

# INSTALLATION INSTRUCTIONS

**WARNING: NEVER EXCEED YOUR VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY**

## DOUBLE LOCK EZT<sup>TM</sup>

## GOOSENECK HITCH



## MAINTENANCE

Keep gooseneck ball, cylinder and trailer coupler lubricated regularly. Use silicone spray or equivalent to prevent wear / rust.

Keep hitch assembly and trailer coupler free of dirt and other foreign debris. Periodically check the gooseneck hitch to ensure that all fasteners are tight and that all structural components are sound.

When the gooseneck ball is in the inverted position insert the supplied rubber hole cover to keep out dirt and debris.

## PARTS LIST

Item#	Qty	Description
1	1	Gooseneck center section
2	1	Center locator / trim shield
3	1	Rubber cover
4	1	Gooseneck ball, 2 5/16"
5	1	Handle assembly
6	1	Chrome ring, 3 3/4" x 3/4"
7	1	Cast lock pin
8	1	Compression spring, 7 1/2 lbs.
9	1	U-shaped edging, 1/3"
10	2	U-bolt, 5/8"
11	4	U-bolt spring
12	4	Nylock nut, 5/8"
13	8	USS washer, 5/8"
14	2	Washer, 3/8"
15	1	Hex head flange screw, 30mm
16	1	Nylock hex nut, M5
17	3	Flat head cap screw, 20mm

## WARNINGS

Brake, fuel and electrical lines may need to be loosened or repositioned to provide clearance for new hardware. Some models require modification or removal of heat shields. On short bed models, check for adequate turning clearance between the front of all trailers and the truck cab. On two-wheel drive trucks a clearance check must be performed when the truck is loaded and unloaded to verify the inverted ball will not interfere with the top of the differential.

Vehicle performance (braking, handling, acceleration, turning radius) can be drastically affected by the trailer. Allow additional time / space for stopping, changing lanes, passing and turning.

## TOOLS LIST

Safety glasses	Drill bit, 3/16"
Ear protection	Hole saw, 4" & 5/8"
Ratchet	Allen wrench, #3
Socket, 8mm, 15/16"	Cutting fluid
End wrench, 8mm	Rust inhibitor
Drill	

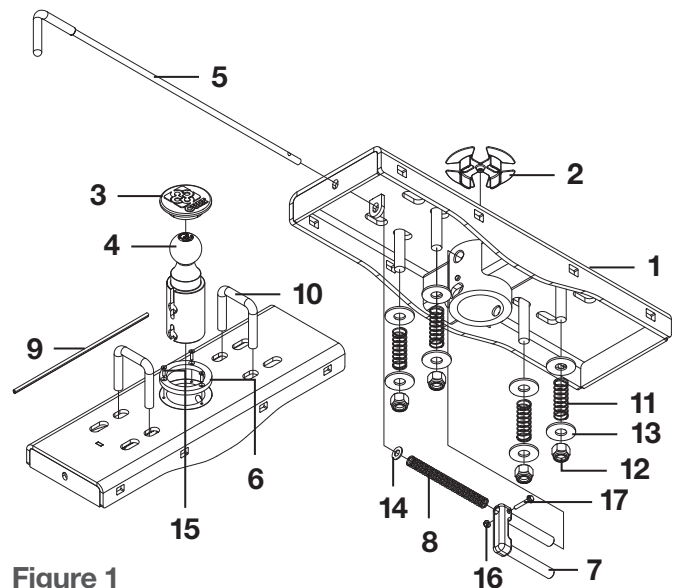


Figure 1

# INSTALLATION

## Step 1

Using a 3/16" drill bit, drill a pilot hole from underneath the truck bed through the hole in center locator / trim shield (#2). See figure 2.

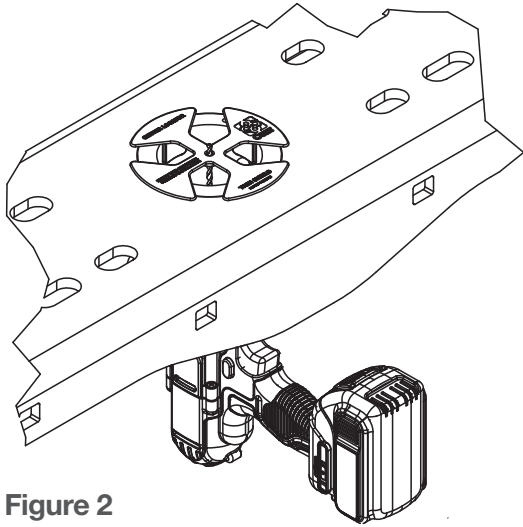


Figure 2

## Step 2

Determine the correct safety chain hole locations for the vehicle; refer to figure 3 below. Using a 5/8" hole saw and the gooseneck center section (#1) as a guide, drill four holes from underneath the truck bed for the safety chain loops. Drill holes should go through the low rib sections. See figure 4 for correct placement.

To ensure smooth operation of the safety chain loops, use a 3/4" step bit to slightly enlarge the holes from above the truck bed.

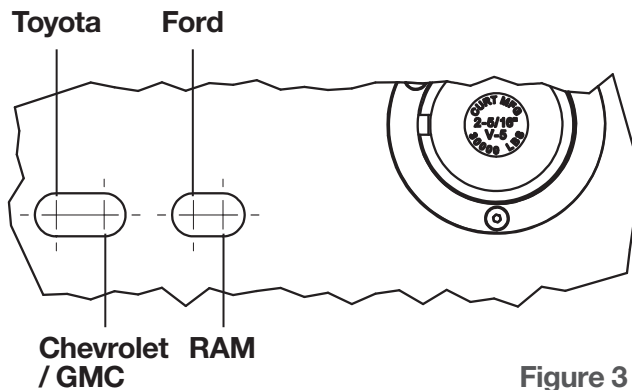


Figure 3

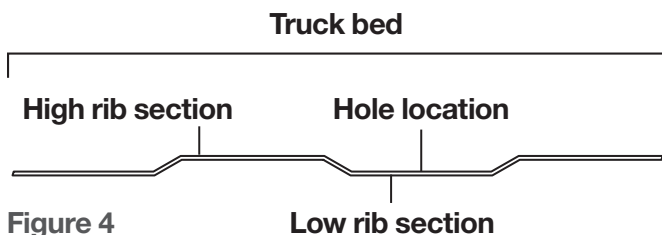


Figure 4

## Step 3

Using a 4" hole saw, drill the hole from above the truck bed. Take caution to not drill through the center locator / trim shield (#2) **Note:** The use of cutting fluid will ease this process. Remove the center locator by pulling it up through the hole.

## Step 4

Deburr the cut holes and spray exposed metal with rust inhibitor. **Optional:** Insert rubber edging (#9) around the 4" hole. Place the chrome trim ring (#6) into position and fasten with three head cap screws (#17). Place two U-bolts (#10) down through the holes drilled in step 2.

## Step 5

From underneath the truck; place a 5/8" washer (#13), spring (#11), 3/8" washer (#14) and 5/8" nylock nut (#12) on each of the four U-bolt legs. Tighten the nuts until flush with the bottom of the U-bolt; see figure 1.

## Step 6

Insert the cast lock pin (#7) into the ball cylinder with the handle hole located on top. Insert the handle (#5) from the outside of the vehicle through the holes in the center section; see figure 1. **Note:** Some models may require the use of a pliers to bend the metal flange below the bed outward, allowing the handle to move without interference.

## Step 7

Slide one 3/8" washer (#14) and the compression spring (#8) over the handle before inserting the handle (#5) into the lock pin (#7). Insert the handle into the locking pin and secure with a hex head flange screw (#15) and nylock nut (#16); see figure 1. **Note:** If needed, add or remove a 3/8" washer (#14) to ensure proper pull length of locking pin.

## Step 8

If removed, reinstall plastic wheel-well covers. **Note:** Some models may require trimming of the plastic wheel-well cover. Trim as needed for reinstallation and access to the handle. Reinstall the spare tire.

# OPERATION

## Step 1

Place the handle in the unlock position by pulling it out as far as possible and rotating it clockwise. **Note:** Never operate the vehicle with the handle in the unlocked position.

## Step 2

Insert the gooseneck ball into the desired position in the cylinder by aligning the ball's groove with the cylinder pin. If the groove and pin are not aligned, simply rotate the gooseneck ball until it drops into place.

## Step 3

Place the handle in the lock position by rotating it counterclockwise until the locking pin snaps back into position.

## BEFORE TOWING FOR THE FIRST TIME

Verify adequate turning clearance between the truck cab / box corners and trailer.

Check truck box clearance. There should be a minimum clearance of 6" between the bottom of the trailer overhang and the top of the box sides.

Verify the inverted gooseneck ball will not interfere with the top of the differential when hauling heavy loads. This is especially important on two-wheel drive models.

Verify all hardware is torqued to the proper specification.

Verify the safety chain length. Too much slack in the chain may cause loss of control in the event of trailer-vehicle separation. Leave only enough slack to allow full turning without interference.

Verify that the trailer attachments to the safety chain loops are secure (cannot be shaken free while towing).

## BEFORE TOWING EVERY TIME

Ensure all fasteners are tight and that all structural components are sound. **Note:** Do not tow a trailer with worn or damaged parts.

Attach trailer securely to both of the safety chain loops.

Ensure the handle is in the lock position. Confirm the locking pin passes completely through the ball and both walls of the hitch cylinder.

Ensure the trailer weight does not exceed any part of the towing system. Be sure the load is heavier towards front of the trailer while not exceeding the hitch's tongue weight. Be sure trailer load is centered from left to right and secured to prevent shifting. **Note:** Never load the heaviest part of the trailer behind the axle(s).

Check the trailer's tires to ensure they are inflated to the proper specification. Verify trailer lights, electric brakes and breakaway switches are working properly.