



**- SUPER HITCH -
SUPER TRUSS EXTENSION
PART #C1202/SH99CH**

APPLICATION FITS

**99-00 CHEVY 2500 8' BOX
LIGHT DUTY ONLY**

**IMPORTANT OWNER-OPERATOR
INSTALLATION INSTRUCTIONS**

**PLEASE GIVE THIS
BOOKLET TO YOUR
CUSTOMER**



TECH SUPPORT (800) 246-8132

REV HHB 5-11-06

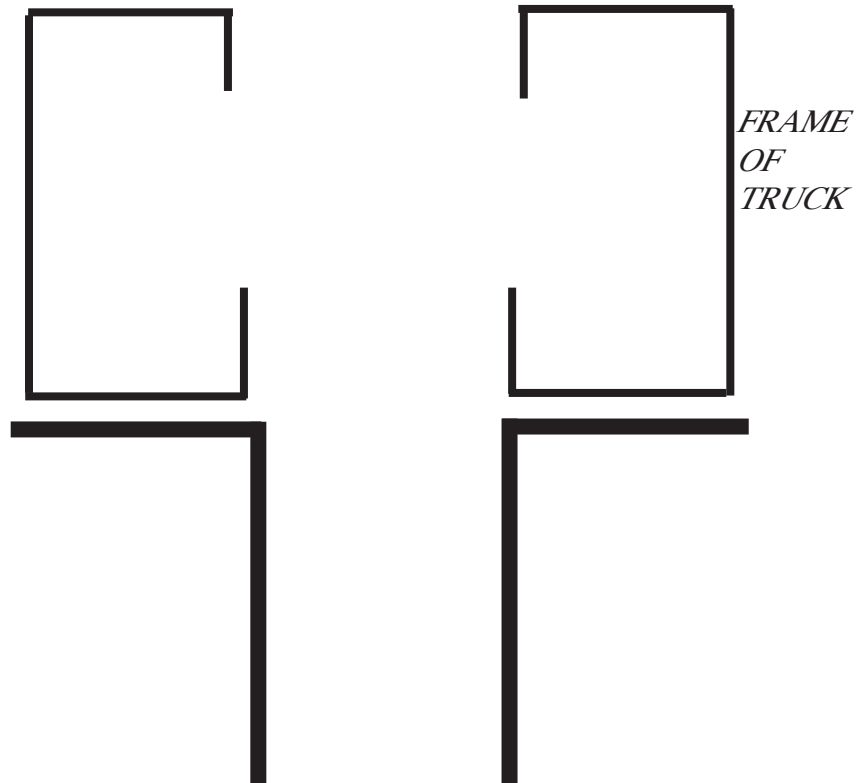
INVENTORY LIST

C1202

Main Receiver Parts

- 1 - Main Double Receiver
- 6 - 1" x 2" Platewashers
- 20 - 1/2" Flatwashers
- 8 - 1/2" Lockwashers
- 2 - 1/2" x 7" Grade 5 Bolt w/ 4-15/16" Pipe
- 6 - 1/2" x 2" Grade 8 Bolts
- 6 - 1/2" Grade 8 Nuts
- 2 - 1/2" Grade 5 Nuts
- 2 - 5/8" Pin & Clip

**NOTE THE
DIRECTION
OF THE
SUPERHITCH
SIDE PLATES
BEFORE
ASSEMBLY**



**SUPERHITCH PLATES
RUN-IN TOWARDS THE
CENTER OF THE
TRUCK FRAME IN THIS
APPLICATION**

SUPER HITCH™

INSTALLATION INSTRUCTIONS

CHEVY FULL SIZE PICK-UP

WARNING: DO NOT LUBRICATE THREADS, BOLT FAILURE MAY OCCUR DUE TO OVER TIGHTENING. DO NOT DRILL ON THIS HITCH.

NOTE: THIS PRODUCT IS NOT RECOMMENDED FOR USE ON A 1/2 TON VEHICLE.



FOR 1999 TO 2000 LONG BOX MODELS

1. Position SUPERHITCH under rear of the truck, using a floor jack or two people.
2. Loosen spare tire so it can be pushed forward if necessary
3. Hold or jack hitch into position, lining the two rear holes in the frame that have factory nut plates on them, up with the two rear holes of the SUPERHITCH. Remove and reinstall the factory bolts in these holes. Tighten these bolts.
4. Drop 1/2" x 2" Grade 8 bolts, with a 1" x 2" platewasher, in from the top of the inside of the frame to any holes that line up with existing holes in the SUPERHITCH. Place 2 flatwashers, one lock washer, and a nut on those bolts and tighten.
5. Find the two long bolts and pipes. This bolt with two 1/2" flatwashers under the head of the bolt, is inserted from the bottom of the frame up. Make sure to insert the bolt through the pipe, and install two 1/2" flatwashers, one lockwasher, and a 1/2" nut on top of the frame. **See picture page 5.**
6. Torque all 1/2" nuts to 100 ft. lb.
7. Retighten spare tire and install Super Hitch extension. **(See attached extension instructions and picture Page 4.**
8. Some vehicles may require tailpipe modification.

IMPORTANT NOTE: USE ONLY SUPPLIED OR APPROVED BOLTS, LOCK WASHERS, AND NUTS TO INSTALL THIS HITCH. *

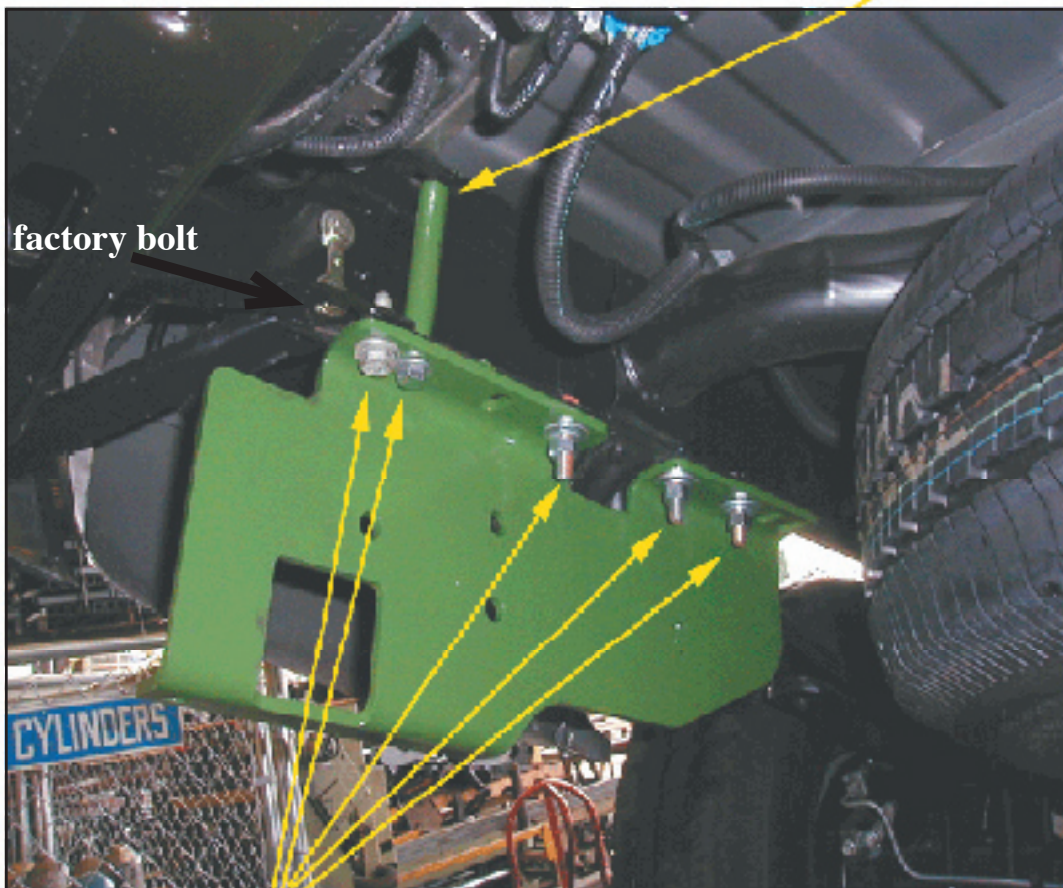
This trailer hitch must have a minimum of 5 bolts per side (ten bolts total) and be installed per these specifications or your warrantee is void.

**1999 TO 2000 CHEV 8' BOX
FACTORY HITCH UNINSTALLED
SUPPLIED BOLTS AND PIPE INSTALLED
NO ADDITIONAL HOLES TO BE DRILLED**

SUPER HITCH CHEV SILVERADO 99

VIEW-DRIVERS SIDE

**NOTE: ON PASSENGER SIDE 17/32 HOLE MUST BE DRILLED TO ALLOW FOR INSTALLATION OF PIPE.
FAILURE TO INSTALL PIPE WILL RESULT IN FRAME FAILURE!**



USE PRE-EXISTING FACTORY HOLES



**GRADE 8 BOLT
SIX LINES ON TOP
USUALLY GOLD
IN COLOR**

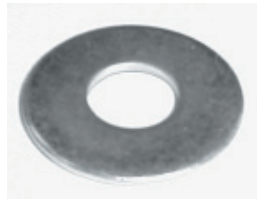


**GRADE 5
BOLT
THREE LINES
ON TOP
SILVER IN
COLOR**

**1" X 2"
PLATE
WASHER**



**1/2" FLAT
WASHER
(TIMES 2)**



**1/2" LOCK
WASHER**

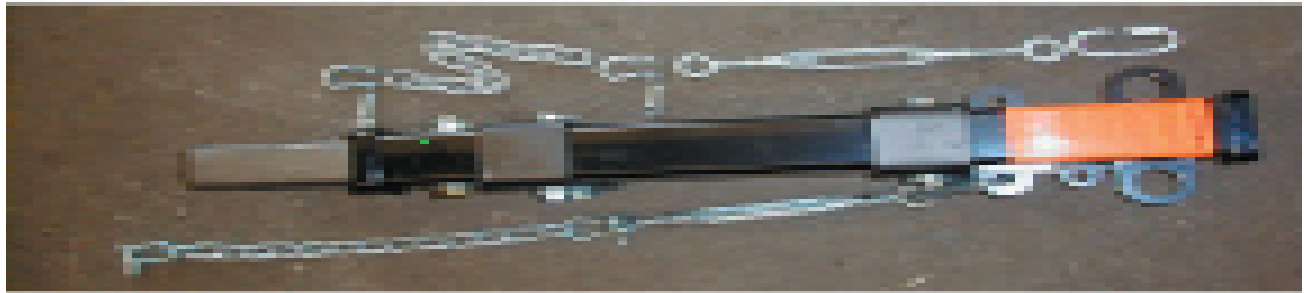


1/2" NUT



**GRADE 5 BOLTS USE
ONE 1" X 2" PLATE
WASHER AND TWO 1/2"
FLATWASHERS**

ASSEMBLE CHAIN, QUICK LINK, TURNBUCKLES, AS SHOWN. TIGHTEN ALL RIGGING WITH TOOLS
(DO NOT LEAVE HAND TIGHT)



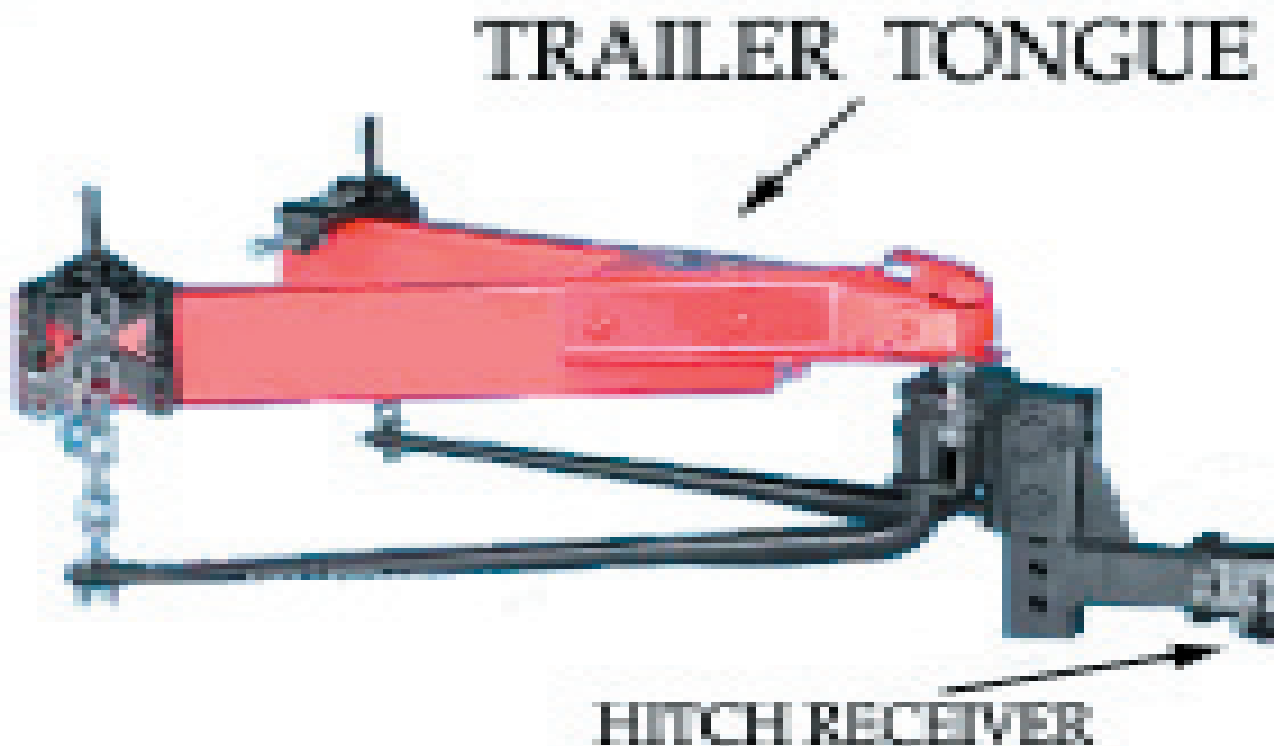
!!! WARNING !!!

	<u>Dead Weight (weight carrying)</u>		<u>Weight Distributing (load equalizing)</u>	
	Tongue Weight	Pull Weight	Tongue Weight	Pull Weight
48"	600 lb.	6,000 lb.	12,00 lb.	12,000 lb.
42"	600 lb.	6,000 lb.	1,200 lb.	12,000 lb.
36"	650 lb.	6,500 lb.	1,200 lb.	12,000 lb.
32"	650 lb.	6,500 lb.	1,200 lb.	12,000 lb.
28"	750 lb.	7,500 lb.	1,200 lb.	12,000 lb.
24"	750 lb.	7,500 lb.	1,400 lb.	14,000 lb.
21"	750 lb.	7,500 lb.	1,200 lb.	12,000 lb.

USE OF THIS PRODUCT WITHOUT A LOAD EQUALIZING SYSTEM LIMITS YOUR CAPACITY TO DEAD WEIGHT (*WEIGHT CARRYING*) CAPACITY. FAILURE TO STAY WITHIN LIMITATIONS WILL RESULT IN DAMAGE AND VOID YOUR WARRANTY!!!!

The Torklift Superhitch Extension *can not* be used with any other type of trailer hitch receiver. Any attempt to modify or recreate a Superhitch receiver *will result in loss of warranty. Modification of another factory or aftermarket trailer hitch receiver in an attempt to use a Torklift Extension can result in death or damage. The Superhitch receiver made by Torklift is a special extra heavy duty trailer hitch receiver, and the capacities stated for the extension are solely with the use of a Torklift Superhitch. Please call if you have any questions on installs or otherwise. 1 800 246 8132

**WEIGHT DISTRIBUTING
(LOAD EQUALIZING HITCH)**



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

WEIGHT DISTRIBUTION

When towing trailers with greater than the dead weight rating on your SuperHitch extension, it is mandatory to use a weight distributing type hitch/ball mount and related hardware (SPRINGBARS, 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 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 as shown on page 7.

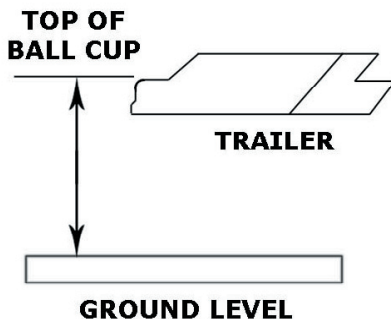
We have supplied a formula to assist you in accurately determining the tongue weight load of your trailer when fully loaded (see page 10). After accurately determining your tongue weight and making sure that your weight distribution system is rated high enough, your next step is to ensure the set up of the system is correct. See pages 9 and 10 for **generic** set up instructions.

We have provided these instructions but it is critical that you set up your system by your particular manufacturers instructions.

THESE STEPS MAY VARY DEPENDING ON WEIGHT DISTRIBUTION HITCH MANUFACTURER

READ CAREFULLY

1. The height of 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" 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" from ground, ball height should be 18 1/2".

3. Slide shank (4008) into sleeve receiver, insert hitch pin (4012) and spring clip (4013). With ball attached to ball mount, slide ball mount up or down shank (4008 shank may be used in the up or down position) until nearest dimension is obtained and holes line up with shank. Insert bolt in bottom hole first (rest hitch head).

4. Rivet (12a) and 8 spacer washers (12b) are supplied in order to gain correct downward angle of spring bars. Insert rivet, and depending on angle or slope of bars that must be gained, use either 8 or the least amount of washers necessary in order to establish correct angle. (See Fig. 1, 2, and 3 below). The rivet and its accompanying washers are placed in the 1/2" hole between "U" on ball mount to acquire desired angle of spring bar. Once spring bar angle has been determined, insert top bolt (12f) with flat washer (12c)... both sides and lockwasher (12d) and nut (12g) to secure unit in correct position, now insert bottom bolt (12e) use lock washer (12d) and nut (12g). Before tightening bolts, lock set screw (4125). (After first day of towing, check set screw for tightness.

See the following page for further illustrated diagrams

ILLUSTRATED DIAGRAMS

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.

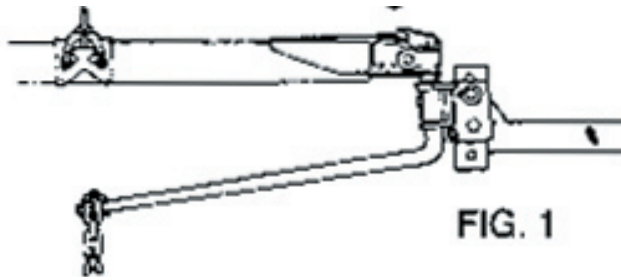


FIG. 1

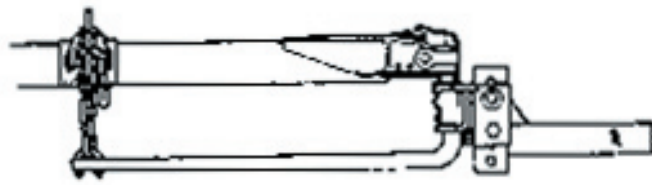


FIG. 2

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.

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.

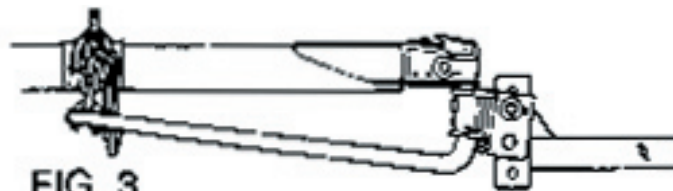
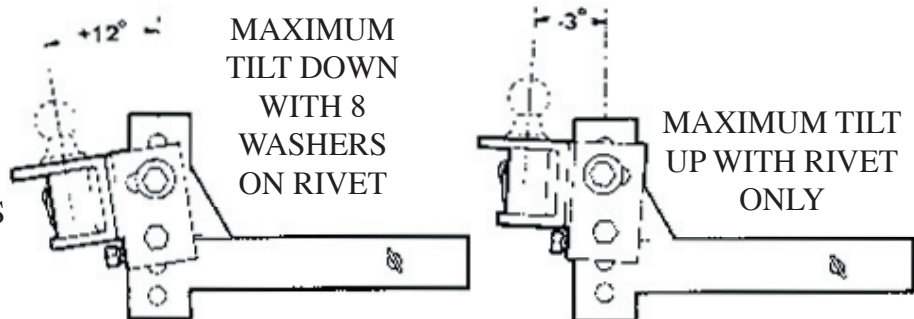


FIG. 3

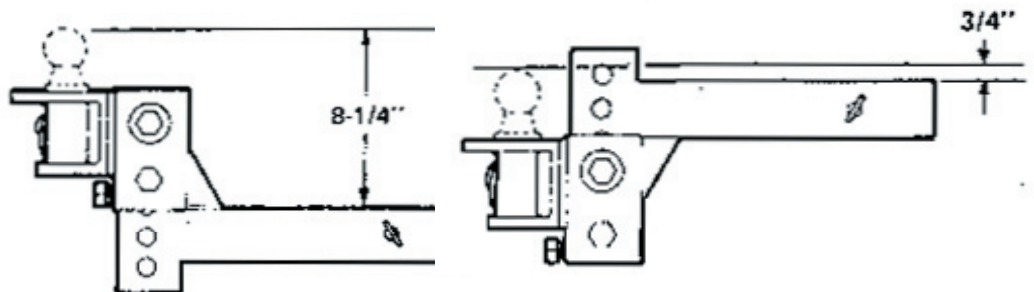


MAXIMUM TILT DOWN WITH 8 WASHERS ON RIVET

MAXIMUM TILT UP WITH RIVET ONLY

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

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



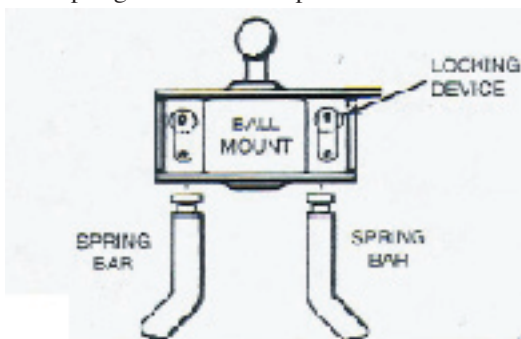
THESE STEPS MAY VARY DEPENDING ON WEIGHT DISTRIBUTION HITCH MANUFACTURER

1.

Put BALL MOUNT into SLEEVE and insert 5/8" HITCH PIN, using SPRING CLIP to lock PIN in 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" if needed.

2.

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



3.

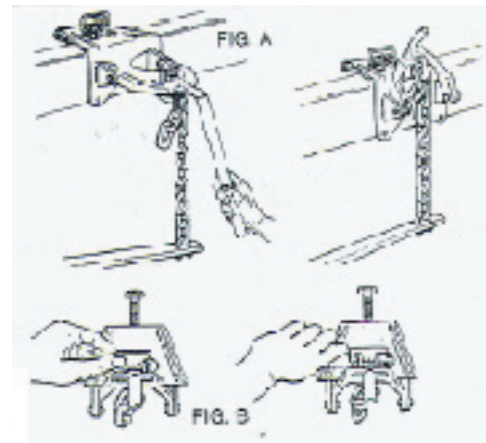
This step may vary depending on Manufacturer. The SPRING BARS can be inserted into either side of BALL MOUNT. (There is no 'right' or 'left' bar). To insert and lock SPRING BAR in socket, hold bar under socket and push up. The SPRING BAR will automatically be locked into position by the SPRING BAR LOCKING DEVICE. (Check to make sure bar is locked in by moving it up and down at the chain end.) To remove SPRING BARS, just pull out the locking device or swing bar around under the bumper and it will drop free.

4.

To find correct location on trailer frame for Quick Hook-Up Bracket, hold chain straight up and down and free of twist Center hook-up bracket on frame and tighten Set 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 spring bars. When using the Quick Hook-Up, lower arm and slip ling of chain over hook. Insert Hook-Up Handle over end of Quick Hook-Up arm. Lift and flip over center. (See fig A).



CAUTION: MAKE SURE THAT HOOK-UP ARM IS COMPLETELY SEATED AND SPRING BAR IS PUSHED DIRECTLY UNDER HOOK-UP CHAIN HOOK. Now install Hook-Up Locking Clip through locking ears and over hook on Hook-Up Arm. (See fig B)

6.

RELEASE TRAILER TONGUE JACK. By adjusting the chain links up or down, the desired load on the bars will be gained. Lock coupler on to ball and raise the front of the trailer approximately 3" above level. Now attach chain link to Hook-Up Clip. It should require 50-100 lbs. of force to properly tension the spring bars. Bow or bend to the spring bar is normal.

7.

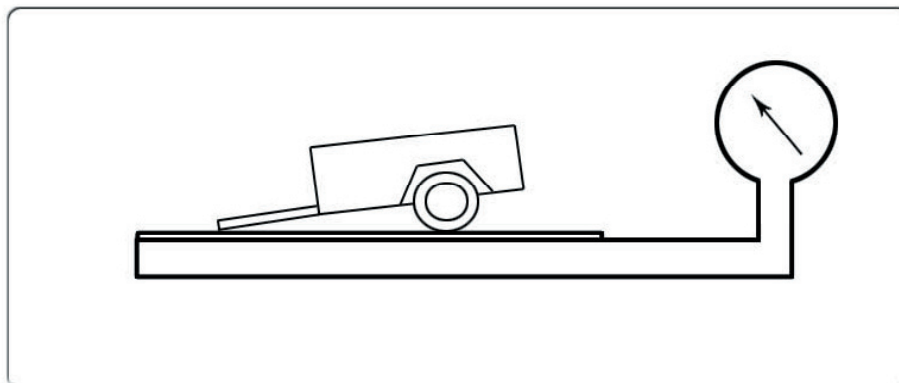
To release tension on spring bars, raise front of trailer and back of towing vehicle above level (approx. 3") with trailer tongue jack. Remove locking clip from bracket. Insert handle over arm. Carefully lower arm with handle. It will require effort to bring arm over center and then to resist the chain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

MAINTENANCE:

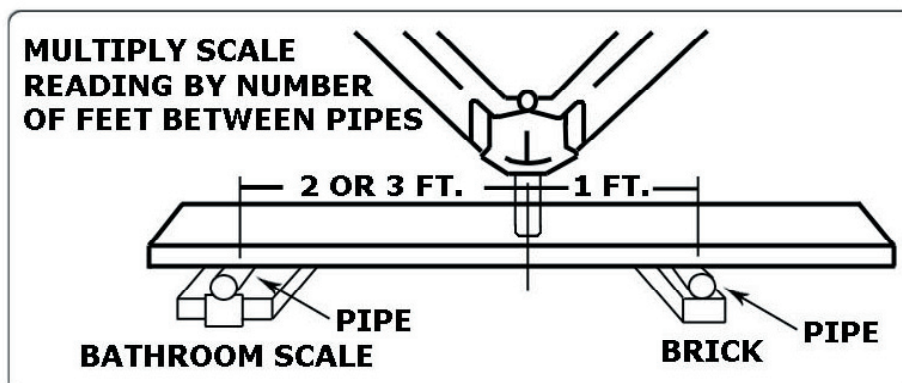
Use heavy lubrication such as fibre type wheel bearing grease on hitch ball and on spring bars inside ball mount. Recommended every day. Keep hitch painted to prevent rust and check tightness of bolts regularly. Clean out old grease, do not let it harden inside the ball mount

IMPORTANT CONSUMER 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**



**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 RE-ESE 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 "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



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 30 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 and send it back to us at the address listed below. By registering your newly purchased TorkLift products, you can be assured that your contact information will not be passed along to any third party marketing firm and that you and your product are getting the attention and respect that is deserved.

Thank you again for choosing TorkLift for when you really want to take it all!

**TORKLIFT
315 N CENTRAL
KENT WA 98032
ATTN: PRODUCT REGISTRATION**



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 PURCHASED

FRAME MOUNTED TIEDOWNS SPRINGLOADS OTH-
ER 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: _____



315 N. CENTRAL AVE PHONE (800) 246-8132
KENT, WA 98032 FAX (253) 854-8003

Or Visit Us Online: www.torklift.com

LIMITED WARRANTY

Tork Lift warrants its hitches, custom hitch receivers, frame mounted tie downs, and Fastgun Turnbuckles, from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for the ownership life of the original consumer purchaser. Tork Lift will replace **FREE OF CHARGE** any part, which proves defective in material or workmanship when, presented to Tork Lift. **TRANSPORTATION CHARGES PREPAID**, at the address below. **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 the hitch, custom hitch receiver, or frame mounted tie downs, as a result of misuse, abuse, neglect, accident, improper installation, or any use violative of instructions furnished by us, **WILL VOID THE WARRANTY.** This warranty gives you specific legal rights, and you may also have the rights, which vary, from state to state. In the event of a problem Tork Lift warrants its hitches, custom hitch receivers, and frame mounted tie downs from the date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for the ownership life of the original consumer purchaser. With warranty service or performance, you may be able to go to a small claims court, a state court, or a federal district court.