TORKLIFT INTERNATIONAL

OVER 35 YEARS OF INNOVATION, QUALITY, SAFETY.

IMPORTANT OWNER-OPERATOR INSTALLATION INSTRUCTIONS

WD1000

APPLICATION FITS

ORIGINAL SUPERHITCH 20K(9071kg)

SUPERHITCH-30 30K(13607kg)

Minor movement (or settling) can occur in some incidental harsh driving conditions (On or off road). A rubber bed mat is not a requirement to maintain the lifetime warranty on a Torklift system, but a strong recommendation, simply as a safety precaution to protect the truck bed, the bottom of the camper and to give the camper additional support.

Warning!!

TORKLIFT DOES NOT RECOMMEND: Installing your truck camper in your truck on top of a drop in plastic bed liner!!! THIS WILL VOID YOUR WARRANTY!

The drop in plastic bed liners can slide on top of the truck bed surface, and the camper can slide on top of the slick surface of the bed liner. The liner can also act as a spring causing a trampoline effect increasing vertical truck camper movement, independent of the vehicle, possibly resulting in truck bed damage and/or camper damage!

Thank you for purchasing
TorkLift International Products.

SuperHitch Everest Weight Distribution Overview:

The SuperHitch Everest Weight Distribution System is designed to distribute the tongue weight load of your trailer (up to 3,000 Lbs. (1360kg) (Tongue Weight) over both the vehicle and trailer suspension. When installed and adjusted properly the SuperHitch Everest Weight Distribution System accomplishes leveling your vehicle and trailer improving your handling and braking. TorkLift's WD1000 is unique in that it has an adjustable Slide Collar with Chain allowing you additional flexibility for trailer Hook Up Clip mounting locations during your installation. The SuperHitch Everest Weight Distribution System Hook Up Clips is also unique in that it uses Hydraulic power assist to tension the Spring Bars.

BEFORE ATTEMPTING ASSEMBLY AND OPERATION OF THIS HIGH CAPACITY TOWING SYSTEM, PLEASE STUDY THIS MANUAL THOROUGHLY AND PROVIDE THIS BOOKLET TO YOUR CUSTOMER

FAILURE TO FOLLOW THE INSTRUCTIONS IN THIS BOOKLET MAY RESULT IN VEHICLE DAMAGE, PHYSICAL INJURY AND/OR DEATH.

EVEREST WD1000 INVENTORY

1- Ball Mount
1- Z-Bar Lifter
1- Bottle Jack
2- Hook up Clip
2- Slide Collar with Chain
2- Spring Bar 1.625” x 32”
2- Yoke (*Pre-Installed on Ball Mount*)
2- Nut - Hex 1”-8 (*Pre-Installed on Ball Mount*)
2- Washer - 1” Lock (*Pre-Installed on Ball Mount*)
2- Bolt - Hex 1”-8 x 7.5” x 2.25”T Grade 8 Zinc (*Pre-Installed on Ball Mount*)
4- Silicon Bronze Wear Washers (*Pre-Installed on Ball Mount*)

Ball Mount

1- Bolt - Hex 1”-8 x 6” x 2.25”T Grade 8 Zinc
1- Bolt - Hex 1”-8 x 7” x 2.25”T Grade 8 Zinc
2- Angle Adjustment Square Spacer 0.5” x 4” x 4”
2- Nut - Hex Nylock 1”-8 Grade 8 Zinc
2- Washer - 1” SAE Grade 8 Zinc
2- Pin 0.375” x 2.5”

Hook Up Clip

4- Bolt - Carriage 0.5”-13 x 3” FT Grade 8 Zinc
4- Bolt - Hex Tap 0.5”-13 x 4” FT Grade 8 Zinc
4- Lock Washers 0.5” Grade 8 Zinc
4- Nut - Hex 0.5”-13
2- Clevis pin 0.5” x 2” Wear Resistant
2- Hitch Pin Clip
4- Washer - SAE 0.5” SAE

Slide Collar with Chain

4- Bolt - Hex 0.5”-13 x 0.75” FT Grade 8 Zinc

WP1001 - WEAR PLATE MAINTENANCE KIT *(SOLD SEPARATELY)*

M9010 - MAGNUM SHANK 20K(9071kg) (12-1/2” DROP) *(SOLD SEPARATELY)*
M9011 - MAGNUM XL SHANK 20K(9071kg) (17-1/2” DROP) *(SOLD SEPARATELY)*

M9009 - 25K(11,339kg) MAGNUM BALL 1-1/4” SHANK *(SOLD SEPARATELY)*
M9008 - 30K(13,607kg) MAGNUM BALL 1-1/4” SHANK *(SOLD SEPARATELY)*

(SUPERHITCH SOLD SEPARATELY)

THIS WEIGHT DISTRIBUTION SYSTEM IS USED IN CONJUNCTION WITH YOUR SUPERHITCH MAGNUM TO OBTAIN THE MAXIMUM RATED CAPACITY. INCORRECT INSTALLATION OF THIS WEIGHT DISTRIBUTION SYSTEM MAY RESULT IN DAMAGE TO YOUR VEHICLE OR PERSONAL INJURY.

WEIGHT DISTRIBUTION

! WARNING!

FOR YOUR SAFETY AND TO PREVENT POSSIBLE DAMAGE TO YOUR VEHICLE, DO NOT EXCEED THE MAXIMUM LOAD RECOMMENDED BY THE VEHICLE MANUFACTURE "GVWR" OR THE GROSS VEHICLE COMBINED WEIGHT RATING "GVCWR" (YOUR TRUCK FULLY LOADED AND YOUR TRAILER FULLY LOADED IS YOUR GVCWR). ALTHOUGH YOUR SUPERHITCH MAY BE RATED UP TO 30,000 POUNDS(13,607kg), THIS CAPACITY MAY ALLOW YOU TO OVERLOAD YOUR VEHICLE RESULTING IN INJURY OR DAMAGE. IT IS BEST TO HAVE YOUR VEHICLE AND TRAILER WEIGHED ONCE THEY ARE COMPLETELY LOADED AND COMPARE THAT WEIGHT TO THE MAXIMUM ALLOWED. CHECK YOUR VEHICLE OWNERS MANUAL OR VEHICLE MANUFACTURE FOR MAXIMUM LOADS LISTED FOR YOUR VEHICLE.

!WARNING!

1. Maximum capacity requires the use of weight distribution ball mount with Spring bars.
2. Do not exceed your vehicles gross combined vehicle weight rating. Check with vehicle manufacture for specifications.
3. Inspect towing system before use for wear, deformation and bolt torque specifications possibly requiring component replacement. Don't exceed maximum capacity of any components. Use Safety chains of proper capacity.

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.**

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. (PAGE 19)

INSTALLATION INSTRUCTIONS

-LOCATE AND INVENTORY ALL PARTS AND
SET ASIDE ACCORDING TO ASSEMBLY-

Before you start, You will need to take several reference point measurements. Begin with measuring the stock ride height of your truck by measuring the front wheel gap. Measure from the bottom of the fender well lip to the ground, across the center of the trucks wheel. Record the measurement. Repeat the process for the rear fender well on the truck. Finally you will need to determine the level top of ball height by measuring the top of the trailers coupler to the ground after the trailer has been leveled parallel to the ground. (See Photo 3, on Page 10) Write these numbers down for future reference and setup.

The Pre-Installed Bolt - Hex 1"-8 x 7.5" x 2.25"T Grade 8 Zinc that hold in the Silicon Bronze Wear Washers on the Everest Ball Mount have been pre torqued to 125 ft. lbs.(169nm)

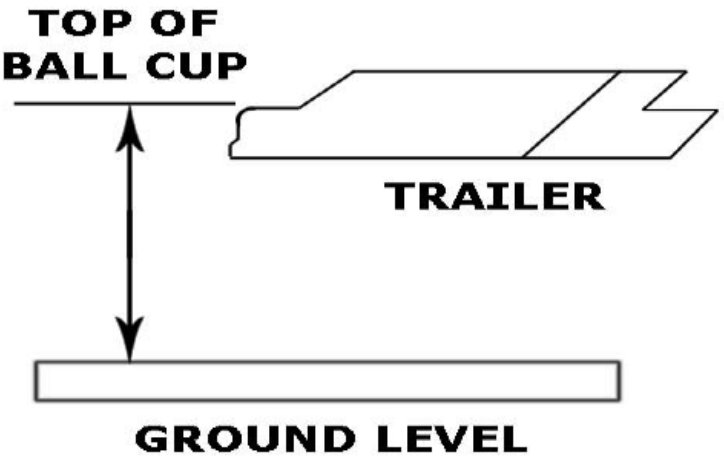
1. Partial assemble the Everest Ball Mount by sliding the M9010 or M9011 Magnum Drop Shank *(sold separately)* into the SuperHitch receivers, insert hitch pins. Install the trailer ball on to the Everest Ball Mount, slide the Everest Ball Mount up or down the Magnum Drop Shank until it's at the nearest dimension to obtain the desired ball height and the holes line up with Magnum Drop Shank. Insert the Bolt - Hex 1"-8 x 6" x 2.25"T Grade 8 Zinc bolt in the bottom hole first and place one Nut - Hex Nylock 1"-8 Grade 8 Zinc Leave nut loose at this time. **See Photos on page 9.**

2. The top of the trucks ball height on the Everest Ball Mount must be determined. With your truck fully loaded (if applicable) with gear and overloads adjusted, slide the Everest ball mount into the SuperHitch. Be sure the truck is on level ground. The measurement from the ground to the top of ball should be 1.5" - 2" higher than the level height of the trailer coupler measurement you took earlier. **FOR EXAMPLE:** *If your measured trailer top of coupler height in the diagram below was 17"(43cm) from the ground, the trucks correct ball height should be between 18.5" and 19."(47-48cm)* **See diagram below for proper top of trailer ball measurement.**

!WARNING!

IF YOUR BALL HEIGHT MEASUREMENTS ARE INCORRECT, DAMAGE OR FAILURE MAY OCCUR.

3. After your trucks top of ball height has been determined, write it down for future reference.



4. Prior to installing the upper Bolt - Hex 1”-8 x 7” x 2.25”T Grade 8 Zinc into the Everest Ball Mount, The correct Ball Mount angle needs to be determined. Once the appropriate angle has been determined, use the two Angle Adjustment Square Spacer 0.5” x 4” x 4” which are supplied in order to gain the correct downward angle of the spring bars. The downward angle of the Spring Bars sets the allowable tension of the spring bars during hook up and the correct angle will vary depending upon your particular application. Both Angle Adjustment Square Spacer 0.5” x 4” x 4” are identical and offer 12 different angle solutions. Place the two Angle Adjustment Square Spacer 0.5” x 4” x 4” on each side of the Everest Ball Mount with the Bolt - Hex 1”-8 x 7” x 2.25”T Grade 8 Zinc on the ball mount, flip and rotate as necessary in order to establish the correct angle and to acquire desired angle of spring bar. Each angle solution can be acquired twice by flipping the Angle Adjustments Square Spacer. Be sure that the majority of the Square Spacer is between the stops and NOT above the top of the ball mount. Once the spring bar angle has been determined, remove the top bolt, place one Washer - 1” SAE Grade 8 Zinc on each side, replace the Bolt - Hex 1”-8 x 7” x 2.25”T Grade 8 Zinc and Nut - Hex Nylock 1”-8 Grade 8 Zinc to secure the unit in correct position. (Torque the two 1” nuts and bolts to 250 Ft. Lbs.(339nm) (After the first day of towing, check all fasteners for proper torque specifications) **See Photos on page 10, 11, & 12.**

5. Prior to installing the Slide Collar with Chain, The spring bars have no left or right, top or bottom and can be inserted into either side of the Everest ball mount. Take the Spring Bar and place the Slide Collar with Chain onto the end of the Spring Bar and slide down to safety welds. **(NOTE: Spring bar has safety welds to keep Slide Collar with Chain from coming off the end of the Spring Bar)** To insert and secure the spring bar into the Yoke, slide the bar into the Yoke until it stops. Place the Pin 0.375” x 2.5” into the pin hole on the Yoke, rotate the Spring Bar and pull out until the Pin 0.375” x 2.5” slides down into the Yoke. (Check to make sure the bar is secure by trying to pull the bar out and twisting) To remove the spring bars, just pull out the Pin 0.375” x 2.5 and pull spring bar out from the Yoke. **(There is a maximum of 8” from the end of the Spring Bar in which the Slide Collar with Chain can be adjusted toward the ball mount. DO NOT EXCEED 8”)** Tighten the Bolt - Hex 0.5”-13 x 0.75” FT Grade 8 Zinc on the Slide Collar with chain after you have found the appropriate location that you will mount to. **See Photo 11 on page 16, Also See Photos on page 12, 13,& 14.**

6. To find the correct location on the trailer frame for the Hook Up Clip. Start with the truck and trailer hitched together and the trailer even and straight behind the truck. Now hold the Slide Collar with Chain at the end of the Spring Bar so that the chain is held in a vertical position straight up and down and free of any twist in the chain. Center the Hook up Clip on the frame and tighten. **(NOTE: There are two ways to mount the Hook Up Clips, One that is considered permanent that requires drilling and one that is adjustable)** **See Photo 10 and Diagram C on page 14 & 15.**

** ADJUSTABLE HOOK UP CLIP INSTALLATION **

Take the hook up clip and slide it over the top of the frame in the desired location above the slide collar with chain. Using two Bolt - Hex Tap 0.5”-13 x 4” FT Grade 8 Zinc, insert them into the hook up clip through the threaded holes. Tighten to 35 ft. lbs(47nm) once it touches the frame. Be sure to double check the bolts as tightening one may loosen the other.

See Photo 10 and Diagram C on page 14 & 15.

** PERMANENT HOOK UP CLIP INSTALLATION **

Take the hook up clip and slide it over the top of the frame. Mark the holes in the desired location on the outside of the frame and drill (WARNING prior to drilling check for possible electrical or brake lines that may need relocating) using a 1/2” drill bit. Insert the two Bolt - Carriage 0.5”-13 x 3” FT Grade 8 Zinc through the previously drilled holes and hook up clip. Tighten with two Lock Washers 0.5” Grade 8 Zinc and two Nut - Hex 0.5”-13. Torque to 50 ft. lbs.(67nm)

See Photo 10 and Diagram C on page 14 & 15.

Once the Hook up clips have been positioned and tightened, you can now secure the slide collar with chain to the Slide Collar.

(There is a maximum of 8"(20cm) from the end of the Spring Bar in which the Slide Collar with Chain can be adjusted toward the ball mount. DO NOT EXCEED 8") Tighten the Bolt - Hex 0.5"-13 x 0.75" FT Grade 8 Zinc on the Slide Collar with chain after you have found the appropriate location that you will mount to. Torque to 50 ft. lbs.(67nm) **See Photo 11 on page 16, Also See Photos on page 12, 13 & 14.**

7. You are now ready to put tension on the spring bars. Insert the Z-Bar Lifter over the end of the Spring Bar. Place the Bottle Jack directly under the Z-Bar Lifter and engage the hydraulic lift by using the supplied handle. *(There is a specially designed cup on the Z-Bar Lifter that is designed for the Bottle Jack's head)* Take the chain link and place between the Hook Up Clip rails. Install one Clevis Pin 0.5" x 2" Wear Resistant with two Washer - 0.5" SAE on each side of the Hook Up Clip rails and one Hitch Pin Clip. Release the jack to check measurements. Refer back to the measurements that were taken from the beginning of this installation and adjust the chain link to bring you back to approximately the same measurement ratios. **See Photos on page 16, 17 & 18.**

:NOTE:

Due to the extreme heavy loads that the Everest Weight Distribution System endures, the system has been designed with special replaceable Silicon Bronze Wear Washers. Depending upon several factors, the high strength Silicon Bronze Wear Washers should be measured at between 8,000 and 12,000 miles depending on the load applied to the system. If any part of any one of the Wear Washer's thickness has dropped below 0.0625" (1/16") , all four Wear Washers need to be replaced. Thickness dimensions below those stated here would require the Wear Plate Maintenance Kit replacement. Overloading the system or failure to follow proper maintenance instructions may decrease the life of the Wear Washers and cause damage to the Everest Weight Distribution System and may void your warranty.

Wear Plate Maintenance Kit Part Number - WP1001

-MAINTENANCE-

Use heavy lubrication such as a fiber type wheel bearing grease on the hitch ball and on zerk fittings on the backside of the yokes. This is Recommended every week or every 1,000 miles. Whichever comes first.

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. Check torque of all fasteners every 3,000 miles.

PHOTO 1

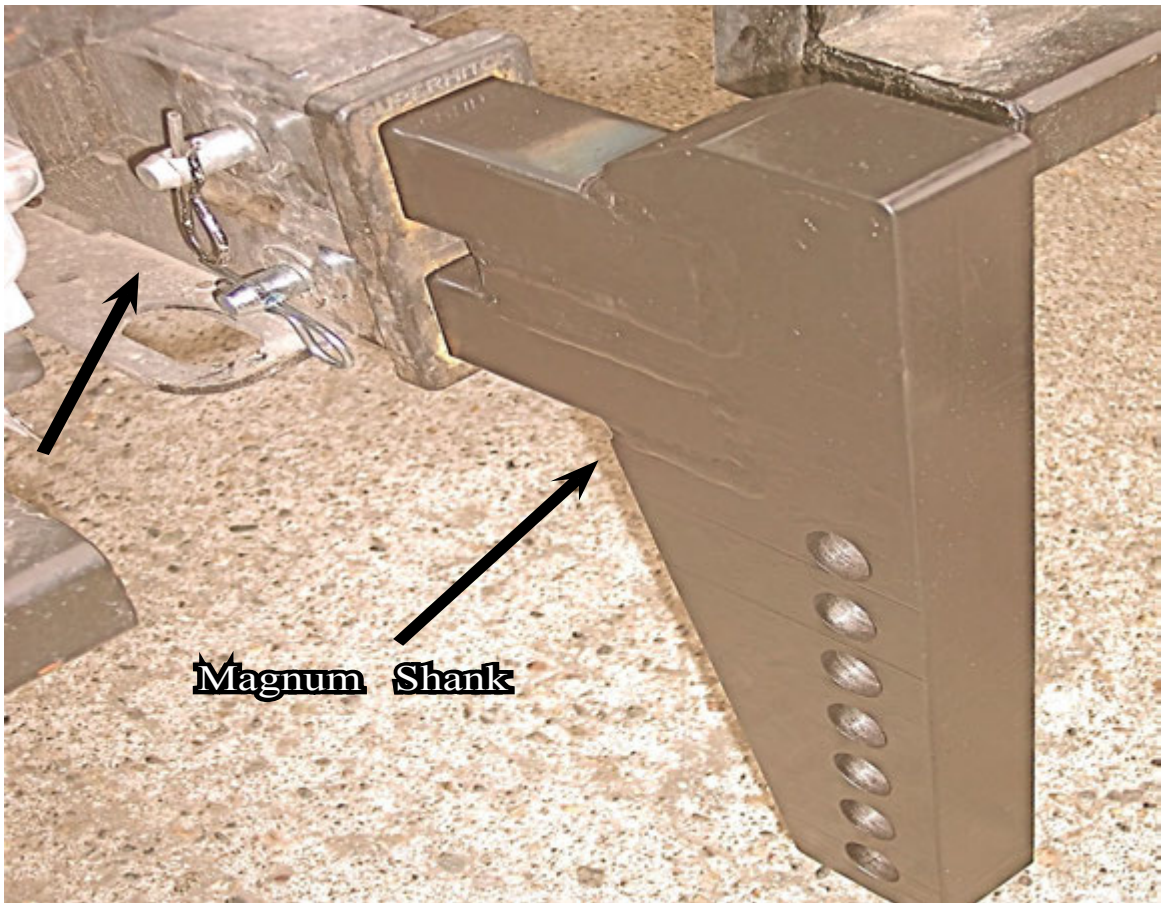


PHOTO 2

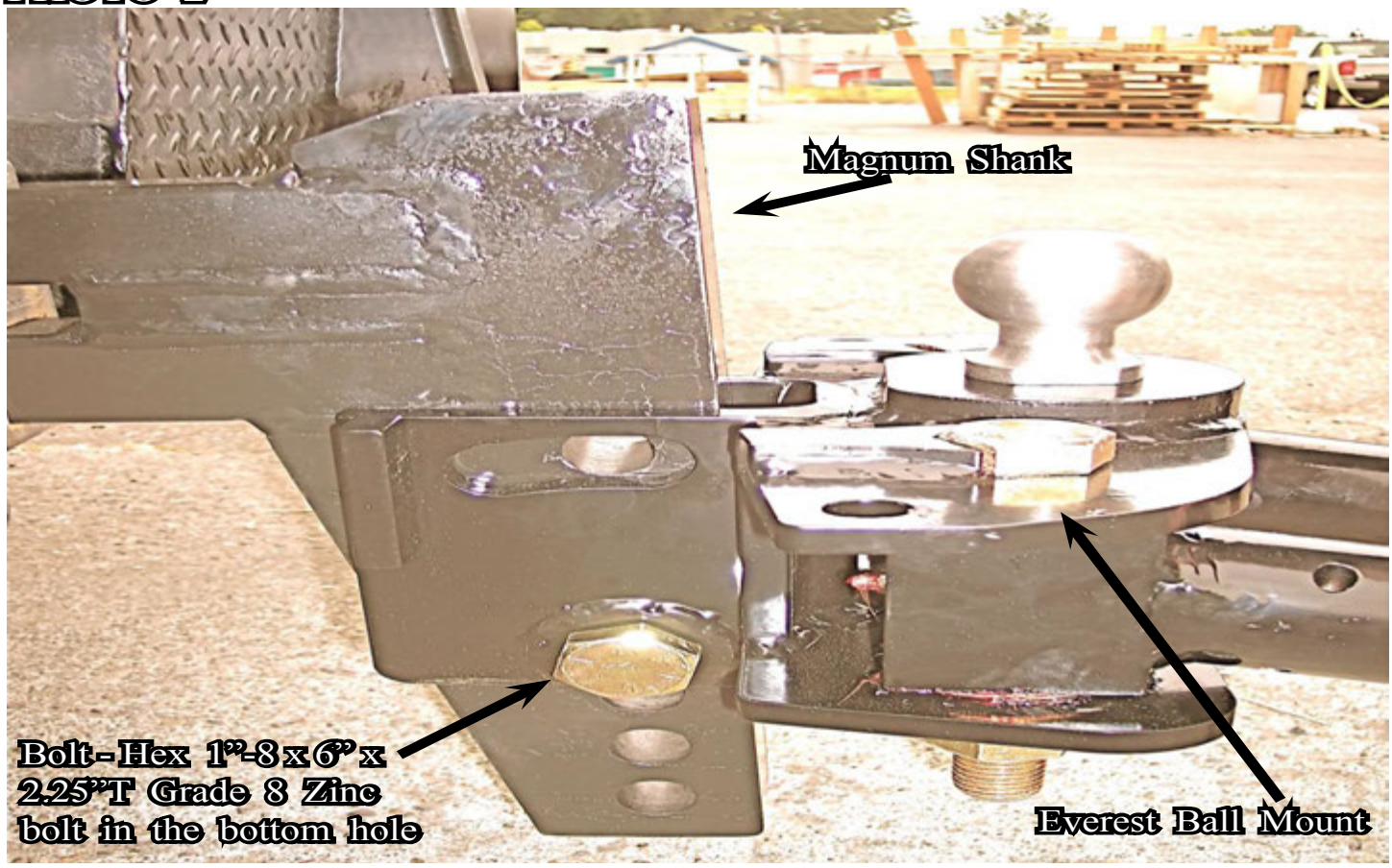


PHOTO 3

PHOTO 4

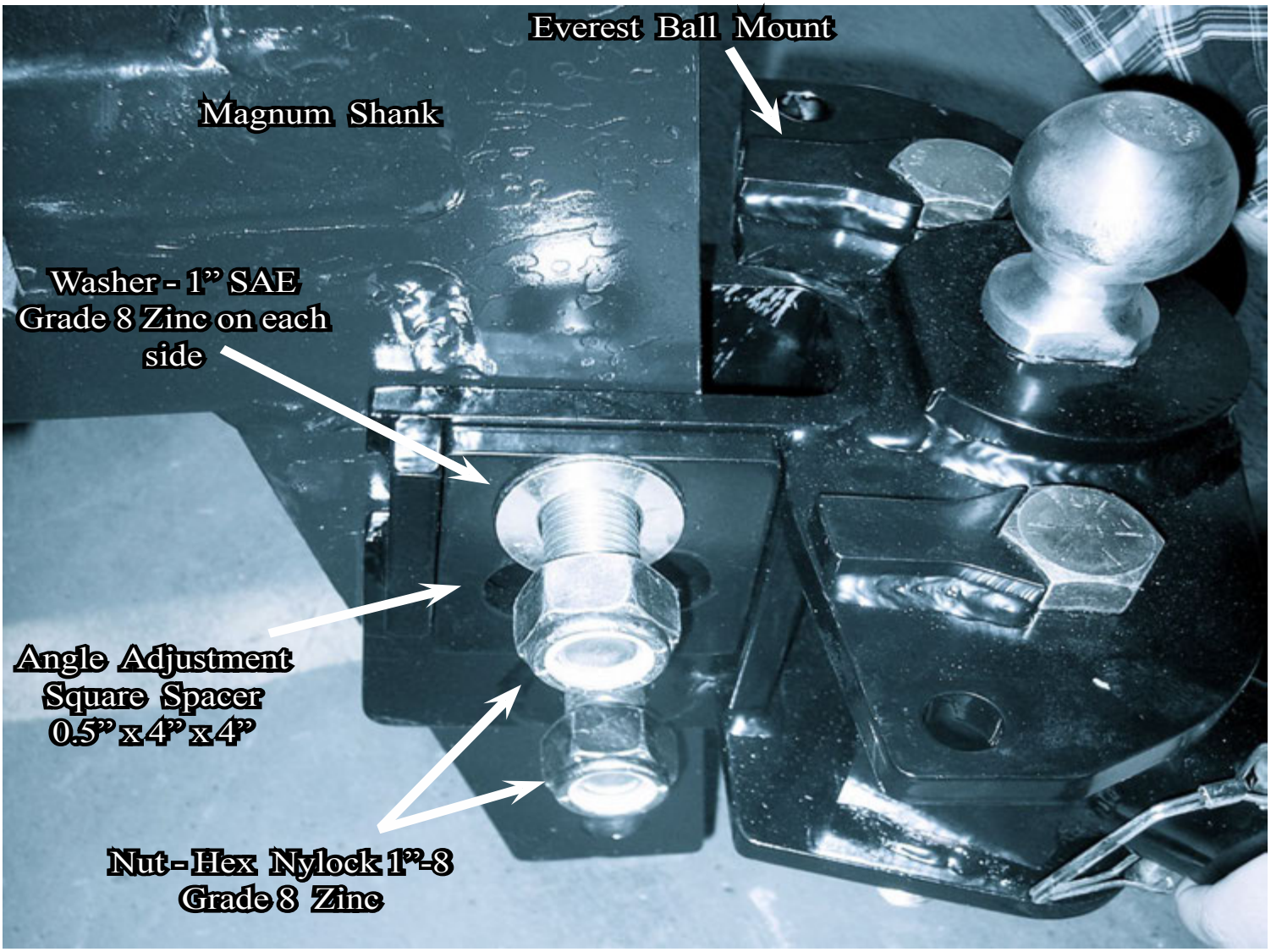


Diagram A

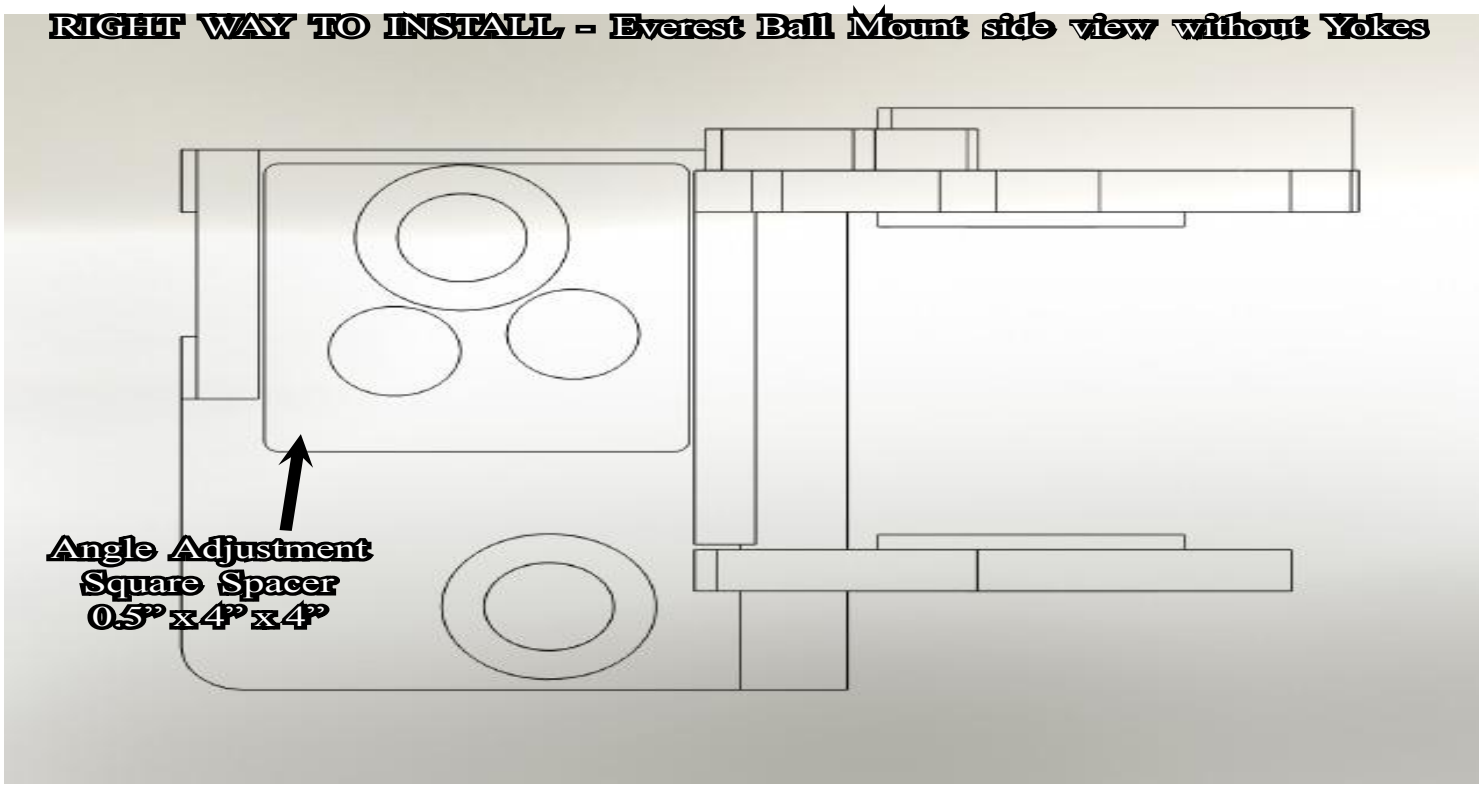


Diagram B

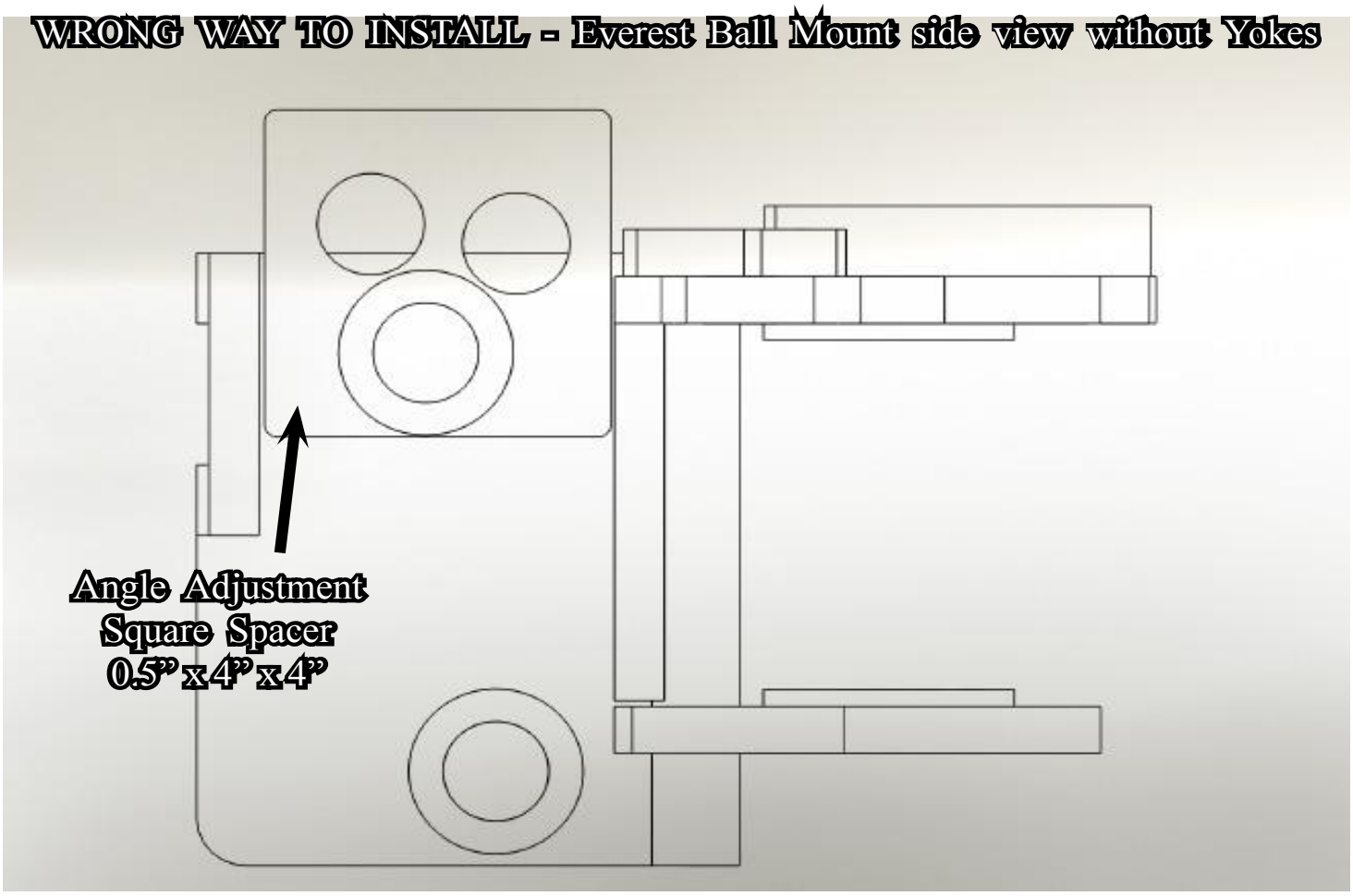


PHOTO 5

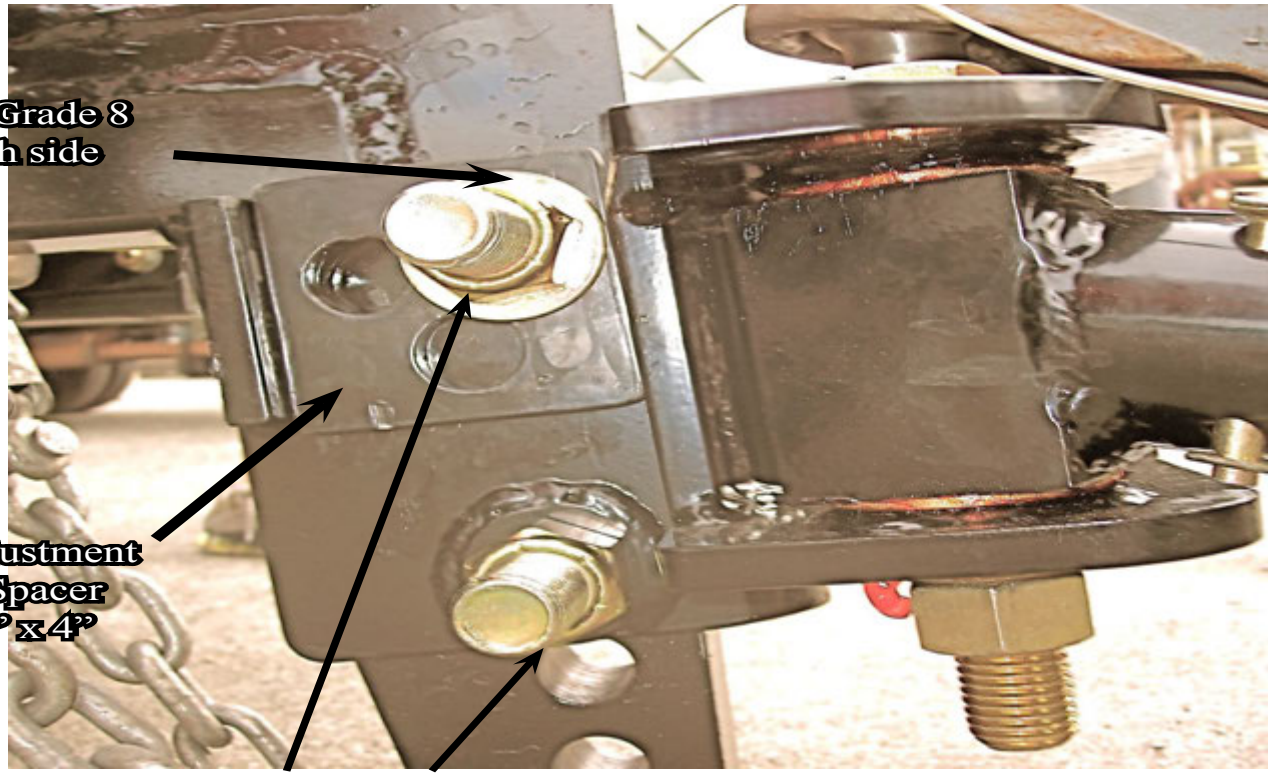


PHOTO 6

PHOTO 7

PHOTO 8

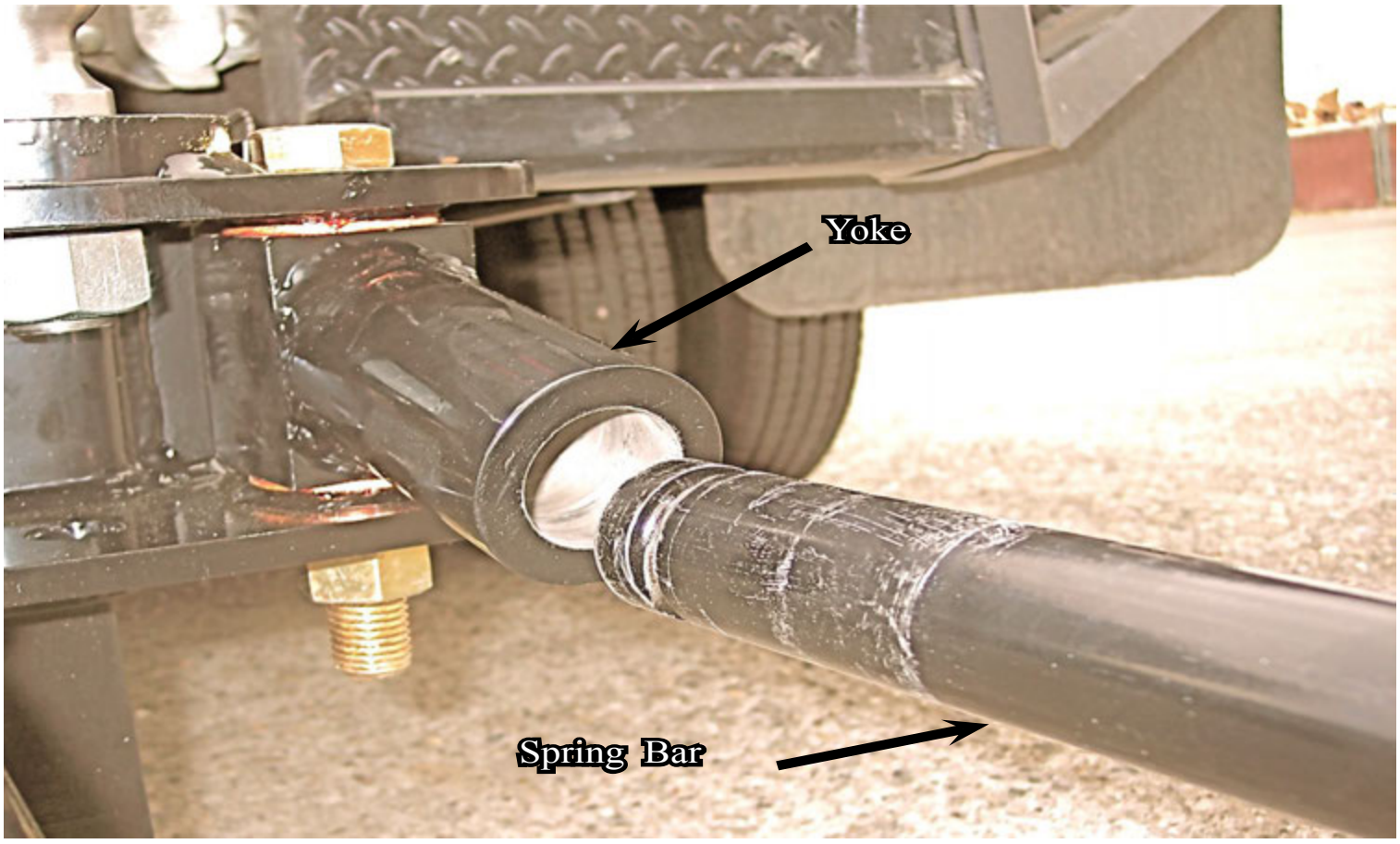


PHOTO 9

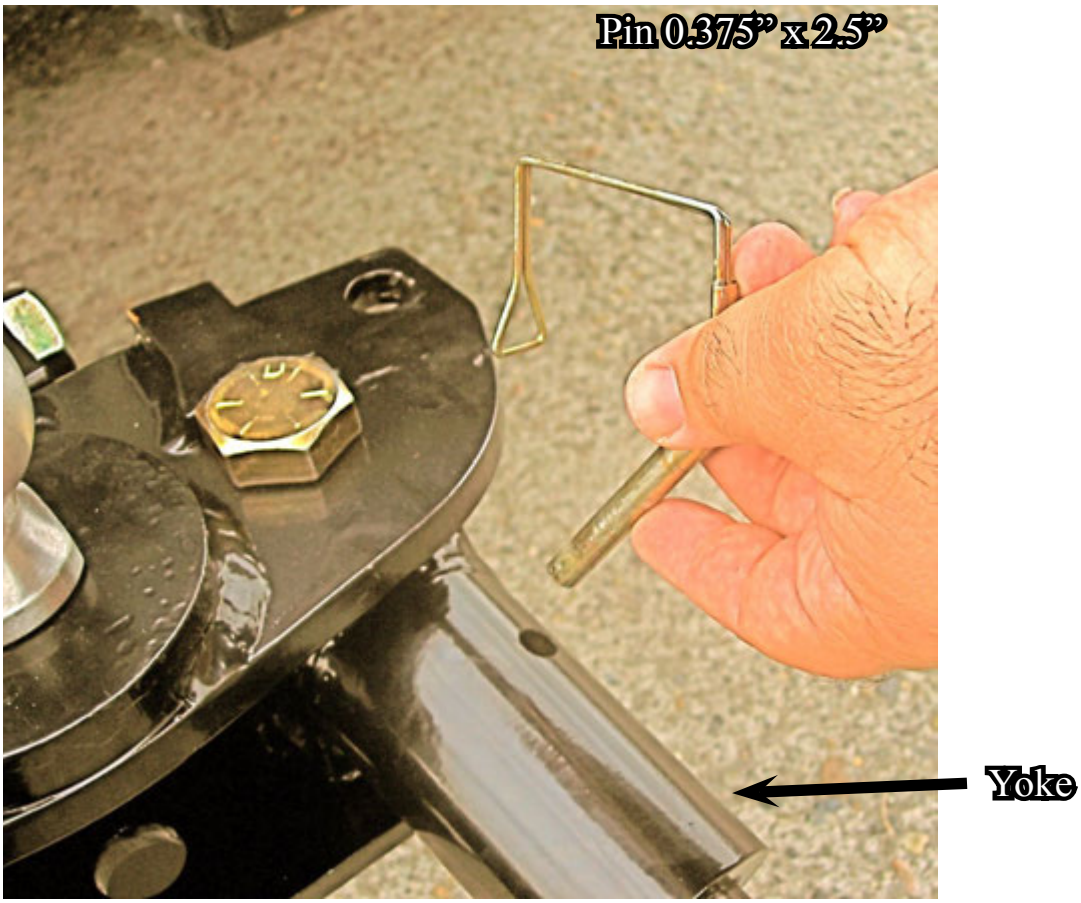


PHOTO 10

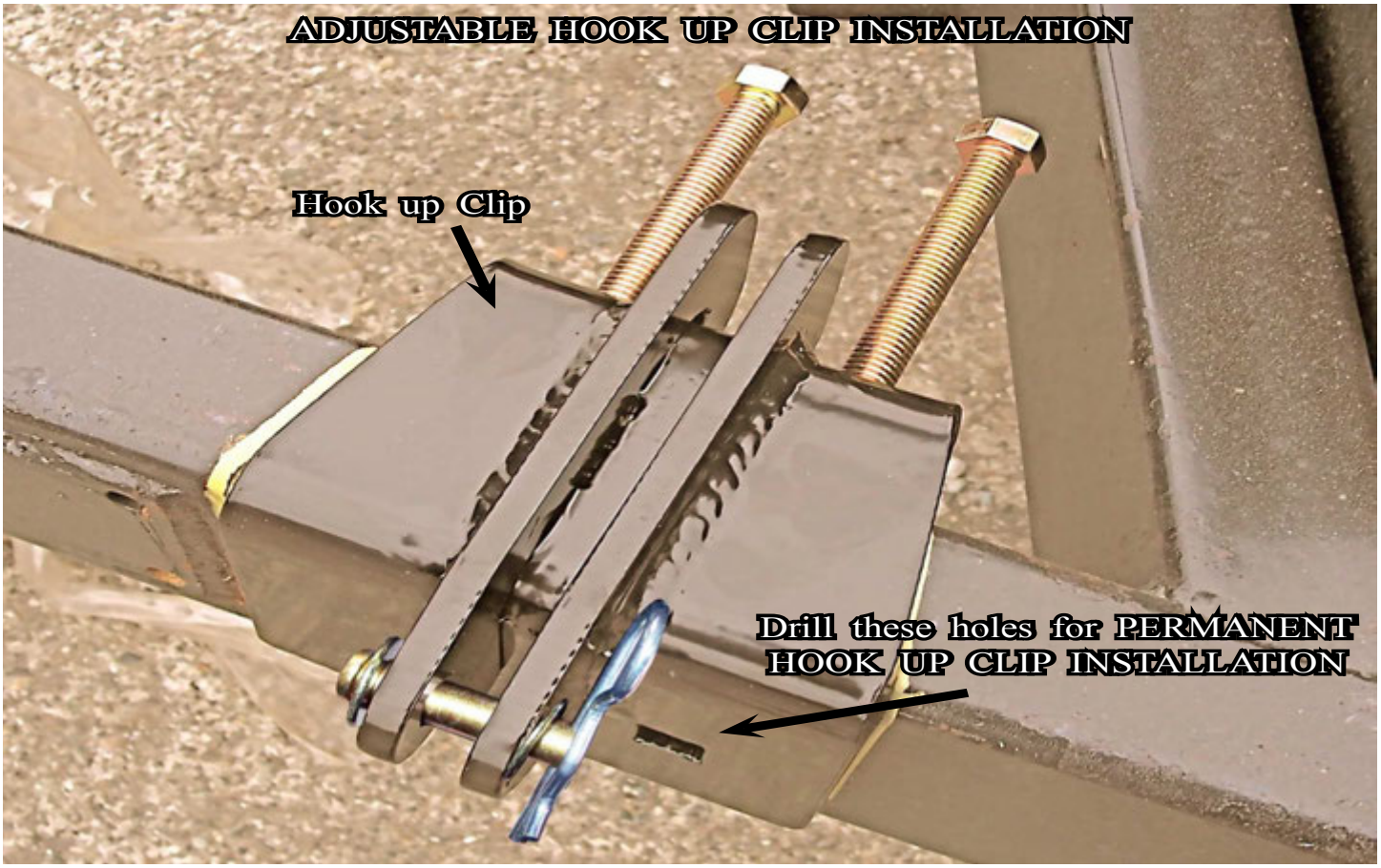


Diagram C

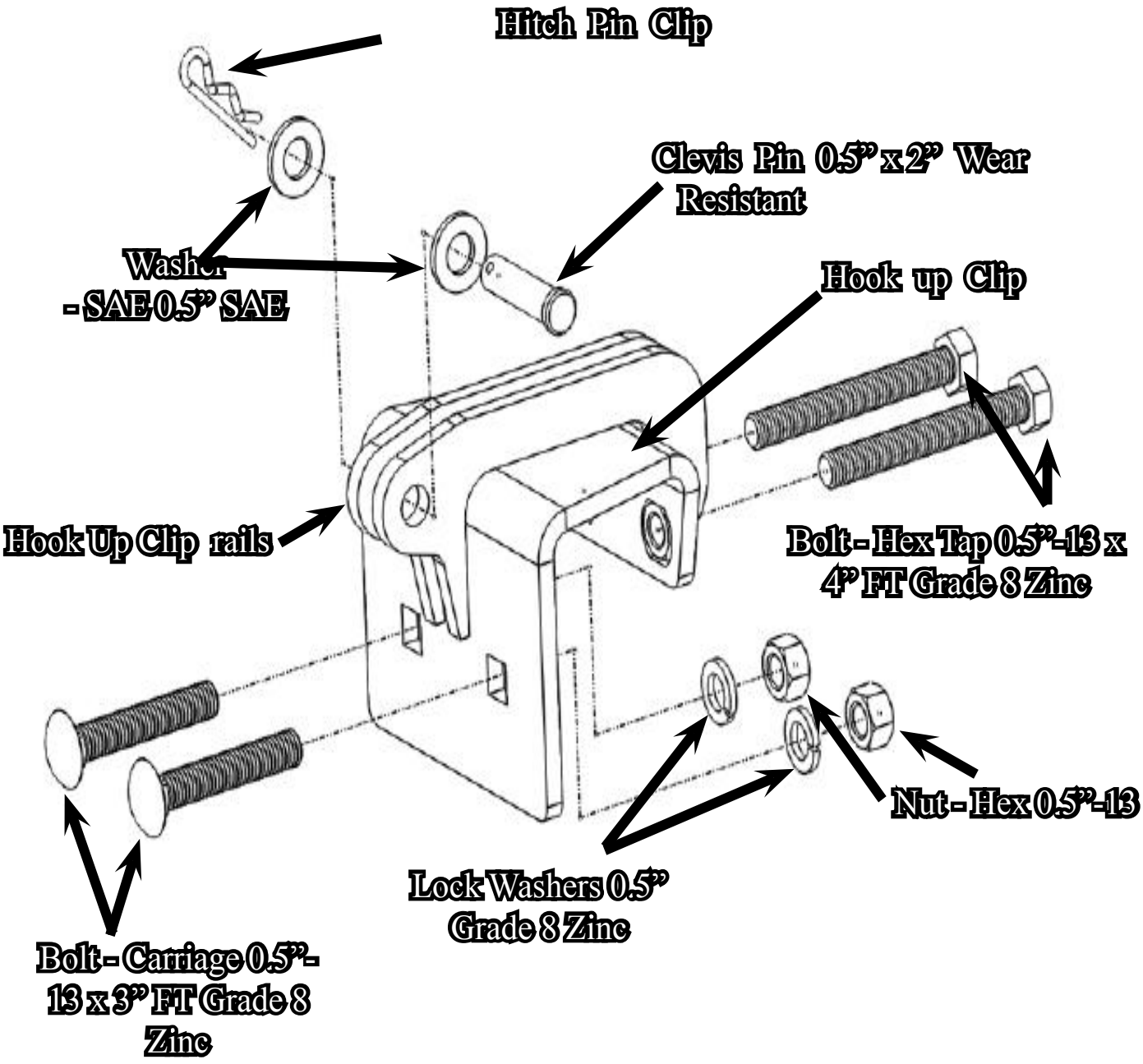

Hitch Pin Clip
Clevis Pin 0.5" x 2" Wear Resistant
Washer - SAE 0.5" SAE
Hook up Clip
Hook Up Clip rails
Bolt - Hex Tap 0.5"-13 x 4" FT Grade 8 Zinc
Nut - Hex 0.5"-13
Lock Washers 0.5" Grade 8 Zinc
Bolt - Carriage 0.5"-13 x 3" FT Grade 8 Zinc

PHOTO 11

There is a maximum of 8” from the end of the Spring Bar in which the Slide Collar with Chain can be adjusted toward the ball mount. DO NOT EXCEED 8”

PHOTO 12

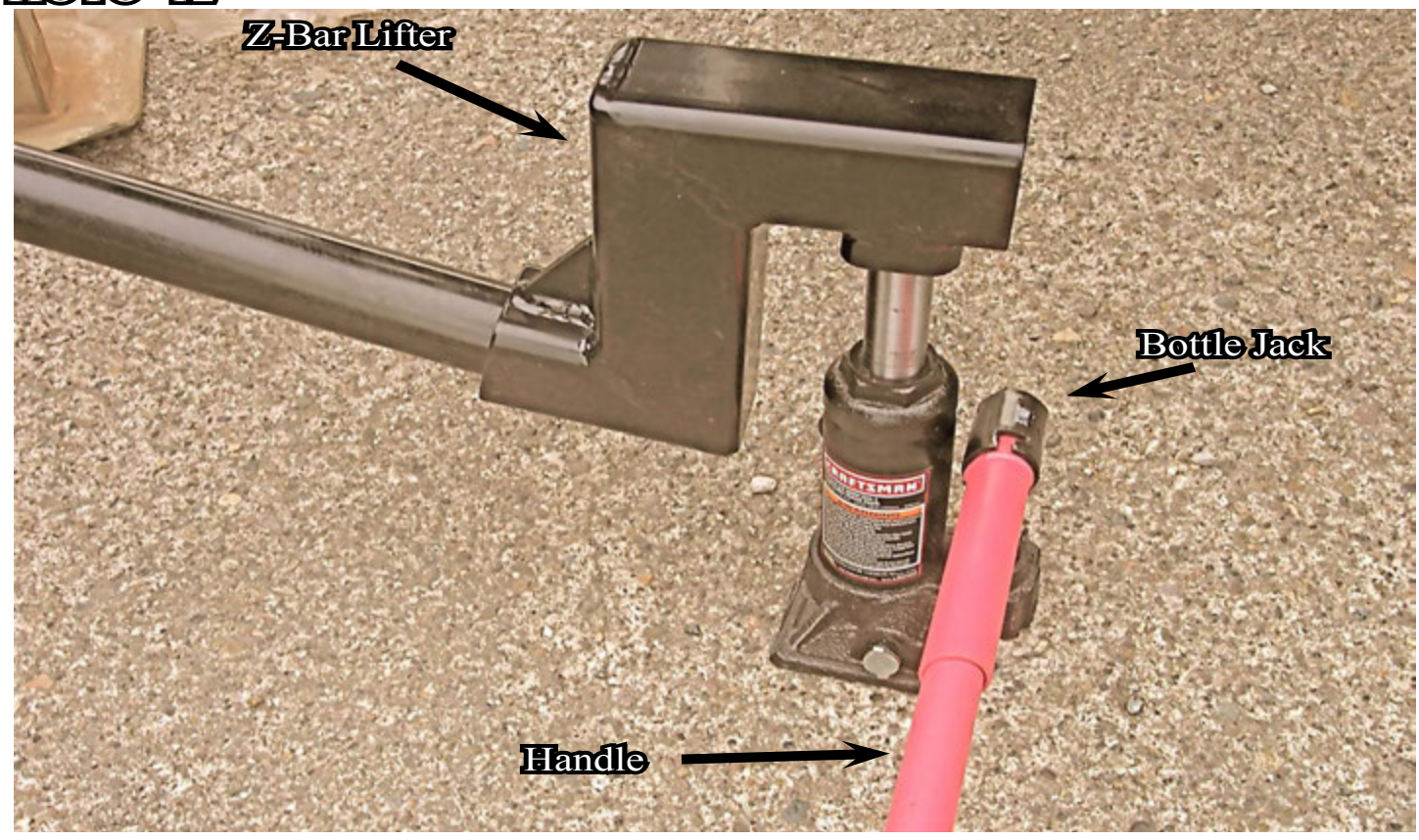
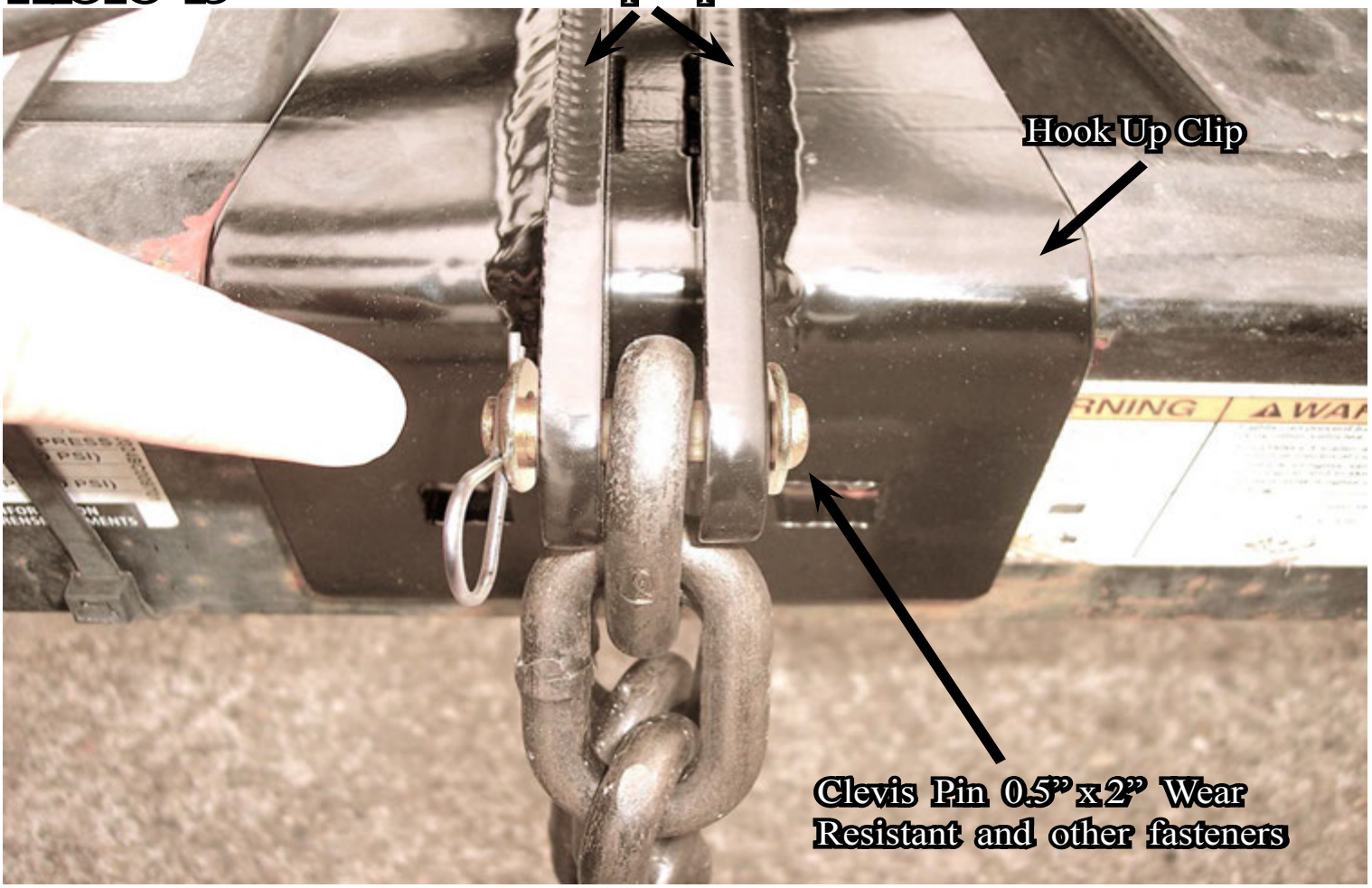
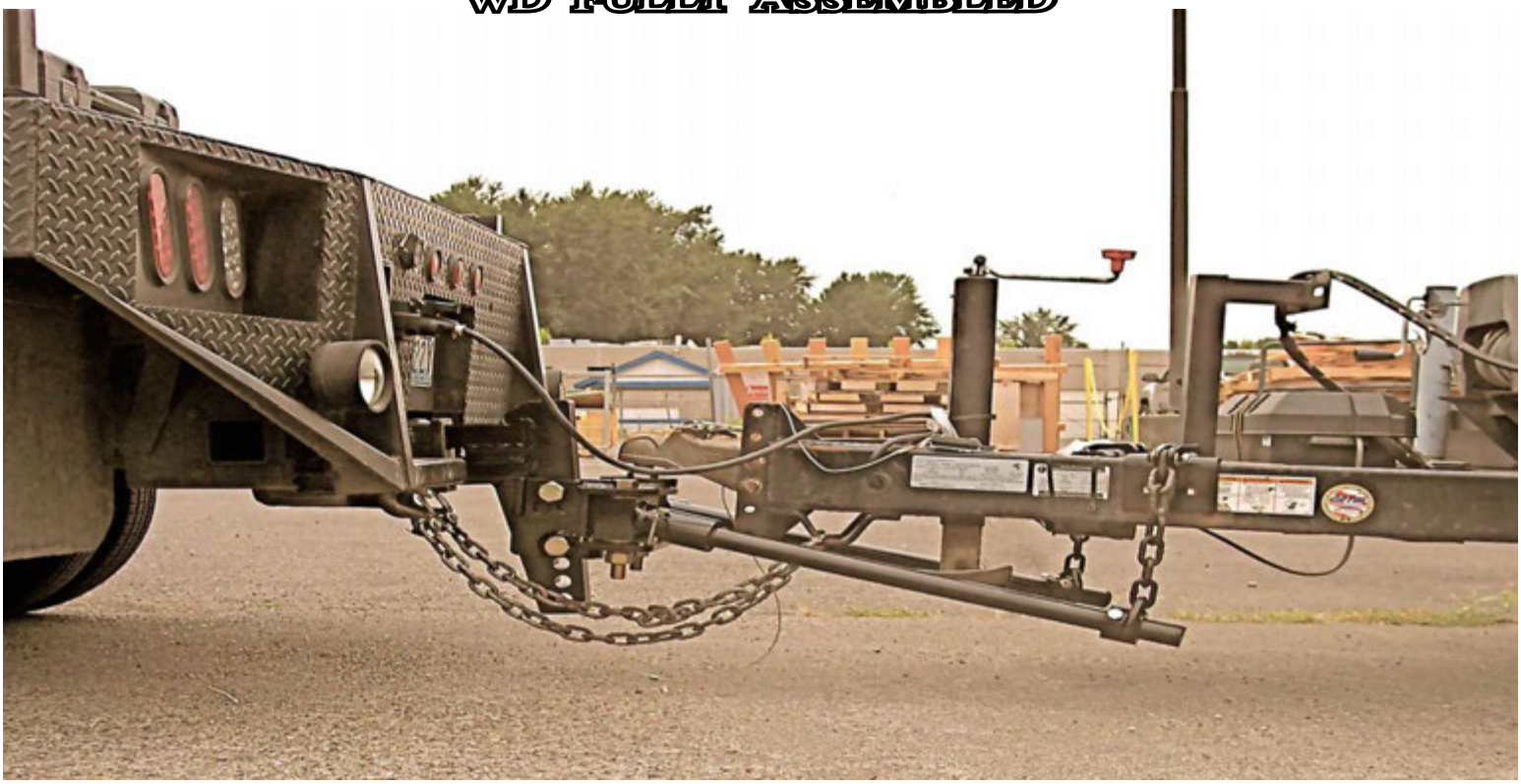


PHOTO 13



WD FULLY ASSEMBLED



WD FULLY ASSEMBLED

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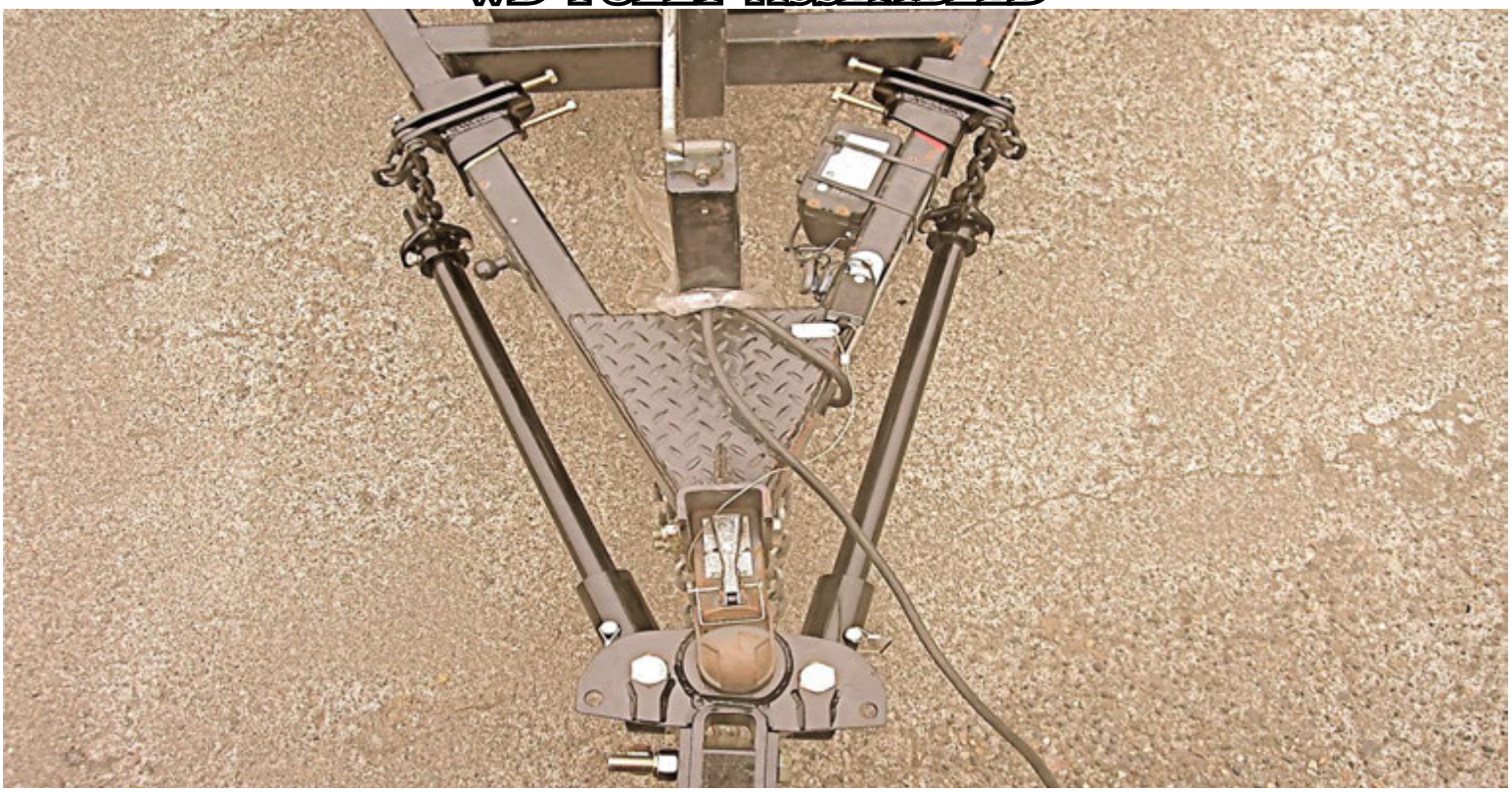
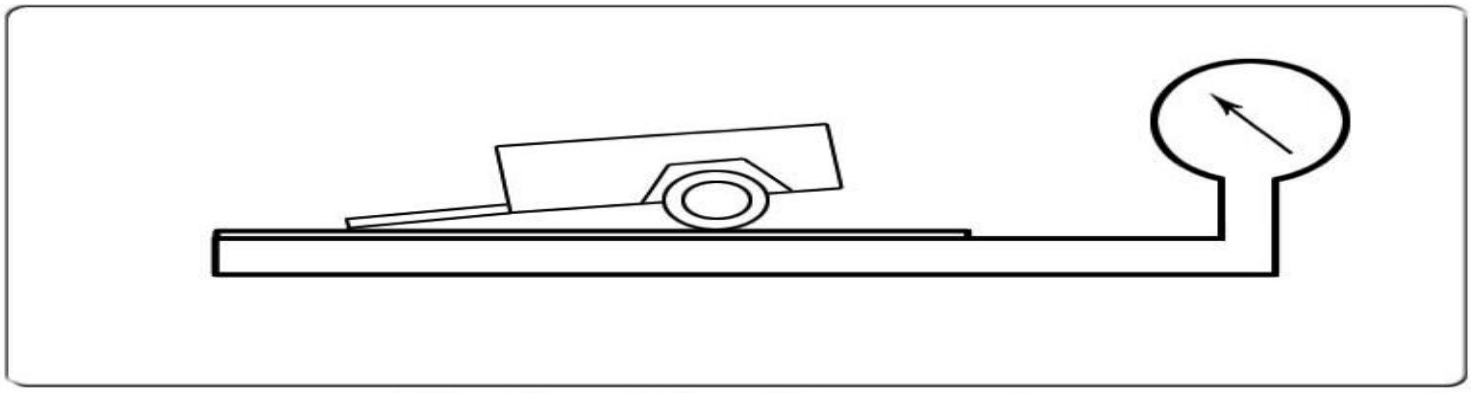
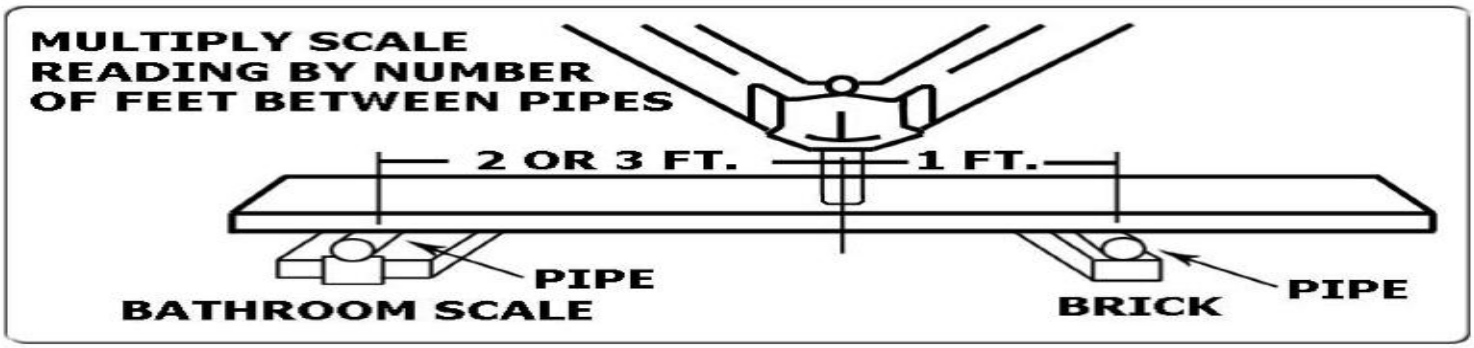


IMPORTANT CONSUMER INFORMATION ON TOWING

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 HINTS

TRAILER LOADING

Proper loading helps prevent sway. Place heavy objects 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.

INSTRUCTIONS FOR FINISH MAINTENANCE OF TORKLIFT PRODUCTS

POWDER COATED STEEL:

To keep your Torklift products looking good follow these guidelines. All steel powder coated Torklift products are sandblasted for maximum adhesion and use a high quality industrial urethane based powder coat. Due to the extreme, harsh, under car environment that your Torklift products live in, (consistently sprayed with corrosive road chemicals such as salt, and road debris), Torklift does not warranty the power coated finish.

To minimize corrosion from these factors on powder coated steel products, Torklift recommends regularly cleaning and inspecting the powder coated surface and touching up any affected areas with an enamel or urethane based aerosol paint product. If there are any areas of surface rust, there are also aerosol spray rust converters available on the market that can be used as a preparation to touch-up paint application. These finish maintenance products are available at any automotive parts supplier.

POLISHED STAINLESS STEEL :

Torklift utilizes quality grade 304 stainless steel in our stainless steel polished products. 304 stainless steel is well known for its anti-corrosive properties. However, in some environments such as coastal regions or when coming in contact with some road chemicals, corrosion may occur.

For a quick clean simply use WD40 and a cloth rag. We also recommend occasional polishing of our polished stainless products to maintain their attractive finish. Use an approved stainless steel chrome or aluminum mag wheel polish cleaning product which can be purchased from any automotive parts supplier.