



Product No.

**37137**

SMALL PARTS  
PACKAGE 37137F

# INSTALLATION INSTRUCTIONS

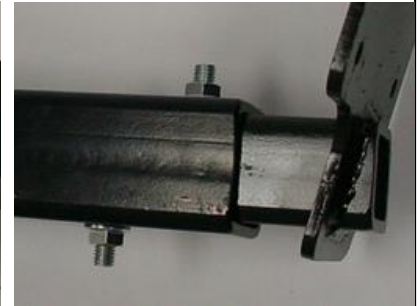
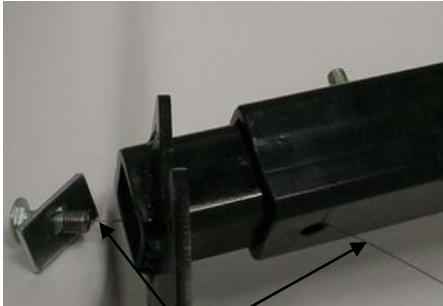
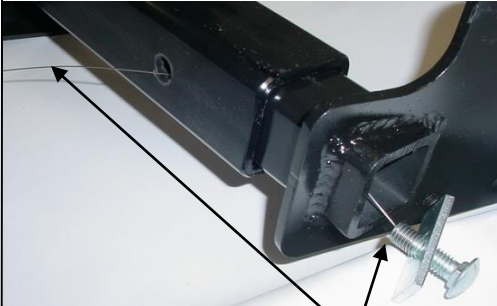
**WARNING:** DO NOT LUBRICATE THREADS, BOLT FAILURE MAY OCCUR DUE TO OVER TIGHTENING.

**WARNING:** DO NOT DRILL OR WELD TO THIS HITCH.

## IMPORTANT NOTES

USE ONLY SUPPLIED OR APPROVED BOLTS, LOCKNUTS, AND WASHERS TO INSTALL THIS HITCH

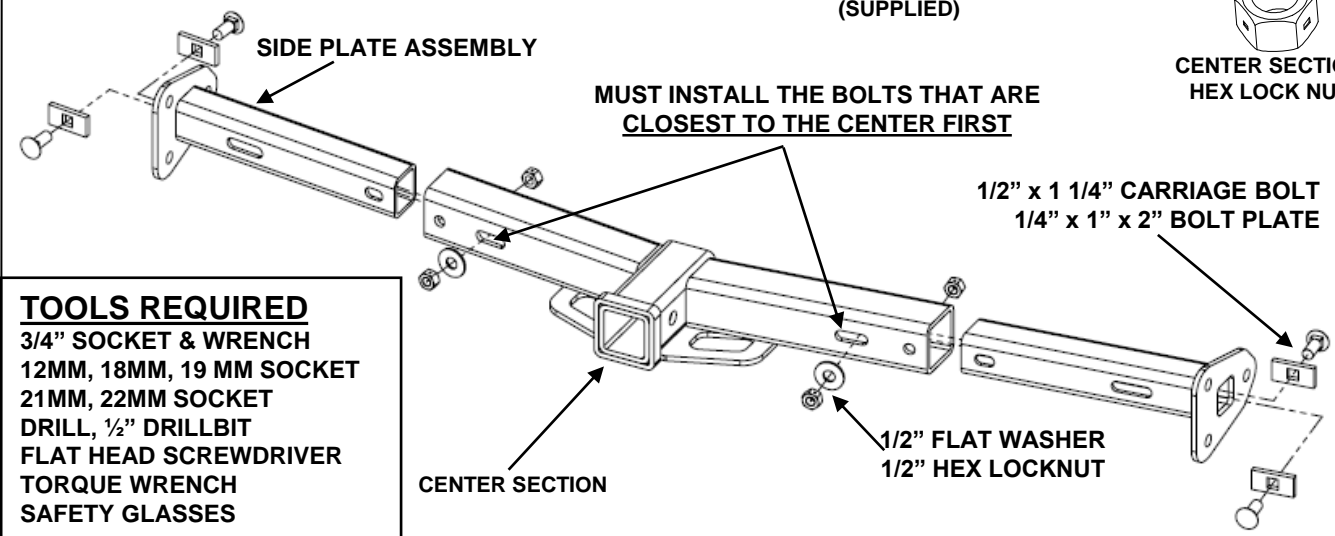
NOTE: PHOTOS SHOWN BELOW MAY DEPICT SIMILAR PRODUCT



PULL WIRE  
(SUPPLIED)



CENTER SECTION  
HEX LOCK NUT



## CENTER SECTION ASSEMBLY EXAMPLE

\*SEE SPECIFIC VEHICLE INSTALL INSTRUCTIONS FOR CONFIGURATION

### GENERAL INSTRUCTIONS:

1. Insert side plate assemblies into hitch center section. Refer to specific instructions for proper position. Insert the coiled end of pull wire through hole on forward side of center section and through end of tube. Attach 1/4" bolt plate and 1/2 x 1-1/4 long carriage bolt as shown above. Pull fasteners through and loosely install 1/2 hex lock nut. \*Include flatwasher when installing in the slot on the rearward side of the center section. Repeat steps for each fastener. The spare tire may need to be lowered to install the hitch.

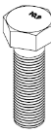









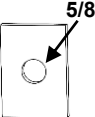
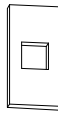
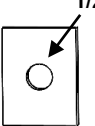
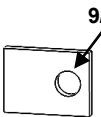
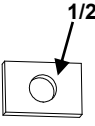
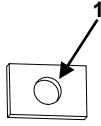

### FOR ALL INSTALLATIONS: UNLESS OTHER WISE NOTED

1. Torque all 12mm fasteners to 76 lb.ft.
2. Torque all 1/2" fasteners to 75 lb.ft.
3. Torque (4) center section locknuts to 75 lb. ft.
4. Torque all M16 hardware to 146 lb.ft.
5. Torque all 14mm CL10.9 hardware to 115 lb.ft.

NOTE: Not all of the hardware will be used in every installation. Paint any bare metal to prevent rust.

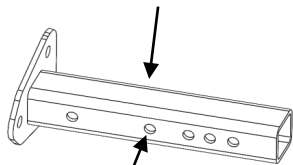
For Installation Assistance or Technical Help, See our Web Site at  
[www.reeseprod.com](http://www.reeseprod.com) or call 1-800-632-3290

**FASTENER KIT CONTAINS THE BELOW ITEMS**  
**La trousse de visserie contient les éléments ci-dessous**  
**El kit de tornillos contiene los siguientes artículos**

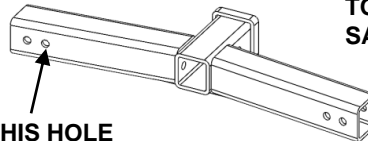
 (METRIC)	Qty. Qté. Ctd. (4)	- HEX HEAD BOLT M12 X 1.25 X 40mm - CL 10.9 - BOULON HEXAGONAL M12 X 1.25 X 40mm- CL 10.9 - PERNO HEXAGONAL M12 X 1.25 X 40mm – CL10.9	 (METRIC)	Qty. Qté. Ctd. (4)	- HEX HEAD BOLT M14 X 2.00 X 45mm CL 10.9 - BOULON HEXAGONAL M14 X 2.00 X 45MM - CL10.9 - PERNO HEXAGONAL M14 X 2.00 X 45mm - CL10.9
	Qty. Qté. Ctd. (4)	- CARRIAGE BOLT 1/2-13 X 1.25" - GR 5 - BOULON DE CARROSSERIE 1/2 x 1 1/4 PO – GR5 - PERNO DE CARRUAJE 1/2" x 1 1/4" – GR5		Qty. Qté. Ctd. (4)	- CARRIAGE BOLT 1/2-13 X 1.75" - GR 5 - BOULON DE CARROSSERIE 1/2 X 1-3/4 po – GR5 - PERNO DE CARRUAJE 1/2" X 1 3/4" –GR5
	Qty. Qté. Ctd. (10)	- HEX NUT 1/2" – 13 - ÉCROU ½ po - TUERCA 1/2"		Qty. Qté. Ctd. (4)	-CENTER SECTION LOCK NUT 1/2-13 - CONTRE-ÉCROU DESECTION CENTRALE 1/2-13 PO - CONTRATUERCA DE LA SECCIÓN CENTRAL 1/2-13
	Qty. Qté. Ctd. (6)	- HEX HEAD BOLT ½-13 X 1.50" – GR5 - BOULON HEXAGONAL 1/2 x 1-1/2 po - GR5 - PERNO HEXAGONAL 1/2" x 1 1/2" – GR5		Qty. Qté. Ctd. (10)	- LOCK WASHER 1/2" - RONDELLE FREIN 1/2 po - ARANDELA DE BLOQUEO 1/2"
	Qty. Qté. Ctd. (4)	- FLAT WASHER ½" - RONDELLE PLATE ½ po - ARANDELA PLANA ½"		Qty. Qté. Ctd. (4)	- LOCKWASHER 9/16" - RONDELLE FREIN 9/16 po - ARANDELA DE BLOQUEO 9/16"
	Qty. Qté. Ctd. (2)	- BOLT PLATE 1/4" X 2.5" X 1.75" - PLAQUE DE BOULON 1/4 x 2 ½ x 1 ¾ - PLACA DE PERNO 1/4" x 2 ½" x 1 ¾"		Qty. Qté. Ctd. (8)	- BOLT PLATE 1/4" X 1.0" X 2.0" - PLAQUE DE BOULON 1/4 x 1 x 2 po - PLACA DE PERNO 1/4" x 1" x 2"
	Qty. Qté. Ctd. (2)	- BOLT PLATE 1/4" X 1.5" X 2" - PLAQUE DE BOULON 1/4 x 1-1/2 x 2 po - PLACA DE PERNO 1/4" x 1-1/2" x 2"		Qty. Qté. Ctd. (2)	- BOLT PLATE 1/4" X 1.5" X 2" - PLAQUE DE BOULON 1/4 x 1-1/2 x 2 po - PLACA DE PERNO 1/4" x 1-1/2" x 2"
	Qty. Qté. Ctd. (2)	- BOLT PLATE 3/16" X 1.0" X 2.0" - PLAQUE DE BOULON 3/16 x 1 x 2 po - PLACA DE PERNO 3/16" x 1" x 2"		Qty. Qté. Ctd. (2)	- BOLT PLATE 1/4" X 1.0" X 1.5" - PLAQUE DE BOULON 1/4 x 1 x 1 ½ po - PLACA DE PERNO 1/4" x 1" x 1 1/2"
	Qty. Qté. Ctd. (8)	- PULLWIRE ½"-13 - FIL DE TIRAGE ½"-13 - TIRADOR ½"-13			

# 2016-2023 TOYOTA TACOMA ASSEMBLY

VEHICLE FORWARD VIEW OF  
SIDE PLATE ASSEMBLY



USE THIS HOLE

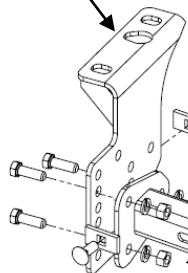


USE THIS HOLE

## TOOLS REQUIRED

M12 x 1.25 TAP  
3/4" SOCKET, WRENCH  
19MM SOCKET  
TORQUE WRENCH  
SAFETY GLASSES

LEFT HAND HITCH  
BRACKET ASSEMBLY



1/2" x 1 1/4" CARRIAGE BOLT  
1/4" x 1" x 2" BOLT PLATE

MUST INSTALL THE BOLTS THAT ARE  
CLOSEST TO THE CENTER FIRST

USE THIS HOLE

USE THIS HOLE

1/2" HEX LOCKNUT

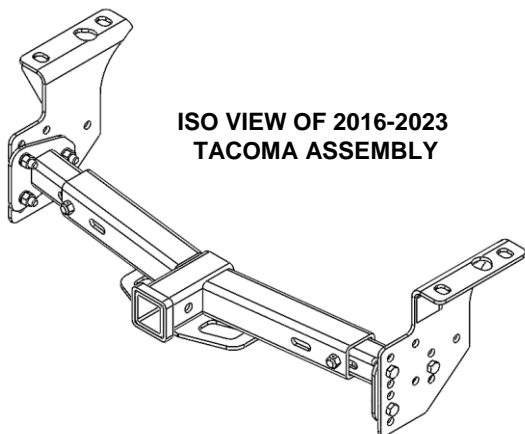
1/2" HEX LOCKNUT

1/2" LOCK WASHER  
1/2" HEX NUT

RIGHT HAND HITCH  
BRACKET ASSEMBLY

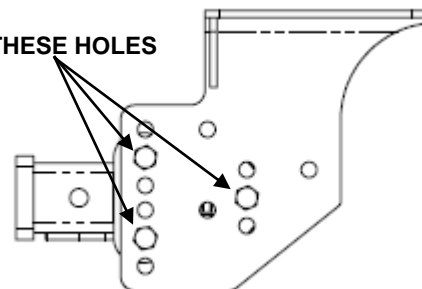
1/2" x 1 1/2" HEX BOLT

ISO VIEW OF 2016-2023  
TACOMA ASSEMBLY



LEFT HAND VIEW

USE THESE HOLES



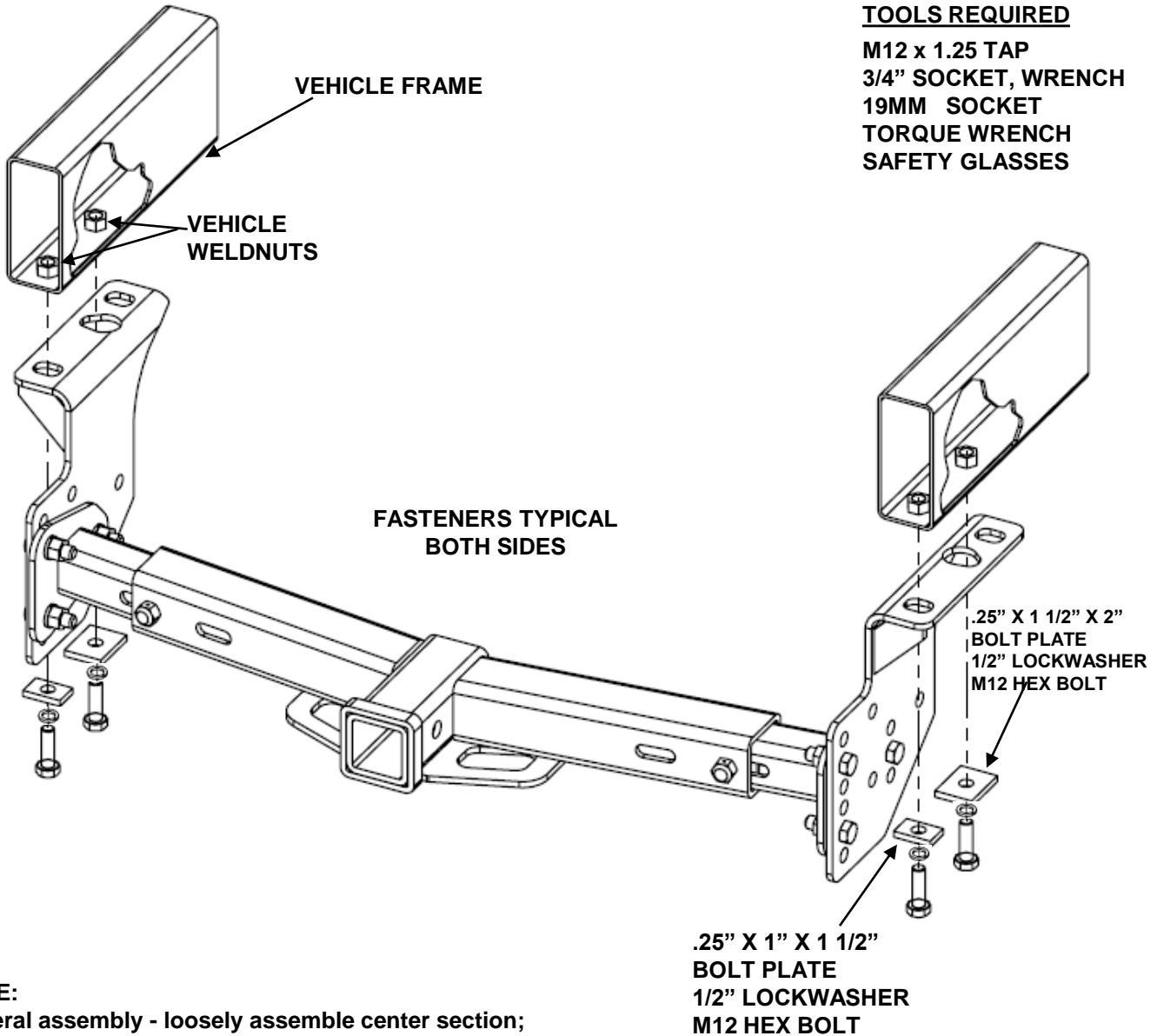
## NOTE:

General assembly - loosely assemble center section;

## 2016 - 2023 TOYOTA TACOMA

1. Insert side plate assy. into the center section as shown above. Align the bolt holes shown above for proper width.
2. Insert the coiled end of pull wire through hole on vehicle rearward side of center section and through end of side plate assembly tube.
3. Attach 1/4" X 1" X 2" bolt plate and 1/2" x 1-1/4" long carriage bolt as shown above.
4. Pull fasteners through and loosely install 1/2" hex lock nut.
5. Repeat steps for each remaining center section fastener.
6. Align the correct holes in hitch side bracket assy with the attachment holes in the side plate assy. Insert the 1/2" x 1 1/2" hex bolt into the 3 attachment holes, loosely install the 1/2" lockwasher and 1/2" hex nut onto the bolt. Repeat for each side.

# 2016-2023 TOYOTA TACOMA



**NOTE:**

General assembly - loosely assemble center section;  
loosely install side brackets on center section;  
install hitch assembly; Torque all fasteners to proper specifications

## 2016 - 2023 TOYOTA TACOMA

1. Weldnut cleaning – Be sure that the weldnuts are clean, rust free and free of debris, use a M12x1.25 tap to clean (2) weldnuts at the end of frame rail each side if necessary.
2. Hitch installation – Raise the hitch into position and loosely install M12 bolts and lock washers and corresponding bolt plates through side bracket holes into frame weldnuts.
3. Tighten all M12 fasteners with torque wrench to 105 Lb.-Ft. (142 N\*M) and all 1/2" fasteners to 75 Lb.-Ft. (102 N\*M)

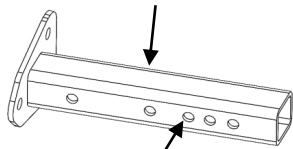
Note: check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan or other body panels to prevent entry of water and exhaust fumes. A hitch or ball which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection. Do not cut access or attachment holes with a torch. This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C. Regulation V-5 and SAE J684.

# 2015-2022 COLORADO / CANYON ASSEMBLY

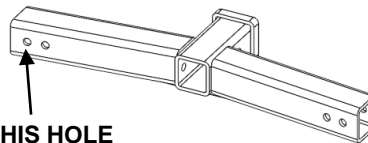
## TOOLS REQUIRED

3/4" SOCKET, WRENCH  
12MM, 21MM, 22MM SOCKETS  
TORQUE WRENCH  
SAFETY GLASSES

VEHICLE FORWARD VIEW OF  
SIDE PLATE ASSEMBLY

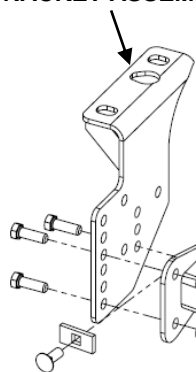


USE THIS HOLE



USE THIS HOLE

LEFT HAND HITCH  
BRACKET ASSEMBLY



1/2" x 1 1/4" CARRIAGE BOLT  
1/4" x 1" x 2" BOLT PLATE

MUST INSTALL THE BOLTS THAT ARE  
CLOSEST TO THE CENTER FIRST

RIGHT HAND HITCH  
BRACKET ASSEMBLY

USE THIS HOLE

USE THIS HOLE

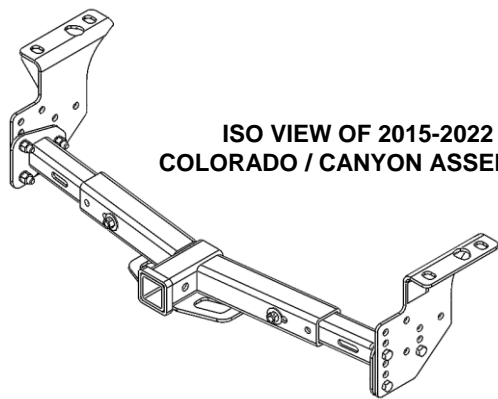
1/2" HEX LOCKNUT

1/2" HEX LOCKNUT  
1/2" FLAT WASHER

1/2" LOCK WASHER  
1/2" HEX NUT

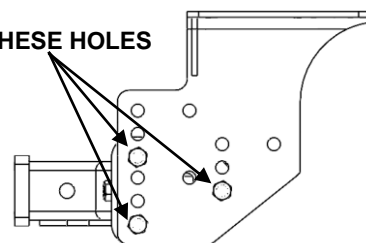
1/2" x 1 1/2" HEX BOLT

ISO VIEW OF 2015-2022  
COLORADO / CANYON ASSEMBLY



LEFT HAND VIEW

USE THESE HOLES



## NOTE:

General assembly - loosely assemble center section;

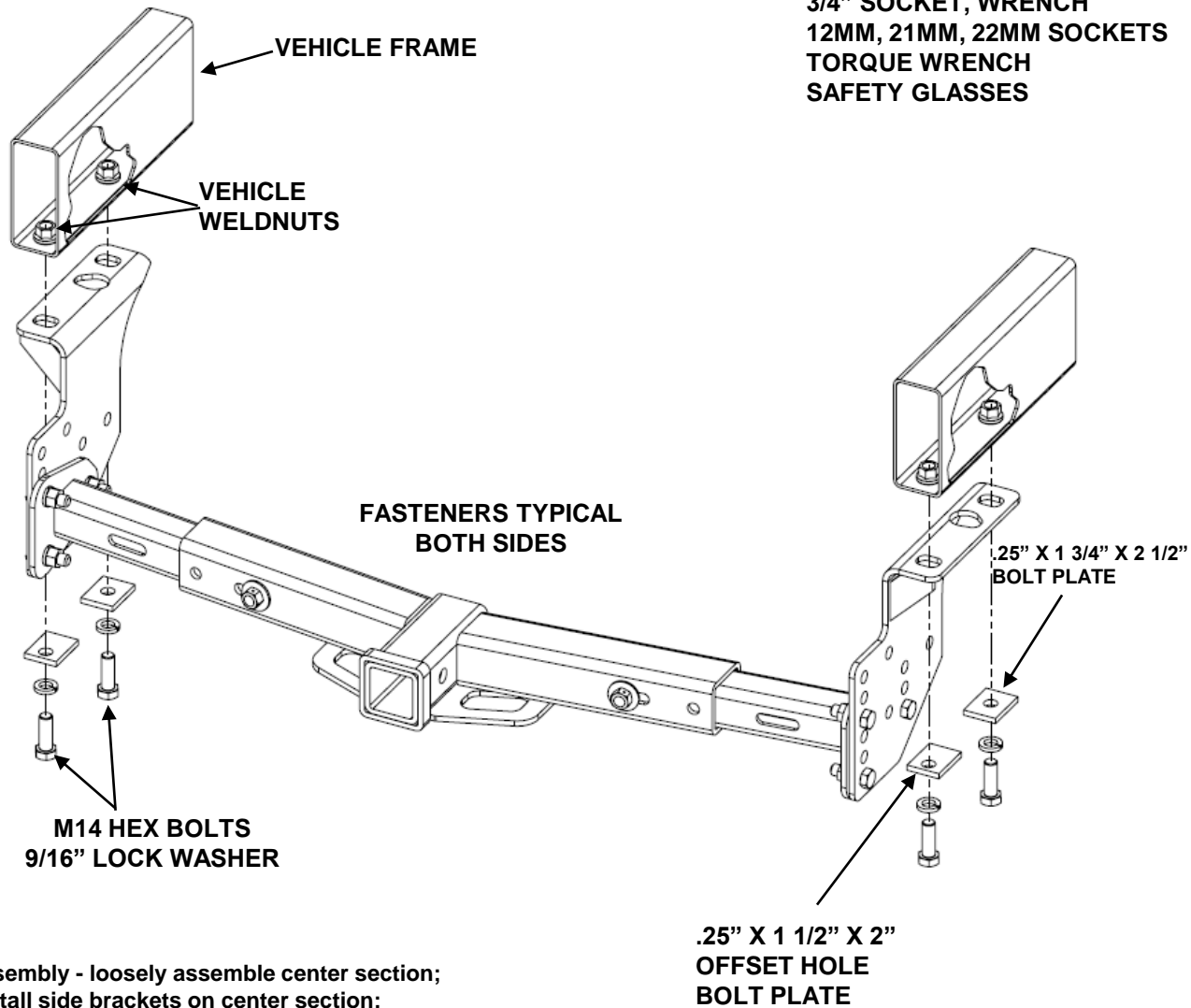
### 2015 - 2022 CHEVROLET COLORADO / GMC CANYON

1. Insert side plate assy. into the center section as shown above. Align the bolt holes shown above for proper width.
2. Insert the coiled end of pull wire through hole on vehicle rearward side of center section and through end of side plate assembly tube.
3. Attach 1/4" X 1" X 2" bolt plate and 1/2" x 1-1/4" long carriage bolt as shown above.
4. Pull fasteners through and loosely install 1/2" flat washer and 1/2" hex lock nut.
5. Repeat steps for each remaining center section fastener.
6. Align the correct holes in hitch side bracket assy with the attachment holes in the side plate assy. Insert the 1/2" x 1 1/2" hex bolt into the 3 attachment holes, loosely install the 1/2" lockwasher and 1/2" hex nut onto the bolt. Repeat for each side.

# **2015-2022 COLORADO / CANYON**

## **TOOLS REQUIRED**

**3/4" SOCKET, WRENCH  
12MM, 21MM, 22MM SOCKETS  
TORQUE WRENCH  
SAFETY GLASSES**



### **NOTE:**

**General assembly - loosely assemble center section;  
loosely install side brackets on center section;  
install hitch assembly; Torque all fasteners to proper specifications**

## **2015 - 2022 CHEVROLET COLORADO / GMC CANYON**

**CANNOT TOW WITH STEP BUMPER AFTER HITCH IS INSTALLED.**

1. Disconnect electrical plugs and remove wire retainer from bumper support structure.
2. Remove vehicle step bumper by removing two (2) bolts on each side of bumper brackets.
3. Remove vehicle bumper support by removing the four (4) bolts from bottom of frame and the (4) M8 bolts from spare tire cradle. (Cradle will not be re-installed)
4. Raise hitch into position and install the provided M14 hex bolts, lock washers, and bolt plates into bottom four (4) weldnuts in frame.
5. Re-install the step bumper using the original four (4) side fasteners. NOTE: Be sure to align the plastic tube for spare tire mechanism.
6. Reconnect all electrical plugs.
7. Raise spare tire back into position, if required.
8. Tighten all M14 CL10.9 fasteners with torque wrench to 100 Lb.-Ft. (136 N\*M)

**Note: check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan or other body panels to prevent entry of water and exhaust fumes. A hitch or ball which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection. Do not cut access or attachment holes with a torch. This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C. Regulation V-5 and SAE J684.**

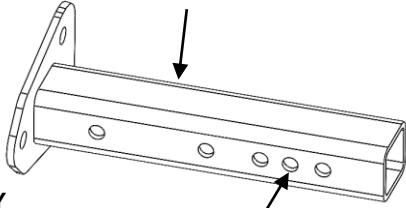


# 2005-2023 NISSAN FRONTIER ASSEMBLY

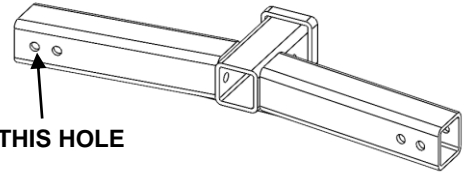
## TOOLS REQUIRED

3/4" SOCKET, WRENCH  
12MM, 21MM, 22MM SOCKETS  
TORQUE WRENCH  
SAFETY GLASSES

VEHICLE FORWARD VIEW OF  
SIDE PLATE ASSEMBLY

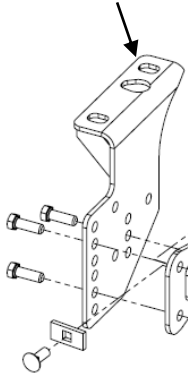


USE THIS HOLE



USE THIS HOLE

LEFT HAND HITCH  
BRACKET ASSEMBLY



1/2" x 1 1/4" CARRIAGE BOLT  
1/4" x 1" x 2" BOLT PLATE

**MUST INSTALL THE BOLTS THAT ARE  
CLOSEST TO THE CENTER FIRST**

USE THIS HOLE

USE THIS HOLE

1/2" HEX LOCKNUT  
1/2" FLAT WASHER

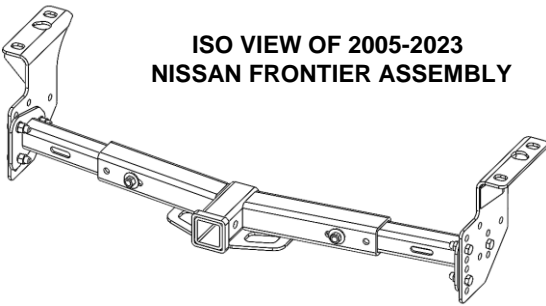
1/2" LOCK WASHER  
1/2" HEX NUT

RIGHT HAND HITCH  
BRACKET ASSEMBLY

1/2" HEX LOCKNUT

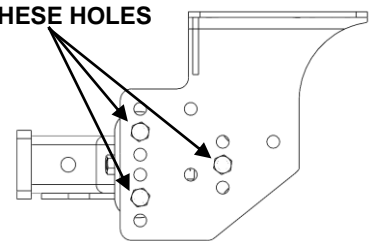
1/2" x 1 1/2" HEX BOLT

ISO VIEW OF 2005-2023  
NISSAN FRONTIER ASSEMBLY



LEFT HAND VIEW

USE THESE HOLES



## NOTE:

General assembly - loosely assemble center section;

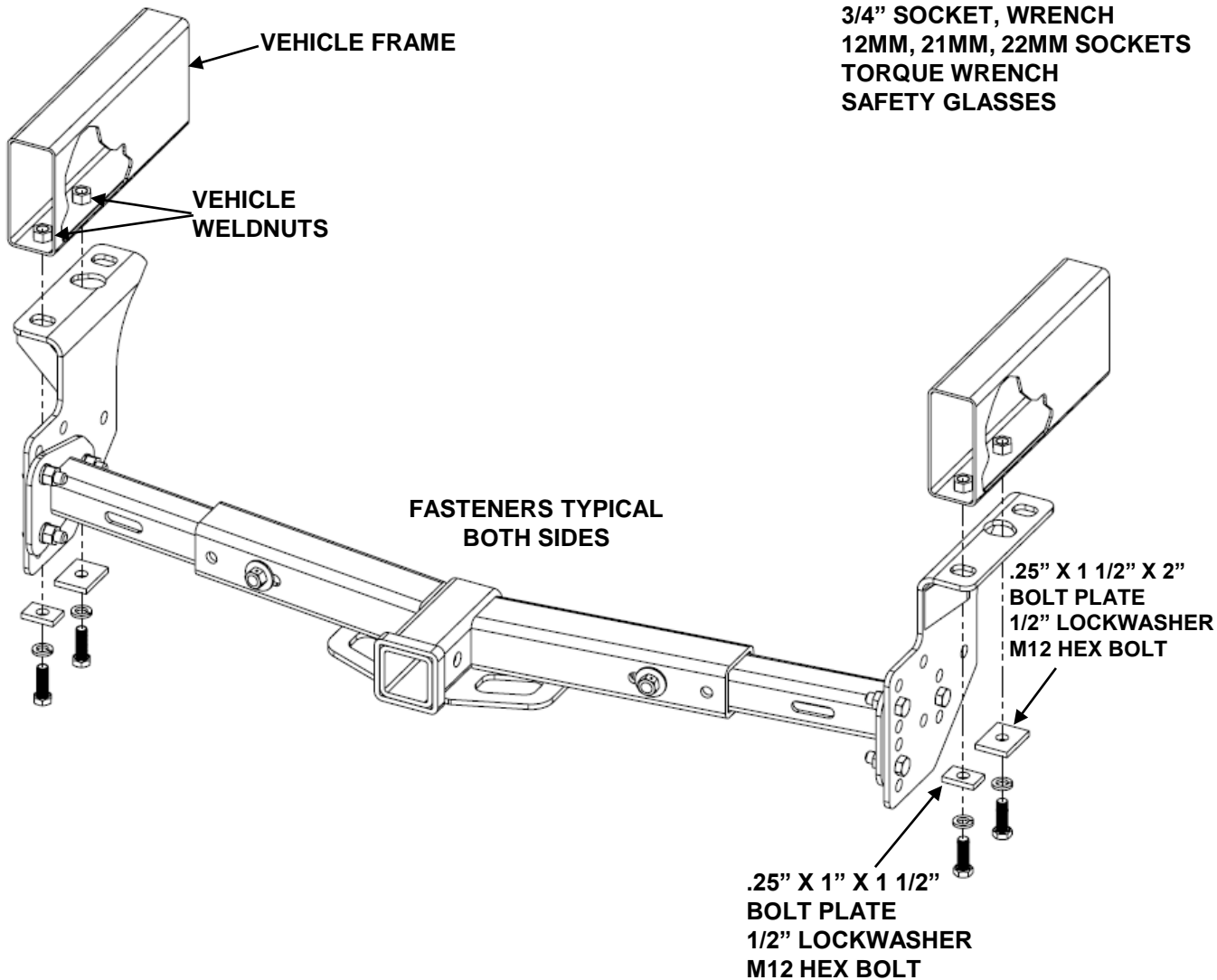
## 2005 - 2023 NISSAN FRONTIER

1. Insert side plate assy. into the center section as shown above. Align the bolt holes shown above for proper width.
2. Insert the coiled end of pull wire through hole on vehicle rearward side of center section and through end of side plate assembly tube.
3. Attach 1/4" X 1" X 2" bolt plate and 1/2" x 1-1/4" long carriage bolt as shown above.
4. Pull fasteners through and loosely install 1/2" flat washer and 1/2" hex lock nut.
5. Repeat steps for each remaining center section fastener.
6. Align the correct holes in hitch side bracket assy with the attachment holes in the side plate assy. Insert the 1/2" x 1 1/2" hex bolt into the 3 attachment holes, loosely install the 1/2" lockwasher and 1/2" hex nut onto the bolt. Repeat for each side.

# 2005-2023 NISSAN FRONTIER

## TOOLS REQUIRED

3/4" SOCKET, WRENCH  
12MM, 21MM, 22MM SOCKETS  
TORQUE WRENCH  
SAFETY GLASSES



## NOTE:

General assembly - loosely assemble center section;  
loosely install side brackets on center section;  
install hitch assembly; Torque all fasteners to proper specifications

## 2005 - 2023 NISSAN FRONTIER

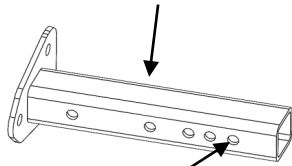
1. Weldnut cleaning – Be sure that the weldnuts are clean, rust free and free of debris, use a M12x1.25 tap to clean (2) weldnuts at the end of frame rail each side if necessary.
2. Hitch installation – Raise the hitch into position and loosely install M12 bolts and lock washers and corresponding bolt plates through side bracket holes into frame weldnuts.
3. Tighten all M12 fasteners with torque wrench to 76 Lb.-Ft. (103 N\*M) and all 1/2" fasteners to 75 Lb.-Ft. (102 N\*M)

Note: check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan or other body panels to prevent entry of water and exhaust fumes. A hitch or ball which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection. Do not cut access or attachment holes with a torch. This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C. Regulation V-5 and SAE J684.

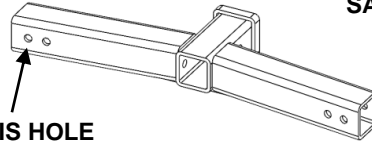


# 2019-2023 FORD RANGER ASSEMBLY

VEHICLE FORWARD VIEW OF  
SIDE PLATE ASSEMBLY



USE THIS HOLE

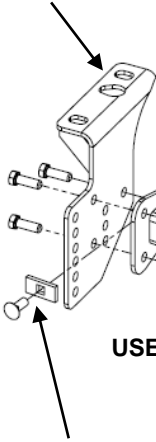


USE THIS HOLE

**TOOLS REQUIRED**

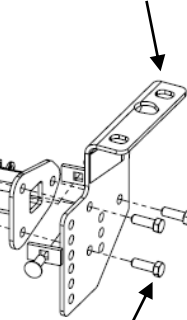
3/4" SOCKET, WRENCH  
21MM SOCKET  
TORQUE WRENCH  
SAFETY GLASSES

LEFT HAND HITCH  
BRACKET ASSEMBLY



**MUST INSTALL THE BOLTS THAT ARE  
CLOSEST TO THE CENTER FIRST**

RIGHT HAND HITCH  
BRACKET ASSEMBLY



USE THIS HOLE

USE THIS HOLE

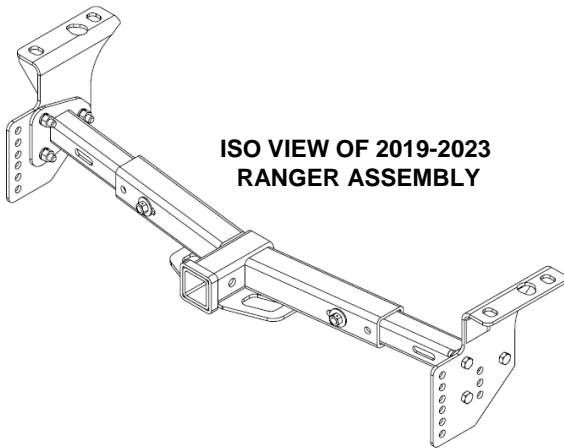
1/2" HEX LOCKNUT

1/2" FLAT WASHER  
1/2" HEX LOCKNUT

1/2" LOCK WASHER  
1/2" HEX NUT

1/2" x 1 1/4" CARRIAGE BOLT  
1/4" x 1" x 2" BOLT PLATE

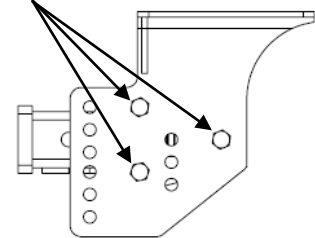
1/2" x 1 1/2" HEX BOLT



ISO VIEW OF 2019-2023  
RANGER ASSEMBLY

LEFT HAND VIEW

USE THESE HOLES

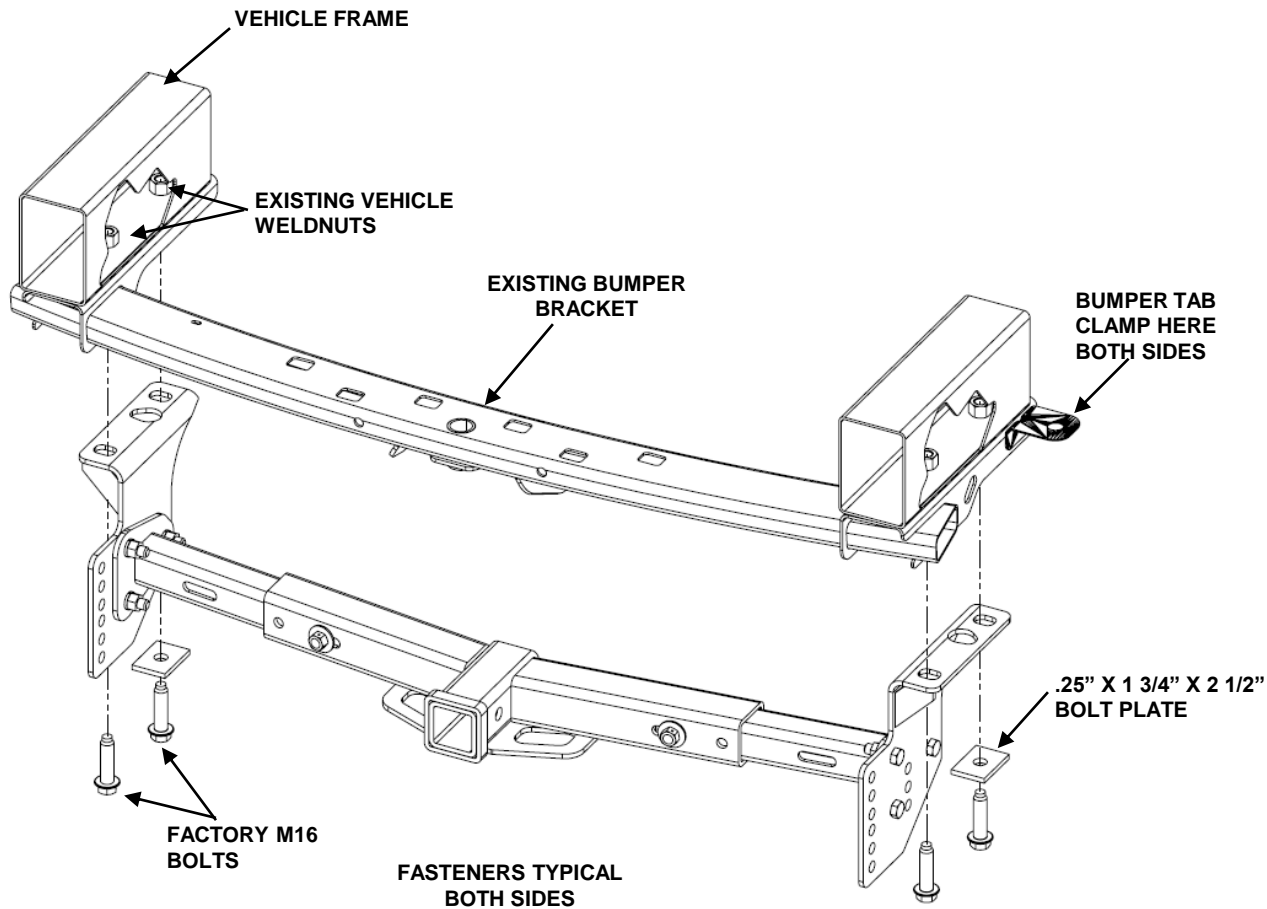


**NOTE:**  
General assembly - loosely assemble center section;

**2019 - 2023 FORD RANGER**

1. Insert side plate assy. into the center section as shown above. Align the bolt holes shown above for proper width.
2. Insert the coiled end of pull wire through hole on vehicle rearward side of center section and through end of side plate assembly tube.
3. Attach 1/4" X 1" X 2" bolt plate and 1/2" x 1-1/4" long carriage bolt as shown above.
4. Pull fasteners through and loosely install 1/2" flat washer and 1/2" hex lock nut. \*Include flatwasher when installing in the slot on the vehicle rearward side of the center section.
5. Repeat steps for each remaining center section fastener.
6. Align the correct holes in hitch side bracket assy with the attachment holes in the side plate assy. Insert the 1/2" x 1 1/2" hex bolt into the 3 attachment holes, loosely install the 1/2" lockwasher and 1/2" hex nut onto the bolt. Repeat for each side.

# 2019-2023 FORD RANGER



## TOOLS REQUIRED

2 - C-CLAMPS  
3/4" SOCKET AND WRENCH  
21MM SOCKET  
TORQUE WRENCH  
SAFETY GLASSES

## **NOTE:**

**General assembly - loosely assemble center section;  
loosely install side brackets on center section;  
install hitch assembly; Torque all fasteners to proper specifications**

## **2019 - 2023 FORD RANGER**

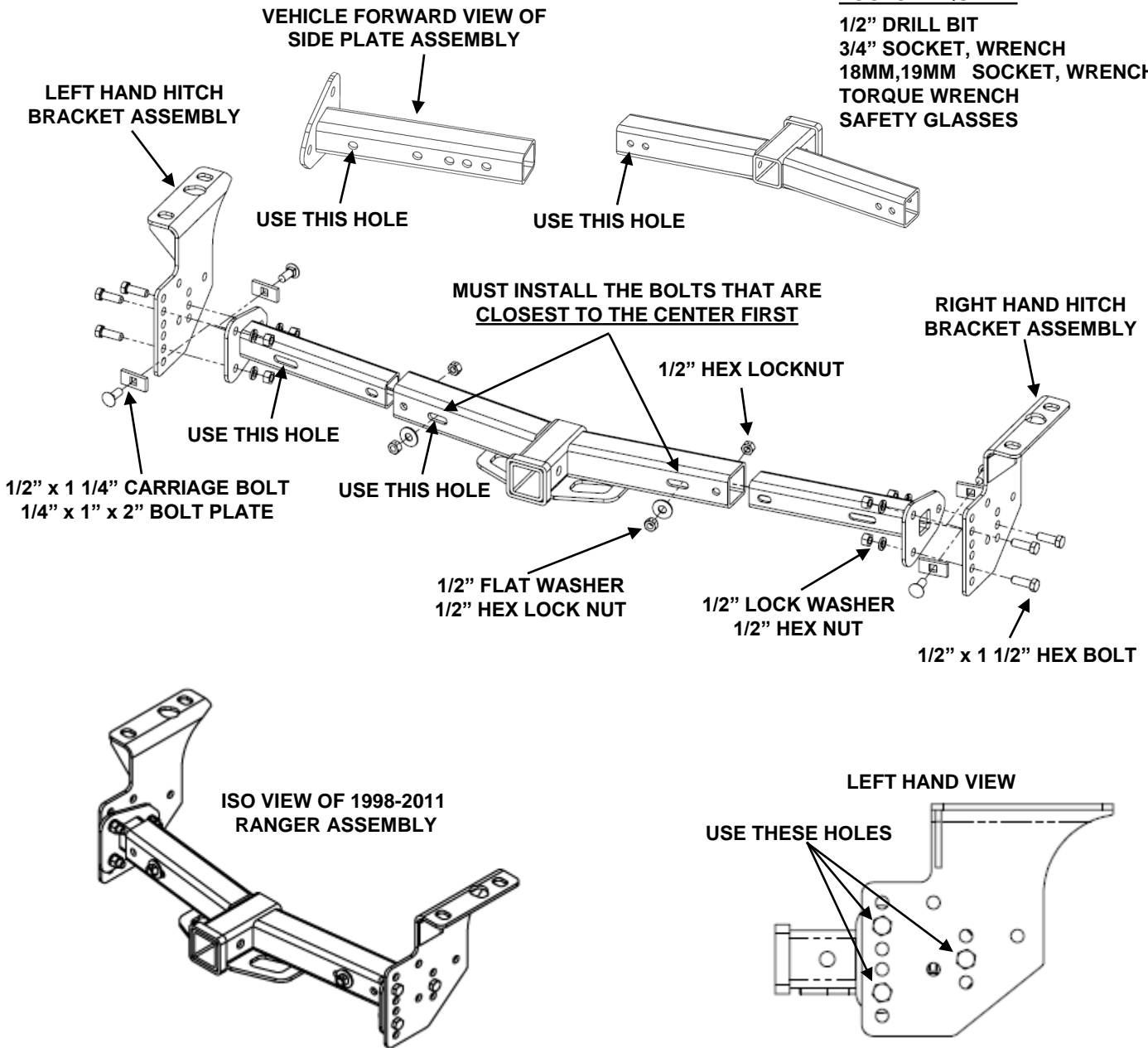
1. Lower spare tire—Refer to vehicle owner's manual
2. Use the C clamps to clamp the bumper tabs to the matching tabs directly above (1 each side) to prevent the bumper from coming down when removing the factory M16 fasteners holding it to the vehicle frame.
3. Using a 21mm socket, remove (4) M16 bolts holding the bumper brackets to the vehicle frame.
4. Raise the hitch into position, aligning the attachment holes in the hitch to the holes in the bumper bracket and frame rail. Install the factory M16 bolts and bolt plate each side.
5. **Tighten all M16 fasteners with torque wrench to 146Lb.-Ft. (195 N\*M) and all 1/2" fasteners to 75Lb.-Ft. (102 N\*M)**

Note: check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan or other body panels to prevent entry of water and exhaust fumes. A hitch or ball which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection. Do not cut access or attachment holes with a torch. This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C. Regulation V-5 and SAE J684.

# 1998-2011 FORD RANGER ASSEMBLY

## TOOLS REQUIRED

1/2" DRILL BIT  
3/4" SOCKET, WRENCH  
18MM, 19MM SOCKET, WRENCH  
TORQUE WRENCH  
SAFETY GLASSES



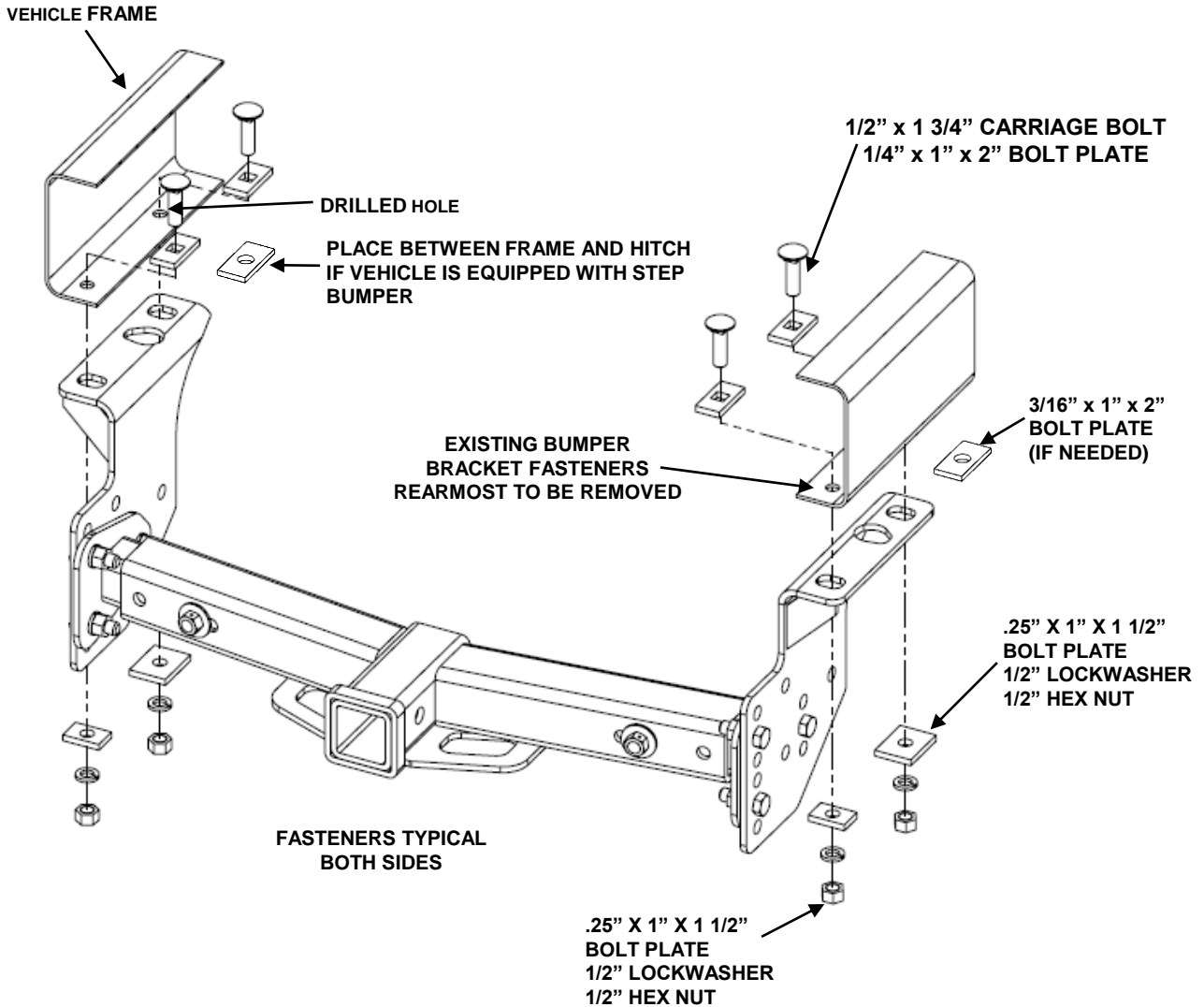
## NOTE:

General assembly - loosely assemble center section;

## 1998 - 2011 FORD RANGER

1. Insert side plate assy. into the center section as shown above. Align the bolt holes shown above for proper width.
2. Insert the coiled end of pull wire through hole on vehicle rearward side of center section and through end of side plate assembly tube.
3. Attach 1/4" X 1" X 2" bolt plate and 1/2" x 1-1/4" long carriage bolt as shown above.
4. Pull fasteners through and loosely install 1/2" flat washer and 1/2" hex lock nut. \*Include flatwasher when installing in the slot on the vehicle rearward side of the center section.
5. Repeat steps for each remaining center section fastener.
6. Align the correct holes in hitch side bracket assy with the attachment holes in the side plate assy. Insert the 1/2" x 1 1/2" hex bolt into the 3 attachment holes, loosely install the 1/2" lockwasher and 1/2" hex nut onto the bolt. Repeat for each side.

# 1998-2011 FORD RANGER



## NOTE:

*Vehicles equipped with Large spare tires will need to remove the spare tire. \*spare tire may not fit after hitch install\**

## NOTE:

General assembly - loosely assemble center section;  
loosely install side brackets on center section;  
install hitch assembly; Torque all fasteners to proper specifications.

## TOOLS REQUIRED

1/2" DRILL BIT  
3/4" SOCKET, WRENCH  
18MM, 19MM SOCKET, WRENCH  
TORQUE WRENCH  
SAFETY GLASSES

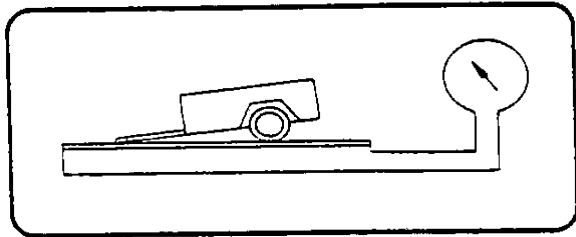
## 1998 - 2011 FORD RANGER

1. For vehicles with step bumper, remove rearmost bumper bracket bolt and J-nut (both sides).
2. Position hitch on vehicle, sandwiching bumper brackets (if present) between hitch and vehicle frame. Install rearmost fasteners.
3. Using hitch as a template, drill (2) 1/2" holes into frame at forward end of hitch.  
**Note:** On some models, holes may already exist.
4. Install remaining fasteners as shown. For vehicles with step bumper, place 3/16 x 1 x 2 block (Item 5) between frame and side brackets at forward attachment as shown.
5. Tighten all 1/2" fasteners with torque wrench to 75Lb-Ft. (102 N\*M)

Note: check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan or other body panels to prevent entry of water and exhaust fumes. A hitch or ball which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection. Do not cut access or attachment holes with a torch. This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C. Regulation V-5 and SAE J684.

# IMPORTANT INFORMATION ON TOWING

**TOWING EQUIPMENT OWNERS:** Make sure all 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 owner's manuals for your tow vehicle, trailer, and other parts of your towing system. Learn the capabilities and limitations of each part. **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 **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 **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  
YOUR TOWING EQUIPMENT**

## TRAILER HITCHES, RECEIVERS, AND BALL MOUNTS

Select these products by their gross trailer weight and tongue weight ratings. Select hitches and receivers for specific vehicles.

## 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 **REESE** 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

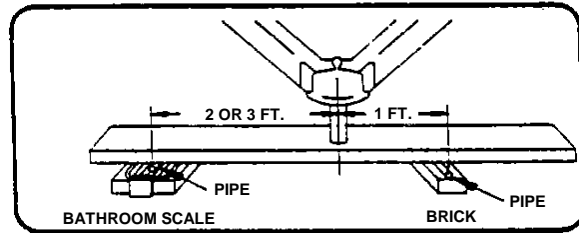
**AIR SPRINGS, AIR SHOCKS, or HELPER SPRINGS** are useful for some hitch applications. A **TRANSMISSION COOLER** may be necessary for heavy towing. Many states require **TOWING MIRRORS** on both sides.

## TIRE INFLATION

Check often. Follow tow vehicle and trailer manufacturers' recommendation. Improper tire inflation can cause trailer sway.

## CHECK YOUR EQUIPMENT / REPLACE WORN PARTS

Check ball, coupler, chains, retaining pins and clips, and all other connections **EVERY TIME YOU TOW**. Re-check at fuel and rest stops.



**METHOD FOR MEASURING TRAILER TONGUE WEIGHT  
SAFE TOWING TIPS**

## NO PASSENGERS IN TRAILERS!

**NEVER** allow people in trailers while towing, under any circumstances.

## 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 "jackknife" 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.

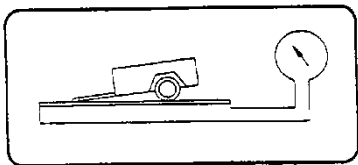
## WARNING

**DO NOT MODIFY REESE PRODUCTS. INSTALL ONLY ON SPECIFIED VEHICLES IN GOOD CONDITION. REESE TOWING PRODUCTS ARE DESIGNED TO TOW TRAILERS. USE ONLY FOR THIS PURPOSE.** Do not attach cargo carriers, motorcycle carriers, boat hoists, or coupler alignment devices. Do not extend the original structure. Do not use to pull or push the towing vehicle. Do not use as a jacking point. Do not attach anything with or in place of the ball. Any exceptions to the foregoing require written approval of REESE PRODUCTS, Inc. **DO NOT TOW MULTIPLE TRAILERS.** Towing one trailer behind another may cause severe instability and loss of control. **FAILURE TO HEED WARNINGS AND FOLLOW INSTRUCTIONS MAY RESULT IN VEHICLE CRASH, PROPERTY DAMAGE AND PERSONAL INJURY**

**DON'T OVERLOAD ANY PART OF YOUR TOWING SYSTEM**

## INFORMATION IMPORTANTE SUR LE REMORQUAGE

**PROPRIÉTAIRES D'ÉQUIPEMENT DE REMORQUAGE:** Assurez-vous que tous les opérateurs de votre équipement lisent et comprennent cette information avant de remorquer. Gardez-la pour référence. Cela vous aidera à sélectionner, utiliser et entretenir correctement votre équipement de remorquage. Référez aux manuels du propriétaire pour votre véhicule remorqueur, remorque, et les autres composantes de votre système de remorquage. Apprenez les capacités et les limites de chaque composante. **LE POIDS AU TIMON** et **POIDS BRUT DE LA REMORQUE** sont deux des points les plus importants à considérer. **CES POIDS NE DOIVENT JAMAIS DÉPASSER LA COTE LA PLUS BASSE DE L'ENSEMBLE DES COMPOSANTES DE VOTRE SYSTÈME DE REMORQUAGE. LE POIDS BRUT DE LA REMORQUE** est le poids de la remorque plus toute la charge. Pesez **LE POIDS BRUT DE LA REMORQUE** en mettant la remorque chargée à pleine sur une balance pour véhicule. **LE POIDS AU TIMON** est la force descendante exercée sur la boule par le coupleur de la remorque. Pesez **LE POIDS AU TIMON** avec la remorque chargée sur une surface à niveau. Le coupleur doit être à l'hauteur normal de remorquage. Utilisez une balance commerciale ou un pese-personne. Préparez le pese-personne comme montré pour les poids au timon très lourds.



MÉTHODE POUR PESER LE POIDS BRUT DE LA REMORQUE

### VOTRE ÉQUIPEMENT DE REMORQUAGE

#### ATTACHES DE REMORQUE, ATTELAGES ET TIMONS

Sélectionnez ces produits par leur cote de poids brut de remorque et poids au timon. Sélectionnez les attaches et les attelages pour les véhicules spécifiques.

#### BOULES D'ATTELAGE DE REMORQUE

Sélectionnez par la cote du poids brut de la remorque, l'épaisseur de la base de montage et le diamètre du trou et de la cavité du coupleur. La base doit avoir au moins une épaisseur de 3/8 po. Le trou ne doit pas dépasser par plus que 1/16 po le diamètre des fils de la tige. Utilisez une rondelle de blocage. Serrez selon les instructions. Serrée, la tige doit s'étendre au-delà du fond de l'écrou. La cote du poids brut de la remorque et le diamètre de la boule sont marqués sur des boules d'attelage REESE.

#### COUPLEURS DE REMORQUE

La cavité du coupleur doit être lisse, propre et légèrement lubrifiée. Serrez ou ajustez selon les instructions du fabricant du coupleur.

#### CHAÎNES DE SÉCURITÉ

Reliez les chaînes de sécurité correctement **CHAQUE FOIS QUE VOUS REMORQUEZ**. Croisez les chaînes sous le coupleur. Attachez-les solidement au véhicule remorqueur ou à l'attelage afin qu'ils ne puissent pas se détacher en rebondissant. Laissez seulement assez de jeu pour permettre de tourner complètement. Trop de jeu peut empêcher les chaînes de maintenir le contrôle si le coupleur se détache. Ne permettez pas que les chaînes traînent sur la route.

#### CONNEXIONS DES FEUX DE LA REMORQUE, CLIGNOTANTS, FREINS

#### ELECTRIQUES ET DISPOSITIF DE FREINAGE AUTOMATIQUE

Faites ces connexions nécessaires à la sécurité **CHAQUE FOIS QUE VOUS REMORQUEZ**, peu importe la durée du voyage. Vérifiez toute opération, incluant le contrôle manuel des freins électriques, avant de se mettre en route.

#### DISPOSITIF ANTIROULIS

Le dispositif anti-roulis peut réduire les effets des manœuvres soudaines, les rafales de vent naturelles, ou celles causées par les autres véhicules. Nous les recommandons pour les remorques à grandes superficies, telles que les roulettes. Les modèles à friction ajustables peuvent aider à contrôler les remorques ayant peu de pourcentage de poids au timon.

#### AUTRE ÉQUIPEMENT UTILE

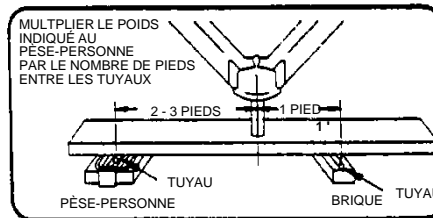
LES RESSORTS À AIR, AMORTISSEURS À AIR ou RESSORTS SUPPLEMENTAIRE sont utiles à certaines applications d'attelage. UN REFROIDISSEUR DE TRANSMISSION peut être nécessaire pour le remorquage lourd. Beaucoup d'états exigent les RÉTROVISEURS DE REMORQUAGE sur les deux côtés.

#### GONFLAGE DES PNEUS

Vérifiez souvent. Suivez les recommandations des fabricants de la remorque et du véhicule remorqueur. Le gonflage incorrect des pneus peut résulter en roulis de la remorque.

#### VÉRIFIER VOTRE ÉQUIPEMENT / REMPLACER LES PIÈCES USÉES

Vérifiez la boule, le coupleur, les chaînes, les goupilles et barres à ressort, et toutes autres connexions **CHAQUE FOIS QUE VOUS REMORQUEZ**. Vérifiez-les de nouveau aux arrêts de repos ou lors d'emplissage.



MÉTHODE POUR PESER LE POIDS AU TIMON

### AVIS DE SÉCURITÉ

#### PAS DE PASSAGERS DANS LA REMORQUE!

Ne permettez jamais des gens dans la remorque pendant le remorquage, peu importe les circonstances.

#### CHARGER LA REMORQUE

Chargez correctement pour empêcher le roulis. Placez des objets lourds sur le plancher devant l'essieu. Équilibrez la charge de deux côtés. Fixez-la pour empêcher un déplacement. Le poids au timon devrait être 10 - 15% du poids brut pour la plupart des remorques. Un faible pourcentage de poids au timon peut résulter en roulis. **CHARGEZ LA REMORQUE PLUS LOURDEMENT VERS L'AVANT.**

#### CONDUITE

Le poids additionnel d'une remorque a un effet sur l'accélération, le freinage et le maniement. Permettez assez de temps additionnel pour passer, arrêter et changer de voie. Les bosses sévères peuvent endommager votre véhicule remorqueur, l'attelage et la remorque. Conduisez doucement sur des routes rudes. **ARRÊTEZ ET FAITES UNE INSPECTION COMPLÈTE SI QUELQUE PARTIE DE VOTRE SYSTÈME DE REMORQUAGE FRAPPE LA ROUTE. CORRIGEZ TOUT PROBLÈME AVANT DE REPRENDRE LA ROUTE.**

#### TESTER POUR LE ROULIS EXCESSIF ET L'ÉLIMINER

Le roulis excessif peut résulter en perte de contrôle. Il doit se régler rapidement. Le roulis a tendance à augmenter sur une descente. Commencez lentement, augmentez la vitesse graduellement. Si le roulis commence, ajustez votre équipement et le chargement de la remorque. Répétez jusqu'à ce que la remorque soit stable à vitesse d'autoroute. Faites cela chaque fois qu'il y a un changement de charge de la remorque.

#### SI VOTRE REMORQUE COMMENCE SOUDAINEMENT OSCILLER

La turbulence d'un autre véhicule, une rafale de vent, ou une descente peut causer le roulis soudain, aussi bien que peut un changement de charge de la remorque ou un pneu crevé de la remorque. **SI LA REMORQUE SE MET EN ROULIS, IL EST LA RESPONSABILITÉ DU CONDUCTEUR À ÉVALUER LA SITUATION ET PRENDRE L'ACTION APPROPRIÉE.** Ci-dessous sont quelques suggestions qui peuvent vous aider, dépendant de conditions:

#### À FAIRE

- Réduisez votre vitesse graduellement.
- Tenez le volant aussi stable que possible.
- Si votre remorque a des freins électriques, appliquez-les sans utiliser les freins du véhicule remorqueur.

#### NE PAS FAIRE

- Ne freinez pas fortement, à moins qu'il soit absolument nécessaire. Cela peut résulter en une "mise en portefeuille".
- N'essayez pas de sortir du roulis en virant. Virer soudainement ou violemment peut l'augmenter.
- N'accélérez pas. Le roulis augmente avec la vitesse.
- Ne continuez pas de remorquer une remorque qui a tendance au roulis. Vous pouvez perdre le contrôle pendant une manœuvre d'urgence ou si les conditions énumérées ci-dessus se présentent.

## AVERTISSEMENT

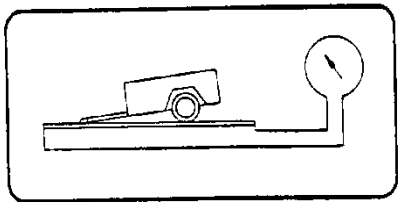
**NE MODIFIEZ PAS LES PRODUITS REESES. INSTALLEZ-LES SEULEMENT SUR LES VÉHICULES SPÉCIFIÉS QUI SOIENT EN BON ÉTAT. LES PRODUITS DE REMORQUAGE REESES SONT CONÇUS POUR TIRER DES REMORQUES. EMPLOYEZ-LES SEULEMENT DANS CE BUT.** N'attachez pas un porteur de cargaison, porteur de motocyclette, treuil de bateau, ou un dispositif d'alignement de coupleur. Ne prolongez pas la structure originale. Ne l'utilisez pas pour tirer ou pousser le véhicule remorqueur. Ne l'utilisez pas comme un point de cric. N'attachez rien avec ou en place de la boule. Toute exception à la précédente exige l'approbation écrite de REESE PRODUCTS, Inc. **NE REMORQUEZ PAS DES REMORQUES MULTIPLES.** Remorquant une remorque derrière une autre peut résulter en perte de contrôle et instabilité sévère. **NÉGLIGER LES AVERTISSEMENTS OU NE PAS SUIVRE LES INSTRUCTIONS PEUT RÉSULTER D'UN ACCIDENT AU VÉHICULE, DOMMAGES DE PROPRIÉTÉ ET BLESSURE PERSONNELLE.**

**NE SURCHARGEZ AUCUNE COMPOSANTE DE VOTRE SYSTÈME DE REMORQUAGE**



# INFORMACION IMPORTANTE PARA EL QUE REMOLCA

**PROPIETARIO DE EQUIPO DE REMOLQUE:** Asegúrese de que todos los operadores del equipo de remolque lean y comprendan esta información ANTES de usarlo (remolcar). Manténgala a la mano, pues ésta le ayudará a seleccionar, usar y mantener apropiadamente el equipo. Recorra siempre a los manuales del propietario de su vehículo de remolque, tráiler y las diferentes partes de su equipo de remolque. Aprenda acerca de las capacidades y limitaciones de cada componente. **EL PESO BRUTO DE REMOLQUE Y EL PESO EN LA HORQUILLA** son los dos aspectos a los cuales se debe prestar la mayor importancia y consideración. **ESTOS PESOS NUNCA DEBEN EXCEDER EL ESTIMADO MINIMO DE NINGUNO DE LOS COMPONENTES DE SU SISTEMA DE REMOLQUE. PESO BRUTO DE REMOLQUE** es el peso del remolque cuando éste se encuentra cargado. Para determinar el **PESO BRUTO DE REMOLQUE**, coloque el remolque cargado en una balanza para vehículos. **PESO EN LA HORQUILLA** es la fuerza vertical que es transferida a través del acoplador y reflejada sobre la bola de enganche. Determine el **PESO EN LA HORQUILLA** con el remolque totalmente cargado y sobre una superficie a nivel. El acoplador de bola debe estar a la altura normal de remolque. Use una balanza comercial o una balanza de baño. Si por alguna razón el peso en la horquilla excede la capacidad máxima de la balanza, determine el peso en la horquilla de la manera en que la figura lo ilustra.



MÉTODO PARA DETERMINAR EL PESO BRUTO DE REMOLQUE

## SU EQUIPO DE REMOLQUE

### ENGANCHES DE REMOLQUE, RECEPTORES DE ENGANCHE Y SOSTENEDOR DE BOLA.

Seleccione estos productos de acuerdo al peso bruto de remolque y el peso en la horquilla. Seleccione los enganches y los receptores de acuerdo al tipo de vehículo que usted posee.

### BOLA DE ENGANCHE

Selecciónela tomando en cuenta el peso bruto de remolque, grosor de la plataforma de montaje, diámetro del orificio y tamaño de la junta de encastre. La plataforma de montaje debe tener un grosor de al menos 3/8 (9,5 mm) de pulgada. El orificio no debe exceder el diámetro de la pierna roscada por más de 1/16 (1,58 mm) de pulgada. Use una arandela de presión. Apriete de acuerdo a las instrucciones. Luego de haber apretado, la pierna roscada debe sobresalir del borde de la tuerca. La

clasificación del peso bruto de remolque y el diámetro de la bola, se encuentran marcados en todas las bolas REESE.

### ACOPLADORES DE BOLA

El encastre del acoplador de bola debe ser liso, estar limpio y ligeramente lubricado. Apriete o ajuste de acuerdo a las instrucciones del fabricante del acoplador.

### CADENAS DE SEGURIDAD

Conecte adecuadamente las cadenas de seguridad **CADA VEZ QUE REMOLQUE**. Cruce las cadenas debajo de la junta de encastre. Fíjelas al vehículo remolcador o al enganche y asegúrese de que éstas no entren en contacto con la carretera. Si las cadenas están demasiado flojas, éstas no podrán mantener el control del remolque en caso de que otras conexiones se llegasen a separar. No permita que las cadenas entren en contacto con la carretera.

### CONEXIONES PARA LUCES DE REMOLQUE, LUCES DE CRUCE, FRENOS ELÉCTRICOS E INTERRUPTOR DE DESCONEJÓN ACCIDENTAL

No importa tan corto sea el viaje, asegúrese de hacer estas conexiones **CADA VEZ QUE USE EL REMOLQUE**. Antes de partir, asegúrese de que todas las conexiones estén funcionando adecuadamente, incluyendo el freno manual del freno eléctrico.

### CONTROLES DE BALANCE

Los controles de balance pueden disminuir los efectos causados por maniobras repentinas, ráfagas de viento o turbulencias causadas por otros vehículos. Los recomendamos para remolques con grandes superficies de área, tales como remolques de viaje. Los modelos con ajuste de fricción pueden ofrecer un mayor control en remolques que tienen un bajo porcentaje de peso en la horquilla.

### OTRO EQUIPO ÚTIL

#### RESORTES A AIRE, AMORTIGUADORES DE AIRE o RESORTES SUPLEMENTARIOS

pueden ser de gran utilidad dependiendo del uso que se le dará al enganche. Un **ENFRIADOR DE TRANSMISIÓN** puede ser necesario en caso de que la carga sea demasiado pesada. Muchos estados exigen **ESPEJOS DE REMOLQUE** en ambos lados.

#### PRESIÓN DE LOS NEUMÁTICOS

Revísela frecuentemente. Siga las recomendaciones del fabricante del remolque y del vehículo remolcador. Inadecuada presión en los neumáticos puede causar desbalance del remolque.

#### REVISE SU EQUIPO / REEMPLACE LAS PARTES DESGASTADAS

Revise la bola de enganche, la junta de encastre, las cadenas, los pernos, los seguros y todas las otras conexiones **CADA VEZ ANTES DE USAR EL REMOLQUE**. Revise nuevamente cada vez que se detenga a descansar o a obtener combustible.

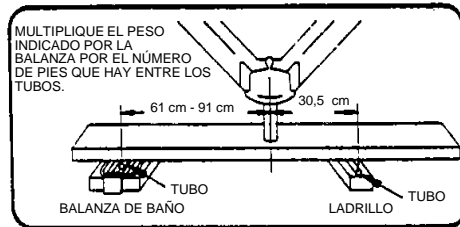
## ADVERTENCIA

**NO MODIFIQUE LOS PRODUCTOS REESE. INSTALE SOLO EN VEHÍCULOS ESPECIFICADOS QUE ESTEN EN BUENAS CONDICIONES. LOS PRODUCTOS DE REMOLQUE REESE HAN SIDO DISEÑADOS PARA REMOLCAR REMOLQUES. USE SOLAMENTE PARA ESTE PROPÓSITO.** No los use como transportadores de cargamento, transportadores de motocicletas, elevadores de barco o dispositivos de alineación de junta de encastre. No extienda la estructura original. No los use para empujar o jalar el vehículo remolcador. No los use como un punto para levantar con el gato. No fije nada con o en lugar de la bola de enganche. Cualquier excepción a lo anterior requiere aprobación escrita por parte de REESE PRODUCTS, Inc. **NO REMOLQUE REMOLQUES MÚLTIPLES.** Remolcar un remolque detrás del otro puede causar gran inestabilidad y pérdida de control. **EL NO ACATAR ESTAS ADVERTENCIAS Y NO SEGUIR LAS INSTRUCCIONES, PUEDE TRAER COMO CONSECUENCIA CHOQUE DEL VEHÍCULO, DAÑO A PROPIEDAD Y LESIONES PERSONALES.**

## NO SOBRECARGUE NINGÚN ELEMENTO DE SU SISTEMA DE REMOLQUE

HECHO EN EE.UU.

IMPORTADOR: ZONE COMPRA, S DE R.L. DE C.V. AV. GUERRERO NO. 2911-B. COL. GUERRERO, NUEVO LAREDO, TAMAULIPAS, MEXICO 88240 R.F.C.: ZCO-980914-198 (867) 719-2683  
EXPORTADOR: AUTOZONE TEXAS, L.P. P.O. BOX 2198, MEMPHIS, TN 38101



MÉTODO PARA DETERMINAR EL PESO EN LA HORQUILLA

## CONSEJOS PARA SEGURIDAD

### ¡ NO LLEVE PASAJEROS EN EL REMOLQUE!

Cuando esté remolcando no permita, bajo ninguna circunstancia, que personas viajen en el remolque.

### CARGA DEL REMOLQUE

La carga apropiada del remolque puede ayudar a prevenir inestabilidad. Coloque los objetos pesados sobre el piso, delante del eje. Balancee la carga a ambos lados del remolque. Asegúrese de que la carga no se mueva. En la mayoría de los casos, el peso en la horquilla debe estar entre el 10-15 % del peso bruto del remolque. Un bajo porcentaje de peso en la horquilla puede causar inestabilidad. **NUNCA** coloque la carga mas pesada en la parte trasera del remolque. **ASEGÚRESE DE QUE LA CARGA MAS PESADA ESTÉ EN EL FRENTE DEL REMOLQUE.**

### MANEJO

El peso adicional de un remolque afecta aceleración, frenado y conducción. Tome suficiente tiempo para pasar otros vehículos, frenar y cambiar de carril. Los golpes severos pueden causar daño al vehículo remolcador, a los enganches y al remolque. Maneje despacio en carreteras dañadas. **DETÉNGASE E INSPECCIONE COMPLETAMENTE SI ALGUNA PARTE DE SU SISTEMA DE REMOLQUE HACE CONTACTO CON LA CARRETERA. CORRIJA CUALQUIER PROBLEMA ANTES DE REANUDAR EL VIAJE.**

### ESTE PENDIENTE DEL MOVIMIENTO EXCESIVO, SI HAY, ELIMÍNELO.

Movimiento excesivo puede causar pérdida de control del vehículo. Esto debe corregirse rápidamente. La inestabilidad tiende a aumentar en bajadas. Comenzando lentamente, aumente la velocidad gradualmente. Si ocurre, ajuste el equipo y la carga del remolque. Repita este procedimiento hasta que el remolque se mantenga estable a velocidad de carretera. Haga esto cada vez que la carga del remolque varíe.

### SI SU REMOLQUE COMIENZA A MOVERSE REPENTINAMENTE

Turbulencia de otro vehículo, una ráfaga de viento, o una bajada pueden causar movimiento repentino, movimiento de la carga del remolque o la explosión de un neumático. **SI EL REMOLQUE SE INESTABILIZA, ES RESPONSABILIDAD DEL CONDUCTOR EVALUAR LA SITUACIÓN Y TOMAR LAS MEDIDAS NECESARIAS PARA CORREGIR EL PROBLEMA.** Las siguientes son sugerencias que se pueden aplicar de acuerdo a las condiciones:

#### HAGA:

- Reduzca la velocidad gradualmente.
- Mantenga el volante tan firme como le sea posible.
- Si su remolque tiene frenos eléctricos, aplique los frenos del remolque sin usar los frenos del vehículo remolcador.

#### NO HAGA:

- No frene a fondo a menos que sea absolutamente necesario. El remolque se podría voltear.
- No trate de maniobrar con el volante para corregir el desbalance, esto podría agravar la situación.
- No acelere. La inestabilidad aumenta a medida que la velocidad aumenta.
- No continúe remolcando un remolque que tiende a desestabilizarse. Usted puede perder el control durante una maniobra de emergencia o si las condiciones mencionadas arriba ocurren.