

# FITTING INSTRUCTIONS

## 616250 2,000kg 50mm BALL COUPLING

The Trojan 2,000kg 50mm Ball Coupling has been designed for on road towing of trailers in conjunction with an AS4177.2 compliant 50mm towball. It has been tested to, and exceeds, the requirements of AS4177.3.

This coupling is suitable for use on trailers compliant with VSB1 and/or any other relevant local regulations, up to 2,000kg ATM. **This rating must never be exceeded.** If towing with a vehicle with a GVM in excess of 5,000kg, please refer *VSB6, section P, installation requirements* for 50mm ball couplings for additional guidance on tow ratings.

It is recommended that either of the following fastener combinations are used to fasten the coupling to the trailer through both provided mounting holes (refer Figures 1&2 for more detail on mounting hole arrangement and bolting configurations). **The coupling must not be welded to the trailer.**

- Non-lubricated zinc plated M12 x 1.75P Class 8.8 bolts, M12 flat washers and M12 Class 8 Nyloc nuts torqued to 77Nm (57lb-ft)
- Non-lubricated zinc plated ½" UNC (13TPI) Grade 5 bolts, ½" flat washers and ½" UNC Grade 5 Nyloc nuts torqued to 89Nm (66lb-ft)

Ensure that bolt length is sufficient for a minimum of two full threads to protrude past the Nyloc nuts when assembled.

Periodically ensure the anti-rattle system is adjusted correctly as follows (refer Figure 1):

1. Fit the coupling over a 50mm towball, making sure the handle latch is engaged when coupled (refer Figure 3)
2. Loosen the anti-rattle lock/jam nut
3. Adjust the anti-rattle screw until tight, then back off ½ turn
4. Tighten the anti-rattle lock/jam nut

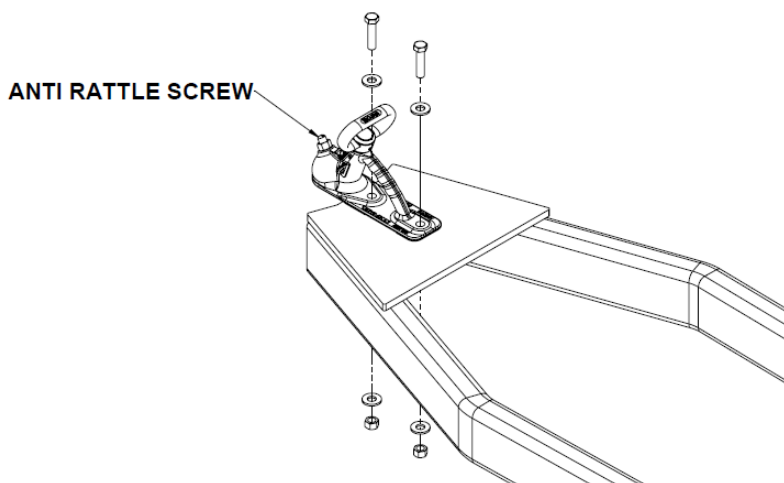


Figure 1: Bolting configuration and location of Anti-Rattle Nut

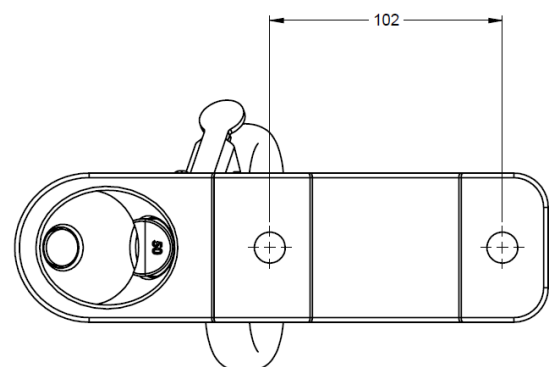
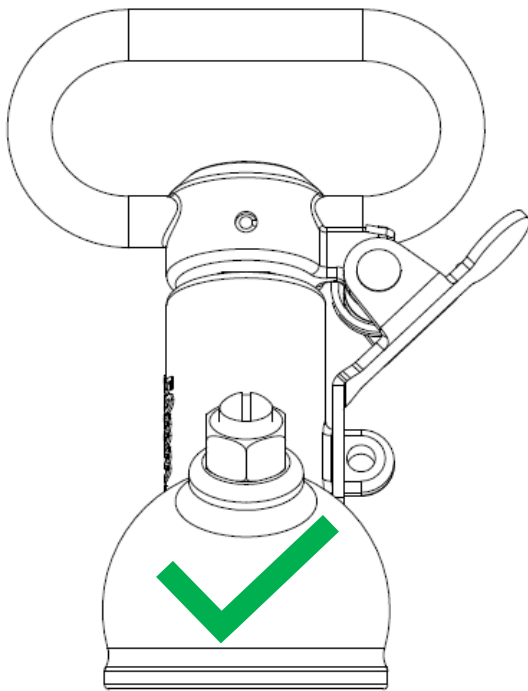


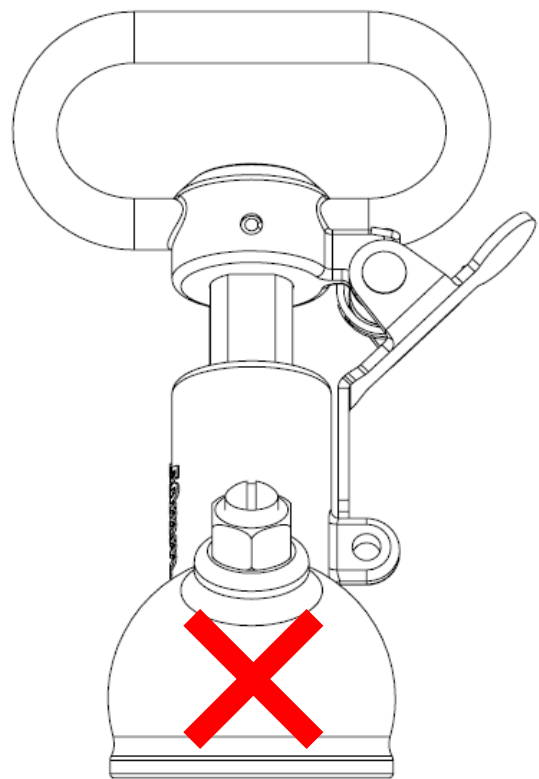
Figure 2: Mounting bolt pattern

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Before commencing towing, the coupling **must** be correctly engaged with the towball, with the latch in the locked position. Refer Figure 3 for further guidance on the correct handle and latch position.



COUPLING ENGAGED



COUPLING DISENGAGED

Figure 3: Identification of a correctly engaged and latched coupling