WEIGHT DISTRIBUTION HITCH

MODEL TTR800, TTR1200, TTQF800, TTQF1200

INSTALLATION INSTRUCTION

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NOT DESIGNED FOR OFF ROAD USE

FIGURE A

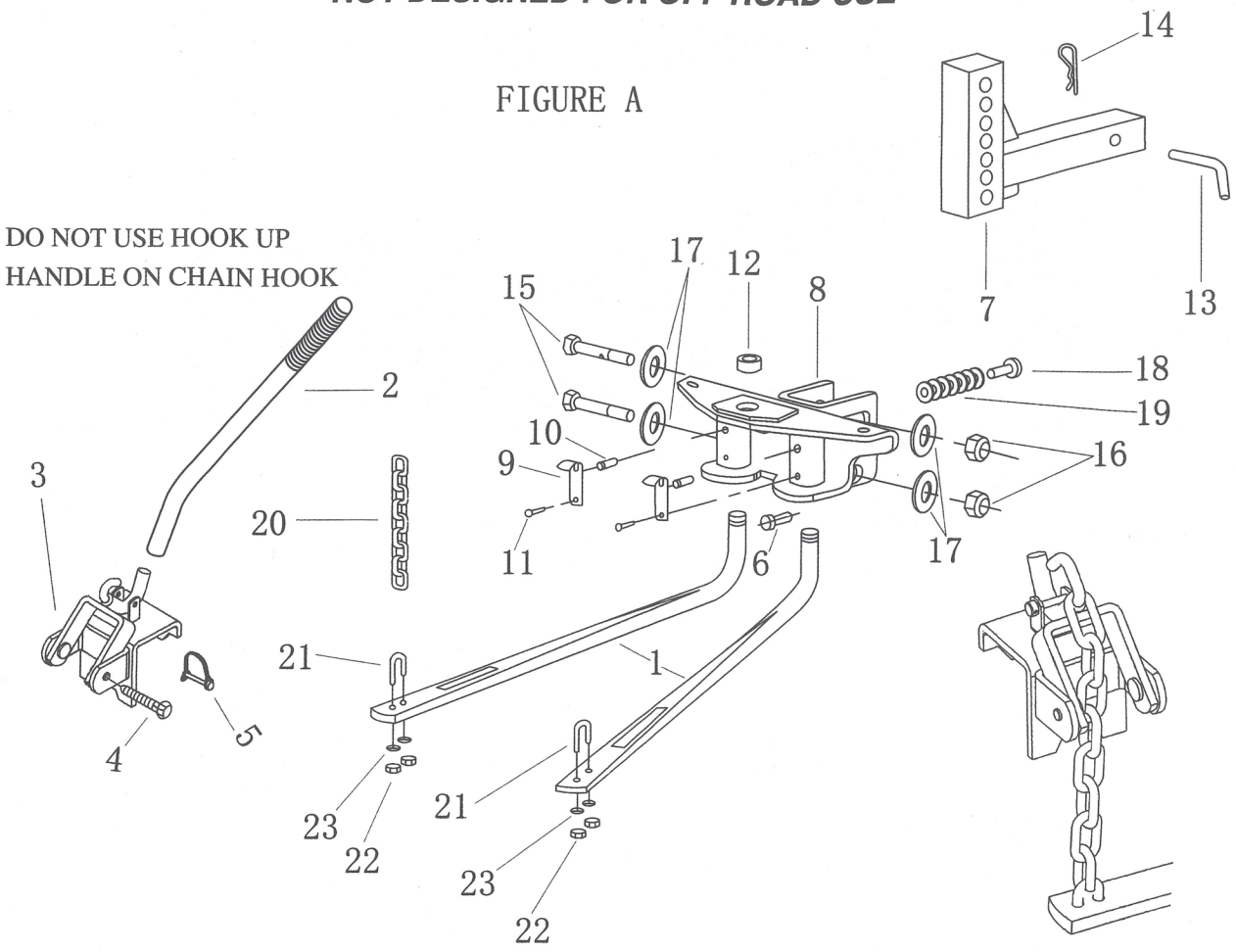


FIGURE B

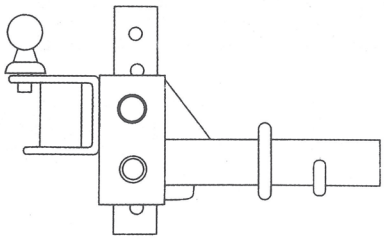


FIGURE D

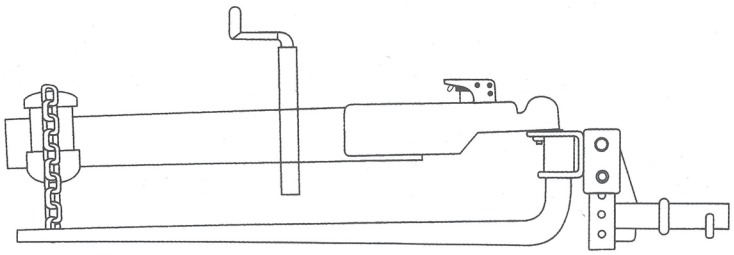
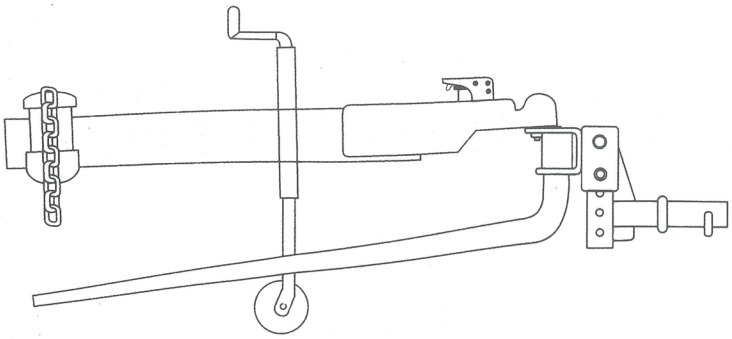


FIGURE C



MODEL TTR800, TTR1200, TTQF800, TTQF1200
WEIGHT DISTRIBUTION HITCH

1. CHECK ALL PARTS.

	QTY	DISCRIPTIONS
ITEM#1	2	800#,1200# ROUND BARS ARE NOT INTERCHANGABLE
ITEM#2	1	PIPE HANDLE
ITEM#3	2	SNAP UP BRACKETS
ITEM#4	2	1/2×4 BOLT
ITEM#4-1	2	1/2×2 BOLT
ITEM#5	2	HOOP PIN
ITEM#6	1	5/8×1 1/2 GR 5 SET BOLT
ITEM#7	1	SHANK BAR
ITEM#8	1	HITCH HEAD
ITEM#9	2	SPRING CLIP
ITEM#10	2	SET KEY
ITEM#11	2	DRIVE RIVET
ITEM#12	1	1 1/4" TO 1" BUSHING
ITEM#13	1	5/8 HITCH PIN
ITEM#14	1	R PIN
ITEM#15	2	3/4×5 GR 5 BOLT
ITEM#16	2	3/4 LOCKNUT ***(DO NOT REUSE LOCKNOT MUST BE REPLACED IF REMOVED)***
ITEM#17	4	3/4 FLATWASHER
ITEM#18	1	ADJUSTMENT BOLT
ITEM#19	7	1/2" FLATWASHERS
ITEM#20	2	LIFT CHAIN
ITEM#21	2	3/8 U-BOLTS
ITEM#22	4	3/8 NUTS ***(DO NOT REUSE LOCKNOT MUST BE REPLACED IF REMOVED)***
ITEM#23	4	3/8 LOCKWASHERS

2. ASSEMBLY OF HITCH

A. PUT SHANK BAR IN HITCH OF VEHICLE.
B. INSTALL 5/8 PIN & R PIN THROUGH HOLE IN HITCH.
C. ASSEMBLE HITCH HEAD TO SHANK BAR(FIGURE B).
D. ASSEMBLE BALL TO HITCH HEAD(FIGURE B).
E. **WARNING:** NEVER TOW MORE WEIGHT THAN THE RATING OF THE BALL OR WEIGHT DISTRIBUTION HITCH, WHICH EVER IS LOWER.
F. INSERT 3/4×5" BOLTS, 2 FLAT WASHERS AND 2 LOCKNUTS EACH SIDE OF HITCH HEAD. THIS WILL HOLD HITCH HEAD ON, SHANK(FIGURE A).
G. USE(#6) SET BOLT AND(18#)(#19) ADJUSTMENT BOLT TO LEVEL HITCH HEAD.
H. BALL SHOULD TILT BACK AWAY FROM VEHICLE (WHEN FULLY INSTALLED WITH BARS. BALL SHOULD BE LEVEL).
I. TIGHTEN HITCH BALL TO RECOMMENDED TORQUE.

3. ASSEMBLY OF SPRING BARS

A. USING (#21)U-BOLTS, NUTS AND LOCK WASHER TO ATTACH TO SPRING BARS, USE GREASE TO LUBE GROVE AND TOP OF BAR.(FIGURE C)
B. INSERT SPRING BARS INTO BOTTOM OF HITCH HEAD. A SNAP WILL BE HEAR WHEN GROVE OF BAR AND SET KEY SET TOGETHER.

C. REMOVE HOOP PIN TO RELEASE SPRING BAR.

4. INSTALL HITCH TO COUPLER ON TRAILER. DO NOT PUT FULL WEIGHT ON HITCH YET.

5. HOOK UP SNAP UP BRACKETS

A. USE WITH A-FRAME ONLY, USE (#4) BOLT TO HOLD TO A-FRAME ON EACH SIDE.

B. ATTACH SNAP UPS SO CHAIN ON SPRING BAR IS STRAIGHT UP (VERTICAL).

C. INSERT CHAIN ONTO CHAIN HOOK ON SNAP UP BRACKET.

D. THE SPRING BAR SHOULD BE LEVEL WHEN SNAP UP BRACKET IS RAISED AND LOCKED WITH #5 HOOP PIN (ON BOTH SIDES). DO NOT USE HOOK UP HANDLE ON CHAIN HOOP

E. ADJUST THE SPRING BAR WITH LINKS IN CHAIN UP OR DOWN (ON BOTH SIDES).

F. CHAIN MUST NOT TWIST.

G. LET JACK DOWN ON TRAILER TO GIVE FULL WEIGHT ON HITCH.

6. ADJUSTING HITCH

A. HITCH WILL SETTLE. MAKE SURE THE SPRING BARS AND HITCH HEAD ARE LEVEL AND PARALLEL TO FLAT GROUND.

B. USE THE SAME AMOUNT OF LINKS ON EACH SIDE.

C. IF READJUSTING IS NEEDED; HITCH CAN BE ADJUSTED BY ADDING OR SUBTRACTING WASHERS FROM #18.

D. CHAIN CAN BE ADJUSTED BY LOWERING OR RAISING THE NUMBER OF CHAIN LINKS USED IN THE HOOK ON THE SNAP UP BRACKET.

E. USE #2 PIPE TO ROTATE HOOK IN THE UPRIGHT AND LOCKED POSITION.

WARNING: YOU MUST USE #5 ANGLE R-PIN TO HOLD SNAP UP BRACKET IN PLACE. SOME BENDING MAY BE REQUIRED ON CLIP.

7. TIGHTEN ALL BOLTS

A. WITH SPRING BARS TIGHT AND HOOKED UP.

B. #4 BOLT TIGHTEN. PLUS 1/4 TURN.

C. #6 BOLT, 50 FT LBS.

D. #15 BOLTS MUST BE TIGHTENED ENOUGH SO THERE IS NO MOVEMENT BETWEEN HITCH HEAD #8 AND HITCH BAR #7, #15 BOLT,250FT LBS.

8. CHECK HITCH BEFORE TOWING

A. BALL AND NUT.

B. COUPLER LOCKED.

C. ALL FASTENERS.

D. 5/8 PIN & CLIP TO RECEIVER.

E. SNAP UP BRACKETS WITH #5 HOOP PIN.

9. MAINTENANCE OF HITCH

A. LUBE ALL MOVING PARTS DAILY.

B. GREASE SPRING BARS DAILY.

C. CHECK FOR WEAR AND REPLACE IF WORN DAILY.

D. CHECK ALL BOLTS FOR TIGHTNESS AND RE-TORQUE DAILY. IF NEEDED.

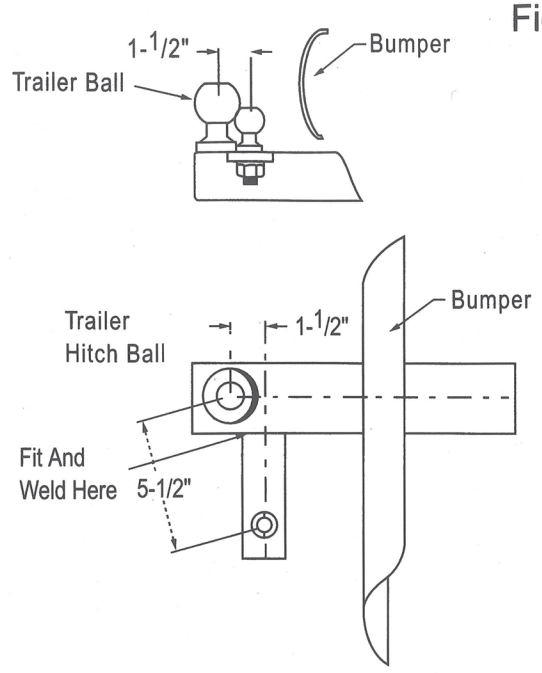
****DO NOT EXCEED VEHICLE MANUFACTURER'S TOWING CAPACITY****

MANUFACTURER PRO EAGLE WARRANTS TO THE ORIGINAL RETAIL PURCHASER ITS PRODUCTS TO BE FREE FROM DEFECTS IN WORKMANSHIP AND MATERIALS FOR SO LONG AS PRODUCT IS OWNED BY ORIGINAL PURCHASER. NORMAL WEAR AND TEAR, ABUSE AND MISUSE EXCEPTED.

- **Warning, by towing a trailer, you change the handling characteristics of the tow vehicle.**
- **Warning, short wheel base vehicles may induce sway when towing a trailer. USE EXTREME CAUTION.**
- **Any welding should be done by a qualified welding shop.**

Installation instructions:
Most weight distributing ball mounts come equipped with a sway control ball plate attached. If so, attach the sway control ball to the ball mount using the hole provided. If no sway control ball hole is provided, then use the ball mount bar provided and weld to the ball mount as shown in figure 1.
Measure 24" straight back from the center of the coupler to the right hand side of the trailer frame to determine the location of the trailer tongue ball plate. the trailer tongue ball must be centered on the 24" measurement. Transfer the punch holes from the trailer tongue ball plate to the trailer frame and drill 11/32" holes. Attach the trailer tongue ball plate and the trailer tongue ball to the trailer frame using the self tapping screws provided. See figure 2.

Fig.1



Warning! The sway control CANNOT be used on trailers with surge brakes! DO NOT speed up if sway occurs. Sway increases with speed. If sway continues, stop the vehicle and inspect all equipment and trailer loading until the cause has been determined and corrected. Trailers should be loaded with heavy items on the floor, in front of the axle. The load should be balanced side to side. Tongue weight should be 10-15% of gross trailer weight for most trailers. Insufficient tongue weight or tail heavy trailers can cause sway. When towing in slippery conditions, such as wet, icy, gravel or snow covered roads, the sway control must be removed. Never paint or lubricate the slide bar.

Use:
Hook up the trailer to the tow vehicle. Lubricate the threads on the handle with a drop of oil. Attach the socket on the slide bar to the sway control ball on the ball mount. Secure in place, using a spring clip. Turn the On/Off handle 3 turns counterclockwise to release tension. Place the socket on the main body onto the trailer tongue ball. Secure in place, using a spring clip.
Turning the On/Off handle clockwise, tighten firmly until the handle is parallel with the main body. With a second person watching the sway control and trailer, slowly back the trailer in both directions to a jackknife position and check that the sway control does not hit the bumper or trailer frame and that it does not become fully compressed or come apart If any of these items occur when jackknifed, the sway control must be removed while backing. Road and weather conditions, loading and design of the trailer as well as power steering, wheel alignment and the oscillation point of the tow vehicle and trailer all affect towing characteristics. Starting with the factory preset tension, road test the sway control. If this is not enough sway control, then adjust the break tension screw 1/4 turn clockwise. Road test again and repeat (ifnecessary)until proper sway control is achieved. Larger or heavier trailers or broad sided trailers may require the use of two sway controls. After a 1.000 mile break-in period remove the silde bar and clean it using a wire brush or steel wool. The slide bar should then be cleaned every 10.000 miles.

Fig.2