



Trailer Towing Solutions

OWNER'S MANUAL

SPECIFICATIONS:			
	CLASS II	CLASS IV	HEAVY DUTY
GROSS TRAILER WEIGHT (MAXIMUM)	3,500 pounds	10,000 pounds	20,000 pounds
TRAILER TONGUE WEIGHT (MAXIMUM)	350 pounds	1,000 pounds	2,000 pounds

- You will find the weight classification on the printed label affixed to the top of the TOW BAR.

The PullRite weight distributing hitch has been tested in accordance with V-5 regulations and approved by the American Association of Motor Vehicle Administrators (AAMVA).

Introduction

The PullRite Towing System, an entirely new approach to trailer towing, reduces the hazards of gusty winds, truck blast and slippery road surfaces.

For best results in the use of your PullRite Towing System, we recommend that you carefully read these instructions before starting any hook-up operations. When performing leveling and hook-up operations, follow the instructions step-by-step to be certain of meeting all requirements.

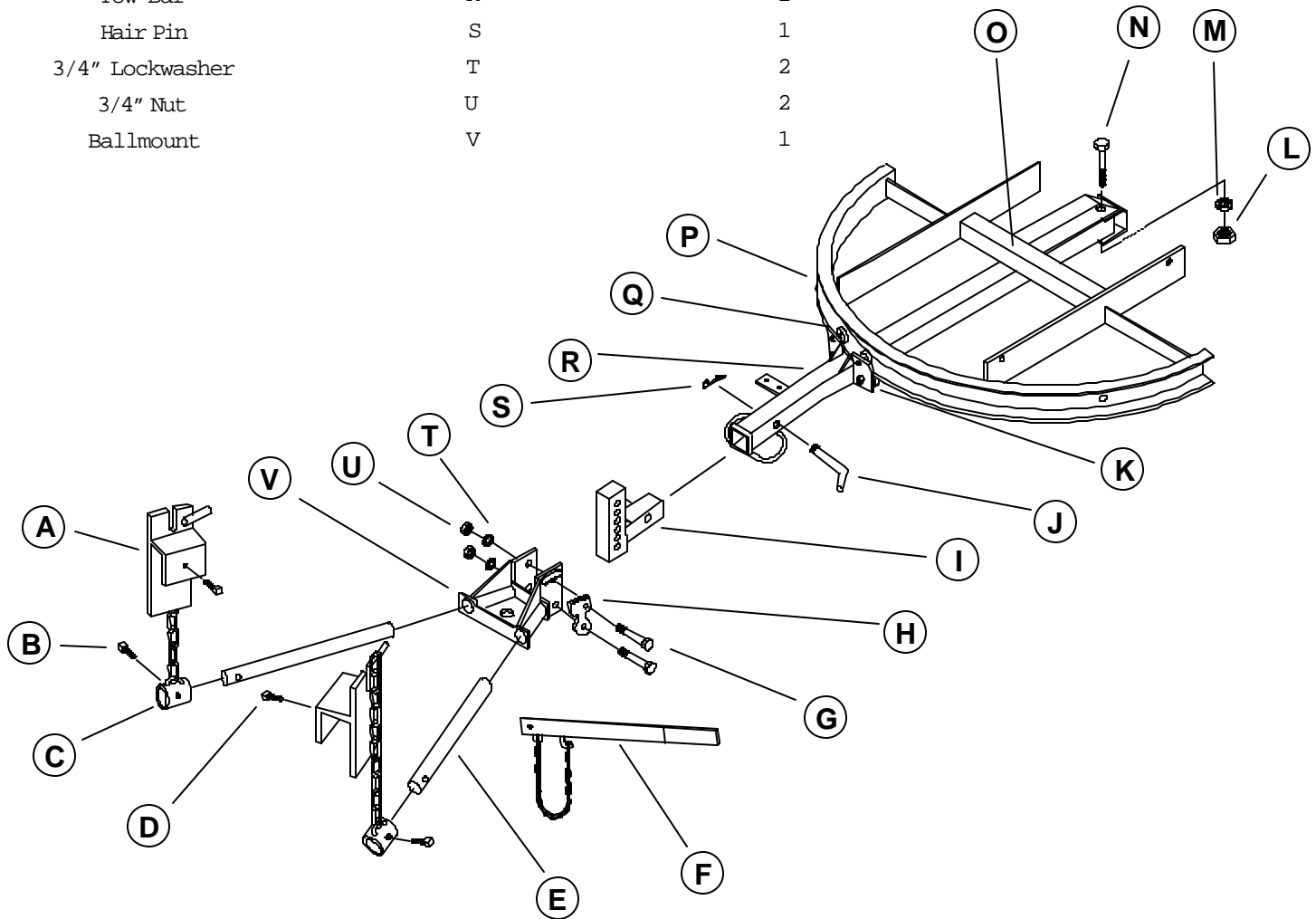
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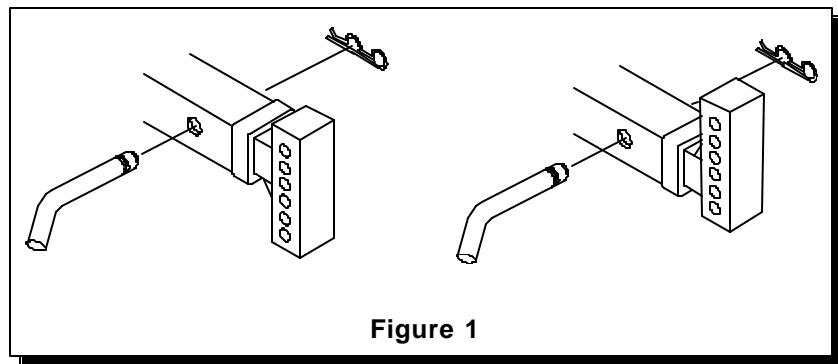
PullRite Parts List & Exploded View Drawing

<u>Description</u>	<u>Reference</u>	<u>Quantity</u>
Chain Brackets	A	2
1/2" Square Head Set Screw	B	2
Spring Bar Collar/Chain Assembly	C	2
1/2" Set Screw	D	2
Spring Bar	E	2
Hook-up Handle	F	1
3/4" Bolt	G	2
Cog Plates	H	2
Adjustable Shank	I	1
Hitch Connecting Pin	J	1
Bottom Roller (Part #6901)	K	2
1" Nut	L	1
1" Lockwasher	M	1
1" Pivot Bolt	N	1
Crossmember	O	1
Radius Bar	P	1
Top Roller (Part #7811)	Q	2
Tow Bar	R	1
Hair Pin	S	1
3/4" Lockwasher	T	2
3/4" Nut	U	2
Ballmount	V	1



Leveling Trailer and Tow Vehicle

Note: Callout letters in parenthesis following the part description refer to items listed in the **Exploded View Drawing** (Pg. 2).

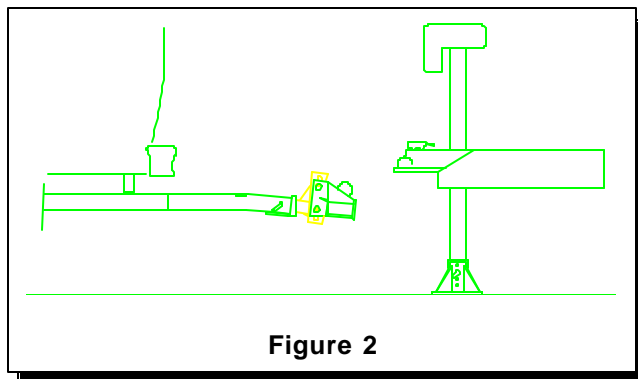


Both trailer and tow vehicle should be level fore-to-aft while towing. For initial leveling, trailer should be loaded as if ready for traveling and both trailer and tow vehicle should be on a smooth or flat surface.

1. Remove hair pin (S) and hitch pin (J) from radius bar (P) and swing tow bar (R) to rear center of vehicle.
2. Refer to Figure 1 and place adjustable shank (I) in UP position for tow vehicles having low ground clearance or DOWN for tow vehicles having high ground clearance. Slide adjustable shank (I) into towbar (R) and secure with hitch pin (J) and hair pin (S).

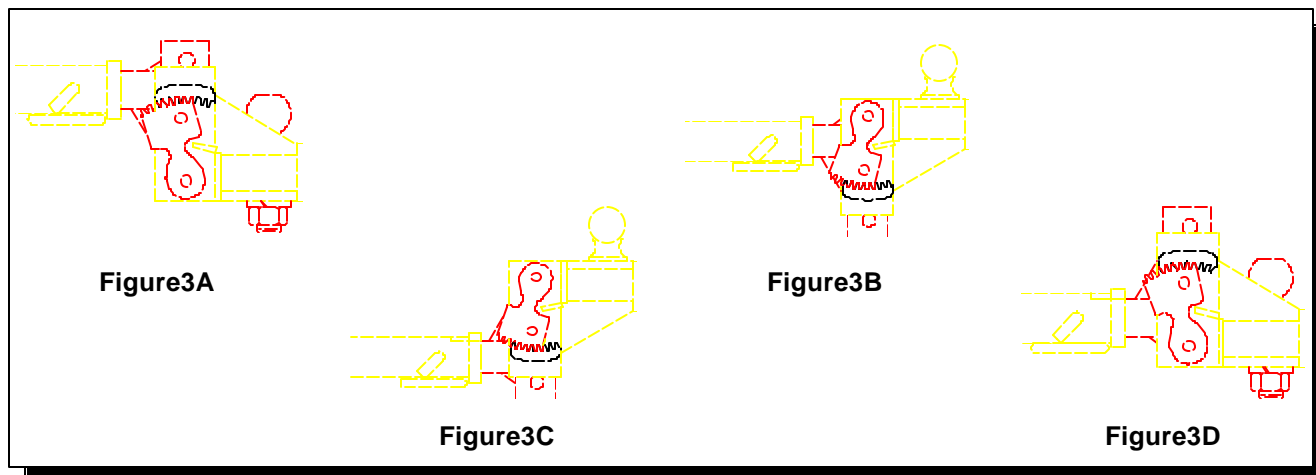
3. Use a tape measure or yard stick to make certain that your trailer is parallel with the plane of the road. Choose a common measuring point, both front and back of the trailer, such as the design stripes or the bottom of the door jams, measuring to the road's surface. The front and back measurements should be no more or no less than 1/2" difference.

4. Back the tow vehicle toward the trailer until trailer ball (when installed) would be a few inches forward of the trailer tongue coupler, refer to **Figure 2**.



5. Using bolts (G), temporarily install ballmount (V) on adjustable shank (I), and place trailer ball in hole provided in ballmount (V). Adjust height of trailer ball by using different mounting hole combinations and/or inverting ballmount (V) until top of ball is one to two inches below the top of the trailer tongue coupler (i.e. your coupler height measures 19" - your ball height should be between 17" and 18"); refer to **Figure 3**. Secure with bolts (G), and nuts (U) and lockwashers (T). Finger-tighten nuts (U).

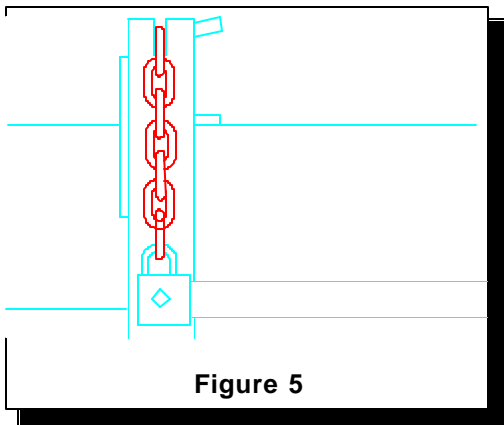
Note: If ballmount (V) is used in the inverted position (first and last drawing in Figures below), a 2" rise ball is required.



6. Secure trailer ball to ballmount (V) with nut and lockwasher provided with ball. Tighten nut securely.
7. Measure and record the distance from ground to a fixed point on the tow vehicle (such as fender well) at front and rear.
8. Back tow vehicle until trailer ball is directly below trailer coupler. Lower coupler onto ball until it is latched in place.
9. Insert spring bars (E) into ballmount (V); refer to **Figure 4**.

Note: If "A" frame interference prevents inserting the second spring bar, insert one spring bar according to Steps 10 and 11, placing some tension on the chain, then retract tongue jack; if necessary, block the front of the trailer wheel on the side that the bar is restricted and pull the trailer forward to align the trailer and tow vehicle so the second spring bar will clear the "A" frame. Make certain you are not on a downhill slope when performing this maneuver, if so, block the front of the trailer wheel on the restricted side.

10. Place chain brackets (A) on "A" frame so that the weight distributing bar (spring bar) chain, when hooked in the chain bracket (A) slot, will be perpendicular, refer to **Figure 5**. Secure chain brackets (A) with set screws (D) torque to 20 foot pounds.



- Note:* Airstream Limited, equipped with lay-down gas bottles, require "Airstream Chain Brackets".
- Note:* If you have an inverted coupler (i.e. Avion trailer and some Holiday Rambler models) you may need longer chain brackets.
- Note:* Holiday Rambler trailers equipped with gas bottles recessed in the front cavity of the "A" frame will require "Holiday Rambler Chain Brackets".

11. Use tongue jack to raise trailer tongue, refer to **Figure 6** (an electric jack will enable you to raise your trailer to its maximum height, reducing the amount of lift required with the hook-up handle). Use the hook-up handle (F) to aid in hooking the chain into the chain bracket slots, refer to **Figure 7**.

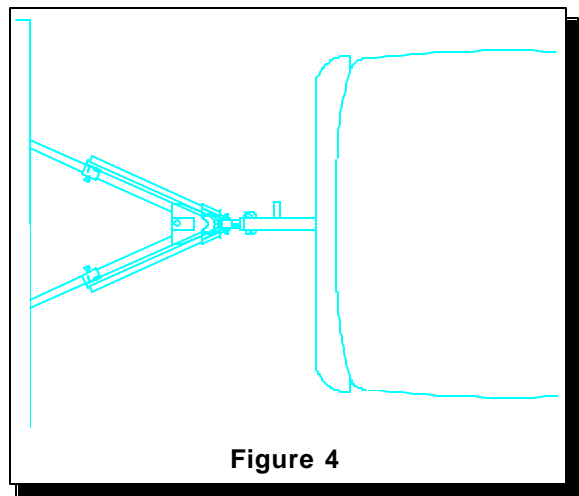


Figure 4

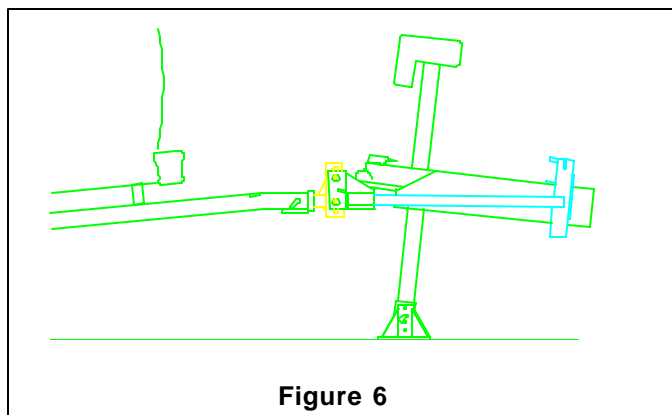


Figure 6

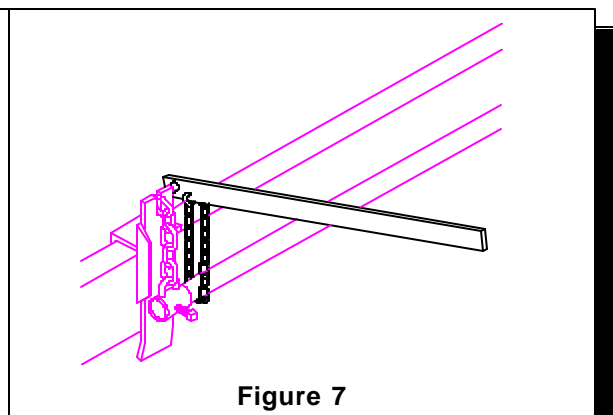


Figure 7

12. Retract tongue jack completely and again measure fixed points on the tow vehicle. Compare measurements recorded in Step 7 with new measurements. If rear measurement has decreased more than the front measurement, repeat Step 11, making the spring bar tighter. If rear measurement decreases less than front measurement, repeat Step 11 and lessen the spring bar tension. If your vehicle measurements are no more and no less than 1/4" different, you now have tongue weight distributed equally to the front and rear of the vehicle.
13. Measure to recheck the fore-to-aft level of the trailer, adjusting the trailer trim by removing nuts (U), lockwashers (T) and bolts (G) to move ballmount (V) up or down as needed. Repeat procedure until trailer is level when spring bars (E) are adjusted to the tension determined in Step 12. Movement of the ball height may result in different tension necessary on the spring bars.

Note: Spring bar tension must be released before changing ballmount (V) height and replaced according to Step 12 before rechecking trailer trim.

14. With spring bars (E) under tension as determined in Step 12, and trailer trim is parallel to the ground, check bottom rollers (K) for contact with the bottom of the radius bar (P). At least one bottom roller should contact radius bar firmly enough that it cannot be turned with the fingers. If both bottom rollers (K) can be turned, repeat Step 12, shortening chain on link. If bottom rollers (K) can still be turned, repeat Step 13, lowering ballmount (V) by one hole.

Note:

- A The bottom rollers (K) may contact radius bar (P) alternately as tow bar (R) moves from left to right.
- B A bumping or chattering noise in the area of the rollers indicates that the bottom rollers (K) are not tight against the radius bar (P). To correct, chain up the spring bars (E) one link tighter.
- C When equalizing properly, the top rollers (Q) should not be rolling in the radius track. The only time they should come into play, is when the vehicle is going over a bump. (i.e. gas station entrance, or speed bump).

15. After completing STEPS 12, 13, and 14 you will have obtained the best combination of trailer leveling and tongue weight distribution. Torque ball mount bolts (G) with nuts (U) to a minimum of 200 or to a maximum of 266 foot pounds. Make certain that lockwasher (T) is completely compressed. Unless there is a major change in trailer tongue weight or rear end loading of tow vehicle, these settings will apply for future hook-up. However, as the paint wears from the spring bars (E) or they "take a set" it may be necessary to chain up one link tighter. Recheck tightening of nut securing trailer ball to ballmount (V).

Note: Each owners tow vehicle/trailer combination is different, consequently the degree of "bow" in the spring bars (E) may differ. The heavier the tongue weight, the more "bow" you will see while transferring weight forward.

16. Turn spring bar set screws (B) clockwise until point of set screw (B) contacts chain bracket (A) with slight pressure, refer to **Figure 8**, then rotate set screws (B) up to two full turns.

Note: Never turn so far that the spring bars (E) begin to "bow out".

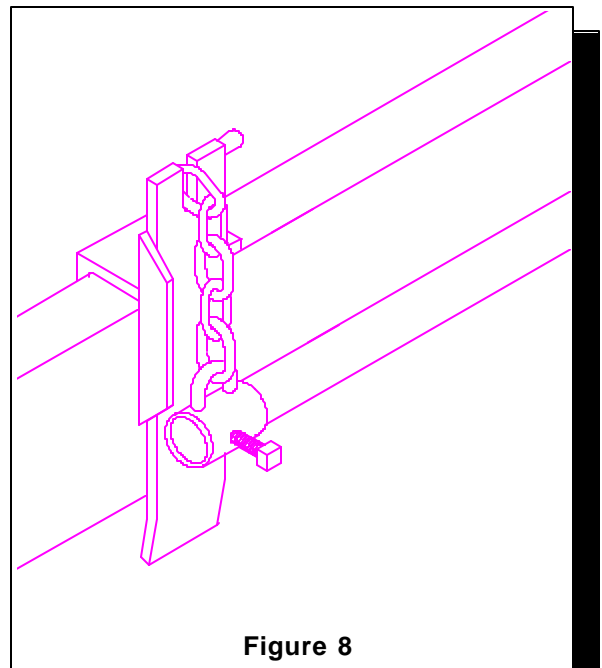


Figure 8

Tilt Ballmount

The tilt ballmount makes it simple to adjust the tension on the spring bars, which is an added bonus when adjusting heavier tongue weights. The tilt ballmount operates on a "cog" system, providing four settings for ease of hook-up. The first setting is the standard or straight mode, this setting is your starting point for setting up your ballmount and shank.

After you have gone through each step of the leveling instructions, if you find that in order to equalize properly you are running out of chain, reset the tilt ballmount one "cog" or "notch" down. The ballmount will be angled down five degrees, which will in turn, angle the spring bars down generating additional space to prevent running out of chain links as you transfer weight forward with the spring bars. If this is still not adequate, readjust the ballmount to the 10 or 15 degree "cog" and try again.

- 1 In order to adjust the ballmount, it will be necessary to remove the bolts and pull both cog plates out until the cogs on the plate and ballmount are completely separated.
- 2 Tilt the ballmount down, keep in mind that each notch represents five degrees of tilt. Both cog plates should be in the same position on both sides.
- 3 Replace the nuts and retorque to a minimum of 200 or to a maximum of 266 foot pounds.

Note: When using the ballmount in the low position, to achieve the full 15 degree tilt position, it is necessary to turn the cog plates over so the optimum number of cogs are engaged. **Never use only one or two cogs. See Figure 9.**

Hook-up Procedure

CAUTION: THE PULLRITE TOWING SYSTEM IS A WEIGHT DISTRIBUTING HITCH ONLY. DO NOT PULL A TRAILER UNLESS THE SPRING BARS AND SPRING BAR CHAINS ARE UNDER TENSION.

A. Conventional Hook-up

- 1 Remove hair pin (S) and hitch pin (J) from radius bar (P) and swing tow bar (R) to rear center of tow vehicle.
- 2 Insert adjustable shank (I) into tow bar (R) and secure with hitch pin (J) and hair pin (S).
- 3 Raise trailer tongue until coupler is above the top of the ball. Back tow vehicle until the ball aligns with coupler. Lower tongue until coupler latches onto the ball.
- 4 Back off spring bar set screws (B) until point of the screw is flush with the spring bar (E) surface and insert spring bars (E) into the ballmount (V).

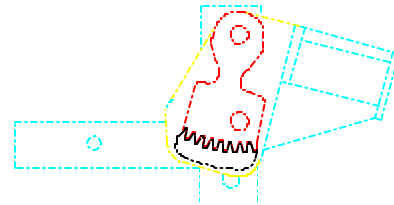


Figure 9A

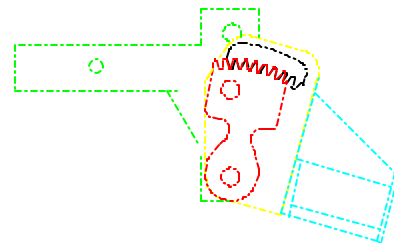


Figure 9B

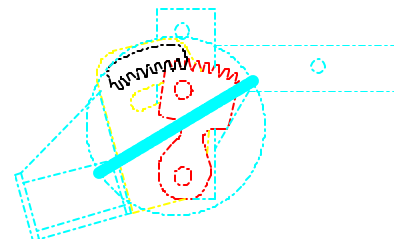


Figure 9C

Note: If tow vehicle is not accurately aligned with trailer, only one spring bar (E) can be inserted. In this case, chain up one spring bar (E) with some tension, retract tongue jack, and pull forward, (making certain the tow vehicle/trailer are on level ground and not on a downhill slope until second spring bar (E) will clear the "A" frame. Insert second spring bar (E) and continue hook-up. You could also block front of trailer wheel on the side that bar is restricted so that second bar will fall into place more quickly.

5. Raise trailer tongue until, with aid of hook-up handle (F), the chain link determined in Step 14 of LEVELING INSTRUCTIONS can be engaged in the chain bracket (A) slot.
6. Retract tongue jack completely and turn spring bar set screws (B) clockwise until point contacts chain bracket (A), this should be done equally on each side. Then rotate each set screw (B) up to two full turns on each side. **Note:** the spring bars (E) should not be "bowed" out.
7. Pass trailer safety chain (not provided) under tow bar (R) and connect chains with as little slack as possible. With the PullRite system, slack in safety chains is not necessary.
8. Insert trailer wiring harness in connector mounted on side of tow bar (R) and check all trailer lights and brakes.
9. Connect break-away switch cable, making certain proper tautness in cable is achieved.

*B. PullRite EasyHook-up, refer to **Figure 10**.*

1. With the adjustable shank (I) secured in the tow bar (R) and spring bars (E) inserted in driver's side of ballmount (V), swing tow bar (R) all the way toward driver's side of tow vehicle. **Note:** If the tow bar will not remain on driver's side, place a small wood wedge under the roller to keep tow bar positioned. The wedge should be small enough to allow the roller to crush and repel residue naturally once hook-up is achieved.
2. Raise trailer tongue high enough to clear ball when tow vehicle is backed in place.
3. While watching the ball and spring bar (E) from the driver's seat, back the tow vehicle so the spring bar (E) will be parallel to the trailer's "A" frame when ball is directly below it's coupler.
4. Complete the hook-up according to the procedure outlined in CONVENTIONAL HOOK-UP, Step 4.

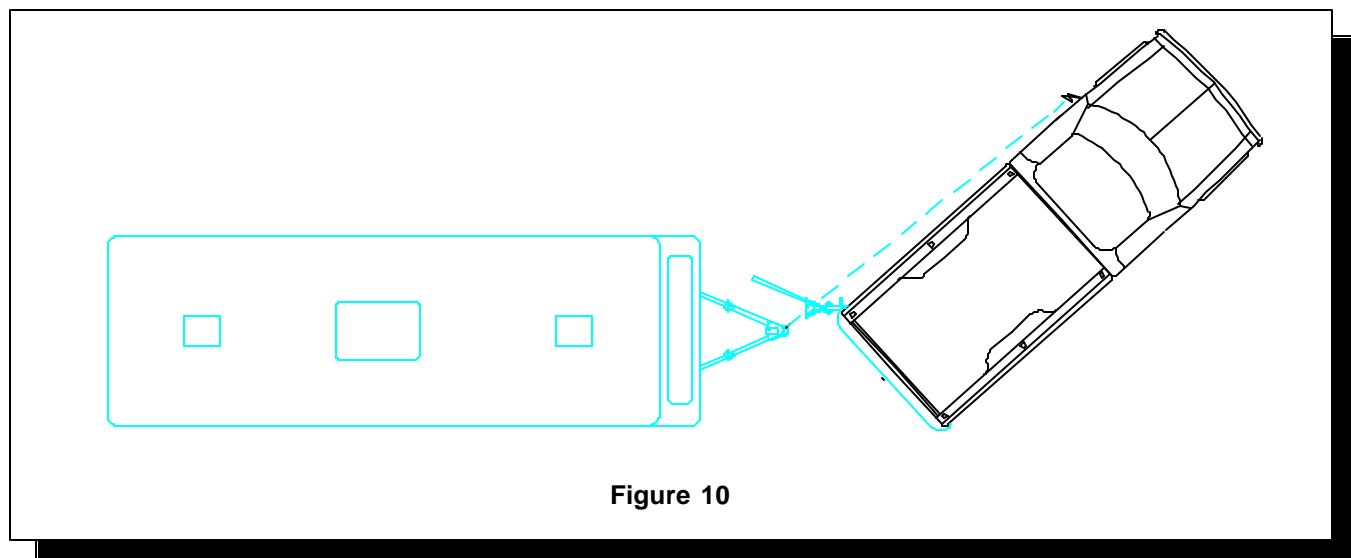


Figure 10

Uncoupling Procedure

1. Disconnect safety chains, trailer electrical connector and break-away switch from the tow bar (R).
2. Raise the trailer tongue with a jack until the spring bar (E) chains can be disengaged from chain brackets (A) with the aid of the hook-up handle (F). Remove spring bars (E) and stow with the hook-up handle (F).
3. Lower trailer tongue until coupler latch can be released, then raise tongue to clear ball and swing the tow bar (R) to the passenger side of the tow vehicle.
4. Remove the hair pin (S) and hitch pin (J) from the tow bar (R) to remove trunnion, ballmount (V) and adjustable shank (I) assembly. Stow this assembly with spring bars and hook-up handle.
5. Swing tow bar (R) to the passenger side of vehicle until the hitch pin (J) can be inserted through the tubing on right angle tab on tow bar (R) and the hole in radius bar (P). Secure with the hair pin (J).
6. During extended periods of non-use, the tow bar (R) may be removed and stowed by removing nut (L), lockwasher (M) and bolt (N), and uncouple the wiring harness and remove tow bar (R). Insert a bolt into the tow bar and secure with lockwasher and nut for storage.

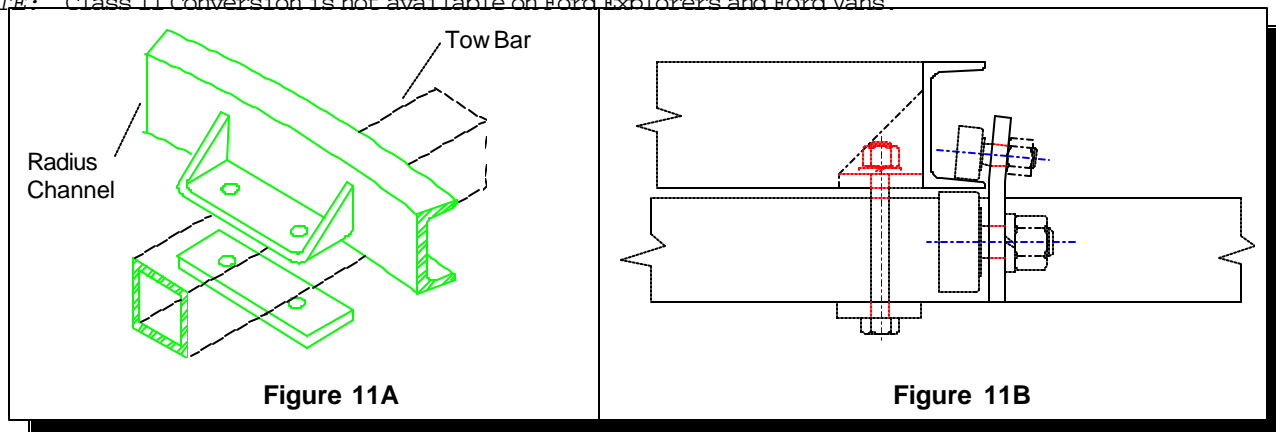
Class II Conversion

The alternative to towing lightweight trailers (i. e. snowmobile trailers, utility trailers, etc.) using the PullRite as a 5th wheel type weight distributing hitch is using it as a Class II, weight carrying hitch, or in our terms the CENTER PIN-OFF CLASS II CONVERSION.

The conversion consists of a 5" plate with two predrilled holes welded to the rear of the radius bar (P) that may be used with the 5" flat plate and two 1/2" bolts to "harness" the tow bar (R) in the center position (refer to **Figure 11**). Torque 1/2" nuts to 75 foot pounds. When using the Center Pin-off Conversion, you must substitute a utility shank for the PullRite ballmount and shank assembly. **DO NOT USE WEIGHT DISTRIBUTING BARS WHEN USING THE PullRite IN THE CENTER PIN-OFF POSITION. CAUTION: If these guidelines are not followed, damage to the tow vehicle, trailer and/or hitch may result. Maximum Gross Trailer Weight (GTW) of 3,500lbs. and 300lbs. tongue weight.**

CAUTION: WHEN CHANGING BACK TO "NORMAL" (CLASS III AND IV) PullRite TOWING, REMEMBER TO UNLOCK THE TOW BAR FROM THE CENTER PIN-OFF POSITION. DAMAGE TO THE TOW BAR AND/OR SHANK AND BALLMOUNT WILL OCCUR IF LEFT IN THE LOCKED POSITION AND USED WITH THE PullRite EQUALIZING EQUIPMENT.

NOTE: Class II Conversion is not available on Ford Explorers and Ford Vans.



Lightweight Trailers

Although designed for use on heavier trailers, the PullRite Towing System is frequently used on lighter gross weight trailers such as utility, horse or boat trailers where gross weight does not exceed 3500 pounds and tongue weight does not exceed 300 pounds. At these lighter tongue weights, it may be necessary to secure the spring bars in the ballmount (V) with pins to guard against the possibility of the bars "backing out" of the trunnions. Contact the factory for drilling instructions.

Note: A quick fix would be to wrap bungee cords from a point at the ballmount, around the end of the spring bars, then back to the ballmount area to secure spring bars. While most horse trailers have over 300 pounds on the tongue, moving stock could cause the weight to fluctuate, affecting the tension on the spring bars.

Light trailers frequently have a very narrow "A" frame or may have a straight tongue; it may be necessary to order an "A" frame adapter to accommodate use of the PullRite equalizing equipment. Contact our customer service department for ordering information.

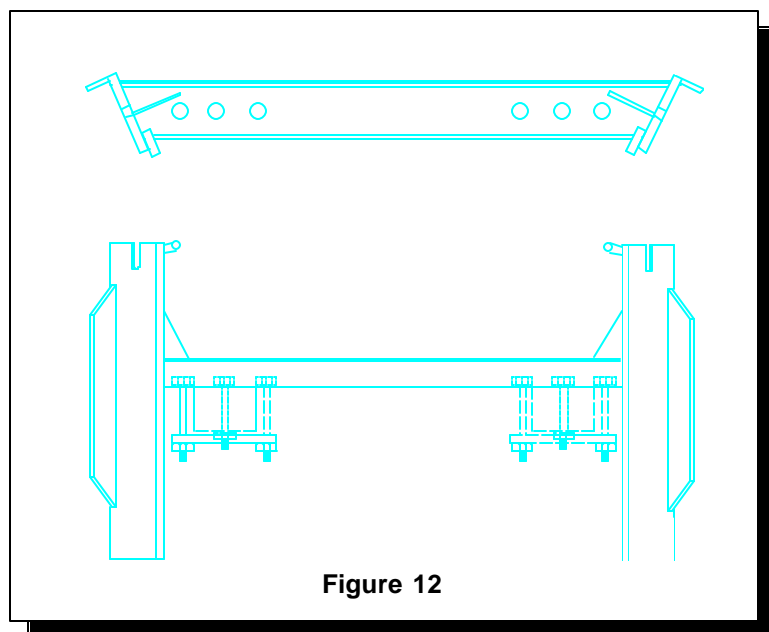


Figure 12

"A" Frame Adapter

An "A" frame adapter must be used if your trailer frame is narrower than the standard 50 degree angle which is used by most travel trailer manufacturers. PullRite's Narrow "A" Frame Adapter matches the angle of the ballmount by connecting the chain brackets to resemble a "saddle" to fit over the "A" frame. The Narrow "A" Frame Adapter should be centered (equal distance on each side), making certain that it is square on the "A" frame. The chains should be in a perpendicular position when the adapter is positioned properly--if there are obstructions (i.e. shroud, bottle holder, etc) on the "A" frame--remove or modify obstruction to enable the adapter to fit, allowing the chains to remain perpendicular.

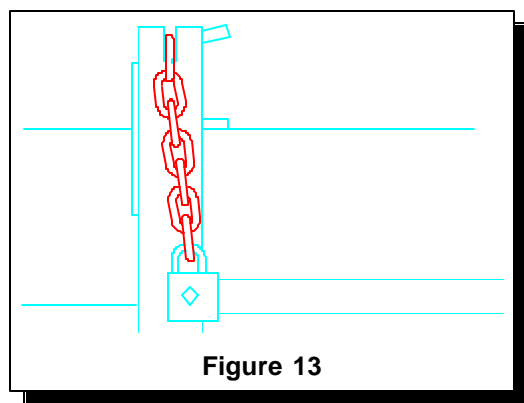


Figure 13

The Narrow "A" Frame Adapter is a universal adapter and will not have pre-drilled holes. Depending on your specific needs, the adapter may be mounted by the following methods:

- 1 Drill a hole through the adapter crossmember on each side of the frame rail, "sandwiching" the "A" frame between the crossmember and a piece of 1/4" flat stock. Fasten with appropriately sized bolts (not supplied). See Figure 12.
- 2 Drilling a single hole through the crossmember into the frame rail, **Figure 13** fasten using an appropriately sized bolt. See Figure 12.

Note: This fastening method is not recommended on trailers with "A" frames made from aluminum or lightweight material--drilling through the lightweight material may weaken the "A" frame structure.

- 3 Position the Narrow "A" Frame Adapter and weld into place on the "A" frame.

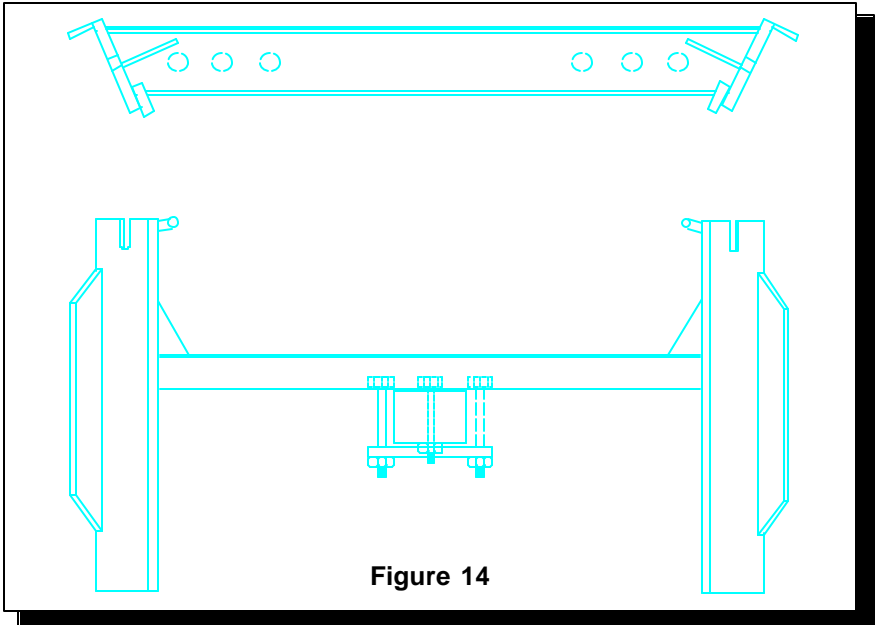
Surge Brakes

SURGE POLE TONGUE ADAPTER

In order to adapt the hook-up to allow your surge brakes to operate, place the Surge Pole Tongue Adapter on the frame "pole" approximately an inch to the rear of the normal chain bracket placement. The chain should be angled toward the trailer, giving the brake room to surge forward. See **Figure 13**. Make certain that you have plenty of tension on the spring bars to guard against the bar backing out of the ball mount. If you pull your horse trailer or boat trailer empty, follow the guidelines noted for LIGHTWEIGHT TRAILERS in securing the spring bars.

The Surge Pole Tongue Adapter is a universal adapter and will not have predrilled holes. Depending on your specific needs, the adapter may be mounted by the following methods:

1. Drilling a hole through the adapter crossmember on each side of the pole portion of the frame, "sandwich" the "pole" between the crossmember and a piece of drilled 1/4" flat stock, fasten with appropriately sized bolts (not supplied). See **Figure 14**.
2. Drilling a single hole through the crossmember into the "pole", fasten using an appropriately sized bolt. See **Figure 14**.
3. Position the adapter and weld into place on the "pole" frame.



Maintenance

1. At each hookup
 - a. Check to see that the hitch ball is securely attached to the ballmount (V) and that it's securely attached to the adjustable shank (I).
 - b. Check safety chains, electrical connectors and harness for damage.
 - c. Touch-up any chips or scratches with a good quality paint as needed.
2. Annual check
 - a. Check all attached bolts for tightness, rust or damage. Tighten loose bolts and replace any damaged bolts, nuts or washers.
 - b. Lubricate tow bar pivot bolt (N) with a good grade chassis lubricant.

Note: If you use your PullRite on a monthly basis, the annual lubrication may not be necessary. Free the tow bar from the stow position at least once a month and allow it to swing around the radius bar several times, this will deter possible rust build up and reduce lubrication needs.

Tips, Notes and Cautions

1. During extreme turns and/or backing, the tow bar will come against the "stop". Welded at the end of the radius; any continued backing or turning will result in damage to your tow bar once it has reached the "stop" - damages to the tow bar due to overturning or overbacking are not covered by the warranty - this is considered operator error.

To avoid damage to your tow bar, consider applying a piece of reflective tape to the tow bar to visually aid you in knowing when you have reached your stops. Instructions follow.

- a. Adjust your side mirrors so that you can observe the rear tire area.
 - b. Position your vehicle/trailer to within one to two inches of the "stop".
 - c. Ask a friend to assist you by reaching his hand in along the tow bar, slowly sliding his hand back toward him.
 - d. When you first see his hand become visible from behind the tire in your side mirror, signal for him to stop and flag the position on the tow bar.
 - e. Ring the tow bar at the flagged position with reflective tape or florescent paint.
 - f. It will be necessary to determine tape placement for both sides of the truck.
 - g. If you should have any questions please call our customer service department.**
2. When the ballmount is used in the lowest position, a 2" rise ball is required so that the coupler will latch properly over the ball.
 3. During the hook-up procedure, when pulling the tow vehicle and trailer forward with only one spring bar engaged in the trunnion and ballmount, make certain there is sufficient tension placed on the spring bar. Only pull forward far enough to have vehicle and trailer in a straight line, allowing easy placement of the remaining spring bar. Do not attempt this on a down hill slope.
 4. If your trailer coupler is inverted (welded on the bottom of the "A" frame instead of the top), you may need longer chain brackets (side plates are longer).
 5. Holiday Rambler Presidential, Imperial and Crown Imperial trailers (through 1991) equipped with gas bottles recessed in the front cavity of the "A" frame will require "Holiday Rambler Chain Brackets".
 6. Airstream Limited, equipped with lay-down gas bottles, require "Airstream Chain Brackets".
 - 7. When equalizing, at least one bottom roller should contact the radius bar firmly enough that it cannot be turned with the fingers.**
 - 8. When equalized properly, the top rollers should not be rolling in the radius track. If you are "close" to equalization but could use a half link more--place a 1/4" to 3/8" metal shim between the chain bracket and the top of the "A" frame.**
 9. Don't be alarmed if your spring bars are bowed up when equalizing, with heavier tongue weights the spring bars will bow up more than with a lighter trailer.
 10. Once you are equalized, make sure the spring bar set screws are contacting the chain bracket side plates. The set screws should be turned in clockwise until the point of the set screw contacts the side plate with a slight pressure, then rotate the set screws up to two full turns. The spring bars should not be bowed out, do not overturn the set screws.
 11. The PullRite Towing System is a weight distributing hitch, do not pull a trailer unless the spring bars and spring bar chains are under tension.
 12. A Class II conversion (weight carrying) is available on most model PullRite systems, for a light trailer application (i.e. boat or snowmobile trailer), refer to page 7 for instructions. Make certain not to use weight distributing bars (spring bars) when using the PullRite in the Class II position. When you are ready to use as a PullRite again, make sure to unlock the tow bar from the center pin-off position (Class II position). Damage will result to the tow bar and/or shank and ballmount if left in the pinned position.
 13. Pulliam Enterprises, Inc. will not be held responsible for any modification, alteration or repairs made to the PullRite Towing System without prior approval. See **WARRANTY AUTHORIZATION** below. Unauthorized changes will void the warranty and negate any considerations after the warranty has been served.
 - 14. WARRANTY AUTHORIZATION--Call for authorization prior to making any modification, alteration or repair to the towing system.**
 - Service Authorization Number
 - a. Required for modification, alteration or repairs made at an authorized PullRite Service Center. All charges must be preapproved.
 - b. Required for repairs made at an unauthorized repair center. The Service Authorization Number must accompany the preapproved charges sent to PullRite for reimbursement.
 - R.G.R. (Return Goods Report) Number
 - a. Required for parts being returned to PullRite. All returns will be made at the expense of the owner.

<p style="text-align: center;">PROBLEMS</p>	<p style="text-align: center;">SOLUTIONS</p>
<p>Sway sensations.</p>	<p>1) Check your spring bar set screw, make certain they are turned into the chain bracket side plate properly, see Page 3, Leveling Instructions. The set screw function is to keep the trailer centered between the spring bars and eliminate any side-to-side oscillation which may appear to the driver to be "sway." 2) Check the tire pressure on the trailer and tow vehicle. 3) Adjust trailer axle; a) tow-in/tow-out b) tire alignment c) parallel axles d) properly mounted shackles</p>
<p>Excessive grooving in Chain Bracket Side Plate.</p>	<p>The set screws are designed to slide up and down on the side plate of the chain brackets when the trailer flexes on the ball. If excessive grooving occurs, refill the groove with "weld" and grind flush, have a flat washer welded to the end of the set screw to provide a larger "rubbing surface."</p>
<p>Running out of chain links, but still not equalized.</p>	<p>Have your tongue weight measured. Trailers with front kitchens, slide-out rooms or incorrect axle placement may have heavy tongue weights which make equalizing more difficult. The PullRite Tilt Ball Mount may be the solution. The Tilt Ball Mount provides an additional downward cant on the spring bars which will gain extra room to bring your spring bars up without running out of chain links. See pg. 6 on Tilt Balmount.</p> <p>With tongue weights over 1,000 lbs., the Heavy Duty PullRite should be used.</p>
<p>Excessive "road hop."</p>	<p>You may not be transferring enough weight forward. Review the LEVELING INSTRUCTIONS on Page 3-5. TIP: If you stand on the tow bar and simulate road travel by making a hopping motion, you will hear the rollers chatter against the radius bar if you are not equalized properly.</p>
<p>Tow bar is bent--trailer is towing off center.</p>	<p>Safeguard against bending the tow bar--follow the instructions on Page 11 on Tips, Notes and Cautions for visual conditions.</p> <p>If you have already bent your tow bar, obtain an RGR. (Return Goods Report) number from our customer service department, ship the tow bar via UPS, prepaid to our facilities. The tow bar will be returned to you via UPS COD; repair charges will be based on labor and material plus shipping charges. You may prefer to use your M.C./VISA.</p>
<p>Experiencing rattle sound when tow bar is in stowed position.</p>	<p>Place a small wood shim under the top roller to prevent excessive rattle.</p>

ONE YEAR LIMITED WARRANTY

PULLIAM ENTERPRISES, INC. hereinafter referred to as "PULLIAM", warrants to the first retail owner only, this PullRite towing system to be free from defects in materials and workmanship for a period of one (1) year after the installation on purchaser's vehicle.

To validate this warranty, the first retail owner must mail the attached warranty card to PULLIAM within ten (10) days after installation of said towing system on his vehicle.

The owner is responsible for all normal and preventive maintenance described in the Owner's Instructions.

If any defect occurs which the owner believes is covered by this warranty within said one (1) year period, the owner shall contact PULLIAM immediately, either in writing or by collect telephone call--attention Warranty Service Department. The owner will be instructed to return the vehicle at his expense either to an authorized PullRite dealer or to PULLIAM to repair or replace any parts necessary to correct defects in material or workmanship.

Repair or replacement shall be at the sole option of PULLIAM and shall be completed by or on behalf of PULLIAM free of charge for materials and labor.

This warranty gives you specific legal rights and you may also have other rights which vary from state to state.

THIS WARRANTY SPECIFICALLY EXCLUDES EACH OF THE FOLLOWING:

1. Defects in the product resulting from misuse, neglect, accident, loading beyond the vehicle's capacity, failure to comply with instructions contained in the Owner's Instructions or unauthorized repairs, replacements, alterations or modifications. "Unauthorized repairs, replacements, alterations or modifications" are those made without PULLIAM'S prior knowledge and consent.
2. Any incidental or consequential damages including, but not limited to, loss of use of the vehicle, towing charges, vehicle rental, loss of time, inconvenience, travel, gasoline, lodging and telephone expenses, loss of revenue and damages on account of personal injury and property damage. (Some states do not allow the exclusion or limitation of incidental or consequential damages, so these limitations may not apply to you.)
3. Repairs or replacements of defects in any PullRite towing system, or part thereof, installed on any vehicle which has been rented, leased or used for any commercial purpose.
4. Any representation, warranty or undertaking made by any dealer or third party beyond the scope of the warranty herein expressed.
5. Any problem resulting in normal deterioration due to wear or exposure.

TO THE EXTENT PERMITTED BY LAW, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE LIMITED IN DURATION TO ONE YEAR FROM THE DATE OF INSTALLATION ON THE FIRST OWNER'S VEHICLE. (SOME STATES, HOWEVER, DO NOT ALLOW LIMITATIONS AS TO DURATION OF IMPLIED WARRANTY, SO THOSE LIMITATIONS MAY NOT APPLY TO YOU.)



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