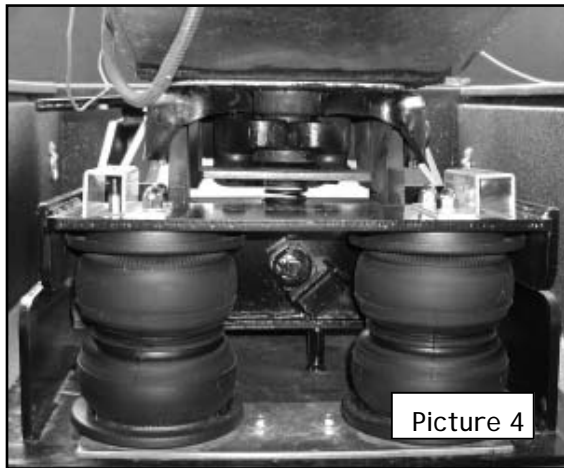


It is not advised for you to look at the jaws because they can be closed, but not necessarily locked. In the picture below you can see the jaws are closed around the pin. However, until the handle comes back to the 8 o'clock position, the jaws are **NOT** locked.

ALWAYS double-check that the handle cannot be moved from the locked position before driving away with your rig.

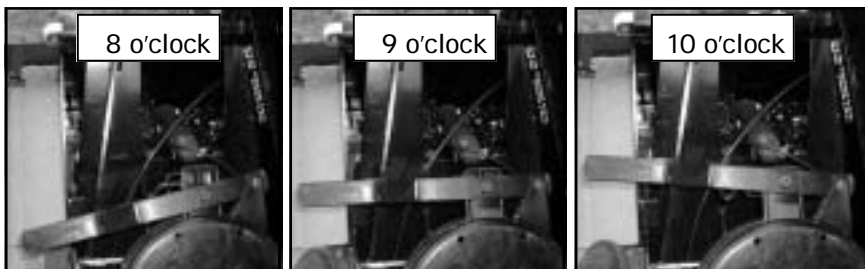


Hitch Handle Positions

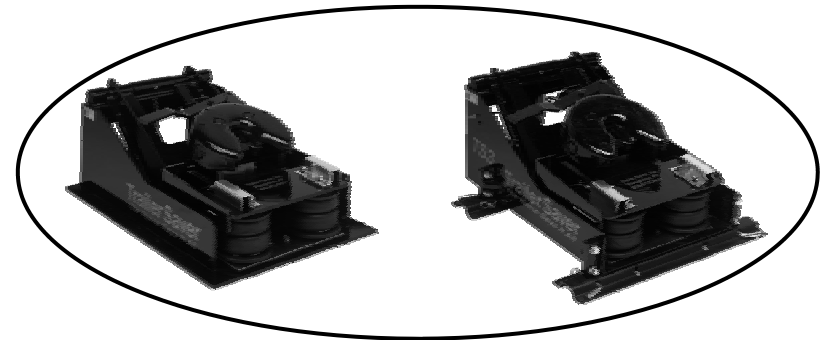
8 o'clock: Jaws are locked (ready to travel)

9 o'clock: Automatic locking (ready to hitch)

10 o'clock: Manual unlock (ready to unhook)



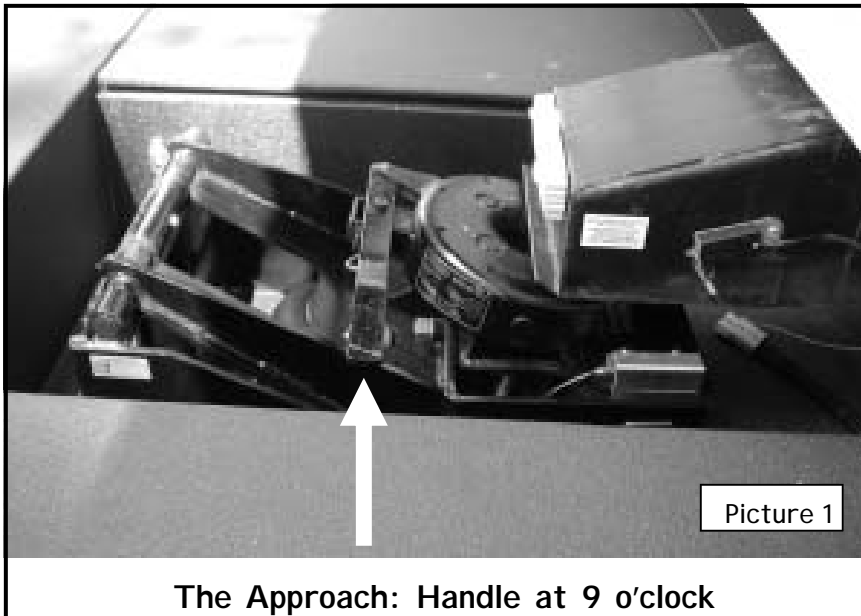
TrailerSaver™ Holland Head "Hook-up"



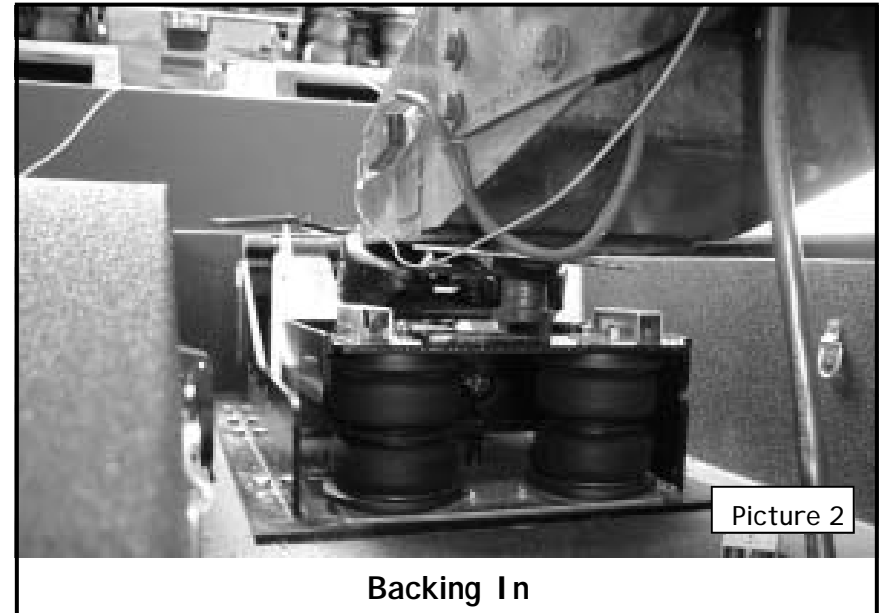
Before attempting to hook-up for the first time, you **MUST** read the complete instructions included with your hitch. This pamphlet is only an aid to demonstrate proper hook-up procedures.

The first thing to consider in hitching up is the proper approach. It is important to center the "V" in the hitch with the trailer pin. (Picture 1) It is also very important to have a little pressure on the head. The jaws on the Holland head are very thick and there is little room for error.

The hitch handle needs to be at 9 o'clock, which is the automatic locking position. Note the status of the handle.



Note the head is slightly angled in picture 2. Once you are at this point, and everything looks okay, it is time to back into the hitch. (Picture 2) If this is a new hitch, you will need to back into the pin "somewhat aggressively" for the first few times.



Once hitched and jaws locked, the handle automatically comes back to the 8 o'clock position. (Picture 3)

