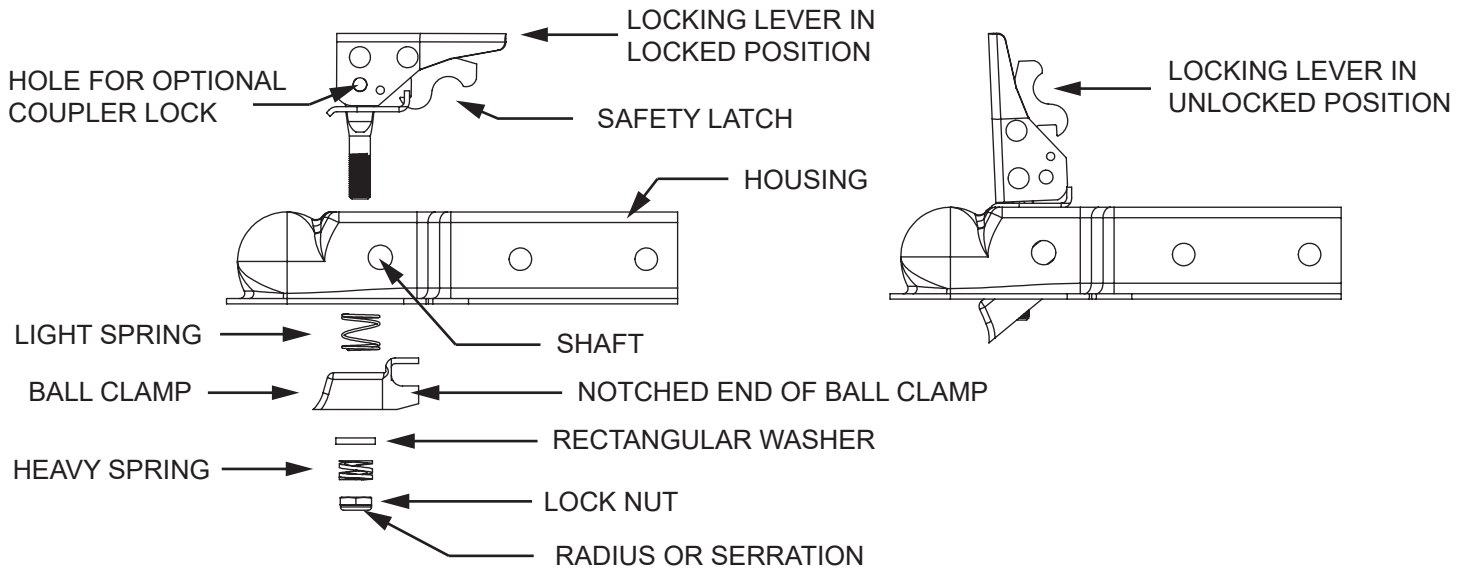


IMPORTANT: Thoroughly read, understand, and comply with these instructions before proceeding.

This repair kit is intended exclusively for TSC couplers and may not function correctly with products from other manufacturers.

CAUTION: Verify that all replacement components match the original parts in size, shape, and functionality before installation.

WARNING: Using incorrect parts, improper assembly, or mishandling the coupler can lead to serious injuries or death.



1. Assemble the coupling mechanism (refer to above diagrams) with the locking lever in the locked position:
 - A. Notched end of ball clamp pivots on the shaft.
 - B. Place the light spring above the ball clamp. Position the heavy spring beneath the ball clamp and rectangular washer.
 - C. Assemble lock nut with radius or serration away from heavy spring. Do not lubricate the lock nut.
 2. Shift the locking lever to unlocked position.
 3. Insert hitch ball (use $\varnothing 1\text{-}7/8$ " for Class I or $\varnothing 2$ " for Class II) into the coupling socket. Push the locking lever to locked position.
 4. Adjust the lock nut:
 - Tighten the lock nut completely until the locking lever cannot be lifted.
 - Gradually loosen the lock nut in 1/2 turn at a time until you are able to lift locking lever.
- WARNING:** Ensure at least 1-1/2 full threads of the locking bolt remain visible beyond the lock nut after adjustment.
5. The hole in the locking lever is for coupler lock, if required.
 6. Regular maintenance:
 - Periodically recheck the lock nut's tightness by repeating Step 4 to ensure proper fit of the hitch ball.
 7. Lubrication:
 - Apply grease to all moving components except the lock nut.
 - Use hitch ball lubricant to eliminate friction and wear on the ball and coupler.

NOTE: Adherence to these guidelines. Inspect components routinely and replace worn parts immediately.