

Ordinary hitches are **the cause** of trailer towing problems.



Most of the dangers RV'ers encounter while towing travel trailers are **caused by the design of ordinary travel trailer hitches** - where there is a pivot point at the ball and coupler, behind the tow vehicle bumper .

That pivot point between the truck axle and the trailer axles **creates trailer sway** - it's simply a fact.

Sway controls are then sometimes added to try to cover up and deal with sway - but they only **try to hide the problem - which is always there.**

Don't let ordinary hitch designs make trailer towing difficult, stressful, and dangerous.

[Choose a better design.](#)

The design of the PullRite hitch is unique - it eliminates the pivot point at the trailer ball - and creates a pivot point at the axle of the tow vehicle - like a 5th wheel hitch - but mounted under the vehicle instead of above the axle.

5th wheel trailer towing characteristics - *safety, comfort, maneuverability, and confidence* - **with a travel trailer!**

And, with a wide choice of tow vehicles, including trucks, vans, & most sport utility vehicles.

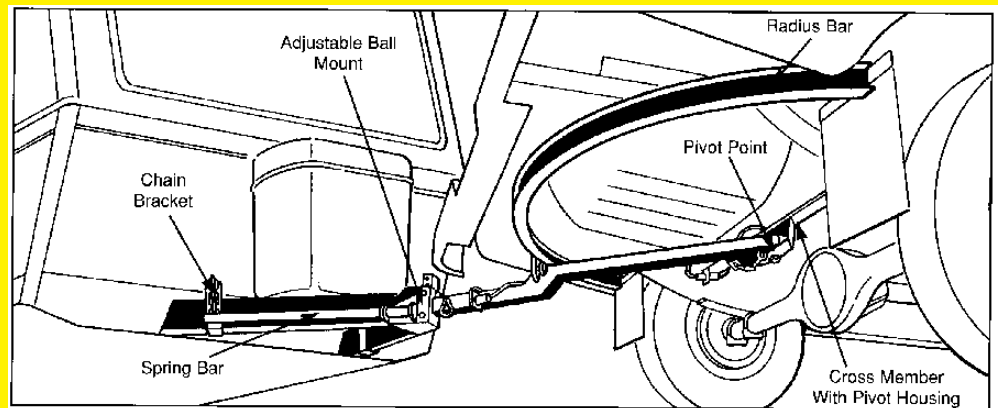
From lightweight tent campers, to the largest RV trailers, there's a model to provide safer towing for your trailer.

Ask your RV Retailer to show you the PullRite video tape or counter top display - and see the benefits for yourself.

Once you see how the *PullRite hitch makes trailer sway impossible*, you'll never settle for an ordinary hitch - you'll choose PullRite.

Your safety depends on it.

If you need help identifying the correct PullRite hitch to fit your trailer towing needs, call PullRite's Towing Specialists at 800/443-2307.



PullRite hitches are total towing solutions - with the weight distributing system being an integral part of the PullRite design - *equalizing weight*, and *eliminating dangerous sway.*



**TRAILER TOWING
SAFETY & COMFORT**

PullRite makes extraordinary hitches that **eliminate** trailer towing problems.



2005 PullRite Receiver Hitch Application Chart

Additional Specially Designed Hitches available for Truck Campers, Long Bed/Ext Cab Trucks, and Maxi/Super Vans - Individual Components can be ordered separately - Call for Pricing & Part Numbers

Column A indicates # of holes drilled for installation	1,000 lb. Tongue Weight 10,000 lb. Trailer Weight	2,000 lb. Tongue Weight 20,000 lb. Trailer Weight
Column B indicates if standard size Spare Tire remains in original location	Order 1 of each, Vehicle Kit, Trailer Kit, and Mounting Kit to complete a new installation	Order 1 of each, Vehicle Kit, Trailer Kit, and Mounting Kit to complete a new installation

70 Degree Turning Radius Models

PullRite Part Numbers

PullRite Part Numbers

Chevrolet Sport Utility Vehicles	Year	A	B	Vehicle Kit	Trailer Kit	Mounting Kit	Vehicle Kit	Trailer Kit	Mounting Kit
Tahoe (not Denali) (includes added center receiver)	00-02	2	Yes	0047	0113	004710	n/a	n/a	n/a
Suburban	92-99	No Drill	n/a	0040	0113	004010	0041	0114	004110
Suburban ¾ Ton (includes added center receiver) (see note 1)	00-04	No Drill	Yes	0045	0113	004510	0046	0114	004610
Suburban ½ Ton (includes added center receiver) (see note 1)	00-04	2	Yes	0048	0113	004810	n/a	n/a	n/a
Suburban Quadra Steer ¾ Ton (see note 1)	03-04	No Drill	Yes	0100	0113	010010	call for 20K Application Info		
Van (Full Size)	97-04	No Drill	Yes	0032	0113	003210	n/a	n/a	n/a

Chevrolet/GMC Trucks 34" or Tapered Frame

8' Bed, Extended Cab, ¾ & 1 Ton	88-00	4	No	0086	0113	008610	0089	0114	008910
6' Bed Crew Cab, ¾ Ton	99-00	4	No	0070	0113	007010	0069	0114	006910
8' Bed, Crew Cab, ¾ & 1 Ton	92-00	4	No	0086	0113	008610	0089	0114	008910

Chevrolet Light Duty Trucks

6' Bed, Std & Extended Cab Styles, ½ & ¾ Ton	99-04	No Drill	No	0070	0113	007012	0069	0114	006912
8' Bed, Std & Extended Cab Styles, ½ & ¾ Ton	99-04	No Drill	No	0070	0113	007011	0069	0114	006911

Chevrolet Heavy Duty Trucks

6' Bed, Std, Ext & Crew Cab Styles, ¾ Ton (includes added center receiver)	01-04	No Drill	Yes	0049	0113	004910	0050	0114	005010
8' Bed, Crew & Extended Cab Styles, ¾ & 1 Ton (incl center receiver)	01-04	2	Yes	0037	0113	003710	0038	0114	003810

Dodge Vans

	Year	A	B	Vehicle Kit	Trailer Kit	Mounting Kit	Vehicle Kit	Trailer Kit	Mounting Kit
Full Size, Ram Van	94-04	2	Yes	0054	0113	005412	n/a	n/a	n/a
Full Size, Maxi Van	78-04	6	n/a	0056	0113	005610	n/a	n/a	n/a

Dodge Trucks

6' Bed, Std, Club, & Quad Cab, ½ & ¾ Ton (except '02 ½ Ton) (incl added ctr rcvr, 90° turning)	94-02	No Drill	Yes	0052	0113	005210	0053	0114	005310
6' Bed Quad Cab ¾ & 1 Ton (not ½ ton)	03-04	No Drill	Yes	0092	0013	009210	0093	0114	009310
8' Bed, Std, Club, Quad Cab ½, ¾ & 1 Ton (except 2002 ½ Ton)	94-02	2	Yes	0064	0113	006410	0065	0114	006510
8' Bed Quad Cab ¾ & 1 Ton (not ½ ton)	03-04	No Drill	Yes	0072	0113	007210	0073	0114	007310

Ford Sport Utility Vehicles & Vans

	Year	A	B	Vehicle Kit	Trailer Kit	Mounting Kit	Vehicle Kit	Trailer Kit	Mounting Kit
Excursion	00-04	4	Yes	0007	0113	000710	0006	0114	000610
Van (Full Size) (2K/20K Hitch for E-350 Only)	92-04	2	Yes	0020	0113	002010	0021	0114	002110
Super Van (Full Size, Extd) (2K/20K for E-350 Only)	92-04	4	No	0022	0113	002210	0023	0114	002310

Ford Trucks

F-150 & F-250 Light Duty	97-03	2	Yes	0025	0113	002510	n/a	n/a	n/a
F-250 & F-350 6' & 8' Bed, Super Cab & Crew Cab	99-04			0026	0113	002610	0027	0114	002710

Toyota Trucks

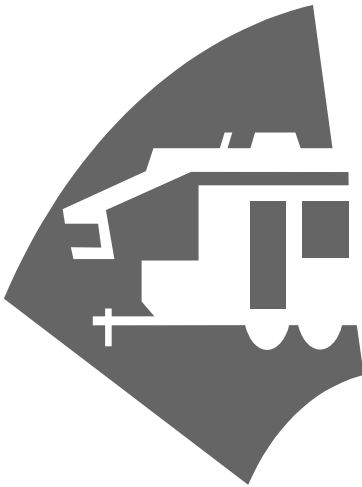
	Year	A	B	Vehicle Kit	Trailer Kit	Mounting Kit	Vehicle Kit	Trailer Kit	Mounting Kit
Tundra (includes center receiver) Extended Cab	01-04	No Drill	Yes	0001	0113	000110	n/a	n/a	n/a

NOTES

1. Chevrolet Suburbans

For other vehicle applications - call 800/443-2307

If equipped with emissions canister, call customer service at 800/443-2307



Travel Trailer Hitches & Towing

What you need to know BEFORE you buy your next Travel Trailer and/or Tow Vehicle.

Factors to consider:

- ◆ Initial Cost of a Trailer
- ◆ Floor Plans & Usable Space
- ◆ Tow Vehicle Choices
- ◆ Fuel Economy
- ◆ Resale Values
- ◆ Hitching & Unhitching
- ◆ Adverse Weather
- ◆ Changing Terrain
- ◆ Maneuverability
- ◆ Driver Fatigue
- ◆ Crosswinds & Truck Traffic
- ◆ Safety & Handling

Travel Trailers can offer many advantages over other types of RV's when you consider cost, usable space, floor plan & design flexibility, options for suitable tow vehicles, and even improved fuel economy - however, some think that the trade-offs are poor handling, limited maneuverability, complicated hitching and unhitching, and other towing safety related negatives.

The fact is, with a properly designed hitch and weight distribution set-up, a travel trailer can be towed as safely, and arguably safer, than a 5th wheel trailer - and you aren't forced to use a pick-up truck to do it. And, if you do choose a pick-up truck - you have the bed of the truck available to use for whatever you want, rather than committing it to carrying a 5th wheel hitch.

***...a travel trailer can be towed as safely,
and arguably safer, than a 5th wheel trailer...***

Getting what YOU want!

Instead of limiting your choices, this seminar offers advice, information, facts, and tools that will help RV'ers to recognize, minimize, and even eliminate the negatives - opening up a whole new world of possibilities for RV'ers to consider when choosing their next travel trailer and/or tow vehicle.

Give yourself the best chance to find your dream RV, at a dream price, and that meets all your needs—by being a more knowledgeable buyer. You might find that you can have it all!

PullRite - Pulliam Enterprises, Inc.

800/443-2307

www.PullRite.com



What is “trailer sway”?

- ◆ The unsafe swinging of the trailer behind the tow vehicle - caused by the distance from the tow vehicle rear axle to the pivot point at the hitch
 - ◆ Any distance from the pivot point between the truck rear axle and the point where the trailer pivots at the hitch creates sway - the greater the distance - the worse the sway (for example, vehicles with more overhang behind the rear axle have increased sway - even long wheel based vehicles like Suburbans and extended vans.
 - ◆ Reducing the distance between the tow vehicle rear axle and the hitch pivot point reduces sway. Hitch designs that eliminate the distance, eliminate trailer sway
 - ◆ 5th wheels, goose necks, and PullRite hitches (which is essentially an “upside down 5th wheel hitch” design) have no sway!



What causes the trailer to “wag” the tow vehicle?

- ◆ Leverage which the trailer has to affect the tow vehicle
 - ◆ the “leverage” increases as the length of the “lever arm” between the hitch pivot point and the tow vehicle rear axle increases (a shorter “lever” has less adverse affect on the tow vehicle)
 - ◆ Longer wheel base vehicles may be better - or worse - depending on several factors:
 - ◆ The length of the “lever arm” created by the distance from the rear axle to the ball
 - ◆ The wheel base of the vehicle in relation to the leverage of the trailer
- ◆ External Factors initiate and compound “sway”
 - ◆ Cross winds - and passing trucks in particular due to the bow wave pushing, and then pulling the trailer as it goes by - rapidly increasing sway to dangerous levels
 - ◆ Braking
 - ◆ Traveling down hill
 - ◆ Steering corrections - particularly when unexpected or in emergency maneuvers - as there is a tendency to over-correct which exaggerates movement and sway rapidly to dangerous levels
 - ◆ Poor weight distribution
 - ◆ Unsafe tires, suspensions, and many other factors - including road surfaces and driving conditions changing



*5th wheel hitches,
goose neck hitches,
and PullRite hitches
have no sway!*

What is "sway control"?

Sway Controls:

- ◆ Adds resistance to the pivot point between the trailer and truck - using friction
- ◆ Also adds resistance to the handling of the tow vehicle - using friction
 - ◆ Makes vehicle handling more difficult on wet or slick roads - even dangerous
 - ◆ Gives a false sense of confidence, leading to panic in unexpected "sway" conditions
- ◆ Weight Distribution (or equalizing) Is a separate function from "sway control"

What's wrong with it?

Sway Control?

- ◆ A band aid approach - with limited effectiveness (as it doesn't "control sway", it simply tries to cover it up with resistance)
- ◆ Works through friction - opposite the intended effect of a hitch pivot point
- ◆ Manufacturers recommend that it be disconnected under conditions when it's needed most - slick or wet roads or adverse conditions
- ◆ Why choose a hitch with "sway", a basic design flaw, when a real solution is readily available?

PullRite's "Sway Free" Design Advantages (includes weight distribution)

Safety Advantages

- ◆ Makes "trailer sway" impossible by locking out the pivot point at the ball/coupler
 - ◆ Creates pivot point at the vehicle axle - like a 5th wheel trailer
- ◆ Eliminates the negative effects of the trailer "wagging" the tow vehicles
- ◆ Eliminates the negative sway induced by cross winds and passing semi trucks - for safer, more comfortable, and less stressful towing

Other Advantages

- ◆ Makes trailers MUCH more maneuverable - allows up to 90 degree turning for u-turns anywhere!
 - ◆ Avoid getting "stuck" in tight parking areas or dead end drives
- ◆ Unobstructed access and use of truck beds and van doors
- ◆ Easier and quicker hitching and unhitching
- ◆ Greater stability, more confident towing - even with short wheel base SUV's

"why choose a hitch with "sway", a basic design flaw, when a real solution is readily available?"



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