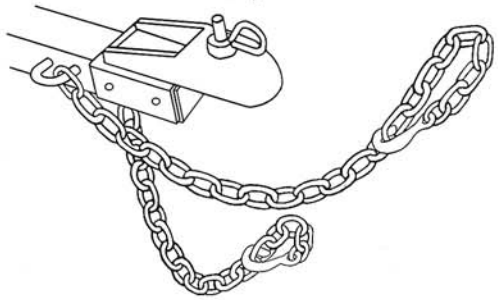
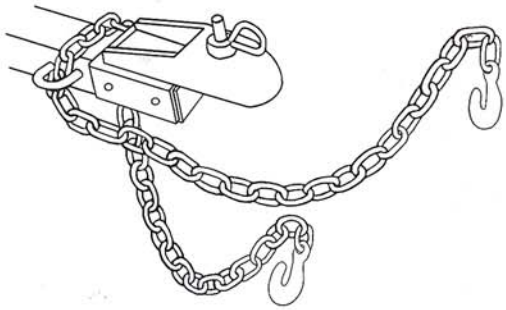
ADDED INFORMATION - Chains - Tongue - Trailer Weight

Typical **DOUBLE** Safety Chain Installation



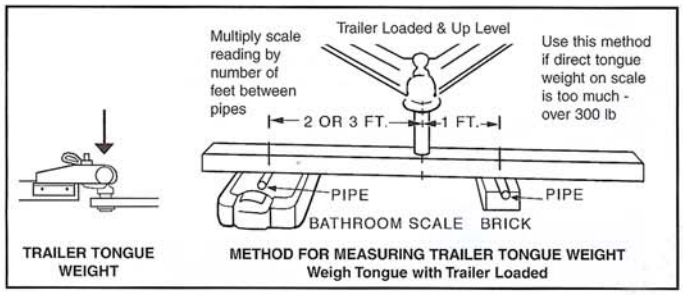
Typical **SINGLE** Safety Chain Installation



SAFETY CHAINS provide the final safety connection between a trailer and towing vehicle in the event of failure of the trailer coupler or the hitch ball. If the trailer comes loose, they must hold it to the towing vehicle.

1. Use one or two continuous chains as shown above.
2. Cross the chains under the trailer tongue to prevent the tongue dropping to the ground if the trailer comes loose.
3. Use chain whose holding strength is equal to or more than the gross weight of the trailer including its load. In general, 1/4" proof coil chain is suitable for gross trailer weight to 3,500 lb, use 5/16", or better, to 5,000 lb.
4. Pass chain around a frame member or secure bumper iron and hook it back to itself for strongest attachment. If the chain hook is attached to a frame member or bumper iron or hole, it may slip off or the hook be straightened out if the trailer comes loose. Attach chains securely.
5. Allow only enough slack in chains to permit proper turning of vehicles. Do not let chains drag the ground, or be drawn up too tight. Slack length should hold tongue and coupler off the ground with the trailer loose.
6. Chain connection to the trailer should be close to the coupler - not back from it.

Tongue Weight (TW), or Vertical Load (VL), is the downward force of the trailer tongue on the hitch ball. It takes priority over gross trailer weight when selecting or using a hitch.
For safe towing, the front end must be heavier than the rear end. How much tongue weight depends on the hitch TW capacity, the tow vehicle rear springs and shock absorbers, load in the car trunk or pickup bed, etc. Too much will push the tow vehicle rear end down low taking weight off the front and make steering dangerous. Too little will allow the trailer to sway or whip at certain speeds and is very dangerous. Keep tongue weight in mind when loading the trailer and distribute the load accordingly. Then weigh the tongue with trailer loaded and level. Move cargo forward to increase the tongue weight, or to the rear to decrease it. Use common sense and think SAFETY for trouble-free trailer towing.

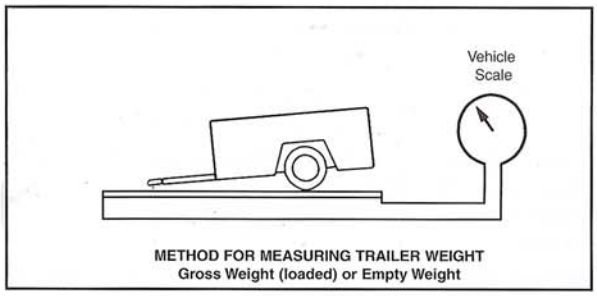


A properly built trailer has built-in tongue weight when it is empty. This built-in tongue weight is mainly determined by the position of the axle(s) behind the main frame or body center and the length and weight of the tongue. It pays to know that a trailer has sufficient built-in tongue weight.

LOADING Load heavier in the front than in the rear of the trailer, but do not overdo it. The larger the trailer, the more weight must be carried by the tow vehicle. Distribution of the load weight should be considered BEFORE loading. Tongue Weight takes priority over Gross Trailer Weight when selecting or using a tow-vehicle hitch.

Gross Trailer Weight (GTW) means total weight - the combined weight of the trailer and all cargo, consumables and equipment ready for towing. Knowing the trailer's gross weight is important. Weigh the trailer on a vehicle scale. Empty weight plus cargo equals Gross Weight. Knowing the empty weight you can determine how much cargo to load. It is best to weigh the trailer loaded.

Trailer Load Capacity is the trailer's empty weight subtracted from the undercarriage capacity. An 800 lb empty trailer with a 3,500 lb undercarriage has 2,700 lb load capacity.



TW & **VL** mean the same - Tongue Weight or Vertical Load.
MGTW and **GTW** mean the same - Maximum Gross Trailer Weight or Gross Trailer Weight.
Hitches go on cars, towing vehicles, and tow the trailer.
Couplers go on trailer tongues and connect the trailer to the hitch ball on the towing vehicle.
Weight-Carrying means the tongue weight carried by the hitch on the towing vehicle.
Weight-Distributing means that the hitch spring bars lift the combined weight of the trailer tongue, car trunk-load & hitch - & spread (distribute) that weight along the car & trailer frame.

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