking lever (See Figure 4). Also, check that the hitch ball is fully seated and ball clamp is below the ball (See Figure 5). If the ball is not seated WITH lever in the closed position, DO NOT TOW. Repeat the above steps.
- 4) OPTIONAL: Place a pin or lock in hole shown (See Figure 5). A lock can be used in place of the pin as a theft deterrent.



PARTS BREAKDOWN

ITEM	DESCRIPTION	COUPLERS		REPAIR KIT	KIT DESCRIPTION
		44305R	44314R		
1	COUPLER WELDMENT	(1)	02 251 06	02 251 37	N/A
2	LOCKING LEVER ASSEMBLY	(1)	02 702 08	02 702 08	N/A
3	SPRING - COMPRESSION	(1)	02 410 12	02 410 12	64 0801
4	LINK PIN	(1)	02 380 02	02 380 02	44305R BALL CLAMP REPAIR KIT
5	BALL CLAMP	(1)	02 700 18	02 700 18	
6	GROOVE PIN	(1)	02 270 57	02 270 57	

TO UNLATCH COUPLER FROM HITCH BALL:

- 1) Before unlatching coupler, make sure vehicle, trailer and load will not shift, roll, etc. NOTE: Load may have shifted during transit, resulting in a negative tongue load. Use caution when unlatching coupler, as tongue may rise unexpectedly when unlatched. If lock or pin is in lever, remove it before removing coupler from hitch ball.
- 2) Fully open locking lever. While holding locking lever fully open, raise coupler off of hitchball (See figure 1). NOTE: An optional hold open pin can be used.
- 3) Return handle to closed position.