



To set up your Max Coupler, choose a ball mount like our MC212, with a 1" mounting hole. A mount that allows the proper alignment between your tow vehicle and trailer combination. If you have already done this with a standard ball, then this part is done since our coupler was designed to directly replace it.

The tow vehicle side, or Yoke Assembly, has been pre-assembled to ease final installation. Remove the hex nut, and lock washer on the bottom and drop it onto the ball mount. Replace them and tighten the hex nut until the lock washer is compressed. This will require a 1-1/2" wrench or socket and a 3/4" hex drive socket. We have 3/4" slugs that fit into a standard 3/4" socket available. It requires a couple squirts of grease, and a couple rotations so that the grease gets distributed evenly.

You will need to fill the coupler body with automotive grease before using. Find something to set the trailer side assembly onto to support the grease seal inside the rear end. A piece of PVC pipe works pretty well. Pump about 8-10 pumps of grease into the body while spinning the head of the assembly to help disperse the grease. Think of trailer bearings, packed full of grease is how gunk is kept out. 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 clean out the internals best you can. Replace with fresh grease as described previously.

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.

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