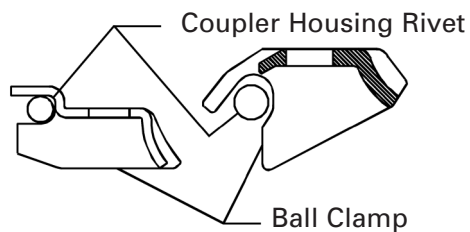


⚠ DANGER ⚠ When assembling the coupler make sure the ball clamp is located properly onto the housing rivet as shown below for your style of coupler.

ADJUSTMENT METHOD FOR FAS-LOK COUPLERS:

With the assembled coupler clamped onto the correct size ball. Turn the lock nut down just until the spring under the locknut is fully compressed. Then back the locknut off 1/2 to one turn or just enough to enable clamping or unclamping the coupler and ball.



Coupler Use, Maintenance, Installation, & Service Information
All Reese® Towpower Couplers
meet or exceed SAE J684 and VESC V5 specifications.

READ AND SAVE THESE INSTRUCTIONS

⚠ DANGER BEFORE TOWING ⚠

1. Check vehicle hitch, ball, and coupler for signs of wear or damage. Replace any parts that are worn or damaged before towing.
2. 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.
3. Be sure the coupler is secured to the hitch ball and the lock lever or hand wheel is down tight and locked. Clamp hand wheel couplers hand tight only. Assure that the ball clamp is properly nested under the ball and not sitting on top of the ball. Recheck tightness again after towing about 50 miles.
4. Check that trailer safety chains are properly connected.
5. Check that all trailer lighting is hooked up and working correctly.

MAINTENANCE

Recommended Maintenance

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

READ AND SAVE THESE INSTRUCTIONS

INSTALLATION INSTRUCTIONS FOR CLASS 1 COUPLER.

WELD ON INSTRUCTIONS:

Use 1/8" fillet weld as shown below. Use Number E6011 A.W.S. welding rod (AC RO DCAP) 1/8" dia.

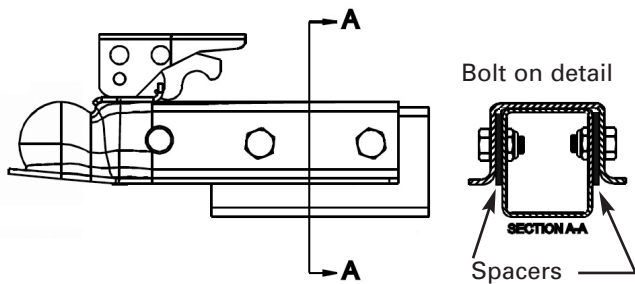
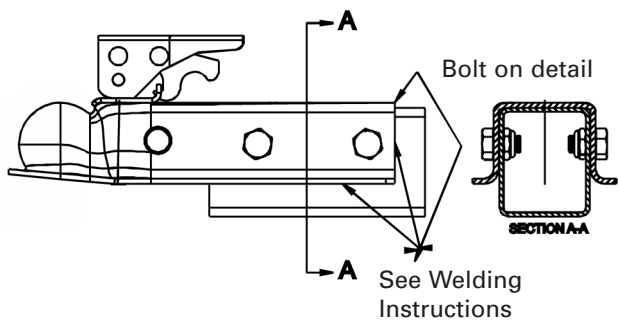
Set machine amps at 105/115 with 18/22 volts.

BOLT ON INSTRUCTIONS:

1. Assure coupler internal stop is butted against end of trailer tongue for maximum overlap.
2. The preferred method is to use (4) 3/8" bolts through side holes and torqued to 15/20 FT. LBS. (See Illustration Below) An alternate method is to use (2) 3/8" grade 5 through bolts & locknuts providing they can be torqued to at least 20 FT. LBS. without excessive deformation of the coupler or the trailer tongue.

⚠ CAUTION ⚠ After installation is complete. Check that the coupler operation has not been impaired in any way.

74040, 74338 & 7001500 Series couplers can be bolted or welded in place.



7004700, 7004800, 7004900 & 7005000 couplers can be bolted or welded in place when spacers are not used. When spacers are used, bolt on only.

⚠ CAUTION ⚠ When using spacers, place (1) spacer on each side of the trailer tongue.

INSTALLATION INSTRUCTIONS FOR CLASS 2, CLASS 3, AND 34600/34318 CLASS 4 COUPLERS.

WELD ON INSTRUCTIONS:

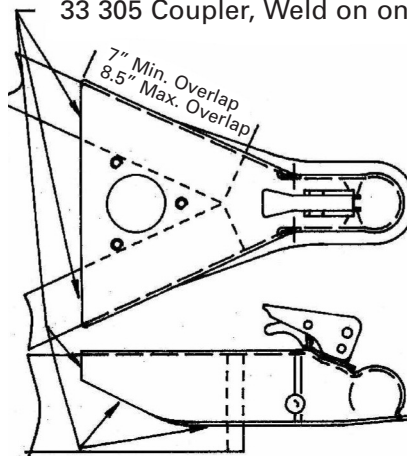
Use 1/8" fillet weld as shown below. Use Number E6011 A.W.S. welding rod (AC RO DCAP) 1/8" dia. Set machine amps at 105/115 with 18/22 volts.

BOLT ON INSTRUCTIONS:

1. Assure coupler internal stop is butted against end of trailer tongue for maximum overlap.
2. The preferred method is to use (4) 1/2" bolts through side holes and torqued to 30/35 FT. LBS. (See Illustration Below) An alternate method is to use (2) 1/2" grade 5 through bolts & lockouts providing they can be torqued to at least 35 FT. LBS. without excessive deformation of the coupler or the trailer tongue.

⚠ CAUTION ⚠ After installation is complete. Check that the coupler operation has not been impaired in any way.

See Welding Instructions.
33 305 Coupler, Weld on only.



Typical coupler illustrations shown

74042, 74280, 7001200, 7001300 & 7001400 Series couplers can be bolted or welded in place.

