

▲WARNING READ, FOLLOW, UNDERSTAND, AND SAVE THESE INSTRUCTIONS

Serious injury or death may result. Exercise extreme caution. The attachment and proper use of this product is critical and beyond the control of bROK Products. bROK Products is NOT responsible for the attachment or use of this product. bROK neither guarantees nor is liable for any damage resulting from the installation or improper use of this product. The liability of this product's use is limited to its purchase price if it is proven to be defective in material or workmanship. Any warranty expressed or implied is void if product is worn or damaged.

▲WARNING

Serious Injury or Death May Result. The attachment and proper use of this product is critical. Before Towing :

1. Know your trailer plus all added load weight. Do not exceed the lesser of the coupler, vehicle, ball or trailer weight ratings. Use only the ball indicated on your coupler. Use of any other ball will result in a dangerous situation which can lead to ball and coupler and trailer separation or ball failure.
2. Ensure that the ball clamp is properly positioned under the ball not on top of the ball before clamping the coupler to the ball. Be certain the coupler is attached securely to the hitch ball and that the coupler locking lever or hand wheel is down and tight. Clamp hand wheels hand tight only. Always recheck coupler to ball tightness every 60 miles.
3. Always check hitch ball and coupler for signs of wear. Replace any worn products.
4. Always use and ensure proper attachment of safety chains.
5. Always check and ensure trailer lighting is working properly

RECOMMENDED MAINTENANCE INSTRUCTIONS:

Smear ball socket (ball side) on coupler and clamp face with chassis grease.
Occasionally oil pivot points of coupler with SAE 30 wt oil.
Keep coupler off the ground so dirt will not accumulate in the socket.

CLASS I, II, III, IV and A-FRAME INSTALLATION INSTRUCTIONS

WELDING INSTRUCTIONS: Welding must be performed by certified welder

1. Use 1/8" fillet weld as show in figure. Use E6011 A.W.S welding rod (AC RO DCAP) 1/8" diameter

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

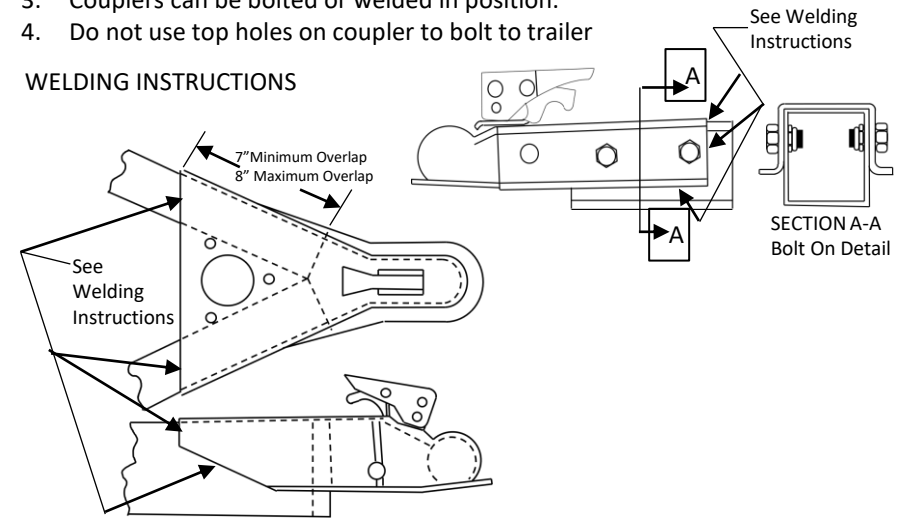
BOLTING INSTRUCTIONS

1. Ensure coupler is pressed against the end of trailer tongue for maximum overlap.
2. Use (2) 3/8" Grade 5 bolts through side holes and trailer and torque to 15/20 FT LBS. Use lock nuts.

COUPLER INSTRUCTIONS CONTINUED:

1. After assembly is complete, be sure to check that the coupler operation and securing to the hitch ball has not been impaired in any manner.
2. If bolting the coupler on, ensure proper bolt torque can be achieved without collapsing the tube. If tube collapses, assemble coupler with four separate 3/8" grade 5 bolts.
3. Couplers can be bolted or welded in position.
4. Do not use top holes on coupler to bolt to trailer

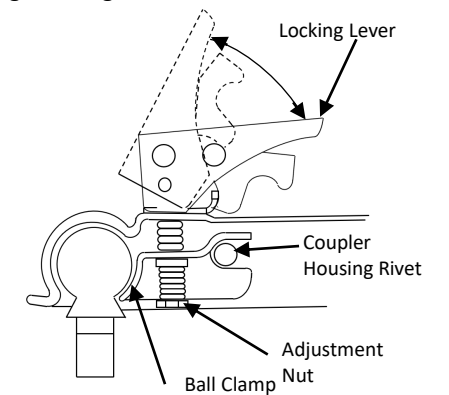
WELDING INSTRUCTIONS

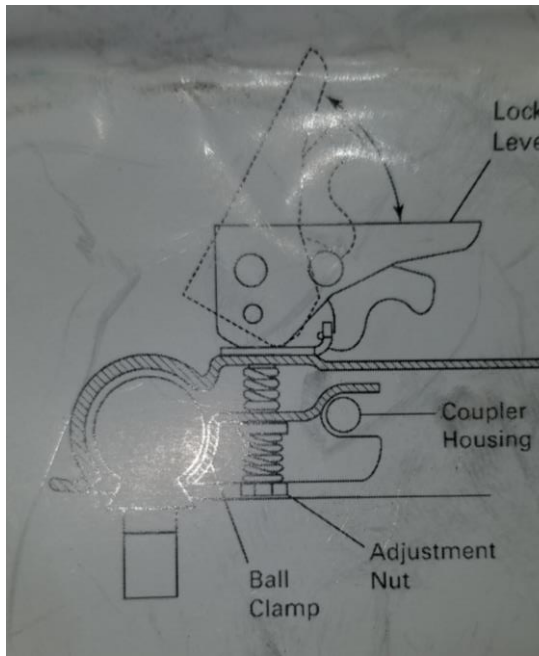
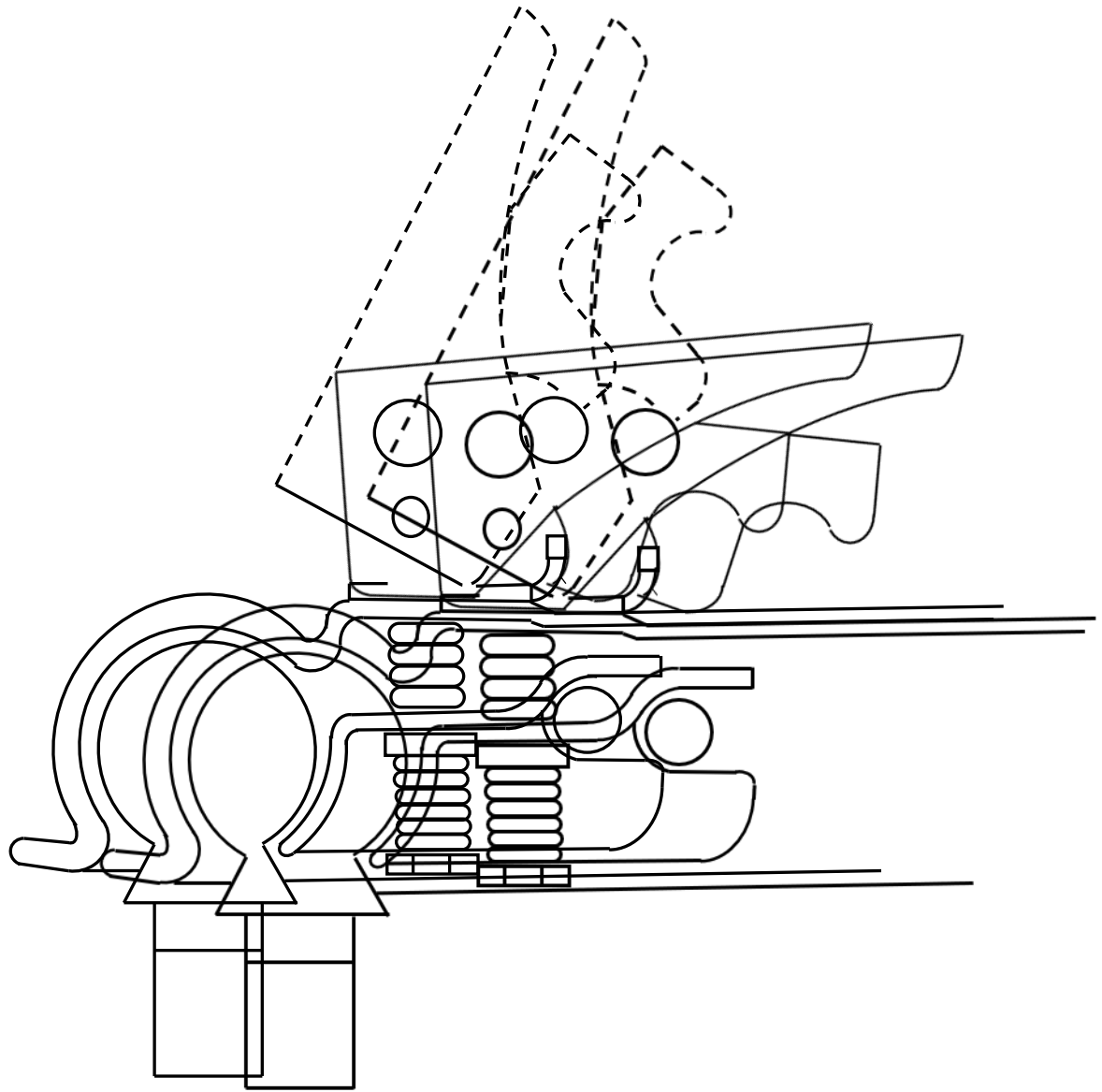
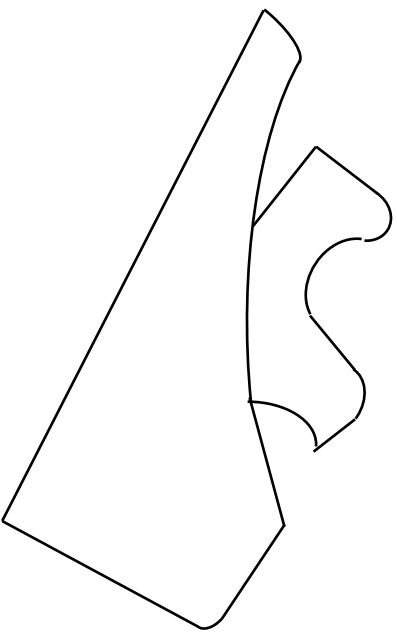


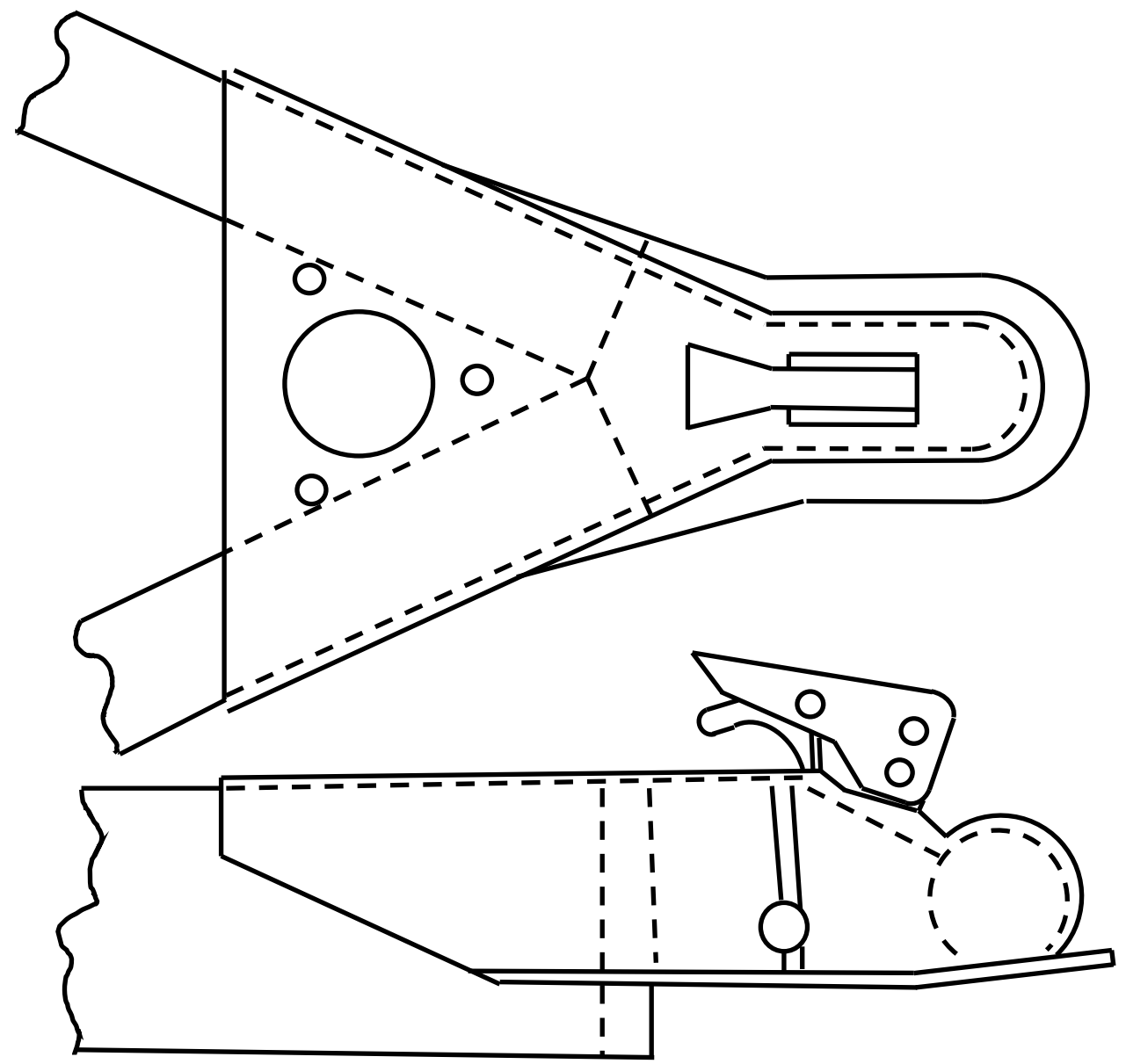
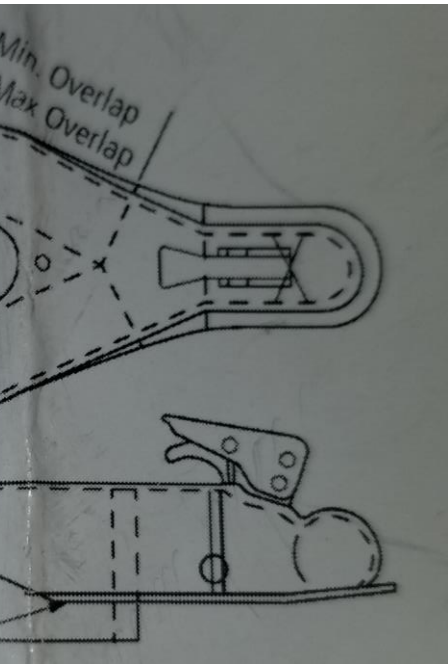
ADJUSTMENT METHOD FOR LEVER LOCKING COUPLERS

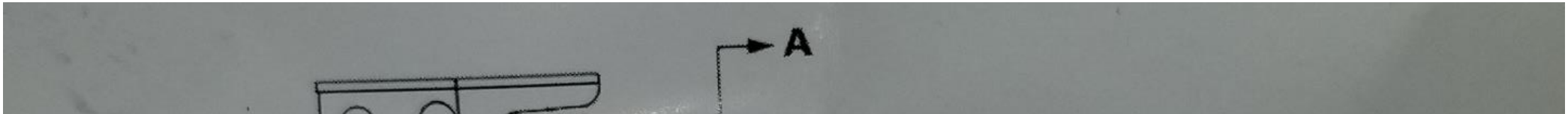
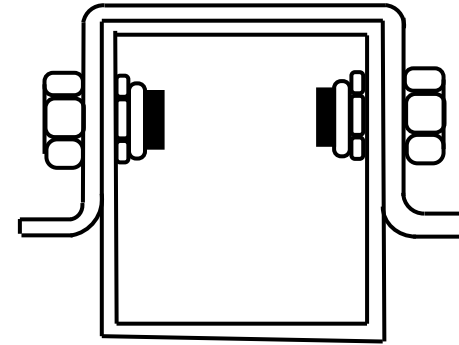
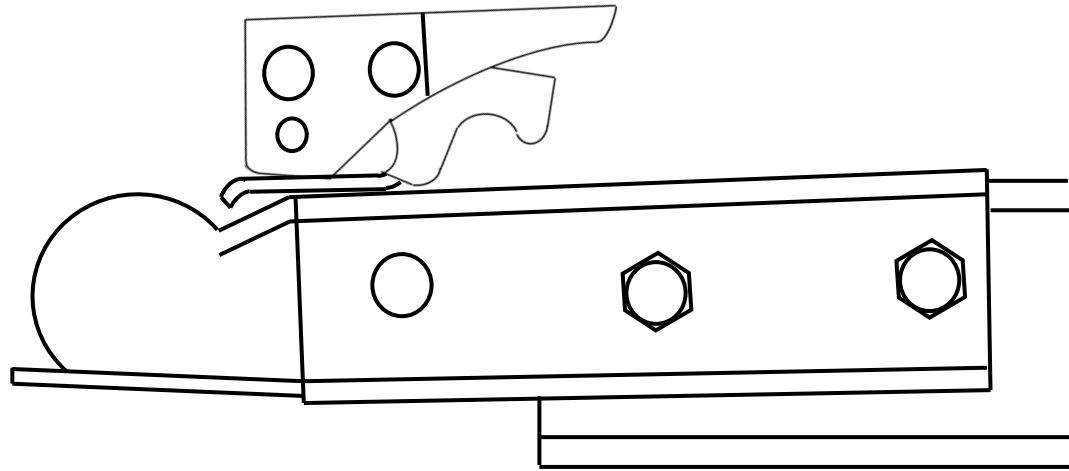
The amount of locking force can be adjusted to accommodate the diameter of the hitch ball. To change the amount of locking force against the hitch ball:

1. Lift the lever to its upright position to release the lever.
2. Rotate the adjustment nut on the bottom of the coupler under the ball socket clockwise to tighten and counterclockwise to loosen.
3. Remount the coupler to the hitch ball
4. Push down on the lever to its horizontal locking position.
5. Repeat steps 1-4 until secure snug fit is obtained between the coupler and the hitch ball.

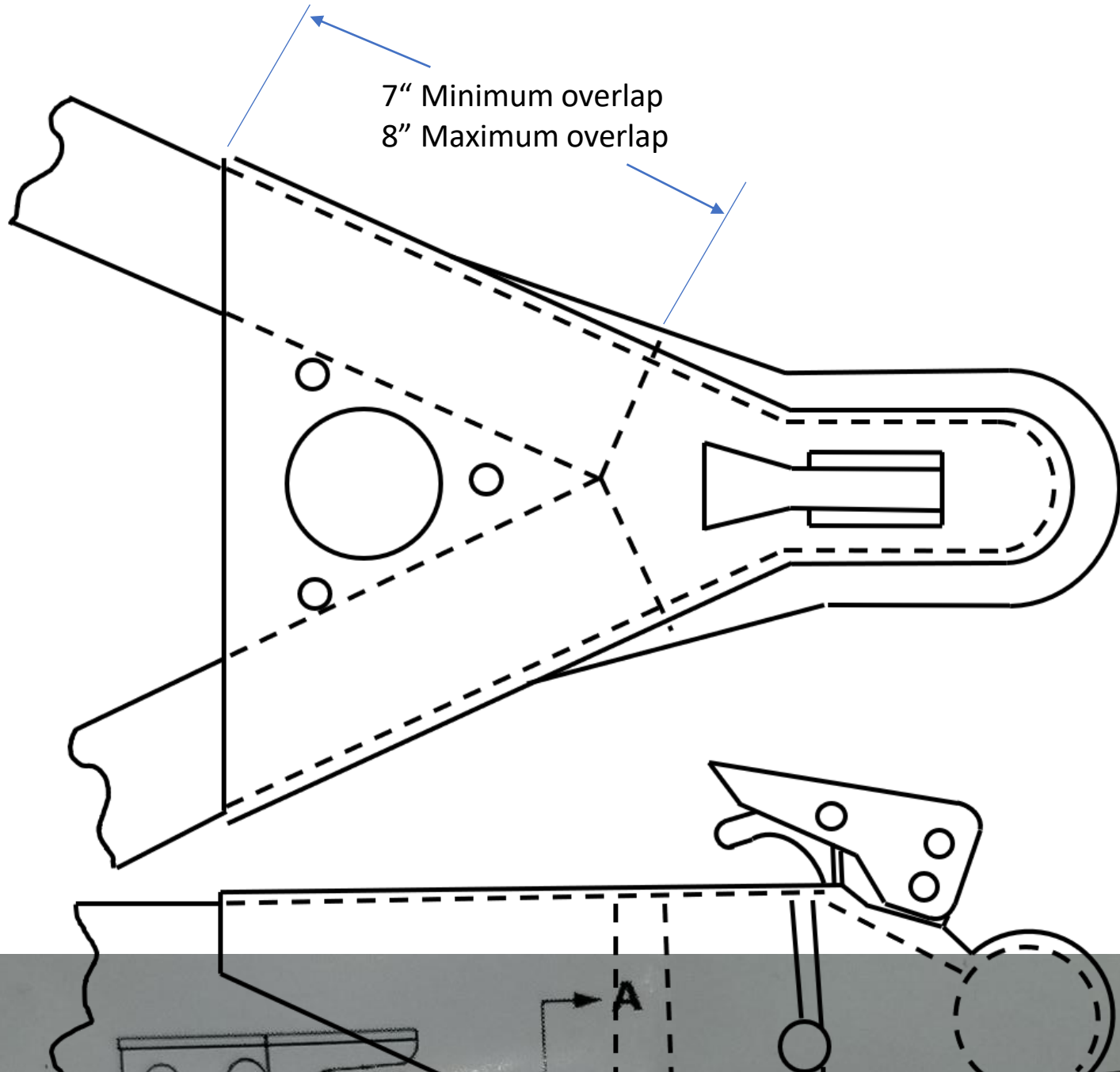








7" Minimum overlap
8" Maximum overlap



15912

bROK

HITCH ASSIST ALIGNMENT SYSTEM

COMMAND THE TASK

42"
ROD
ADJUSTMENT

MAGNETIC
BASE



- QUICKLY ALIGN YOUR TRAILER AND TOW VEHICLE
- BULLET POINT #2?

■ HIGH VISIBLE BALLS

■ TELESCOPING HEIGHT
ADJUSTMENT FROM 12" TO 42"

MAGNETIC BASE

