

WARNING

The Interlock assembly (see arrow) retains the handle in the raised position when unhitching.



If you mistakenly raise the handle while hitched, do not try to force the handle down if the coupling is engaged and the handle is in the raised position. Either uncouple the trailer by driving away or release the retaining pin with a pin punch or your finger by pressing it inwards.

LUBRICATION

At McHitch Couplings, the only lubricant we apply to the tapered pin and receiver is CRC "Dry Glide with PTFE".

It is a dry film lubricant containing Teflon (PTFE) that penetrates and bonds to metal to form a non-staining micro dry film (not a wet type lubricant that attracts debris).

Dry Glide prevents sticking, reducing all types of wear and corrosion.

Available from most Automotive parts outlets and hardware stores.



DO NOT JACK KNIFE

After Installation, check for clearance between A-Frame and WDH head on tight turns.

Ask a person to check for clash when slowly turning at maximum angle.

make sure your caravan service centre is properly equipped with a McHitch receiver or they mount your WDH unit or tow tongue to their caravan mover, make sure they do not jack-knife the coupling!

Jack-Knifing usually occurs when reversing!

HITCHING and UN-HITCHING

To hitch up the Auto Coupler, you need to make the tapered shaft on the coupling level with the receiver. Once you have established this, mark the height on the jockey wheel shaft with a red marker. Use this mark to hitch and un-hitch on level ground.

When using a reversing camera, place yellow magnetic marker on the top of the universal to make the coupling more visible.

THE RECEIVER HANDLE SHOULD BE IN THE DOWN POSITION WHEN HITCHING UP

Reverse the tow vehicle slowly so that the tapered shaft enters the receiver and engages the latch handle. Make sure you fit the hitch pin through the receiver body and fit the R clip to secure it before towing. The lock body supplied can now be fitted to the hitch pin.

UN-HITCHING on uneven ground.



Lift jockey wheel until you can see the top gap in tow bar receiver close slightly.

This is the point where the caravan no longer has its weight on the tow vehicle.

Cross pin can now be removed and handle raised, ready to disconnect.

McHitch Auto Receiver side tabs.

'Australian Standard' 3 inch wide tongues:

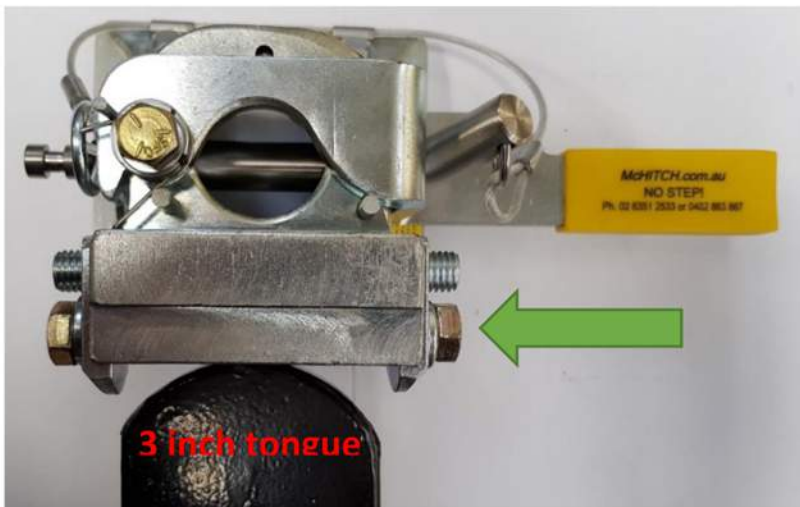


Figure 1

This is meant for the Australian standard fitting of 3 inch wide tow tongues. McHitch WDH adaptor plates are also 3 inch.

The receiver is fitted out of the box with the side tabs in a fixed 3 inch wide configuration.

The hex head bolts (A) either side may have to be loosened off to allow the receiver to sit flat on the tongue and then tightened back up.

Some 3 inch tongues are slightly undersize. If tabs are not a snug fit, invert side tabs as described in figure 2 below.

'American Standard' 2.5 inch wide tongues:

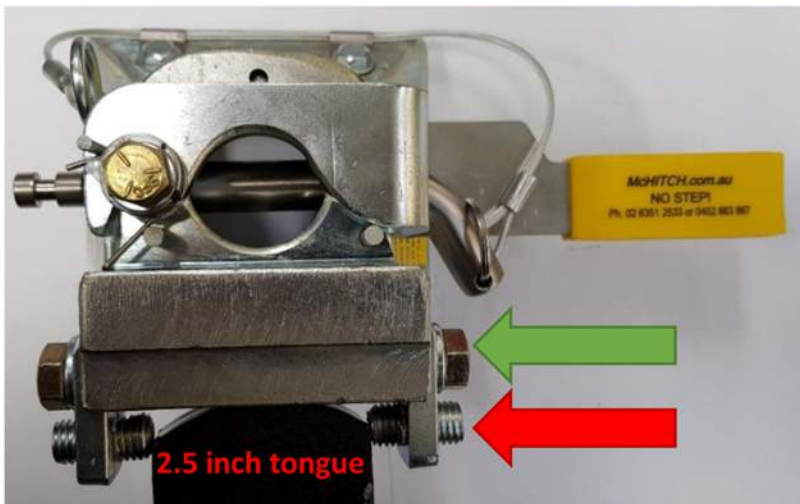


Figure 2

This is meant for the American standard fitting of (narrower than Australian) 2.5 inch wide tow tongues.

The receiver needs to have the bolts (A) undone and then the side tabs inverted then the bolts done back up.

Now the grub screws (B) can be tightened up against the side of the narrower tow tongue.

It is extremely important that the receiver does not rotate on the tongue.

If these tabs are not tight against the tongue invert the side tabs and adjust grub screws as required. (Use Figure 2)

If ever you need to adjust the nose on the tapered shaft, the grub screw can be loosened with a 4mm allen key and the nose rotated with a round bar (a Phillip's head screw driver is ideal). Some localized heat may be needed on the nose and grub screw as it has been fitted with thread locker.

McHitch Automatic Trailer Coupler Installation and Operating Instructions

1. Remove tow ball from tongue or weight distributing head. Ensure tongue is flat. On 2, 3.5 and 4.5 tonne models screw the 7/8" stepped threaded shaft into the base of receiver so that the shoulder of the 1-1/4" diameter thread is one thread inside the base of the receiver. Tighten grub screw with allen key provided. The 1-1/4" shank is also recommended for the 4.5 tonne model in heavy duty applications. On 6 tonne models, screw 1-1/4" parallel threaded shaft into base of receiver and tighten grub screw with allen key.

Fit receiver to tow tongue and install split washer and nut on threaded shaft and tighten to 220ft/lb for 7/8" and 420ft/lb for 1-1/4" shaft. Tongue must be flat in the area where the receiver contacts the tongue. Dress with a grinder if it is not flat, or fit new tongue. Ensure bolts holding locating tabs on sides of receiver are tight.
2. For WDH systems on caravans see detailed instruction sheet attached.
3. Before fitting coupling to trailer/van, slide coupling into receiver and check fitment and ease of release. Stainless steel nose on tapered shaft is adjustable to remove any forward/rearward play. If play develops over time, loosen grub screw and adjust nose slightly by turning using a round bar in hole provided.
4. Remove old coupling from the trailer/van and disconnect handbrake cable if fitted. For 2 and 3.5 tonne models, drop the coupling over the bolts if they are welded in place or fit bolts and new nyloc nuts (available separately) and tighten to 60ft/lbs. For 4.5 models use the 9/16" bolts provided. Existing mount holes may need slight burring to accommodate the slightly larger bolts. Tighten to 80ft/lbs. For 6 tonne models place new coupling on mounting plate, mark out hole positions and burr holes out to 16mm diameter. Hole pattern is 180mm by 54mm centres. Install 16mm diameter grade 8 bolts washers and nylon nuts (available separately) and tighten to 90 ft/lbs. All models install handbrake if required under rear bolts. Connect handbrake cable and adjust on all models.
5. To hitch up the auto coupler you need to ensure that the tapered shaft on the coupling is the same height as the receiver. Once you establish this, mark the height on your jockey wheel shaft with a marker. We recommend that you use a reversing camera to make hitching up a one person process. When using a reversing camera, place the yellow magnetic marker on the top of the universal to make the coupling position more visible during the hitching process.

Simply reverse the tow vehicle slowly so that the tapered shaft enters the receiver and engages the latch handle. Make sure you fit the hitch pin through the receiver body and fit the R-clip to secure it before towing. The lock body supplied can now be fitted to the hitch pin. Install safety chains and wiring plug.

WHEN HITCHING UP, THE RECEIVER HANDLE SHOULD BE IN THE DOWN POSITION. FOR HITCHING AND UNHITCHING TIPS, SEE ATTACHED FOUR SECTION BROCHURE.

6. The universal used in 2, 3.5 and 4.5 tonne models is part no. RUJ 2041 (as fitted to all Toyota Landcruisers), whilst the 6 tonne model uses part no. K5GB22R, and are readily available at most bearing parts outlets. (The part number is embossed into the rear "U" underside). It is greaseable (depending on use, every 6-12 months intervals) and can be replaced by removing the screwed plugs (RH thread) with a 1/2" breaker bar. Some localised heat may be required on loctited threaded plug to loosen.

Please Ring Joe McGinnes on (02) 6351 2533 or 0402 863 867 for technical support.

McHitch Automatic Coupler WDH Installations

Note* If your WDH head is already fitted with a Black McHitch Adaptor Plate, mount receiver as for a standard tow tongue. See separate instructions sheet. Make sure adaptor plate is welded to WDH as below.

Hayman Reese Classic Series.

The Classic Series is identified by straight square bars which horizontally engage the steel fabricated WDH head. When fitting the McHitch Automatic Receiver to this head, install the adaptor plate on the WDH head with the two grub screws facing rearwards. Install the grub screws in the upper holes.

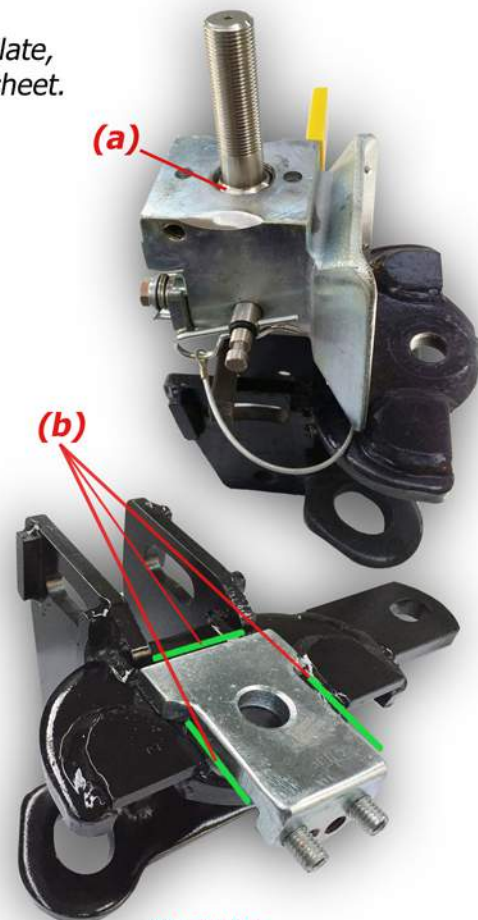
Screw the stepped attaching stud into the base of the receiver ensuring the shoulder on the stud is at least one thread inside the base of the receiver. See shoulder of stepped stud at '(a)'. Tighten the grub screw on the side of the receiver with the allen key provided. Insert the receiver through the adaptor plate and mounting hole and install spring washer and nut.

Tighten nut to around 220 ft/lbs ensuring receiver is aligned correctly. It is recommended that the front face and sides of the adaptor plate is welded to the WDH head at '(b)'

Hayman Reese Classic Series - Note position of :

(a) shoulder of mounting stud

(b) recommended welding position



WARNING

Adaptor plate must be welded to W.D. head on this fitment! Grub screws are only used to align plate! make sure to remove paint and zinc coating where welding.

Hayman Reese 600/800 Series.

The 600/800 series is identified with round bars bent with a 90 degree bend which engage the cast steel head vertically. On most models, This WDH requires the use of the 1 1/4" stud. Some models are now supplied with a 7/8" mounting hole, this requires the use of the 7/8" stepped stud supplied with 3.5 tonne auto kits. (The 4.5 tonne auto kits are supplied with both studs). The 6 tonne supplied only with the 1 1/4" stud. Please get in touch with McHitch to obtain the 1-1/4" stud and the hardened steel washer required for this fitment.

Place the washer on the circular machined land where the towball normally mounts to provide a level mounting face. Note position of spacer washer at '(a)'. **Discard the original reducing bush.**

Screw the 1 1/4" stud into the receiver and tighten the grub screw on the side of the receiver with the allen key supplied. Check to see that the receiver is sitting snug up against the tower. See '(b)'. Install the spring washer and nut and tighten to around 420 ft/ lbs.

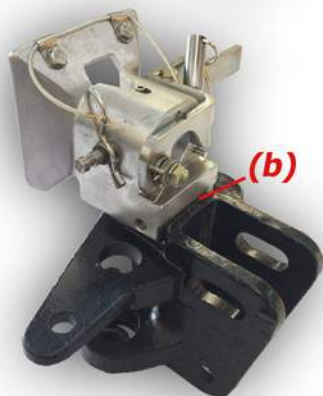
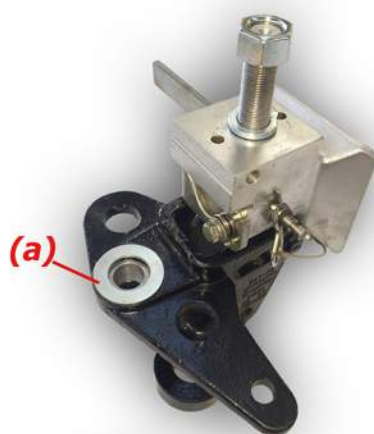
If your WDH head has an 1 1/4" mounting hole and no tower it is the American Reese model. See next page for details.

Ring McHitch on (02) 6351 2533 or Joe on 0402 863 867

Hayman Reese 600/800 Series - Note position of :

(a) spacer washer, and

(b) snug fit of WDH and rear of receiver.



Eaz Lift , QUIK LIFT Series.

The Eaz Lift / QUIK LIFT Series is identified by round bars bent with a 90 degree bend which engage the fabricated steel head vertically. The head has a sway control hole on each side. Screw the stepped attaching stud into the base of the receiver ensuring the shoulder on the stud is at least one thread inside the base of the receiver.

See shoulder of stepped stud at '(a)'.


Tighten the grub screw on the side of the receiver with the allen key provided. Install the adaptor plate on the WDH head with the two grub screws facing rearwards. Install the grub screws in the lower holes. Insert the receiver through the adaptor plate and mounting hole and install spring washer and nut. Tighten nut to around 220 ft/lbs ensuring receiver is aligned correctly. It is recommended that the sides of the adaptor plate be welded to the WDH head at '(c)'

(QUIK LIFT Offset Head mounts receiver directly without adaptor plate).

NOTE! Quik Lift offset head is for use with Auto Coupler only! (Auto Coupler can be used on Quik Lift and Eaz Lift Standard heads).

Eaz Lift WDH Head- Note Position of :

(a) Shoulder of mounting stud.

(b) Position of the adaptor plate

(c) Position of two welds

WARNING
Adaptor plate must be welded to W.D. head on this fitment! Grub screws are only used to align plate! make sure to remove paint and zinc coating where welding.

Reese Pro Series

The Reese Pro Series uses a 1-1/4" shank and WDH6 (part number) adaptor plate (shown) and must be welded to the head around the front and sides.



WDH6



Note:

**USE LARGE 1 1/4" MOUNTING STUD ON WDH HEADS WITH A 1 1/4" MOUNTING HOLE.
 DO NOT USE A REDUCING BUSH WITH A STEPPED 7/8" MOUNTING STUD.**

CONTACT McHITCH ON (02) 6351 2533 OR JOE ON 0402 863 867

TO OBTAIN LARGE 1 1/4" MOUNTING STUD AND HARDENED STEEL WASHER FOR USE ON HAYMAN REESE 600/800 ROUND BENT BAR WDH MODELS .

QWIK LIFT

Weight Distribution Hitches



QWIK LIFT Features

- Quick installation
- Quick height adjustments
- Quick angle adjustment
- ADR compliant
- Lifetime warranty (to original purchaser)
- Full range spare parts

QWIK LIFT Accessories

- Universal L/R friction sway control
- Offset ball mount to suit McHitch trailer coupler
- Unique drop on A-frame bracket
- Various adjustable shanks

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WEIGHT DISTRIBUTION SYSTEM SETUP AND ADJUSTMENT

SAFETY NOTE – INSTALLATION AND OPERATOR TIPS

1. Use the jockey wheel whilst the coupling is still engaged with the tow ball to lift the vehicle and trailer to avoid unnecessary straining on the person raising or lowering the snap up brackets.
2. Use both hands on the snap up handle to control the pressure and always ensure your legs and feet are not in a position where the bracket handle or the end of the spring bar can come in contact with them.
ALWAYS MAINTAIN CONTROL OF THE SNAP UP BRACKET UNTIL THE SAFETY CLIP IS IN POSITION - AS THE SPRING BAR IS UNDER HIGH TENSION, INJURY MAY OCCUR IF THE SNAPUP BRACKET IS NOT CONTROLLED BEFORE THE SAFETY CLIP IS FITTED.
3. Disengage the spring bars of the weight distribution system when driving or reversing into and out of driveways.
4. Whilst driving, it should always be observed that the Weight Distribution system be disengaged (ie release Spring Bars) when: negotiating rough, uneven terrain, entering or exiting driveways, short, steep gutters, access ramps, speed humps and dips, negotiating tight, acute turning at low speeds, or when travelling up/down steep abrupt inclines (ie severe, undulating road surfaces).
5. Drive with caution over corrugated roads, and approach inclines slowly whilst the weight distribution system is in use. **Disengage spring bars as deemed necessary.**
6. The spring bars will develop a camber in them following use (Which is completely normal) and will have no adverse affects on performance.
7. Some noise may be heard from the Weight Distributing Hitch (usually when travelling slowly or around tight corners). This is normal having no adverse effects on performance. Lubrication (preferably dry lube) may be applied to the spring bar mounting points to reduce noise
8. To reduce wear at friction points, ensure the weight distribution head components are cleaned regularly.

Customer Care: 1800 812 017

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Weight Distributing Bar Roller Bracket Kit



Go to the Home page at www.mchitch.com.au and view our national TV ad to see our roller brackets in operation. Or scan the QR code above with your phone to view the video.

Mchitch has developed a roller bracket which gives the weight distributing systems fitted to many caravans greater flexibility when negotiating sharp turns. The roller bracket removes the restrictions on the weight distributing bars moving through the full arc of travel when roundabouts are encountered or when reverse parking in caravan park complexes.



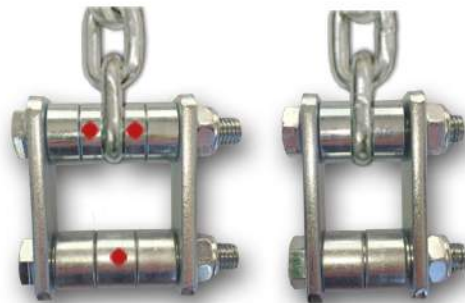
When reverse parking, always be careful not to jack knife the coupling!

Allow at least 50mm of roller travel from the rear stop

WDH manufacturers recommend that the bars be removed when entering built up areas. The roller bracket removes the need to disconnect the bars on a constant basis. The traditional groaning, creaking and cracking is eliminated by the installation of the McHitch roller brackets.

The brackets is supplied in a 53mm width to suit the Eas Lift WDH and Quik Lift systems.

It can be converted to the 35mm wide bracket for Hayman Reese WDH systems by removing three spacers marked ● and replacing the bolts with shorter bolts supplied.



Installation:

- * Undo the U bolts attaching the chains to the WDH bars.
- * Fit the chains to the upper bolt in the roller bracket and slide onto WDH bar.
- * Later model Hayman Reese bars require the McHitch wide U clamp fitted as shown to provide a travel stop. **(A)**
- * Reinstall the U bolts on **all bars** to provide a positive stop for the roller brackets. **(B)**
- * If chain makes the bracket appear to be crooked, install 'half link' **(C)** on top hook to straighten rollers.

