To set up your Max Coupler, choose a ball mount (5) that puts the mounting surface at a height you need for your particular tow vehicle/trailer combination.

We have pre-assembled and pre-lubed the yoke assembly, which consists of numbers 1-4. The proper stack-up is displayed just in case you ever need to dis-assemble for any reason. To lube the yoke assembly, simply pump a little grease into the grease fitting until you see it seeping out around the crush sleeve (4). Spin the yoke assembly a couple times to distribute the grease thoroughly.

Place the yoke assembly onto the drawbar and install the washer (6) and the nylock nut (7) onto the 1" bolt (1). We recommend using non-permanent thread locker as an extra safeguard against vibrating loose. Tighten 1" nylock nut to a minimum of 100 ft/pounds.

You will need to fill the coupler body with automotive grease before using. Put in about 10 pumps of a standard grease gun and spin the coupler so it distributes the grease and then put a couple more pumps of grease for good measure. If you encounter water crossings or inclement weather on your adventure, we recommend removing the coupler body from the trailer, remove the grease seal from the open end, and stand the coupler on its end to allow any water to drain out. Replace grease as needed.
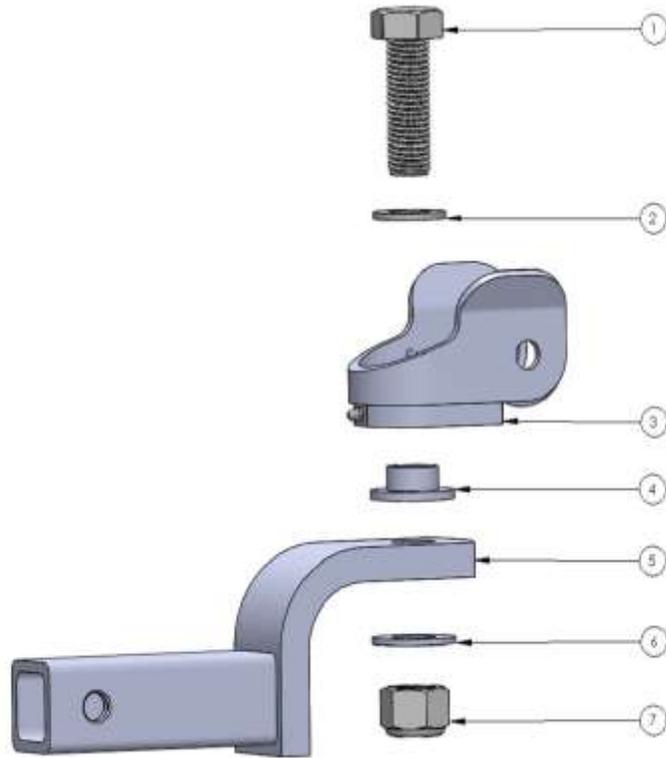
When towing a trailer, use caution when backing up! Be aware of jack-knifing the trailer and the damage it can cause. When you are finished off road, do a safety check of your vehicle and trailer before you hit the highway. Better safe than sorry! Always obey the posted speed limits.

The Max Coupler is covered for 2 years from the date of purchase for all defects. Keep the coupler filled with grease and it will perform year after year!

Thank you for your purchase! Thank you for keeping America working!

Please support our troops! We do!

Any questions, email us at info@cuoffroad.com

1. 1"-8 x 3" Bolt

2. Washer, M24 (metric)

3. Yoke

4. Crush Sleeve

5. Ball Mount

6. Washer, 2" OD x 1" ID

7. 1"-8 Nylock Nut