

**COUPLER USE, MAINTENANCE, INSTALLATION, & SERVICE INFORMATION**  
 ALL FULTON COUPLERS MEET OR EXCEED SAE J684 AND VESC V5 SPECIFICATIONS.

**⚠ 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.

**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.

**INSTALLATION INSTRUCTIONS FOR CLASS 1 COUPLERS**

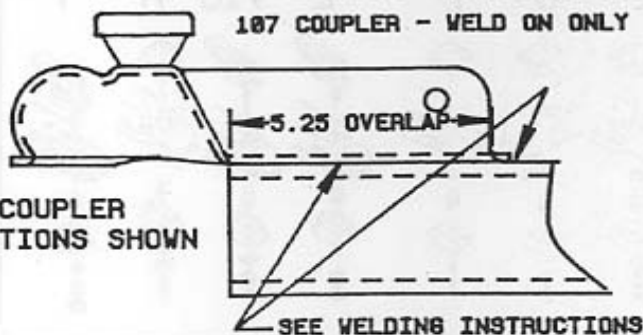
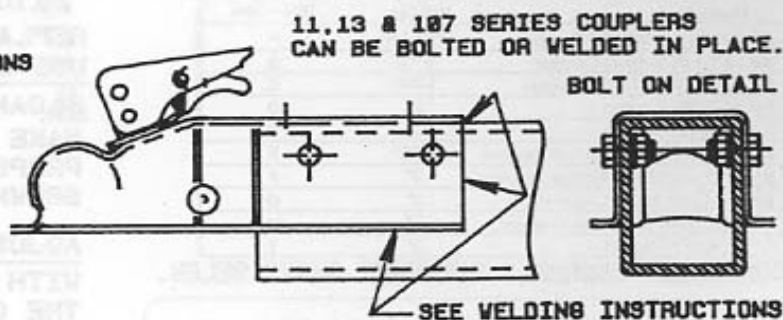
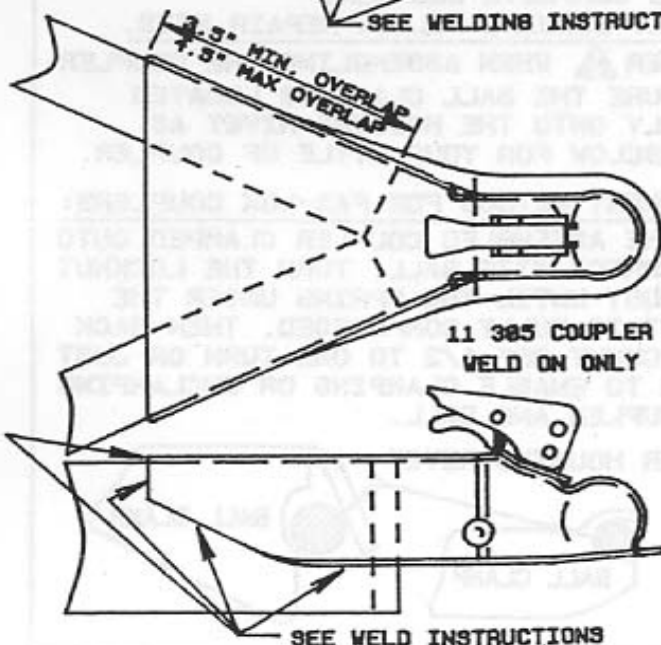
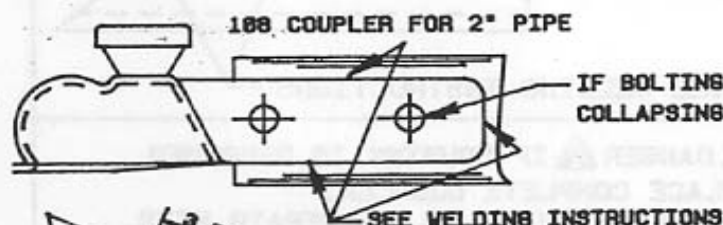
**WELD ON INSTRUCTIONS:**

- ..USE 1/8" FILLET WELD AS SHOWN BELOW. USE No. 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 COUPLER OPERATION HAS NOT BEEN IMPAIRED IN ANY WAY.



TYPICAL COUPLER ILLUSTRATIONS SHOWN

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

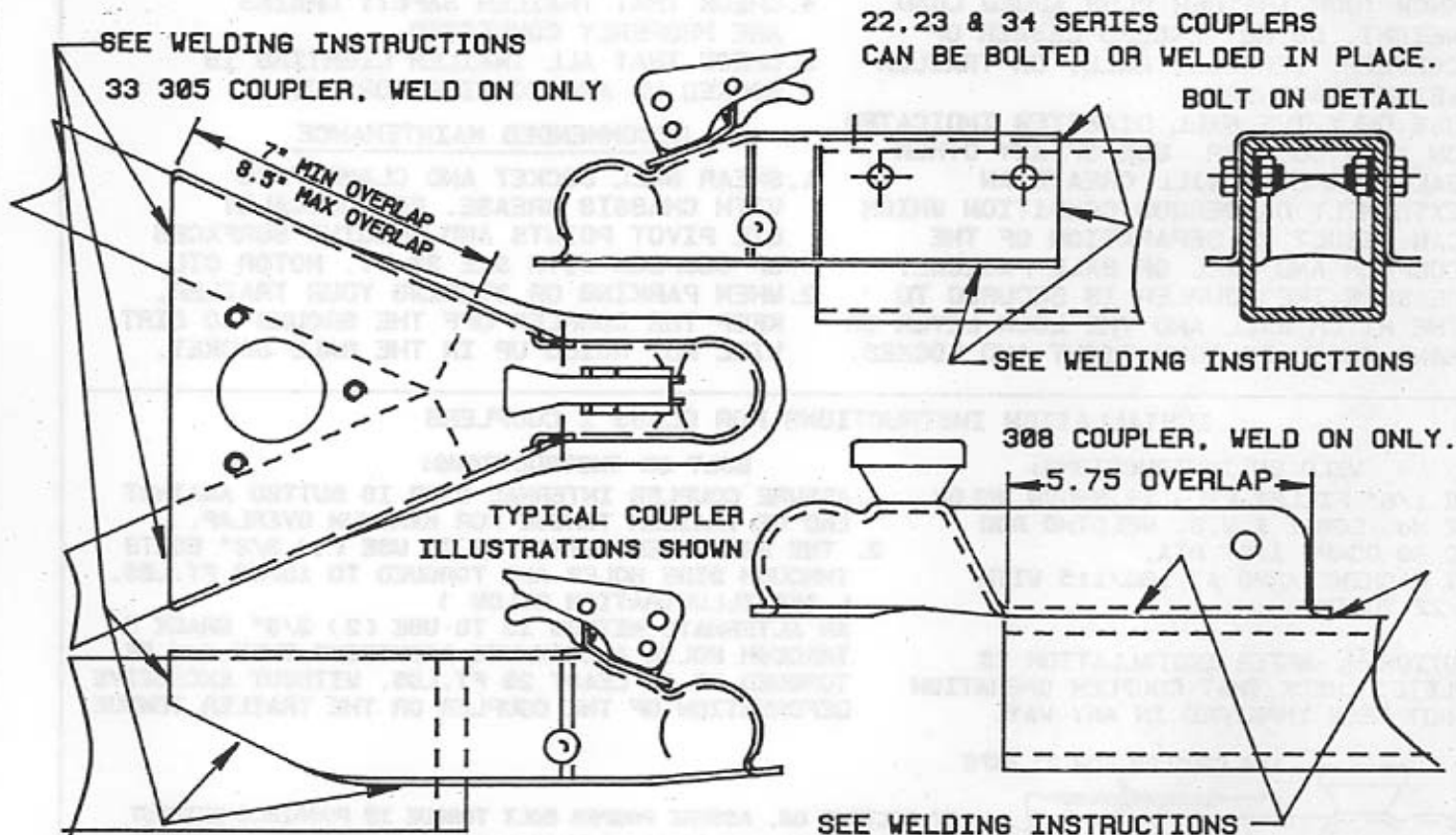
**WELD ON INSTRUCTIONS:**

- ..USE 1/8" FILLET WELD AS SHOWN BELOW.
- USE No. 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 & LOCKNUTS PROVIDING THEY CAN BE TORQUED TO AT LEAST 35 FT.LBS. WITHOUT EXCESSIVE DEFORMATION OF THE COUPLER OR THE TRAILER TONGUE.

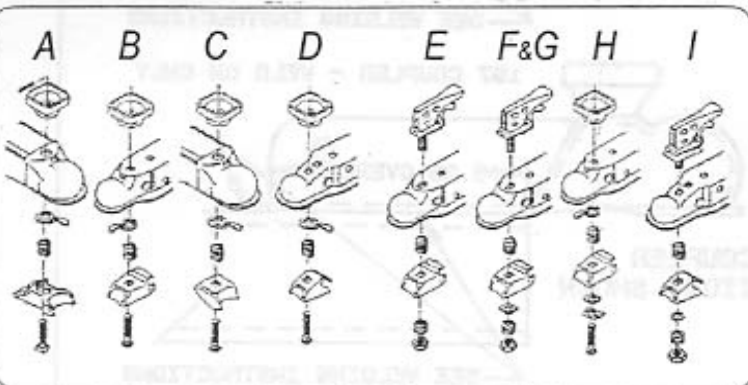
**CAUTION:** AFTER INSTALLATION IS COMPLETE, CHECK THAT COUPLER OPERATION HAS NOT BEEN IMPAIRED IN ANY WAY.



**COUPLER REPAIR KITS**

Kit No.	Description	Ball Dia.	Illustration
52-0801	Kit for 306, B-6, 308, B-8 Couplers	2 7/8"	A
54-0801	Kit for 1-500, H-Series Couplers	1-7/8"	B
56-0801	Kit for 107, 108, 07 & 08 Couplers	1-7/8"	C
61-0801	Kit for 34-308 Couplers	2"	D
62-0801	Kit for 34-318 Couplers	2"	D
58-0801	Kit for 11 and 1 Series Fas-Lok Couplers	1-7/8"	E
59-0801	Kit for 22 and 2 Series Fas-Lok Couplers	2"	F
60-0801	Kit for 34-300, 33-305 Couplers	2"	G
65-0801	Kit for 22 Series Handwheel Couplers	2"	H
63-0801	Kit for 34-600 Couplers	2"	I

FOLLOW COMPONENT ASSEMBLY SEQUENCE SHOWN BELOW.



**⚠ DANGER ⚠ IF HOUSING IS DEFORMED, REPLACE COMPLETE COUPLER. USE ONLY GENUINE FULTON REPAIR KITS.**

**⚠ 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 LOCKNUT 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.

