TORKLIFT INTERNATIONAL

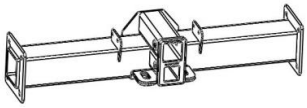
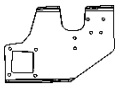
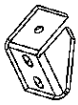
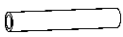
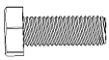
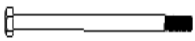
OVER 35 YEARS OF INNOVATION, QUALITY, SAFETY.

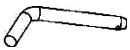
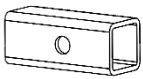
IMPORTANT OWNER-OPERATOR INSTALLATION

INSTRUCTIONS

C1212/C1212-30

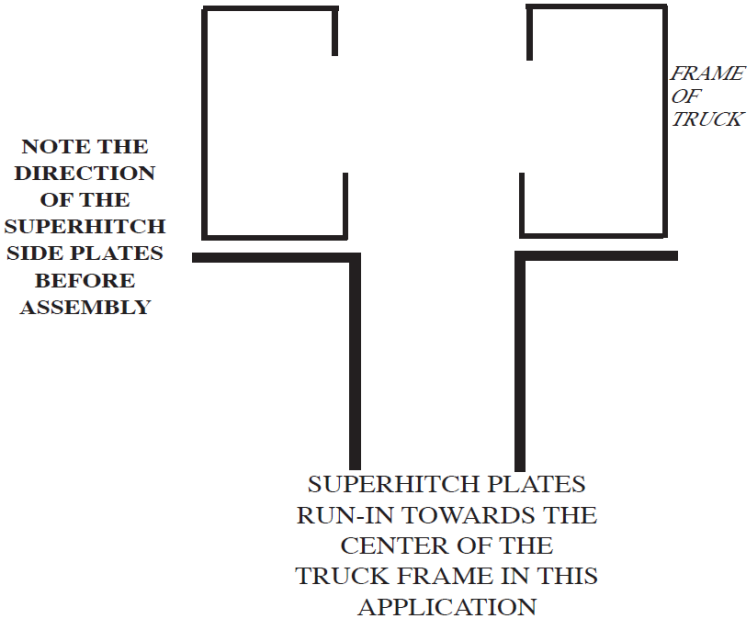
Part Inventory

	Double Receiver Cross Tube	1
	Side Plates	2
	Angle Support Bracket	2
	1"(2.54cm) x 2"(5cm) Plate Washer	12
	2"(2.54cm) x 2"(2.54cm) Center Hole Plate Washer	4
	1/2" x 4-5/8"(11.75cm) Chevy Galvanized Pipe	2
	M14 - 2.0 x 40MM 10.9 Bolt	2
	M12 - 1.75 X 190 MM 10.9 Bolt	2
	1/2" Bolt Fisher	1
	1/2" - 13 x 1-1/2" Rib Neck Bolt Grade 8	8
	1/2" - 13 1-1/2" Hex Bolt Grade 8	4
	1/2" - 13 x 2" Hex Bolt Grade 8	8
	1/2" Washer USS Grade 5	12

	**1/2" Star Washer**	**2**
	**1/2" Lock Washer High Alloy**	**16**
	**1/2" - 13 Hex Nut Grade 8**	**16**
	**7/16" - 14 x 1-1/2" Hex Bolt Grade 8**	**2**
	**7/16" USS Flat Washer Grade 5**	**2**
	**7/16" Lock Washer High Alloy**	**2**
	**7/16" -14 Hex Nut Grade 8**	**2**
	**5/8" Pin**	**2**
	**Pin Clip**	**2**
	**3/8"-16 x 1.25" Hex Bolt Grade 5**	**4**
	**3/8" Flat Washer USS**	**8**
	**3/8" Lock Washer**	**4**
	**3/8"-16 Hex Nut Grade 5**	**4**
	**Bumper Support Bracket**	**1**
	**Magnum Receiver Adapter** ***(C1212-30 only)***	**1**

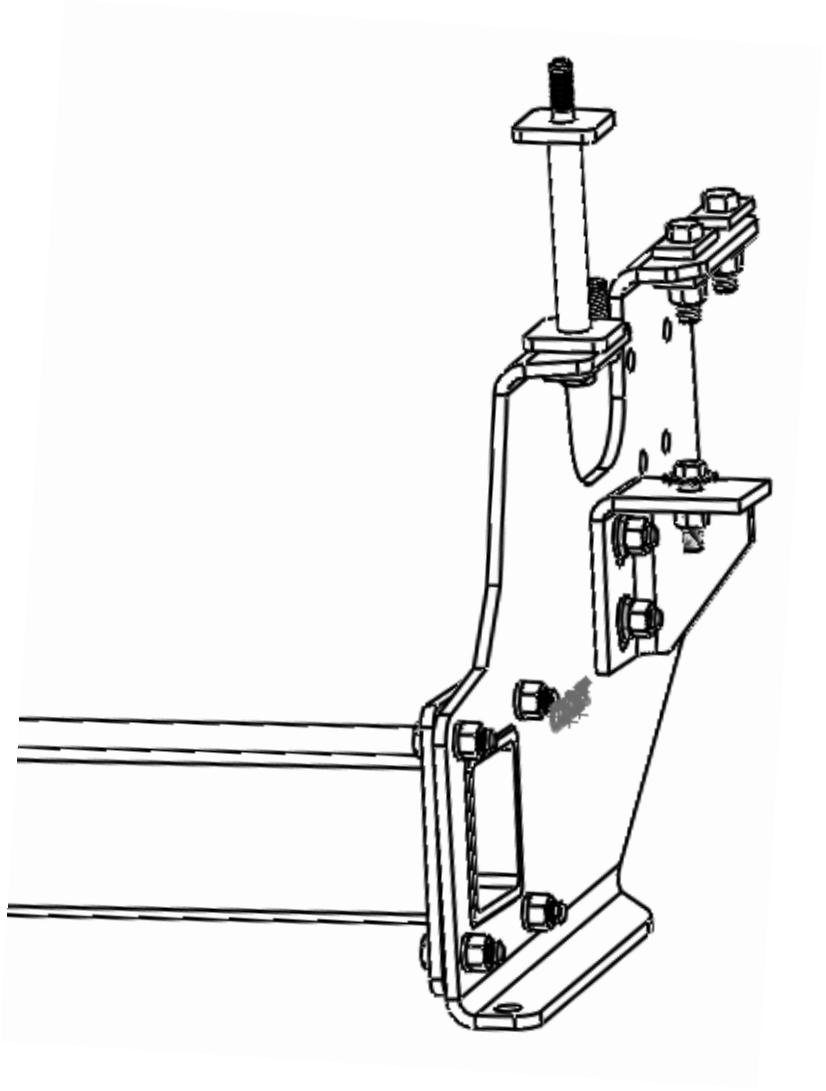
!WARNING!

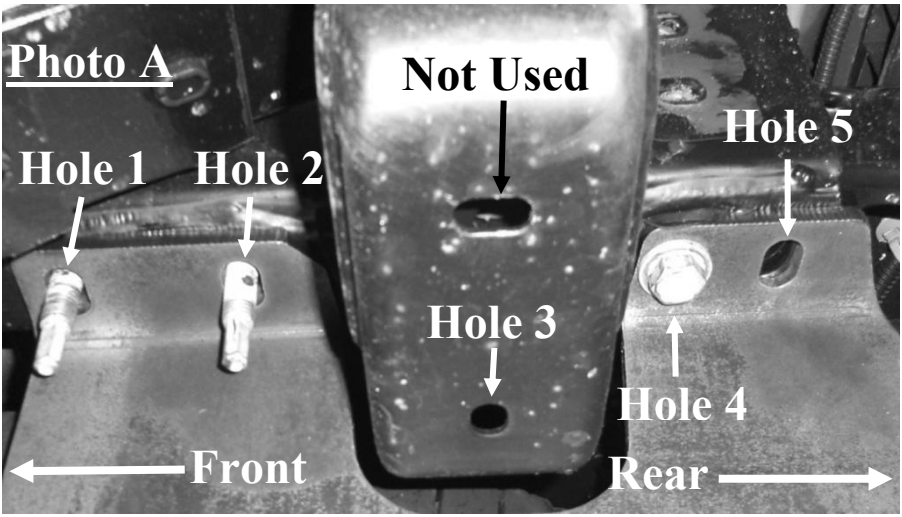
DO NOT LUBRICATE THREADS. BOLT FAILURE MAY OCCUR DUE TO OVERTIGHTENING. DO NOT DRILL ON THIS HITCH.



** READ ALL INSTRUCTIONS AND FAMILIARIZE YOURSELF WITH THE HITCH AND FASTENERS BEFORE BEGINNING THE INSTALLATION **

OVERVIEW





Step 1
Remove or loosen the spare tire and locate the passenger side rear spring perch.

Step 2
There will be three factory fasteners on the bottom side of the frame. Remove the factory hardware from **Hole 1**, **Hole 2**, and **Hole 4**. The Nut for **Hole 4** is welded to the frame, and will not be removed. See **Photo A** for hole locations.

Step 3
Above **Hole 5** in the frame there is one additional Factory Bolt connecting the frame to the bed. Remove this factory bolt.

Step 4

Place the **Side Plate** up against the bottom of the frame, lining up **Holes 1, 2, 4, and 5** on the frame with the four holes on the **Side Plate**. Secure the **Side Plate** to the frame by hand tightening one **M14-2.0 x 40MM 10.9 Bolt** through **Hole 4** and into the weld-on Factory Nut.

Step 5

Next, install one **M12 - 1.75 X 190MM 10.9 Bolt** with one **1"(2.54cm) x 2"(5cm) Plate Washer** part way through **Hole 5**, place one **2" x 2" Center Plate Washer** inside the rear most part of the frame, centered over **Hole 5** and onto the **M12 - 1.75 X 190MM 10.9 Bolt**.

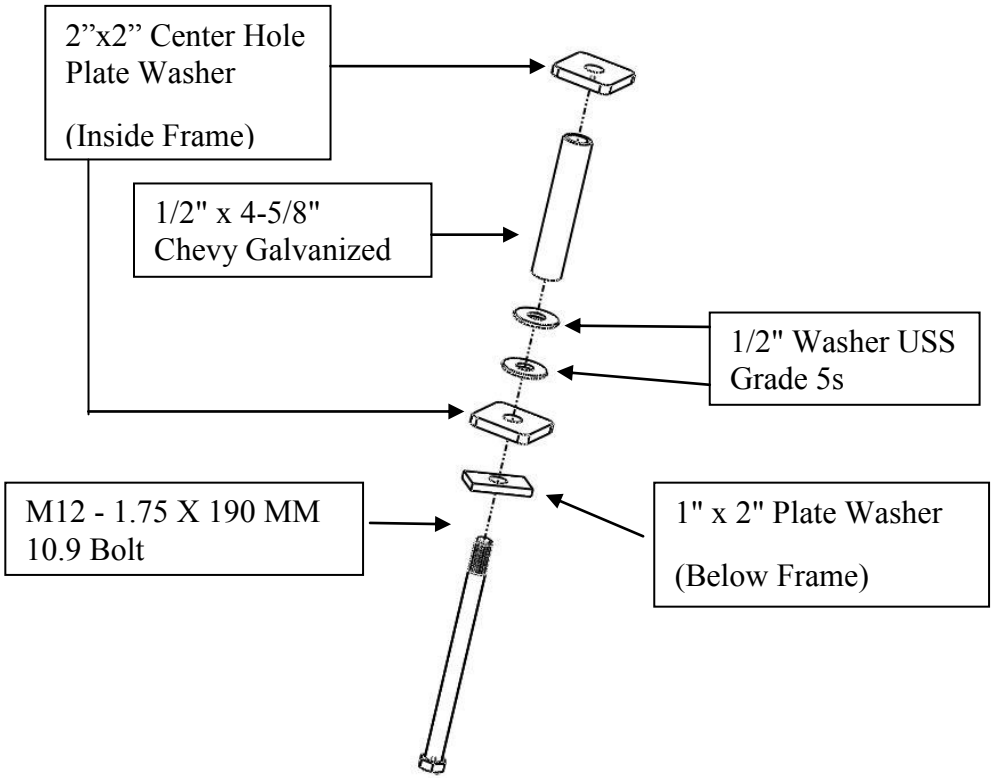
Step 6

Continue by placing two **1/2" Washer USS Grade 5** and one **1/2" x 4-5/8"(11.75cm) Chevy Galvanized Pipe** over the **2"(2.54cm) x 2"(2.54cm) Center Hole Plate Washer** installed in **Step 5** and onto the **M12 - 1.75 X 190 MM 10.9 Bolt.** See Photo 7.1 for an example.

Step 7

Finally, place one more **2"(2.54cm) x 2"(2.54cm) Center Hole Plate Washer** over the **1/2" x 4-5/8"(11.75cm) Chevy Galvanized Pipe** and onto the **M12 - 1.75 X 190 MM 10.9 Bolt**. Thread the **M12 - 1.75 X 190 MM 10.9 Bolt** through the top of the frame and into the truck bed where the factory bolt was removed in **Step 3**. See Photo 7.1 for pipe and plate assembly.

Photo 7.1



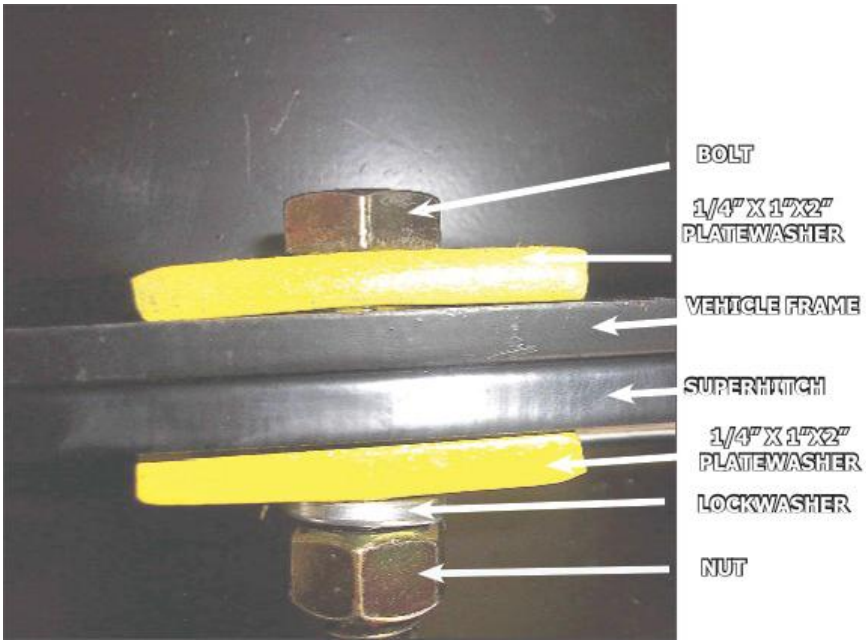
Step 8

Next, take one **1/2" - 13 x 2" Hex Bolt Grade 8** with one **1"(2.54cm) x 2"(5cm) Plate Washer** and install it down through **Hole 2** from the inside of the frame. Repeat this process for **Hole 1**.

Step 9

Secure the bolts in **Hole 1** and **Hole 2** with one **1"(2.54cm) x 2"(5cm) Plate Washer**, one **1/2" Lock Washer High Alloy**, and one **1/2" - 13 Hex Nut Grade 8**. Hand tighten. See Photo 9.1 for bolt assembly reference.

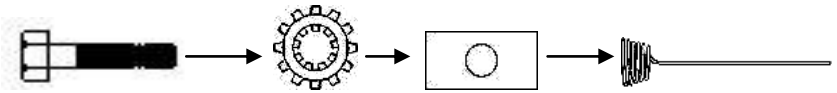
Photo 9.1



Step 10

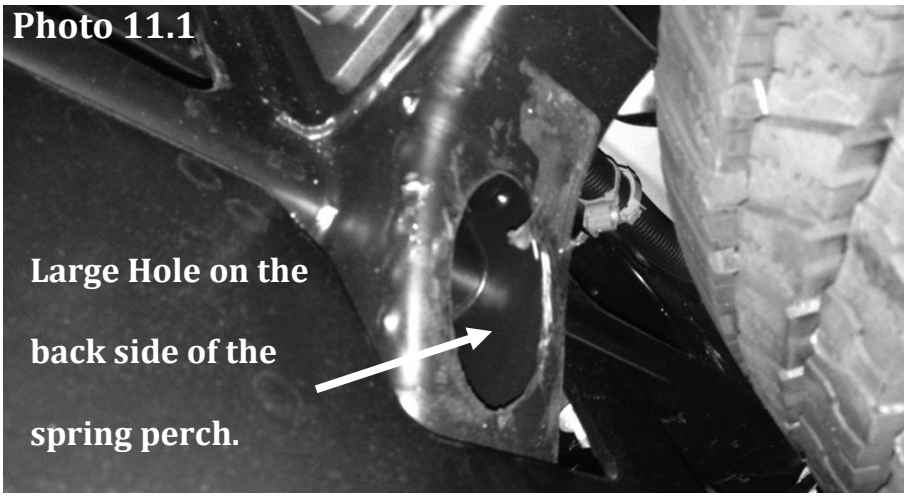
Place one **1/2" Star Washer** followed by one **1"(2.54cm) x 2"(5cm) Plate Washer** onto a **7/16"-14 x 1-1/2" Grade 8 Bolt.** Attach this bolt assembly to the **Bolt Fisher.** See Figure 10.1 for reference.

Figure 10.1 - Bolt Assembly Order.



Step 11

Fish the Bolt assembly into the large hole on the backside of the spring perch and through **Hole 3** on the spring perch. See Photo 11.1.



Step 12

Repeat steps 2-11 on the driver's side.

Step 13

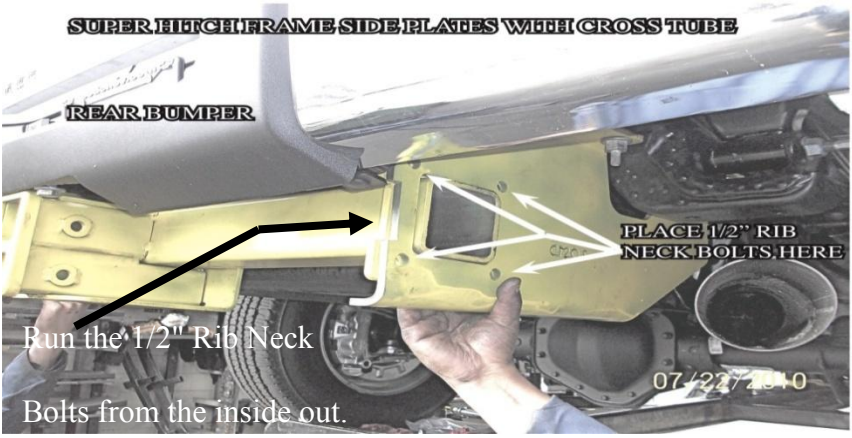
Next, raise up one end of the **Double Receiver Cross Tube** and place the end into the square hole on one of the **Side Plates.** Repeat the process on the other side of the **Double Receiver Cross Tube.**

*Note: We recommend that two people install the **Double Receiver Cross Tube** into the Super Hitch **Side Plates** to avoid personal injury.*

Step 14

Install one **1/2"-13 x 1-1/2" Rib Neck Bolt GRD 8** through each of the four holes in the end of the **Double Receiver Cross Tube** and out through the **Side Plates**. The threads should be facing towards the outside of the vehicle. The **Rib Neck Bolt GRD 8**s will need to be tapped into place with a mallet. Do not draw the **Rib Neck Bolt GRD 8**s into the holes by tightening the nuts. See Photo 14.1.

Photo 14.1

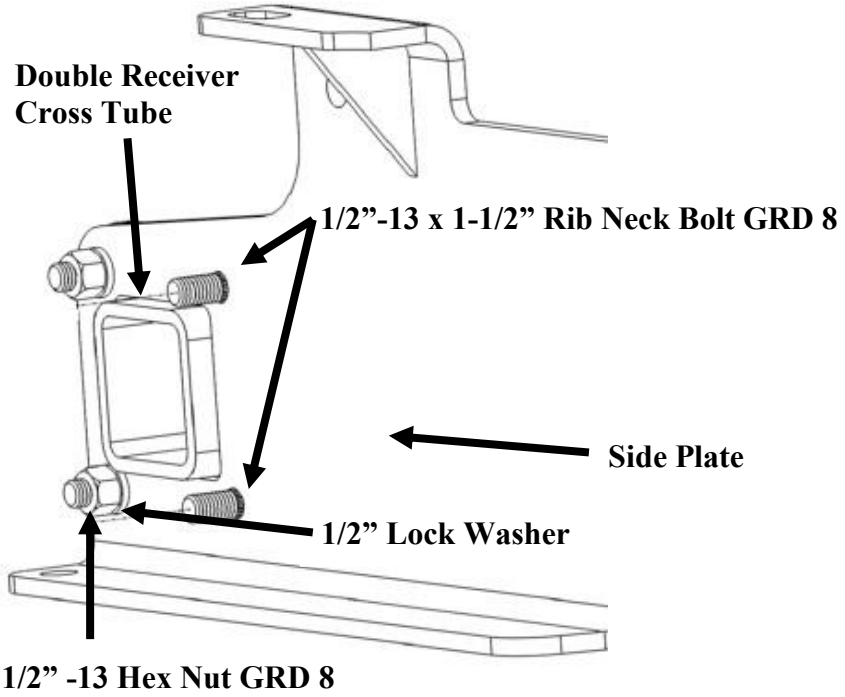


Step 15

Secure each **1/2”-13 x 1-1/2” Rib Neck Bolt GRD 8** on the outside of the **Side Plate** with one **1/2” Lock Washer**, and one **1/2” -13 Hex Nut GRD 8**, hand tighten, see Figure 15.1 for reference.

Note: *If installing an R-Series Rear TD it will be necessary to replace some or all of the Super Hitch Rib Neck Bolts with the* ***1/2"-13 x 2" Grade 8 Hex Bolts*** *Supplied with the R-Series Rear TD and/or this kit.*

Figure 15.1

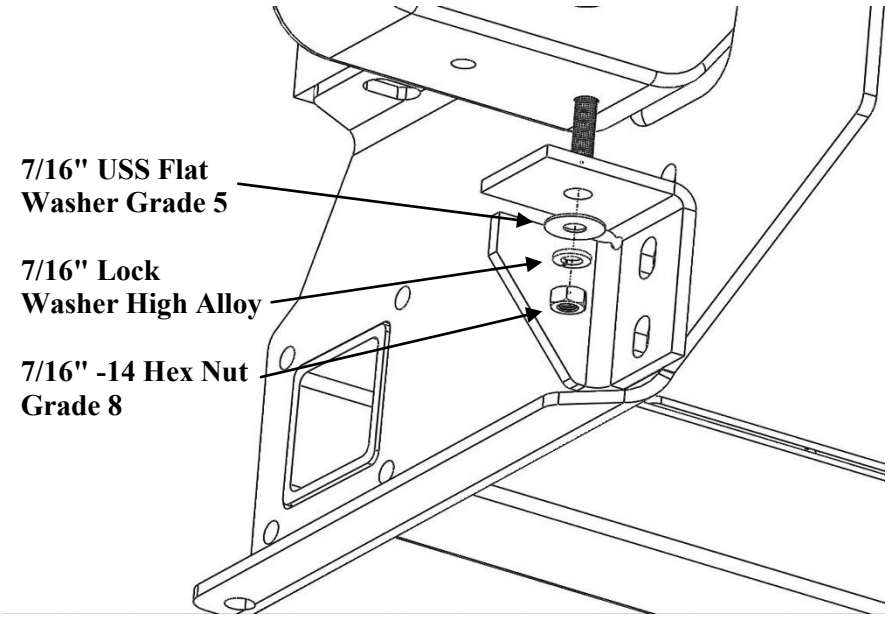


Note: If you are installing a C3216 or C3216A Rear Tie Down, skip step 16 & 17

Step 16

Lift the **Angle Support Bracket** up to the leaf spring perch with the open side facing towards the front of the truck. The side with two holes will face towards the hitch. The previously installed **7/16”-14 x 1-1/2” Hex Bolt GRD 8** will protrude through the side with one hole. Place one **7/16" USS Flat Washer Grade 5,** followed by one **7/16" Lock Washer High Alloy,** and one **7/16" -14 Hex Nut Grade 8** onto the **7/16”-14 x 1-1/2” Hex Bolt GRD 8,** hand tighten. See Figure 16.1.

Figure 16.1

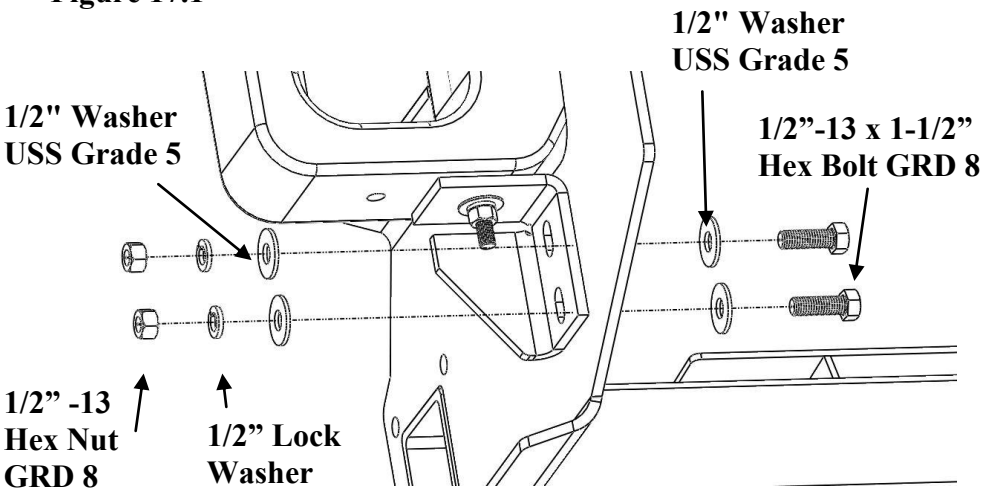


Note: If you are installing a C3216 or C3216A Rear Tie Down, skip step 17

Step 17

Line up the two **Angle Support Bracket** holes with the two holes in the **Side Plates**. Place two **1/2"-13 x 1-1/2" Hex Bolt GRD 8** with one **1/2" Washer USS Grade 5** through each slot in the side plates and out through the **Angle Support Bracket** slots. Place one **1/2" Washer USS Grade 5**, one **1/2" Lock Washer**, and one **1/2" -13 Hex Nut GRD 8** on each, hand tighten. Repeat on other side. See Figure 17.1

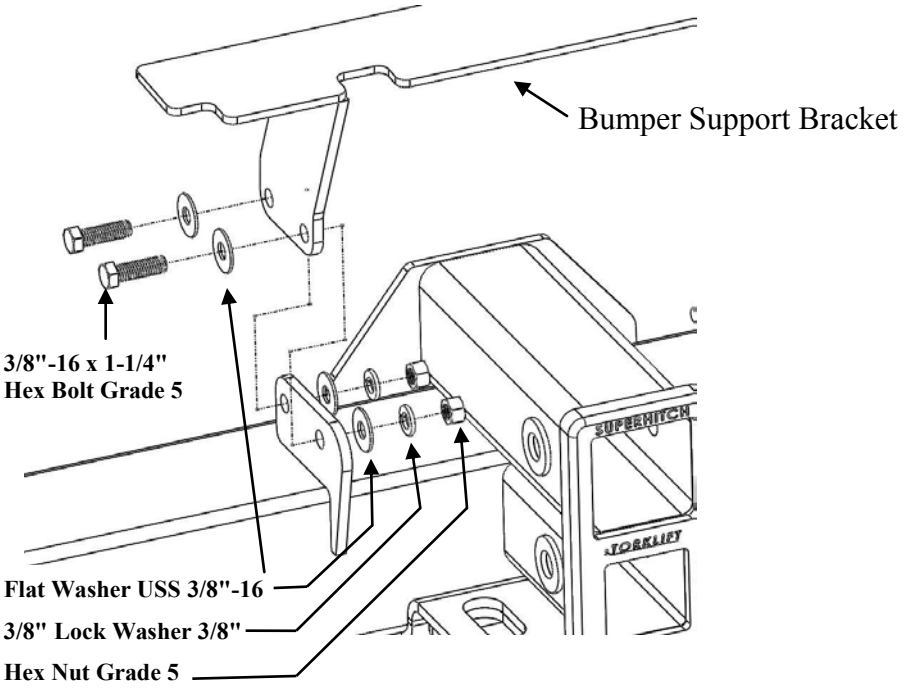
Figure 17.1



Step 18

From behind the **Double Receiver Cross Tube** slide the **Bumper Support Bracket** over the **Double Receiver Cross Tube** and behind the bumper. Rotate the **Bumper Support Bracket** until it is flush with the bottom of the bumper; align the holes on the **Bumper Support Bracket** with the mounting holes on the **Double Receiver Cross Tube**. Install the **3/8" fasteners** as shown below in Figure 18.1 on both sides, hand tighten.

Figure 18.1



Step 19

Torque parts in the following order:

1. **Side Plates** to frame

2. **Double Receiver Cross Tube** to **Bumper Support Bracket**

3. **Double Receiver Cross Tube** to **Side Plates**

4. **Angle Support Brackets** to **Rear Spring Perch** and **Side Plate**
(Skip this step if installing the C3216 or C3216A Rear Tie Down).

Torque Specifications

Torque all **M14 Class 10.9 Bolts** and **1/2" Grade 8 Bolts** to **75 ft-lbs (101 Nm).**

Torque all **M12 Class 10.9 Bolts** and **7/16" Grade 8 Bolts** to **60 ft-lbs (81 Nm).**

Torque all **3/8" Grade 5 Bolts** to **20 ft-lbs (27 Nm).**

Step 20

Reinstall the Spare Tire.

The C1212/C1212-30 Super Hitch Installation is Complete!!

YOUR TOWING EQUIPMENT

HITCH BALLS

Select by gross trailer weight rating, mounting platform thickness, hole size and coupler socket size. Platform must be at least 3/8 inch thick. Hole must not exceed threaded shank diameter by more than 1/16 inch. Use lock washer. Tighten per instructions. When tightened, shank must protrude beyond bottom of nut. Gross trailer weight rating and ball diameter are marked on Hitch balls.

TRAILER COUPLERS

The coupler socket should be smooth, clean and lightly lubricated. Tighten or adjust per coupler manufacturer's instructions.

SAFETY CHAINS

Connect safety chains properly EVERY TIME YOU TOW. Cross chains under coupler. Attach securely to the hitch or tow vehicle so they can't bounce loose. Leave only enough slack to permit full turning. Too much slack may prevent chains from maintaining control if other connections separate. Don't let chains drag on the road.

TRAILER LIGHTS, TURN SIGNALS, ELECTRIC BRAKES AND BREAK AWAY SWITCH CONNECTIONS

Make these safety-critical connections EVERY TIME YOU TOW, no matter how short the trip. Check operation, including electric brake manual control, before getting on the road.

SWAY CONTROLS

Sway controls can lessen the effects of sudden maneuvers, wind gusts and buffeting caused by other vehicles. We recommend them for trailers with large surface areas, such as travel trailers. Adjustable friction models can help control trailers with low tongue weight percentage.

OTHER USEFUL EQUIPMENT

AIR SPRINGS, AIR SHOCKS or HELPER SPRINGS are useful for some hitch applications. A TRANSMISSION COOLER may be necessary for heavy towing. Many states require TOWING MIRRORS on both sides.

TIRE INFLATION

Check often. Follow tow vehicle and trailer manufacturer's recommendations. Improper tire inflation can cause trailer sway.

NO PASSENGERS IN TRAILERS: NEVER allow people in

RECOMMENDED TRUCK CAMPER INSTALLATION INSTRUCTIONS

When securing any heavy load (especially a camper) in your truck bed, your front tie down points should pull the load forward as much as possible. Some camper anchor points may differ with different manufacturers, as well as the camper jack mounting locations. Your Torklift tie down inserts have offset triangular brackets to increase the angle of pull. These are designed to be used in the front facing forward, and the rear facing rearward but can be used in either front or rear. These recommendations are to be considered and followed as a basic rule of thumb . Obviously there will be some applications where this may not be possible. At a minimum, if opposite pull of both front and rear Tiedowns cannot be achieved for whatever reason, you should have at least a forward pull at the front or rear location. If your camper does not come with Rubber Bumpers on the front lower portion of the camper, installing Rubber Bumpers (Torklift has Rubber Bumpers available Part A7001) or using a block of wood such as a 2 x 4 in the bed, will prevent the camper from damaging the front bulk head of the truck bed. Minor movement (or settling) can occur in some incidental harsh driving conditions (on or off road). A rubber bed mat is not a requirement to maintain the lifetime warranty on a Torklift system, but a strong recommendation simply as a safety precaution to protect the truck bed, the bottom of the camper and to give the camper additional support.

TORKLIFT DOES NOT RECOMMEND: Installing your truck camper in your truck on top of a drop in plastic bed liner!!! The drop in plastic bed liners can slide on top of the truck bed surface, and the camper can slide on top of the slick surface of the bed liner. The liner can also act as a spring causing a trampoline effect increasing vertical truck camper movement, independent of the vehicle, possibly resulting in truck bed, and camper damage!

INSTRUCTIONS FOR FINISH MAINTENANCE OF TORKLIFT PRODUCTS

POWDER COATED STEEL:

To keep your Torklift products looking good follow these guidelines. All steel powder coated Torklift products are sandblasted for maximum adhesion and use a high quality industrial urethane based powder coat. Due to the extreme, harsh, undercar environment that your Torklift products live in, (consistently sprayed with corrosive road chemicals such as salt, and road debris), Torklift does not warranty the power coated finish.

To minimize corrosion from these factors on powder coated steel products, Torklift recommends regularly cleaning and inspecting the powder coated surface and touching up any affected areas with an enamel or urethane based aerosol paint product. If there are any areas of surface rust, there are also aerosol spray rust converters available on the market that can be used as a preparation to touch-up paint application. These finish maintenance products are available at any automotive parts supplier.

POLISHED STAINLESS STEEL :

TorkLift utilizes quality grade 304 stainless steel in our stainless steel polished products. 304 stainless

steel is well known for its anti-corrosive properties. However, in some environments such as coastal regions or when coming in contact with some road chemicals, corrosion may occur. For a quick clean simply use WD40 and a cloth rag. We also recommend occasional polishing of our polished stainless products to maintain their attractive finish. Use an approved stainless steel chrome or aluminum mag wheel polish cleaning product which can be purchased from any automotive parts supplier.

Frame Mounted Tie Downs

Leading the camper tie down industry in strength, quality, advanced design and installation. TorkLift TRUE frame mounted tie downs are far superior to all tie down systems available.

The TorkLift system is unique in its design and is patented. Four independent tie down points (with no belly or crossbar) working much like your receiver type trailer hitch as the inserts are removable allowing the system to be virtually undetectable when not in use. They are designed for each make and model to fit tight to the frame so as not to compromise ground clearance. Torklift tie downs are not universal 'one size fits all' therefore all the problems with correct fit for each particular application have been eliminated.

Original SuperHitch & SuperHitch Magnum

High strength extended hitch system engineered for safely towing all types of trailers behind your truck and camper. With a max towing capacity of 14,000 lbs.(6350Kg. with an extension* , (17,000 lbs.(7711Kg) to 20,000 lbs.(9071Kg) without*) the Original SuperHitch and Superhitch Magnum are rated the strongest in the industry.

CONTACT YOUR LOCAL DEALER FOR MORE DETAILS