



OVER 35 YEARS OF INNOVATION, QUALITY, SAFETY.
IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

C1213-30

Owner's Manual

Important Note: Instructions featured online do NOT show detailed drawings or figures referenced in the instructions. Complete instructions with more detailed drawings are available in the kit upon purchase.



Version 3 BY:KS 8/17/23
TECH SUPPORT (800) 246-8132

**AFTER INSTALL, PLEASE GIVE
THIS BOOKLET TO YOUR CUSTOMER**

Hitch Weight Capacity

Weight Carry

20,000 lbs maximum pull weight

2,500 lbs maximum tongue weight







Weight Distribution







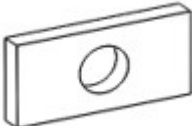
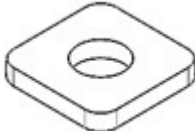

30,000 lbs maximum pull weight









3,000 lbs maximum tongue weight.

Warning

Do not exceed the factory weight ratings of your vehicle

Parts Inventory			
Item Image	Item Description	Item #	QTY
	Super Hitch Magnum Cross Tube	SH- 30K- CT-A12	1
	Driver Side Plate	C1213- 30-W1- D	1
	Passenger Side Plate	C1213- 30-W1- P	1
	Driver Side Support Bracket	C1213- 30-W2- D	1
	Passenger Side Support Bracket	C1213- 30-W2- P	1
	Frame Spacer	C1213 - 30- P8	2
	2" Receiver Adapter	9580	1
	1/2"-13 x 4" – Hex Head Cap Screw – Grade 8	9858	2
	5/8"-11 x 2" – Grade 8 – Hex Bolt	9846	6

Parts Inventory			
Item Image	Item Description	Item #	QTY
	5/8" Star Washer	11357	6
	5/8" SAE Flat Washer	9717	6
	5/8" Split Lock Washer	6023	6
	5/8"-11 – Grade 8 – Hex Nut	9842	6
	1/2"-13 x 2-1/2" – Grade 8 – Hex Bolt	9887	2
	1/2"-13 x 1-1/2" – Grade 8 – Hex Bolt	9960	12
	1" x 2" x 1/4" – Plate Washer	10859	4
	1-5/8" x 1-5/8" x 1/4" – Plate Washer	TL-HW-PW-P41	4
	1/2" Star Washer	4566	2

Parts Inventory			
Item Image	Item Description	Item #	QTY
	1/2" USS Flat Washer	6039	8
	1/2" Split Lock Washer	9302	16
	1/2"-13 – Grade 8 – Hex Nut	1751	16
	3/8"-16 x 1" – Grade 5 – Hex Bolt	6004	2
	3/8" SAE Flat Washer	8949	4
	3/8" Split Lock Washer	6003	2
	3/8"-16 – Grade 5 – Hex Nut	3306	2
	5/8" Pin & Clip	3703	2
	5/8" Bolt Fisher	13696	1
	1/2" Bolt Fisher	3818	1

Step 1

Temporarily remove the spare tire.

Disconnect all wiring harness connectors between the rear bumper wiring harness and main wiring harness.

Remove any hardware or clips holding the main wiring harness to the rear bumper

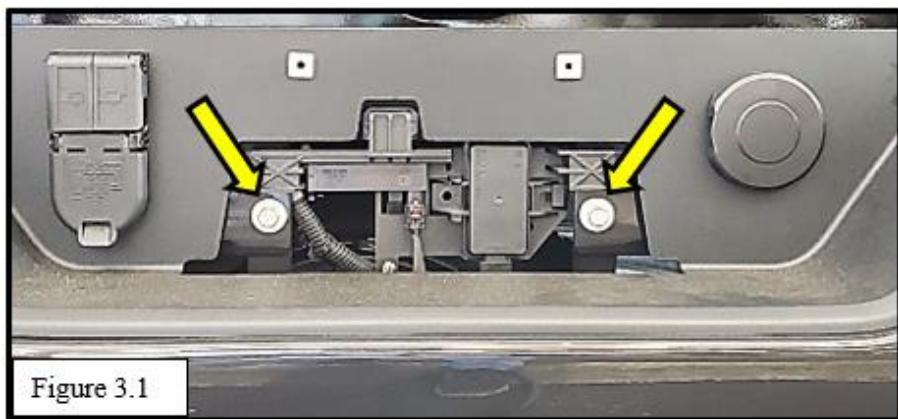
Step 2:

Remove all hardware holding the rear license plate to the bumper, then remove the license plate. Do Not Discard the factory hardware. See Figure 2.1

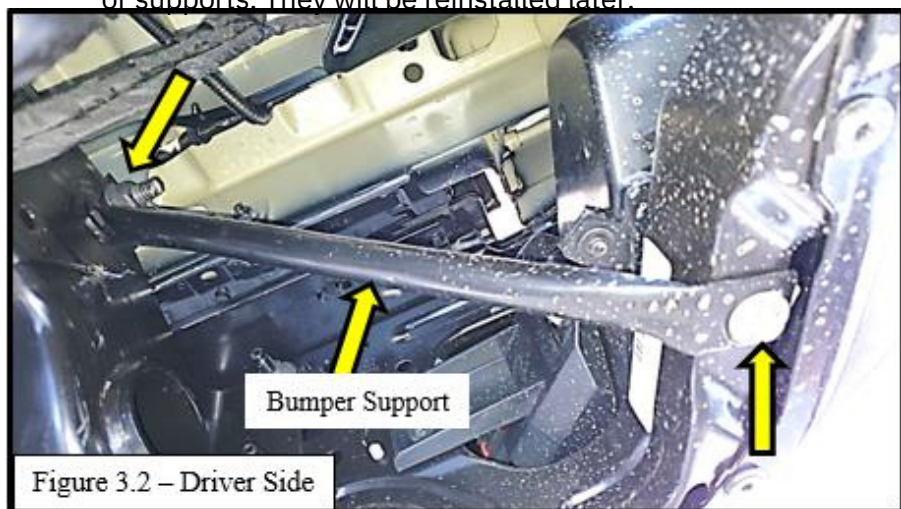


Step 3:

- Remove the two bolts located behind the license plate as shown in Figure 3.1

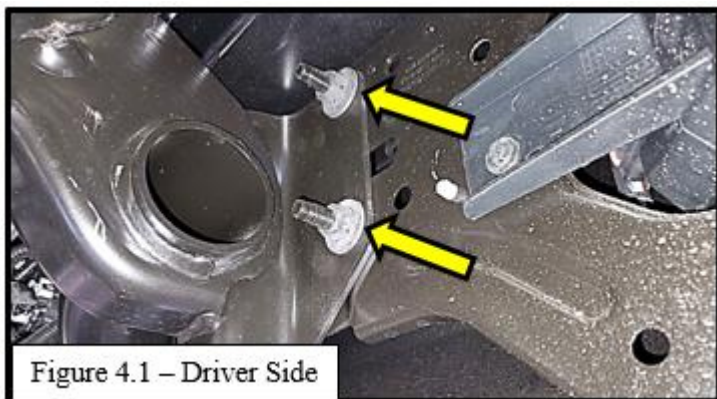


- Remove the hardware holding the bumper supports to the frame rails and rear bumper as shown in Figure 3.2.
- Remove the bumper supports. Do Not Discard the factory hardware or supports. They will be reinstalled later.



Step 4:

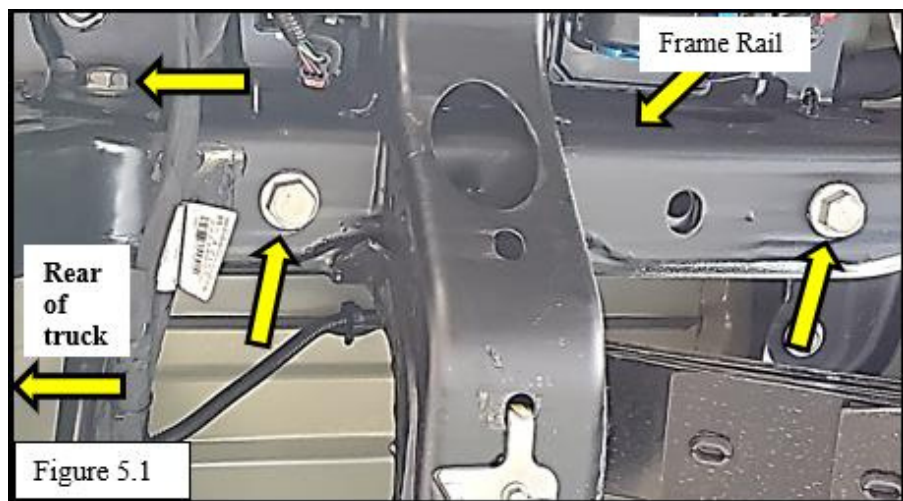
- Have someone hold the bumper in place. Remove the four nuts (two on each side) holding the rear bumper to the factory hitch. Do Not Discard these factory nuts. See Figure 4.1.



- Remove the rear bumper and set it aside.

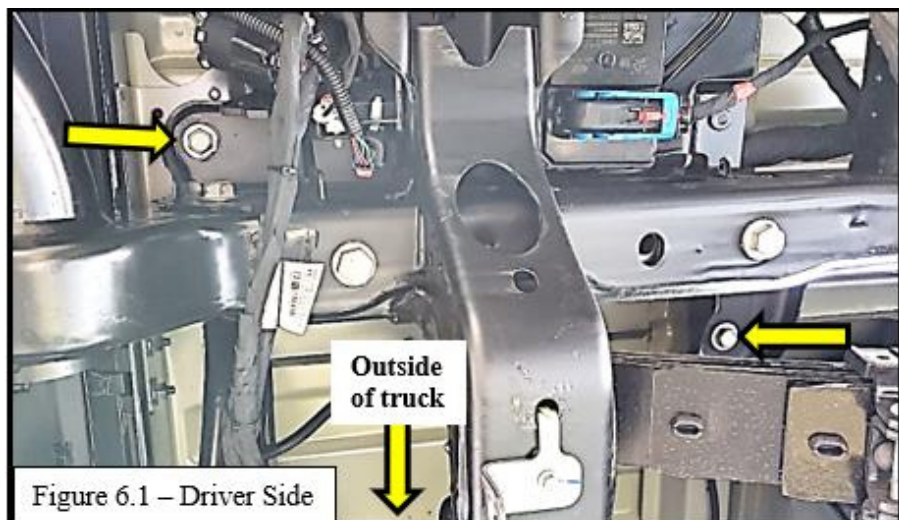
Step 5:

- Remove the six bolts (three per side) holding factory hitch to the frame rail. Do Not Discard the factory hardware. See Figure 5.1 (bottom view on driver side).

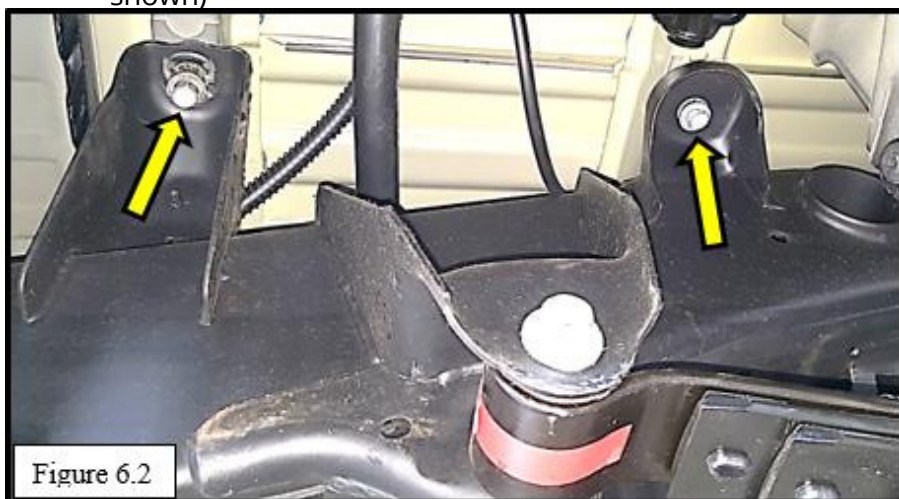


Step 6:

- Remove the rear four bolts (two on each side) holding the truck bed to the frame. Do Not Discard the factory hardware. See Figure 6.1.



- Loosen the front four bolts (two on each side) holding truck bed to the frame. To keep the bed aligned to the truck, leave the bolts partially threaded into the bed. See Figure 6.2 (driver side shown)



Step 7:

- Place something soft such as a piece of foam or cardboard between the top front of the truck bed and the cab.
- Raise the rear of the truck bed. A floor jack with a piece of 2x4 wood works well.

DO NOT raise the rear of the truck bed too high. This can

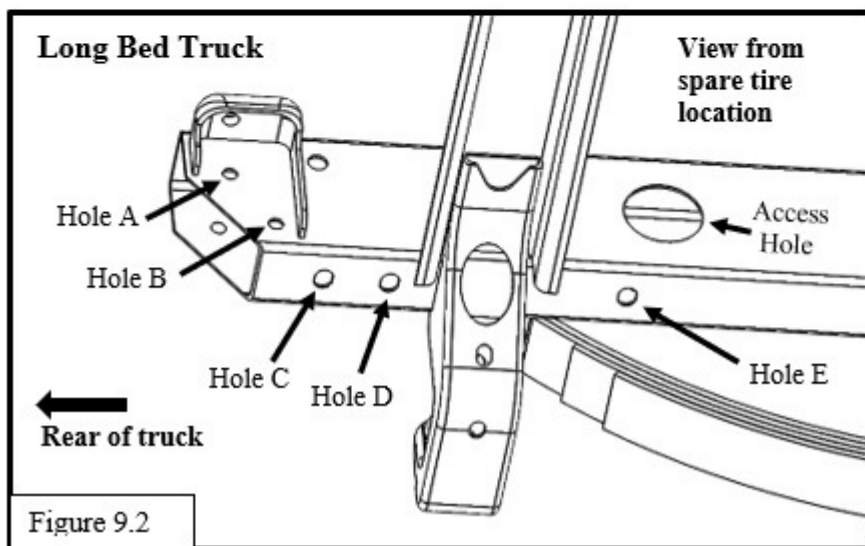
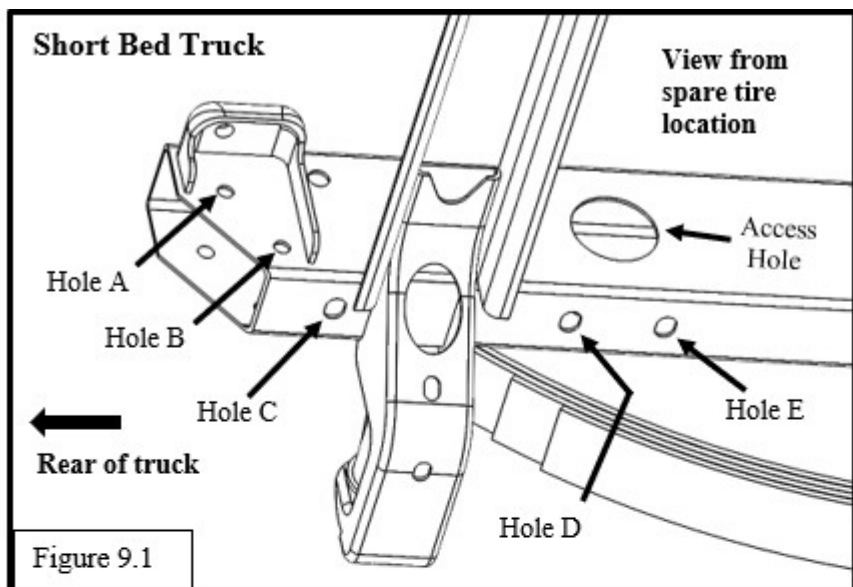


Step 8:

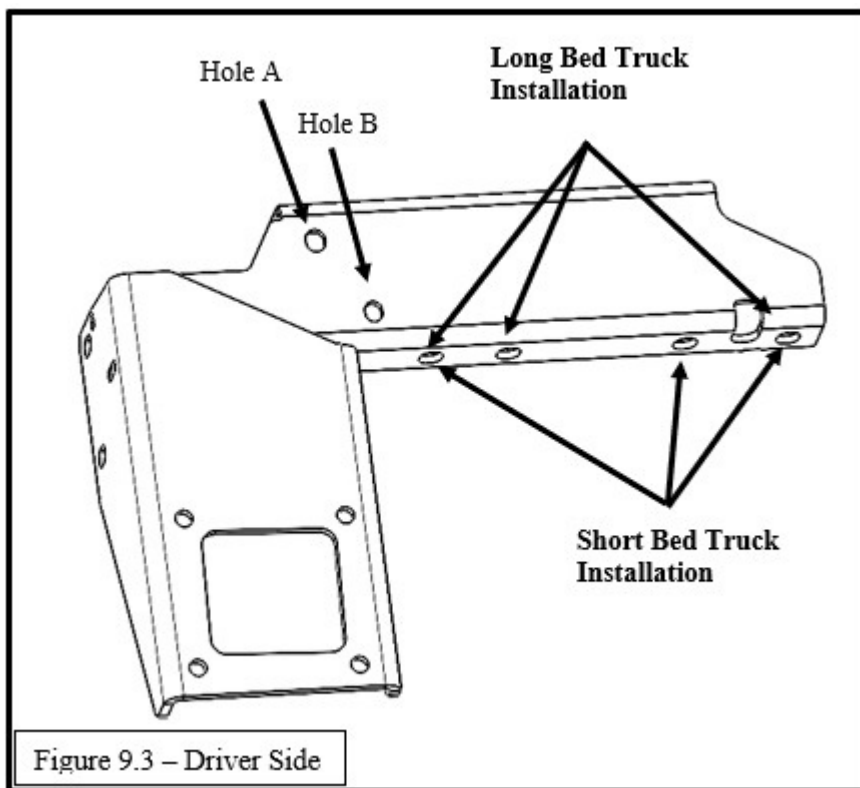
- Remove the factory hitch by lifting and sliding it rearward out of the truck frame.

Step 9:

- For short bed trucks, reference Figure 9.1 for frame hole locations. For long bed trucks, reference Figure 9.2 for frame hole locations.



Reference Figure 9.3 for hitch hole locations



Step 10:

Slide the Driver Side Plate into the driver side frame rail and align the holes. See Figure 10.1. The open side of the Driver Side Plate must face toward the outside of the vehicle.

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Step 11:

- Insert the coil end of the 5/8" bolt fisher into hole E and guide it out through the access hole in the frame rail.
- Attach a 5/8"-11 x 2" hex bolt with one 5/8" star washer, and one plate washer onto the coil end of the bolt fisher. See Figure 11.1.

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- Pull the wire end of the bolt fisher until the 5/8" bolt completely protrudes from the frame, then remove the bolt fisher.
- Secure the 5/8" bolt with one 5/8" flat washer, one 5/8" lock washer and a 5/8" nut. Leave the hardware loose. See Figure 11.2.

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*** Step 12.1 – 13.1 for Short Bed Truck Installation Only

*** Step 12.1:

- Repeat the same process in Step 11 for hole D. See Figure 12.1.1.

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Step 13.1:

- Insert the coil end of the 5/8" bolt fisher into hole C and guide it out through the rear end of the frame.
 - Attach a 5/8" bolt with one 5/8" star washer to the coil end of the bolt fisher. Pull the wire end of the bolt fisher until the 5/8" bolt completely protrudes from the frame, then remove the bolt fisher.
 - Install the Driver Side Support Bracket onto the 5/8" bolt. Make sure the open side of the Support Bracket faces toward the outside of the truck.
- Secure the 5/8" bolt with one 5/8" flat washer, one 5/8" lock washer and a 5/8" nut. Leave the hardware loose. See Figure 13.1.1.

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*** Step 12.2 – 13.2 for Long Bed Truck Installation Only

*** Step 12.2:

- Insert the coil end of the 5/8" bolt fisher into hole D and guide it out the large hole on the side of the frame rail. See Figure
- 12.2.1.
Attach a 5/8" bolt with one 5/8" star washer, and one plate washer onto the coil end of the bolt fisher. Pull the wire end of the bolt fisher until the 5/8" bolt completely protrudes from the frame, then remove the bolt fisher.
Secure the 5/8" bolt with one 5/8" flat washer, one 5/8" lock washer and a 5/8" nut. Leave the hardware loose. See Figure 12.2.1.

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Step 13.2:

- Insert the coil end of the 1/2" bolt fisher into hole C and guide it out the large hole on the side of the frame rail.
 - Attach a 1/2"-13 x 2-1/2" bolt with one 1/2" star washer and one 1" x 2" x 1/4" plate washer to the coil end of the bolt fisher. Pull the wire end of the bolt fisher until the 1/2" bolt completely protrudes from the frame, then remove the bolt fisher.
 - Install the Driver Side Support Bracket onto the 1/2" bolt. Make sure the open side of the Support Bracket faces toward outside of the truck.
- Secure the 1/2" bolt with one 1" x 2" x 1/4" plate washer, one 1/2" lock washer and a 1/2" nut. Leave the hardware loose. See

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Step 14:

- Insert a 1/2"-13 x 1-1/2" bolt into each hole in the Driver Side Plate and through the Driver Side Support Bracket.
- Secure each 1/2" bolt with one 1/2" flat washer, one 1/2" lock washer and a 1/2" nut. Leave the hardware loose. See Figure 14.1.

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Step 15:

- Repeat Step 11 through Step 15 for the passenger side of the truck.

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Step 16:

- Slowly release the floor jack to allow the truck bed to rest on the frame. Remove the floor jack and the wood block.
- Reinstall the factory bed bolts and torque all eight bolts to 60 ft-lbs.

Step 17:

- Slide the Super Hitch Cross Tube into the square cutouts in each of the Side Plates one at a time.
- It may be necessary to further loosen the hardware on the Support Brackets to gain enough flexibility to install the Super Hitch Cross Tube
- Insert a 1/2"-13 x 1-1/2" hex bolt into each of the four holes on either side of the Super Hitch Cross Tube and through the Side Plates.
- Secure each bolt with one 1/2" lock washer and a 1/2" nut. Hand tighten the hardware. See Figure 17.1
Lightly tighten the 5/8" hardware to center the Super Hitch.

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Step 18:

On the driver side, Reinstall the factory bolt into hole A shown in Figure 9.3 through the Driver Side Frame Plate. Place the Frame Spacer inside of the frame between the frame and Side Plate and align it with Hole A, Hand tighten the hardware. See Figure 18.1.

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- From the outside of the frame rail, insert a 1/2"-13 x 4" Hex Bolt with one 1/2" flat washer through hole B in Side Plate and out through the frame.
- Secure the 1/2" bolt with one 1/2" flat washer, one 1/2" lock washer and a 1/2" nut. Rotate the frame spacer to align with hole B to capture both bolts. Hand tighten the hardware. See Figure 18.2.
- Repeat on the passenger side.

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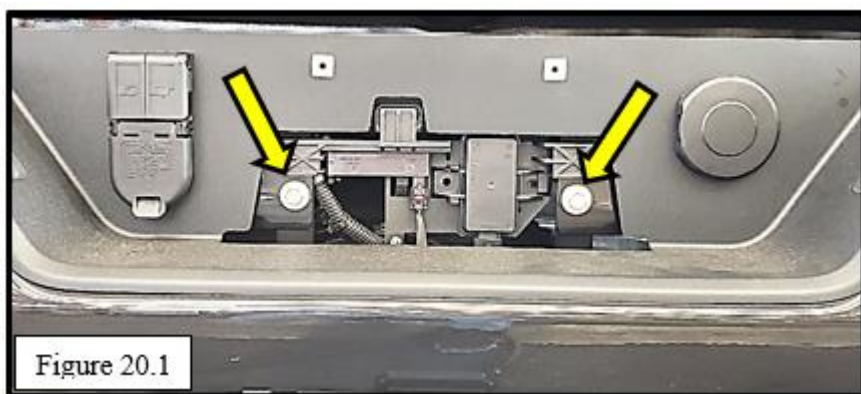
Step 19:

Torque the hardware in sequence:

- 8x 1/2" Cross Tube to Side Plate bolts: 75 ft-lbs (100 N m)
 - Short Bed Truck: 6x 5/8" bolts (Side Plate to Frame Rail): 140 ft-lbs (190 N m)
 - Long Bed Truck: 4x 5/8" bolts (Side Plate to Frame Rail): 140 ft-lbs (190 N m) and 2x 1/2" bolts: 75 ft-lbs (100 N m)
- 4x 1/2" Side Plate to Support Bracket bolts: 75 ft-lbs (100 N m)
- 2x factory bolts (Frame Rail to Side Plate): 110 ft-lbs (150 N m)
- 2x 1/2" Side Plate to Frame Rail bolts: 75 ft-lbs (100nm)

Step 20:

- Reinstall the rear bumper over the SuperHitch. Use the factory nuts to secure the bumper in place. Leave the hardware loose.
- Insert a 3/8"-16 x 1" hex bolt with one 3/8" SAE flat washer through each of the two holes in middle of the bumper and out through the SuperHitch Cross Tube.
- Secure each bolt with one 3/8" SAE flat washer, one 3/8" lock washer and a 3/8" nut. See Figure 20.1.



- Torque all 3/8" hardware to 20 ft-lbs (27 N m).

Step 21:

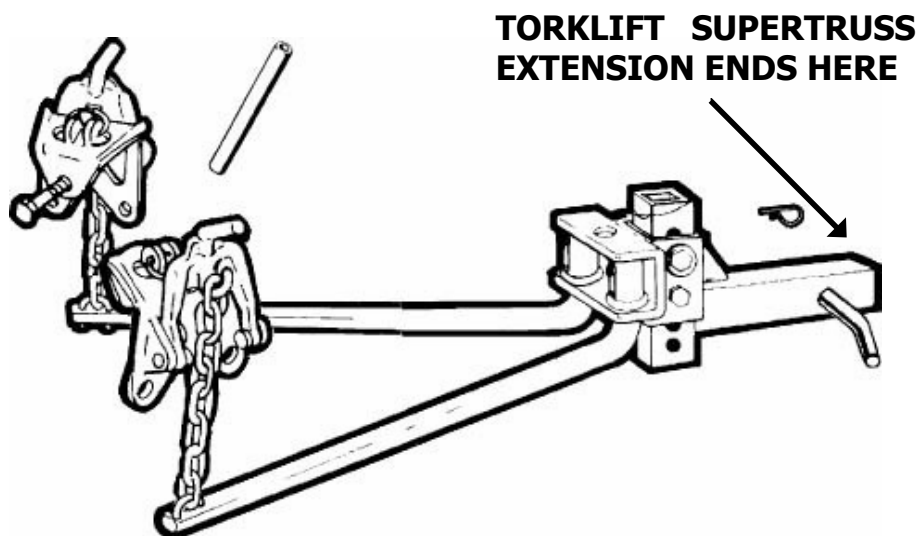
- Re-install the factory bumper supports using the factory
- hardware. Torque the factory bumper nuts to 70 ft-lbs (95 N
- m)

Torque the factory bumper support hardware to 70 ft-lbs (95 N m)

Installation is now complete

THESE STEPS MAY VARY DEPENDING ON
WEIGHT DISTRIBUTION HITCH
MANUFACTURER

WEIGHT DISTRIBUTING
(LOAD EQUALIZING HITCH)



THIS TYPE OF BALLMOUNT IS REQUIRED IN
ADDITION TO YOUR HITCH TO
OBTAIN THE MAXIMUM RATED CAPACITY.

INCORRECT INSTALLATION OF THE WEIGHT
DISTRIBUTION SYSTEM MAY RESULT IN
DAMAGE TO YOUR VEHICLE.

WEIGHT DISTRIBUTION - CONTINUED

When towing trailers that exceed the dead weight rating on your extension it is mandatory to use a weight distributing type hitch/ball mount and related hardware (SPRING BARS, QUICK HOOKUP CLIPS ETC).

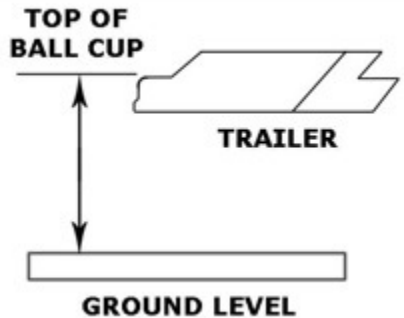
Not all weight distribution systems are rated at the same capacity. Your weight distributing ball mount and bars must be rated at least 100 lbs.(45kg) higher in regards to tongue weight, than your pre-existing tongue weight of your trailer when fully loaded.

It is of critical importance that your weight distribution system is not only rated high enough to match your existing tongue weight, but that you also have the system set up correctly.

We have supplied a formula to assist you in accurately determining the tongue weight load of your trailer when fully loaded. After accurately determining your tongue weight and making sure that your weight distribution system is rated high enough, your next step is to ensure the set up of the system is correct.

PLEASE READ CAREFULLY

1. The height of the ball must be determined before any assembly work can be started. To get ball height, measure trailer from ground level to top of ball coupler. Be sure trailer is parallel to ground. With your camper on your truck, fully loaded with gear and overloads adjusted, slide the weight distribution ball mount into the SuperHitch extension. Be sure the truck is on level ground. The measurement from ground to top of ball should be 1 1/2"(4cm) higher than the level height of trailer top of ball measurement.



2. After ball height has been determined write down the ascertained height.
EXAMPLE: Measured top of coupler height was 17"(43cm) from ground; ball height should be 18 1/2"(47cm).

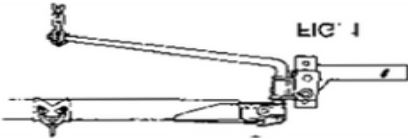

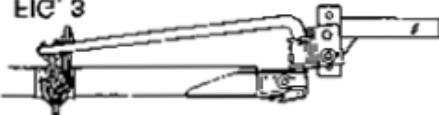
3. Slide the shank into the sleeve receiver, insert hitch pin and spring clip. With the ball attached to the ball mount, slide the ball mount up or down the shank until nearest dimension is obtained and the holes line up with shank. Insert the bolt in the bottom hole first (rest hitch head).

4. The rivet and 8 spacer washers are supplied in order to gain the correct downward angle of the spring bars. Insert rivet, and depending on the angle or the slope of bars that must be gained, use either 8 or the least amount of washers necessary in order to establish correct angle. The rivet and its accompanying washers are placed in the 1/2" hole between the "U" on the ball mount to acquire desired angle of spring bar. Once the spring bar angle has been determined, insert the top bolt with a flat washer, both sides, the lock washer, and nut to secure the unit in correct position, now insert the bottom bolt, use the lock washer and nut. Before tightening the bolts, lock the setscrew. (After the first day of towing, check set the screw

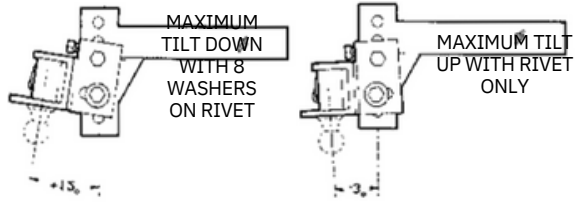
for tightness.

See the following page for further illustrated diagrams

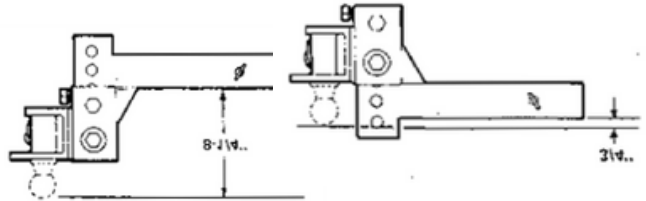
ILLUSTRATED DIAGRAMS

<p>BEFORE HOOKING UP Spring bar should hang down on a 10-13 degree angle when ball mount has been tilted back at 6-8 degree angle.</p>	 <p>FIG 1</p>
 <p>FIG 5</p>	<p>AFTER HOOKING UP Spring bar should be parallel with trailer frame, or a slight angle up or down. Slight bow or bend to bar is normal.</p>
<p>WRONG Readjust degree of tilt on ball mount, if you have more than 5 links of chain hanging free. The number of links should be the same on both bars.</p>	 <p>FIG 3</p>

EACH WASHER LOWERS
CHAIN END OF SPRING
BAR APPROX. 1-1/2"



BOLT-TOGETHER BALL
MOUNT HAS 7-1/2" AD-
JUSTMENT, EACH AD-
JUSTMENT IS 1-1/4"
EXTRA HY-LOW SHANKS
AVAILABLE IF NEEDED



THESE STEPS MAY VARY DEPENDING ON WEIGHT

DISTRIBUTION HITCH MANUFACTURER

1. Put the ball mount into the sleeve and insert the 5/8" hitch pin using spring clip to lock the pin into place, hitch balls are not furnished with the hitch as there are several sizes. Normally they are supplied or may be purchased from the dealer to match the coupler of the trailer. Ball shank bushings are supplied to reduce the size of the ball hole in the hitch down to 1"(2cm) if needed.

2. Measure the towing vehicle ball height before adding load to towing vehicle. Hook the trailer to the truck. Lock on the ball. To make hooking up easier and safer - raise front of the trailer and back of the towing vehicle above level with the trailer tongue jack. This removes some of the tension by reducing the distance between the spring bar and hook-up arm.

3. This step may vary depending on the

can be inserted into either

is no 'right' or 'left' bar). To insert and lock spring bar in socket, hold the bar under socket and push up. The spring bar will automatically



manufacturer. The spring bars
side of the ball mount. (There

be locked into position by the spring bar-locking device. (Check to make sure the bar is locked in by moving it up and down at the chain end.) To remove the spring bars, just pull out the locking device or swing the bar around under the bumper and it

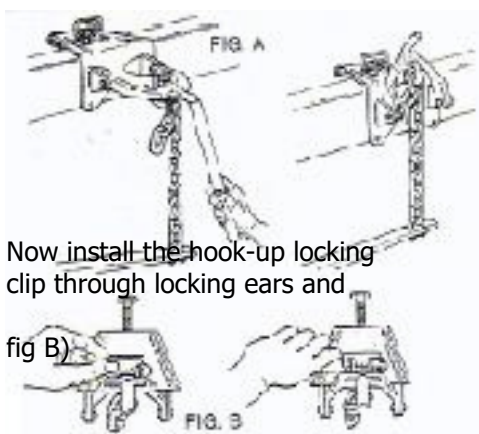
will drop free.

4. To find correct location on trailer frame for quick hook-up bracket, hold the chain straight up and down and free of twist center hook-up bracket on frame and tighten. Set the screw 1/4 turn only. DO NOT OVERTIGHTEN.

On straight tongue trailers a poli-tongue adapter is necessary

5. You are now ready to put tension on the spring bars. When using the quick hook-up, lower the arm and slip link of chain over hook. Insert hook-up handle over the end of the quick hook-up arm. Lift and flip over center. (See fig A).

Continue onto next page for further directions



Now install the hook-up locking clip through locking ears and

fig B)

CAUTION: MAKE SURE THAT THE HOOK-UP ARM IS COMPLETELY SEATED AND THAT THE SPRING BAR IS PUSHED DIRECTLY UNDER THE HOOK-UP CHAIN HOOK.

over hook on hook-up arm. (See

6. Release the trailer tongue jack by adjusting the chain links up or down; the desired load on the bars will be gained. Now lock the coupler on to the ball and raise the front of the trailer approximately 3"(8cm) above level. Now attach the chain link to the hook-up clip. It should require 50-100 lbs.(22-45kg) of force to properly tension the spring bars. Bow or bend to the spring bar is normal.

7. To release tension on the spring bars, raise the front of the trailer and the back of the towing vehicle above level (approx. 3"(8cm)) with the trailer tongue jack. Remove the locking clip from the bracket. Insert the handle over arm. Carefully lower the arm with the handle. It will require effort to bring the arm over the center and then to resist the chain tension as the arm rotates downward.

MAINTENANCE:

Use heavy lubrication such as fibre type wheel bearing grease on the hitch ball and on spring bars inside the ball mount. This is recommended every day. Also keep the hitch painted to prevent rust and check the tightness of

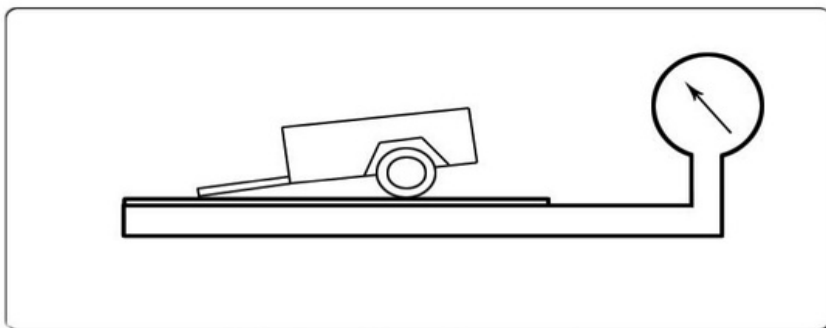
bolts regularly. Clean out old grease and do not let it harden inside of the ball mount

IMPORTANT CONSUMER

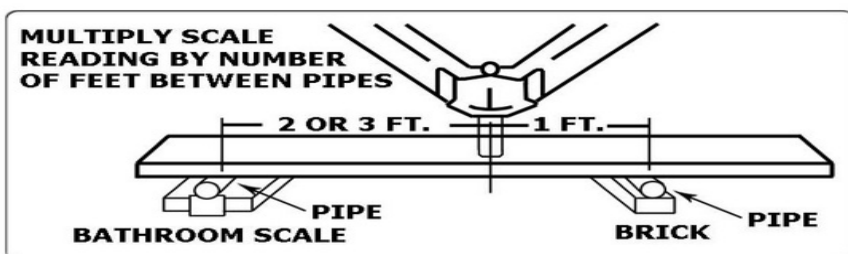
INFORMATION ON TOWING

TOWING EQUIPMENT OWNERS:

Make sure all of the operators of your equipment read and understand this information before towing. Save for reference. This will help you properly select, use, and maintain your towing equipment. Refer to your owner's manuals for your tow vehicle, trailer, and other parts of your towing system. Learn the capabilities and limitations of each part. The GROSS TRAILER WEIGHT and TONGUE WEIGHT are two of the most important items to consider. THESE WEIGHTS MUST NEVER EXCEED THE LOWEST RATING OF ANY PART OF YOUR TOWING SYSTEM. GROSS TRAILER WEIGHT is the weight of the trailer plus all cargo. Measure the GROSS TRAILER WEIGHT with the fully loaded trailer on a level surface. The weight is the downward force exerted on the ball by the trailer coupler. Measure the TONGUE WEIGHT with the fully loaded trailer on a level surface. The coupler must be at its normal towing height. Use a commercial scale or a bathroom scale. Set up the bathroom scale as shown for heavy tongue weights.



**Method for Measuring
Gross Trailer Weight**



**Method for Measuring
Trailer Tongue Weight**

YOUR TOWING EQUIPMENT

HITCH BALLS

Select by gross trailer weight rating, mounting platform thickness, hole size and coupler socket size. Platform must be at least 3/8 inch thick. Hole must not exceed threaded shank diameter by more than 1/16 inch. Use lock washer. Tighten per instructions. When tightened, shank must protrude beyond bottom of nut. Gross trailer weight rating and ball diameter are marked on Hitch balls.

TRAILER COUPLERS

The coupler socket should be smooth, clean and lightly lubricated. Tighten or adjust per coupler manufacturer's instructions.

SAFETY CHAINS

Connect safety chains properly EVERY TIME YOU TOW. Cross chains under coupler. Attach securely to the hitch or tow vehicle so they can't bounce loose. Leave only enough slack to permit full turning. Too much slack may prevent chains from maintaining control if other connections separate. Don't let chains drag on the road.

TRAILER LIGHTS, TURN SIGNALS, ELECTRIC BRAKES AND BREAK AWAY

SWITCH CONNECTIONS

Make these safety-critical connections EVERY TIME YOU TOW, no matter how short the trip. Check operation, including electric brake manual control, before getting on the road.

SWAY CONTROLS

Sway controls can lessen the effects of sudden maneuvers, wind gusts and buffeting caused by other vehicles. We recommend them for trailers with large surface areas, such as travel trailers. Adjustable friction models can help control trailers with low tongue weight percentage.

OTHER USEFUL EQUIPMENT

AIR SPRINGS, AIR SHOCKS or HELPER SPRINGS are useful for some hitch applications. A TRANSMISSION COOLER may be necessary for heavy towing. Many states require TOWING MIRRORS on both sides.

TIRE INFLATION

Check often. Follow tow vehicle and trailer manufacturer's recommendations. Improper tire inflation can cause trailer sway.

NO PASSENGERS IN TRAILERS: NEVER allow people in trailers while towing, under any circumstances.

HELPFUL TOWING HINTS

TRAILER LOADING

Proper loading helps prevent sway. Place heavy object on the floor ahead of the axle. Balance the load side-to-side. Secure it to prevent shifting. Tongue weight should be 10-15 percent of gross weight for most trailers. Too low a percentage of tongue weight can cause sway. NEVER load the trailer rear heavy. LOAD THE TRAILER HEAVIER IN FRONT

DRIVING

The additional weight of a trailer affects acceleration, braking, and handling. Allow extra time for passing, stopping, and changing lanes. Severe bumps can damage your towing vehicle, hitch, and trailer. Drive slowly on rough roads. STOP AND MAKE A THOROUGH INSPECTION IF ANY PART OF YOUR TOWING SYSTEM STRIKES THE ROAD. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.

CHECK FOR EXCESSIVE SWAY AND ELIMINATE IT

Excessive sway can lead to loss of control. Sway motion should settle out quickly. Sway tends to increase on a downgrade. Starting slowly, increase speed in gradual steps. If sway occurs, adjust your trailer load and equipment. Repeat until the trailer

is stable at highway speed. Do this whenever your trailer loading changes.

IF TRAILER SUDDENLY STARTS TO SWAY

Turbulence from another vehicle, a wind gust, or a downgrade can cause sudden sway. So can a shift of the trailer's load or a trailer tire blowout. IF THE TRAILER SWAYS, IT IS THE DRIVER'S RESPONSIBILITY TO ASSESS THE SITUATION AND TAKE APPROPRIATE ACTION. Below are suggestions that may apply, depending on conditions:

DO

- Reduce your speed gradually
- Hold the steering wheel as steady as possible
- If your trailer has electric brakes, apply the brakes alone, without using the tow vehicle's brakes.

DON'T

- Don't hit your brake pedal hard unless absolutely necessary. A "jack-knife" can result.
- Don't try to steer out of the sway condition. Sudden or violent steering can make it worse.
- Don't speed up. Sway increases as you go faster.
- Don't continue towing a trailer that tends to sway. You may lose control during an emergency maneuver or if the conditions listed above occur.

Torklift International Limited Lifetime Warranty Information 322 N. Railroad Ave. Kent, WA 98032

Torklift will require proof of purchase to register, with pictures of any defective product before issuing a replacement. Torklift will not register any product without proof of purchase, which can be faxed, scanned, emailed, or mailed to the information provided below. Torklift warrants its hitches, custom hitch receivers, frame mounted tie downs, turnbuckles, and accessories (excluding wire harnesses which carry a 90 day warranty) from date of purchase against defects in material and workmanship under normal use and service for the ownership life of the original consumer purchaser. All plastic, rubber, and/ or electrical components maintain a warranty of up to one year from the date of the purchase. ALL COMMERCIAL APPLICATIONS ARE WARRANTED FOR A PERIOD OF 90 DAYS FROM THE DATE OF

INSTALLATION/SERVICE. Torklift will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to Torklift, TRANSPORTATION CHARGES PREPAID by purchaser, at the address above. THIS WARRANTY IS LIMITED TO DEFECTIVE PARTS REPLACEMENT ONLY. LABOR CHARGES AND/OR DAMAGE INCURRED IN INSTALLATION OR REPLACEMENT, AS WELL AS INCIDENTAL AND CONSEQUENTIAL DAMAGES CONNECTED THEREWITH ARE EXCLUDED. This warranty does not include the finish or paint on our products. Rusting, cracking or peeling of the finish is also excluded. Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you. Any damage to Torklift products as a result of misuse, abuse, neglect, accident, improper installation or any use violative of instructions furnished by Torklift or WHEN USED IN ANY COMMERCIAL APPLICATION WILL VOID THE WARRANTY. This warranty gives you specific legal rights, and you may also have rights which vary from state to state. With warranty service, you may be able to go to a small claims court, a state court or a federal district court.

Dear Valued Customer,

Thank you for making TorkLift your choice for truck, camper packages and accessories for your vehicle. By choosing TorkLift products, you have chosen a company that has been serving the RV industry for nearly 40 years and whose name has become synonymous with strength, quality and advanced design and installation.

Please take a few moments of your time to complete the Product Registration Warranty Card on the next page. When registering your newly purchased TorkLift products, you can be assured that your contact information is secure and that you and your product are getting the attention and respect that you deserve.

Thank you again for choosing TorkLift quality products.

Register for your lifetime warranty and receive a free Torklift

International gift.

To Fax: Send copies of the questionnaire, warranty card and receipt to
253-854-8003

To E-mail: Send copies of the questionnaire, warranty card and receipt to
warranty@torklift.com

To Mail: Send to Torklift International 322 N. Railroad Ave Kent, WA 98032

OFFICIAL WARRANTY REGISTRATION CARD

PLEASE FILL OUT THIS FORM COMPLETELY AND RETURN TO TORKLIFT WITHIN
30 DAYS OF PURCHASE ACCOMPANIED BY A COPY OF YOUR ORIGINAL RECEIPT



1. PART(S) PURCHASED

TODAY'S DATE: _____

PART#: _____ PART#: _____

PART#: _____ PART#: _____

PART#: _____ PART#: _____

2. PURCHASER INFORMATION

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP / POSTAL CODE: _____

PHONE: () - EMAIL: _____

3. TRUCK INFORMATION

YEAR: _____ MAKE: _____

MODEL: _____ BED LENGTH: _____

4. CAMPER INFORMATION

YEAR: _____ MAKE: _____ MODEL: _____

5. DEALER INFORMATION

PURCHASED FROM: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP / POSTAL: _____

INSTALLED BY: OWNER ABOVE DEALER ANOTHER DEALER

IF ANOTHER DEALER, WHO: _____