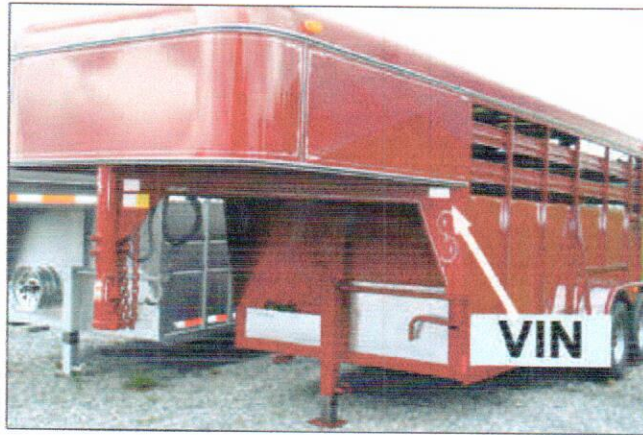


## Coupling to the Tow Vehicle

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### 2.1.1. Trailer Information

The “Trailer VIN Tag” location figure shows the location of the Vehicle Identification Number (VIN) tag on your trailer.



VIN TAG LOCATION ON GOOSENECK



VIN TAG LOCATION ON BUMPER PULL

## Coupling to the Tow Vehicle

MANUFACTURED BY/FABRIQUÉ PAR		DALTON ENTERPRISES, INC.		090004	
GVWR/PMBV: 3100 KG/ 7000 LB1				COLD INFL. PRESS./PRESS. DE GONF. À FROID	
GAWR/PMBE		TIRE/PNEU	RIM/JANTE	KPA (PSI/LPC)	SOL/DUAL
FRI/AV 1501 KG/ 3300 LB1		700-15 8 PLY	5 X 10 J	414 KPA/ 60 PSI	SINGLE
REAR/R 1501 KG/ 3300 LB1		700-15 8 PLY	5 X 10 J	414 KPA/ 60 PSI	SINGLE
<small>THIS VEHICLE CONFORMS TO ALL APPLICABLE STANDARDS PRESCRIBED UNDER THE CANADIAN MOTOR VEHICLE SAFETY REGULATIONS IN EFFECT ON THE DATE OF MANUFACTURE. / CE VÉHICULE EST CONFORME À TOUTES LES NORMES QUI LIY SONT APPLICABLES EN VERTU DU RÈGLEMENT SUR LA VÉHICULES DES AUTOMOBILES DU CANADA EN VIGUEUR À LA DATE DE SA FABRICATION.</small>					
<small>THIS VEHICLE CONFORMS TO ALL APPLICABLE U.S. FEDERAL MOTOR VEHICLE SAFETY STANDARDS (FMVSS) IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.</small>					
VIN/VIN: 5CLM814255R010962		TYPE/TYPE DE VÉHICULE:		TR/REM 710A-OR	

The trailer VIN tag contains the following critical safety information for the use of your trailer.

**GAWR:** The maximum gross weight that an axle can support. It is the lowest of axle, wheel, or tire rating. Usually, the tire or wheel rating is lower than the axle rating, and determines GAWR.

**GVWR:** The maximum allowable gross weight of the trailer and its contents. The gross weight of the trailer includes the weight of the trailer and all of the items within it (such as cargo, water, food and other supplies). GVWR is sometimes referred to as **GTWR** (Gross Trailer Weight Rating), or **MGTW** (Maximum Gross Trailer Weight). GVWR, GTWR and MGTW are all the same rating.

The sum total of the GAWR for all trailer axles may be less than the GVWR for the trailer, because some of the trailer load is to be carried by the tow vehicle, rather than by the trailer axle(s). The total weight of the cargo and trailer must not exceed the GVWR, and the load on an axle must not exceed its GAWR.

**PSIC:** The tire pressure (Pounds per Square Inch) measured when Cold.

**VIN:** The Vehicle Identification Number.

## Coupling to the Tow Vehicle

**EMPTY WEIGHT:** Some information that comes with the trailer (such as the Manufacturer's Statement of Origin) is not a reliable source for "empty" or "net" weight. The shipping documents list average or standard weights and your trailer may be equipped with options. To determine the "empty" or "net" weight of your trailer, weigh it on an axle scale. To find the weight of the trailer using an axle scale, you must know the axle weights of your tow vehicle **without** the trailer coupled. Some of the trailer weight will be transferred from the trailer to the tow vehicle axles, and an axle scale weighs all axles, including the tow vehicle axles.

### **2.1.2. Tow Vehicle**

When equipping a new vehicle or an older vehicle to tow your trailer, ask the vehicle dealer for advice on how to outfit the towing vehicle. Discuss the following information and equipment with the vehicle dealer.

**Overall Carrying and Towing Capacity of Vehicle**  
Vehicle manufacturers will provide you with the maximum capacities of their various models. No amount of reinforcement will give a 100 horsepower, 2,500 pound truck the towing capacity that a 300 horsepower, 5,000 pound truck has.

#### **Towing Hitch**

The towing hitch attached to your tow vehicle must have a capacity equal to or greater than the load rating of the trailer you intend to tow. The hitch capacity must also be matched to the tow vehicle capacity. Only your vehicle dealer can provide and install the proper hitch on your tow vehicle.



## Coupling to the Tow Vehicle

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### Suspension System

Sway bars, shock absorbers, heavy duty springs, heavy duty tires and other suspension components must be able to sufficiently serve the size and weight of the trailer that is going to be towed.

### Brake Controller

The brake controller is part of the tow vehicle and is essential in the operation of the electric brakes on the trailer. Your manufacturer provides electric brakes on trailers with a GVWR of 3,000 pounds or more. The brake controller is not the same as the safety breakaway brake system that may be equipped on the trailer.

### Side View Mirrors

The size of the trailer that is being towed and your state law regulations determine the size of the mirrors. However, some states prohibit extended mirrors on a tow vehicle, except while a trailer is actually being towed. In this situation, detachable extended mirrors are necessary. Check with your dealer or the appropriate state agency for mirror requirements.

### Heavy Duty Flasher

A Heavy Duty Flasher is an electrical component that may be required when your trailer turn signal lights are attached to the tow vehicle flasher circuit.

### Electrical Connector

An Electrical Connector connects the light and brake systems on the trailer to the light and brake controls on the towing vehicle.

### Heavy Duty Engine Oil Cooling System

The tow vehicle engine works harder when a trailer is being towed. Depending on the size of the trailer, you may need to install a separate engine oil cooler. Inadequate cooling may result in sudden engine failure. Ask the tow vehicle dealer if it is necessary to install a heavy duty cooling system.

## Coupling to the Tow Vehicle

### Automatic Transmission Oil Cooler

The automatic transmission of a towing vehicle handles more power when a trailer is being towed. Inadequate cooling will shorten transmission life, and may result in sudden transmission failure. Ask the tow vehicle dealer if it is necessary to install a separate oil cooler for the automatic transmission.

### Fire Extinguisher

It is sensible to have a fire extinguisher in the tow vehicle.

### Emergency Flares and Emergency Triangle Reflectors

It is wise to carry these warning devices even if you are not towing a trailer. It is particularly important to have these when towing a trailer because the hazard flashers of your towing vehicle will not operate for as long a period of time when the battery is running both the trailer lights and tow vehicle lights.

## **2.2. COUPLING AND UNCOUPLING THE TRAILER**

A secure coupling (or fastening) of the trailer to the tow vehicle is essential. A loss of coupling may result in death or serious injury. Therefore, you must understand and follow all of the instructions for coupling.

The following parts are involved in making a secure coupling between the trailer and tow vehicle:

Coupler: A device on the tongue of the trailer that connects to the hitch on the tow vehicle.

Hitch: A device on the tow vehicle that supports the weight of the trailer tongue and pulls the trailer. The coupler attaches to the hitch.

Safety chains: If the coupler connection comes loose, the safety chains can keep the trailer attached to the tow vehicle. With properly rigged safety chains, it is possible to keep the tongue of the trailer from digging into the road

## Coupling to the Tow Vehicle

pavement, even if the coupler-to-hitch connection comes apart.

Trailer lighting (and braking) connector: A device that connects electrical power from the tow vehicle to the trailer. Electricity is used to turn on brake lights, running lights, and turn signals as required. In addition, if your trailer has a separate braking system, the electrical connector will also supply power to the brakes from the tow vehicle.

Breakaway switch: If the coupler connection comes loose, the breakaway switch can actuate emergency electrical brakes on the trailer. The breakaway switch must be rigged to the tow vehicle with appropriate slack that will activate the switch if the coupler connection comes loose.

Jack: A device on the trailer that is used to raise and lower the coupler. The jack is sometimes called the "landing gear."

## Coupling to the Tow Vehicle

### ^ WARNING

An improperly coupled trailer can result in death or serious injury.

Do not move the trailer until:

- The coupler is secured and locked to hitch;
- The safety chains are secured to the tow vehicle; and
- The trailer jack(s) are fully retracted.

Do not tow the trailer on the road until:

- Tires and wheels are checked;
- The trailer brakes are checked;
- The breakaway switch is connected to the tow vehicle;
- The load is secured to the trailer; and
- The trailer lights are connected and checked.

### VARIOUS COUPLER DESIGNS . . .

Trailers are produced with a variety of coupler devices. One of the sections below will pertain to your trailer.

- ◆ Ball Hitch Coupler
- ◆ Gooseneck Hitch Coupler

If the coupler on your trailer does not resemble one of the couplers shown in the figures, see the separate coupler instructions. If you do not have separate coupler instructions, call Dalton Enterprises, Inc. (276) 686-9178



## Coupling to the Tow Vehicle

### **2.2.1. Trailer with Ball-Hitch Coupler**

A ball hitch coupler connects to a ball that is located on or under the rear bumper of tow vehicle. This system of coupling a trailer to a tow vehicle is sometimes referred to as “bumper pull.”

A ball hitch trailer may be fitted with a tongue jack that can raise and lower the coupler. The tongue jack is mounted to the A-frame (front, or tongue) part of the trailer. By rotating the jack handle clockwise, the jack will extend and raise the tongue of the trailer.



Trailer with Ball-hitch Coupler

We have utilized a Ball Hitch coupler that is suitable for the size and weight of the trailer. The load rating of the coupler and the necessary ball size are listed on the trailer tongue. You must provide a hitch and ball for your tow vehicle, where the load rating of the hitch and ball is equal to or greater than that of your trailer. Also, the ball size must be the same as the coupler size. If the hitch ball is too small, too large, is underrated, is loose or is worn, the trailer can come loose from the tow vehicle, and may cause death or serious injury.



## Coupling to the Tow Vehicle

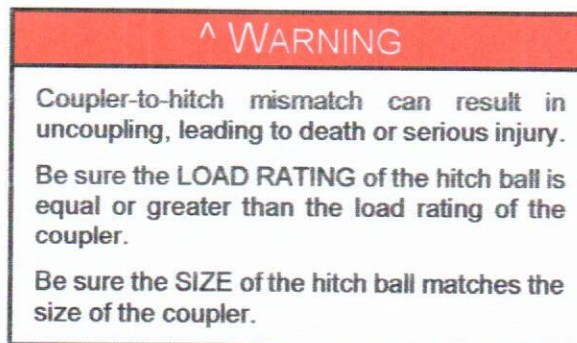
THE TOW VEHICLE, HITCH AND BALL MUST HAVE A RATED TOWING CAPACITY EQUAL TO OR GREATER THAN THE TRAILER Gross Vehicle Weight Rating (GVWR).

IT IS ESSENTIAL THAT THE HITCH BALL BE OF THE SAME SIZE AS THE COUPLER.

The ball size and load rating (capacity) are marked on the ball; hitch capacity is marked on the hitch.

### 2.2.1.1. Before coupling the trailer to the tow vehicle

Be sure the size and rating of the hitch ball match the size and rating of the coupler. Hitch balls and couplers are marked with their size and rating.



- ◆ Wipe the hitch ball clean and inspect it visually and by feel for flat spots, cracks and pits.

## Coupling to the Tow Vehicle

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### ^ WARNING

A worn, cracked or corroded hitch ball can fail while towing, and may result in death or serious injury.

Before coupling trailer, inspect the hitch ball for wear, corrosion and cracks.

Replace worn or damaged hitch ball.

- ◆ Rock the ball to make sure it is tight to the hitch, and visually check that the hitch ball nut is solid against the lock washer and hitch frame.
- ◆ Wipe the inside and outside of the coupler clean and inspect it visually for cracks and deformations; feel the inside of the coupler for worn spots and pits.
- ◆ Be sure the coupler is tight to the tongue of the trailer. All coupler fasteners must be visibly solid against the trailer frame.

### ^ WARNING

A loose hitchball nut can result in uncoupling, leading to death or serious injury.

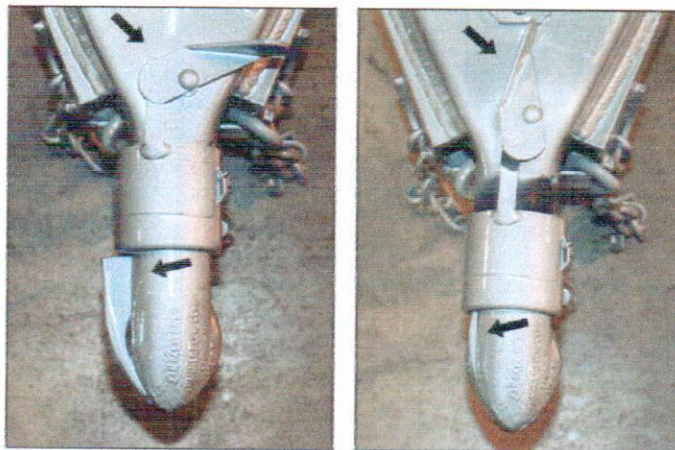
Be sure the hitch ball is tight to the hitch before coupling the trailer.

- ◆ Raise the bottom surface of the coupler to be above the top of the hitch ball. Use the jack if one is provided; otherwise, use wood or concrete blocks to support the trailer tongue.

## Coupling to the Tow Vehicle

### 2.2.1.2. Prepare the coupler and hitch

- ◆ Lubricate the hitch ball and the inside of the coupler with a thin layer of automotive bearing grease. If your trailer is equipped with a jack, raise the coupler above the ball height.
- ◆ Open the coupler locking mechanism. Ball couplers have a locking mechanism with an internal moving piece and an outside handle.
  - In the open position, the coupler is able to drop fully onto the hitch ball.
  - See the coupler instructions for details of placing the coupler in the “open” position.
- ◆ Slowly back up the tow vehicle so that the hitch ball is near or aligned under the coupler, if the trailer jack has raised the coupler.



OPEN

CLOSED

BALL HITCH COUPLER MECHANISM

## Coupling to the Tow Vehicle

### 2.2.1.3. Couple the trailer to the tow vehicle

If your trailer does not have a jack, you will have to lift the coupler and place it over the ball.

- ◆ If you have a jack, lower the trailer until the coupler fully engages the hitch ball. If the coupler does not line up with the hitch ball, adjust the position of the tow vehicle.
- ◆ Engage the coupler locking mechanism. In the engaged position, the locking mechanism securely holds the coupler to the hitch ball.
- ◆ Insert a pin or lock through the hole in the locking mechanism.
- ◆ Be sure the coupler is all the way on the hitch ball and the locking mechanism is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1 inch, after the coupler is locked to the hitch

#### **^ Notice**

Overloading can damage the tongue jack. Do not use the tongue jack to raise the tow vehicle more than 1 inch.

**If the coupler cannot be secured to the hitch ball, do not tow the trailer.** Call Dalton Enterprises, Inc. at (276)686-9178 for assistance.

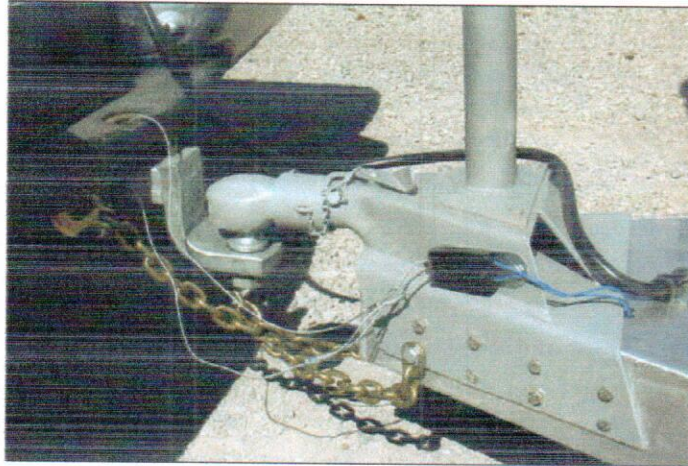
- ◆ Lower the trailer so that its entire tongue weight is held by the hitch, and continue retracting the jack to its fully retraced position.



## Coupling to the Tow Vehicle

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### 2.2.1.4. Rig the safety chains



- ◆ Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.
- ◆ Rig the safety chains so that they:
  - cross underneath the coupler;
  - loop around a frame member of the tow vehicle or to holes provided in the hitch system (but, do **not** attach them to an interchangeable part of the hitch assembly); and
  - have enough slack to permit tight turns, but not be close to the road surface, so if the trailer uncouples, the safety chains can hold the tongue up above the road.

## Coupling to the Tow Vehicle

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### ^ WARNING

Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer uncouples from the tow vehicle.

- Fasten chains to frame of tow vehicle. Do not fasten chains to any part of the hitch unless the hitch has holes or loops specifically for that purpose.
- Cross chains underneath hitch and coupler with enough slack to permit turning and to hold tongue up, if the trailer comes loose.

#### 2.2.1.5. Attach and test electric breakaway brake system

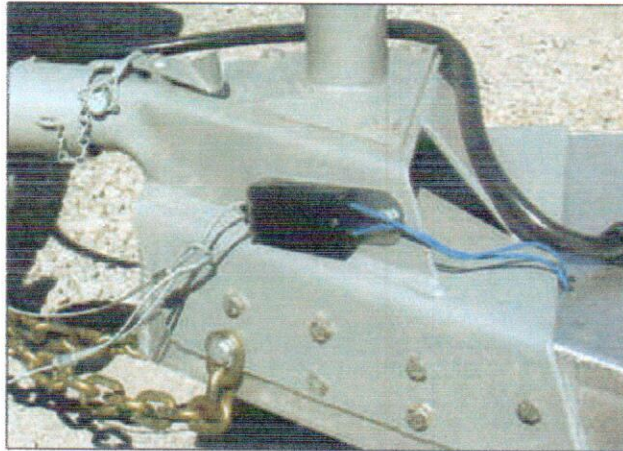
If the coupler or hitch fails, a properly connected and working breakaway brake system will apply electric brakes on the trailer. The safety chains will keep the tow vehicle attached and as the brakes are applied at the trailer's axles, the trailer/tow vehicle combination will come to a controlled stop.

The breakaway brake system includes a battery, a switch with a pullpin, and a breakaway brake controller. Read and follow the instructions here as well as the instructions that have been prepared by the breakaway brake controller manufacturer. If you do not have these instructions, call Dalton Enterprises, Inc. at (276) 686-9178.

The breakaway brake system may be fitted with a charging facility that draws power from the tow vehicle. If the electrical system on your tow vehicle does not provide power to the breakaway brake battery, you must periodically charge the battery to keep the breakaway brake system in working order.

## Coupling to the Tow Vehicle

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- ◆ Connect the pullpin cable to the tow vehicle so that the pullpin will be pulled out before all of the slack in the safety chains is taken up (see Breakaway Brake System figure). Do **not** connect the pullpin cable to a safety chain or to the hitch ball or hitch ball assembly. This would keep the breakaway brake system from operating when it is needed.
- ◆ Remove the pullpin from the switch and test tow the trailer, at less than 5 m.p.h. You should feel the trailer resisting being towed, but the wheels will not necessarily be locked. If the brakes do not function, do not tow the trailer until brakes are repaired.
- ◆ Immediately replace the pullpin. The breakaway brake system battery discharges rapidly when the pullpin is removed.

## Coupling to the Tow Vehicle

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### ^ WARNING

An ineffective breakaway brake system can result in a runaway trailer, leading to death or serious injury, if the coupler or ball hitch fails.

Connect the breakaway cable to the tow vehicle; and NOT to the hitch, ball or support.

Before towing the trailer, test the function of the breakaway brake system. If the breakaway brake system is not working, do not tow the trailer. Have it serviced or repaired.

Do **not** tow the trailer with the breakaway brake system ON because the brakes will overheat which can result in permanent brake failure.

### ^ WARNING

Failure to replace the pullpin will prevent brakes from working, leading to loss of control, serious injury or death.

If you do not use your trailer for three or more months, or during winter months:

- Store the battery indoors; and
- Charge the battery every three months.

Replace the breakaway brake battery according to the battery at intervals specified by manufacturer.



## Coupling to the Tow Vehicle

### 2.2.1.6. Connect the electrical cables

Connect the trailer lights to the tow vehicle's electrical system using the electrical connectors.



(Disconnected)



(Connected)

- ◆ Check all lights for proper operation.
  - Clearance and Running Lights (Turn on tow vehicle headlights).
  - Brake Lights (Step on tow vehicle brake pedal).
  - Turn Signals (Operate tow vehicle directional signal lever).
  - Backup Lights (Put tow vehicle gear shift into reverse).
  
- ◆ Check electric brakes for proper operation

If your trailer has electric brakes, your tow vehicle will have an electric brake controller that sends power to the

## Coupling to the Tow Vehicle

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trailer brakes. Before towing the trailer on the road, you must operate the brake controller while trying to pull the trailer in order to confirm that the electric brakes operate. While towing the trailer at less than 5 m.p.h., manually operate the electric brake controller in the tow vehicle cab. You should feel the operation of the trailer brakes.

### ^ WARNING

Improper electrical connection between the tow vehicle and the trailer will result in inoperable lights and electric brakes, and can lead to collision.

Before each tow:

- Check that the taillights, brake lights and turn signals work
- Check that the electric brakes work by operating the brake controller inside the tow vehicle

## Coupling to the Tow Vehicle

### 2.2.1.7. Uncoupling the Ball Hitch Trailer with Tongue Jack

Follow these steps to uncouple your ball hitch trailer from the tow vehicle:

- Block trailer tires to prevent the trailer from rolling, before jacking the trailer up.
- Disconnect the electrical connector.
- Disconnect the breakaway brake switch cable. Promptly replace the pullpin in the switchbox.
- Disconnect the safety chains from the tow vehicle.
- Unlock the coupler and open it.
- Before extending jack, make certain the ground surface below the jack pad will support the tongue load.
- Rotate the jack handle (or crank) clockwise. This will slowly extend the jack and transfer the weight of the trailer tongue to the jack.

### 2.2.2. Trailer with Gooseneck Coupler and Drop-leg Jack

A gooseneck coupler on the trailer connects to a gooseneck ball that you must have installed in the bed of the tow vehicle. This system of coupling a trailer to a tow vehicle permits the tow vehicle to turn to sharper angles than are permitted by a bumper hitch system. A gooseneck coupler consists of a tube in an inverted “U” shape and a gooseneck ball receiver. “Trailer with Gooseneck Hitch Coupler” figure shows a trailer with a gooseneck coupler.

## Coupling to the Tow Vehicle

IT IS ESSENTIAL THAT THE GOOSENECK BALL BE OF THE SAME SIZE AS THE GOOSENECK BALL RECEIVER.

The gooseneck ball size and load rating (capacity) are marked on the ball; hitch capacity is marked on the hitch.

### ^ WARNING

Coupler-to-hitch mismatch can result in uncoupling, leading to death or serious injury.

Be sure the LOAD RATING of the hitch ball is equal or greater than the load rating of the coupler.

Be sure the SIZE of the hitch ball matches the size of the coupler.

The height of the ball receiver on the trailer must be adjusted to match the height of the gooseneck ball on your tow vehicle, so that:

- there is clearance between the bottom of the trailer and the sides of the tow vehicle bed; and
- the trailer is level and allows equal weight distribution on tandem axles.

The “Gooseneck Ball Receiver and Height Adjustment” figure shows the gooseneck height adjustment. The gooseneck height adjustment bolts, which have a “cup” that makes a gripping impression into the gooseneck tube, must be tight so that the trailer does not drop to a lower position. Do not over-tighten because the tube can be deformed. After tightening the bolts, tighten the jam nuts on the bolts.



## Coupling to the Tow Vehicle

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Gooseneck Ball Receiver and Height Adjustment

### ^ WARNING

Improper gooseneck height adjustment can result in overloaded tires, blowout and loss of control, leading to death or serious injury.

Adjust the gooseneck receiver so that the loaded trailer is level.

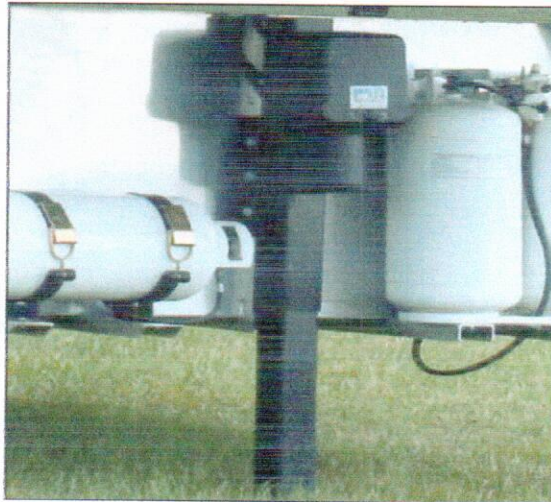
A trailer having a gooseneck hitch will have one or two drop leg jacks for raising and lowering the gooseneck ball receiver. Because we use several drop leg jack mechanisms, the general instructions below may vary slightly from the jack manufacturer's instructions. If the trailer jack on your trailer does not resemble the jack shown in the figures, follow the jack instructions provided by the jack manufacturer. If you do not have these instructions, call Dalton Enterprises, Inc. at (276)686-9178 for a copy.

## Coupling to the Tow Vehicle

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Drop-leg Jack



Electric-Hydraulic Jack

## Coupling to the Tow Vehicle

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Spring Loaded Jack

Before attempting to tow the trailer:

- ◆ Be sure the size and rating of the gooseneck ball match the size and rating of the receiver. Gooseneck balls and receivers are marked with their size and ratings.
- ◆ Wipe the gooseneck ball clean and inspect it visually and by feel for flat spots, cracks and pits.

### **^ WARNING**

A worn, cracked or corroded gooseneck ball can fail while towing, and may result in death or serious injury.

Before coupling the trailer, inspect the gooseneck ball for wear, corrosion and cracks; and replace worn or damaged gooseneck ball.

- ◆ Rock the ball to make sure it is tight to the ball support and visually check that the gooseneck ball nut

## Coupling to the Tow Vehicle

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is solid against the lock washer and ball support frame.

### **^ WARNING**

A loose gooseneck ball can result in uncoupling, leading to death or serious injury. Be sure the gooseneck ball nut is tight before coupling the trailer.

- ◆ Wipe the inside and outside of the receiver clean and inspect it visually for cracks; and feel the inside of the receiver for worn spots and pits. If any of these conditions exist, have the receiver replaced before coupling the trailer.
- ◆ Lubricate the inside of the gooseneck ball receiver with automotive bearing grease.
- ◆ Be sure the receiver is tight to the trailer. All receiver fasteners must be visibly solid against the trailer frame.
- ◆ Release the jack handle or crank from its holder (see “Drop Leg Jack” figure).
- ◆ Make certain the ground beneath the jack foot is firm enough to support the tongue weight.
- ◆ Rotate the handle/crank clockwise to raise the bottom surface of the gooseneck to be above the top of the gooseneck ball.



## Coupling to the Tow Vehicle

### 2.2.2.1. Prepare the ball receiver and gooseneck ball

- ◆ Release the lock plate on the gooseneck ball receiver. With the spring-loaded lock plate locking pin in the OPEN position, rotate the lock plate to a position that allows the gooseneck ball to enter the receiver (see “Gooseneck Ball Receiver and Height Adjustment” figure).
- ◆ Slowly back up the tow vehicle so that the gooseneck ball is aligned under the gooseneck ball receiver.



Closed



Open

Gooseneck Ball Receiver

## Coupling to the Tow Vehicle

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### ^ WARNING

If the trailer drops during coupling, death or serious injury may result.

There must be no one under the trailer or coupler before or during the coupling operation.

#### 2.2.2.2. Couple the trailer to the tow vehicle

- ◆ Rotate the jack handle counter-clockwise. This will retract the jack causing the gooseneck ball receiver to drop down so it can fully engage the gooseneck ball and transfer the weight of the trailer tongue to the towing vehicle hitch. If the receiver does not line up with the ball, raise the receiver again and adjust the position of the tow vehicle. Then lower the receiver over the ball. When the drop leg base is no longer resting on the ground, the towing vehicle hitch is holding all of the weight of the trailer tongue.
- ◆ Close the lock plate on the gooseneck ball receiver.
- ◆ Move the spring-loaded lock plate locking pin to the CLOSED position. Be sure the locking pin is holding the lock plate.
- ◆ Be sure the receiver is all the way on the gooseneck ball and the lock plate is engaged. A properly engaged locking mechanism will allow the coupler to raise the rear of the tow vehicle. Using the trailer jack, test to see that you can raise the rear of the tow vehicle by 1 inch.

## Coupling to the Tow Vehicle

### ^ Notice

Overloading can damage the drop leg jack. Do not use the drop leg jack to raise the tow vehicle more than 1 inch.

**If the gooseneck ball cannot be secured to the receiver, do not tow the trailer.** Call Dalton Enterprises, Inc. at (276)686-9178 for assistance.

#### Spring Loaded Jack

- ◆ Spring loaded jack can be identified as not having a handle on the base foot of the jack.
- ◆ After testing to see that the receiver is properly secured and locked to the ball, retract the jack to its fully retracted position.
- ◆ Return the drop legs to their upper positions. The drop legs are held in the lowered position with a plunger pin. Rotating the plunger pin while pulling it outward will cause it to come out of engagement with the drop leg and the leg will rapidly rise.



Drop Leg Spring Loaded Jack

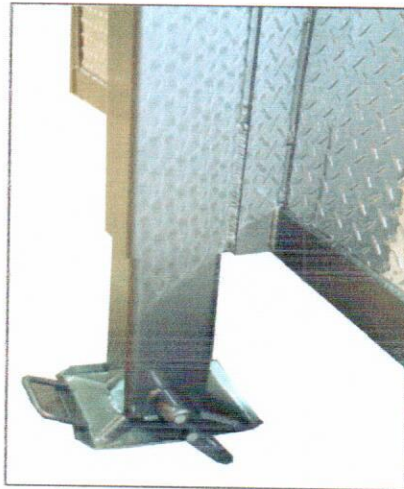
## Coupling to the Tow Vehicle

### ^ Caution

The drop legs are heavily spring loaded in the lowered position. They will rapidly return to the upper position when released and can inflict serious bruises, scrapes or pinching.

Keep your feet, shins and hands well clear of the drop legs and drop leg bases when releasing the drop legs.

Always wear shoes or boots while performing this operation



Drop Leg Mechanism Manual Jack



## Coupling to the Tow Vehicle

### Manual Jack

Manual jack drop leg can be identified by having a handle on the base leg of the jack.

To raise the jack the plunger pin must be rotated to disengage the pin or the disengagement/engagement lever must be pushed downward or the loop handle must be pushed downward to disengage the pin. The drop leg must then be grabbed by the handle and pulled manually to the desired upward position. Rotate or raise the handle to engage the plunger pin securely.

### 2.2.2.3. Rig the safety chains

- ◆ Visually inspect the safety chains and hooks for wear or damage. Replace worn or damaged safety chains and hooks before towing.
  
- Rig the safety chains so that they attach to the “safety chain receivers” on the hitch. If you are not certain of the hitch provisions for receiving safety chains, contact the hitch manufacturer or installer. Do NOT attach the safety chains to the gooseneck ball or its support; and
- Rig the safety chains so they have sufficient slack to permit turning, but not too much slack – the safety chains must keep the gooseneck on the tow vehicle bed if the trailer uncouples.

## Coupling to the Tow Vehicle

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### ^ WARNING

Improper rigging of the safety chains can result in loss of control of the trailer and tow vehicle, leading to death or serious injury, if the trailer uncouples from the tow vehicle.

- Fasten chains to safety chain receivers on the hitch, not to ball.
- Have sufficient slack to permit turning and to keep gooseneck on bed of trailer, if the trailer comes loose.

#### 2.2.2.4. Attach and test the breakaway brake system

If the coupler or hitch fails, a properly connected and working breakaway brake system will apply electric brakes on the trailer. The safety chains will keep the tow vehicle attached and as the brakes are applied at the trailer's axles, the trailer/tow vehicle combination will come to a controlled stop.

The breakaway brake system includes a battery, a switch with a pullpin, and a breakaway brake controller. Read and follow the instructions here as well as the instructions that have been prepared by the breakaway brake controller manufacturer. If you do not have these instructions, call Dalton Enterprises, Inc. at (276) 686-9178.