

<THESE INSTRUCTIONS MUST BE GIVEN TO THE END USER>

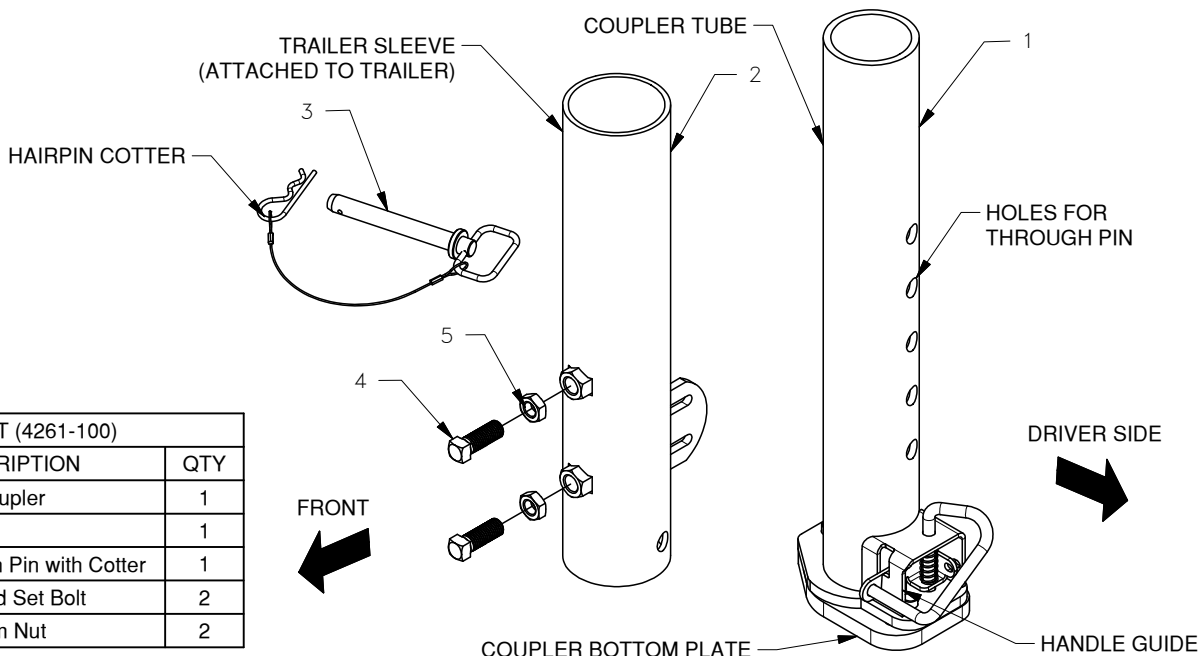


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25K Gooseneck Coupler Installation Instructions

Part Numbers: 4261-100, 4261-200, & 4261-300



⚠️ WARNING

Failure to comply with the safety information in these instructions could result in serious injury or death.

- ⚠️ Read all installation and operating instructions along with all labels before using this product.
- ⚠️ Without proper knowledge, towing can be a dangerous activity. Understand all the risks involved with towing before proceeding. For information on towing safety, see "**The Trailer Handbook: A Guide to Understanding Trailer and Towing Safety**" from the National Association of Trailer Manufacturers, www.NATM.com.
- ⚠️ Do not exceed tow or tongue rating of coupler, tow or tongue rating of hitch, or tow or weight ratings of truck or trailer. See vehicle and trailer manufacturer information for ratings. Exceeding these ratings may cause damage to towing components or loss of attachment between the trailer and truck.
- ⚠️ Do not modify this product in any manner. Doing so could alter its integrity and lead to a loss of attachment between the trailer and the tow vehicle.
- ⚠️ A visual inspection of the hitch should be performed before each time you tow. Regularly check that all pinned connections are secure, and that all bolted connections are at the correct torque specification. Check for cracks or damage to the hitch. Do not tow with the hitch if cracks or damage outside of normal wear is found. Towing with a hitch that has cracks or damage could result in damage to the tow vehicle, trailer, towing components and loss of attachment between the tow vehicle and trailer.

ADJUSTING THE COUPLER

⚠️ **WARNING:** Adjusting the coupler requires two people. One person will need to hold the coupler in place while the other secures it to the trailer. Failure to support the coupler properly may result in minor injury, or may cause damage to the coupler.

1. **Loosen the coupler.** Remove safety through pin and cotter. Loosen set bolts to allow the coupler to move freely up and down in the trailer sleeve.

⚠️ **WARNING:** The coupler must only be used on the trailer it was installed on when purchased. The coupler must only be used with a hitch equipped with a 2-5/16" ball measuring between 2.283" to 2.313". Failure to use proper equipment may result in serious injury or death.

2. **Mark coupler.** With the trailer jacks adjusted so the trailer is in its optimum towing position, determine the distance between the bottom of the trailer sleeve and where the bottom of the coupler will be when coupled to the ball. Mark this position on the coupler.

⚠ WARNING: Installing the coupler with more than 16" of the coupler tube exposed past the end of the trailer sleeve could result in serious injury, or death. See Figure A1.

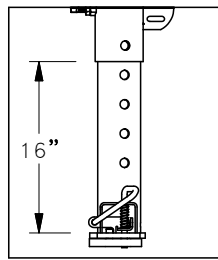


Figure A1

3. **Secure the Coupler.** With the handle toward the driver side of the truck, slide the coupler tube in the trailer sleeve to the position determined in Step 2. **Lower** the coupler to align the trailer sleeve hole with the nearest through pin hole, and secure by installing the safety through pin and cotter. Torque the trailer sleeve set bolts to 100 ft. lbs. and secure jam nuts.

⚠ WARNING: Failure to torque set bolts, secure jam nuts, and/or install cotter on safety through pin, could result in serious injury or death.

COUPLING TO A TRAILER

⚠ WARNING: Always use safety chains. Failure to use safety chains could result in serious injury or death.

⚠ WARNING: Inspect all towing components before towing, including hitch, coupler, trailer, and safety chain system for structural damage. Towing with damaged equipment could result in serious injury or death.

1. **Set coupler position.** Set the coupler to the "unlatched" position. To do this: (1) Grip the handle and pull straight up about 1". (2) Rotate the handle counter-clockwise until it stops, then release. (3) Rotate the coupler bottom plate counter-clockwise until it stops. See Figure B1.

⚠ WARNING: Attempting to couple with the coupler in the "latched" position will prevent the coupler from accepting the ball. If coupling is attempted, the ball may appear to be coupled when it is not, and could result in serious injury or death.

2. **Position the truck.** Maneuver the truck so that the 2-5/16" gooseneck ball is under the coupler. The center of the ball must be within 1-1/2" of the center of the base of the coupler.

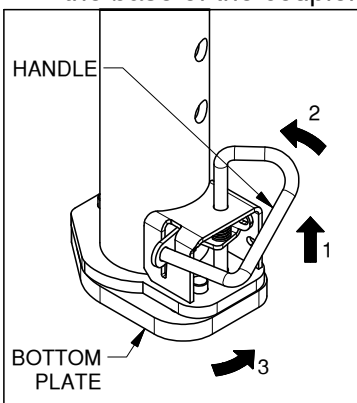


Figure B1: Coupler in "unlatched" position

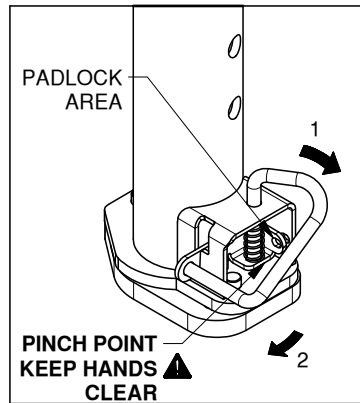


Figure B2: Coupler in "latched" position

⚠ WARNING: Keep at least 6" around the coupler free from obstructions and loose objects during towing. Failure to do so could result in a loss of attachment between the truck and the trailer, serious injury or death.

3. **Lower the trailer.** Slowly lower the trailer onto the ball. When the ball is fully engaged in the coupler, set the coupler to the "latched" position. To do this: (1) Grip the handle and rotate it clockwise. (2) Rotate the coupler bottom plate clockwise until the latch pin is through the coupler bottom plate and the handle is flat against the bottom of the handle guide. See Figure B2.

⚠ WARNING: Ensure the ball is fully in the coupler cavity and the handle of the coupler is in the "latched" position before towing. Failure to do so could result in a loss of attachment between the truck and the trailer, serious injury or death.

4. **NOTE:** If desired, it is possible to lock the coupler for added security. With the coupler handle in the "latched" position, use a padlock in the area noted in Figure B2.

UNCOUPLING FROM A TRAILER

1. **Unlock the coupler.** If necessary remove any padlocks that may be attached to the coupler handle.

2. **Set coupler position.** Set the coupler to the "unlatched" position. To do this: (1) Grip the handle and pull straight up about 1". (2) Rotate the handle counter-clockwise until it stops, then release. (3) Rotate the coupler bottom plate counter-clockwise until it stops. See Figure B1.

⚠ WARNING: Attempting to uncouple with the coupler in the "latched" position will prevent the coupler from releasing the ball. If uncoupling is attempted the trailer jacks may begin to "lift" the truck. This could result in significant property damage.

3. **Raise trailer.** Slowly raise the coupler off of the ball.

⚠ WARNING: Use caution when jacking the trailer up and raising the coupler off of the ball. The trailer and truck may shift abruptly when they become disconnected, this may cause physical injury.

CARE AND MAINTENANCE

- Keep the coupler clean, store it out of the weather, and avoid corrosive environments to maintain peak performance.
- Keep your coupler operating freely by occasionally applying lubricant to the coupler and latch assembly.
- The coupler should not require extensive maintenance. If a problem with the coupler persists, contact the trailer manufacturer.