



INSTALLATION INSTRUCTIONS
RECEIVER STYLE TRAILER HITCH
FOR 2015-2016 H-D FREEWHEELER™ TRIKE
MODELS
Mfg. p/n 720680
(See pkg. label for Dist. n/n)

ATTENTION INSTALLER (if other than owner):

Please forward this instruction sheet and the warranty card to the purchaser of this product. These instructions also contain valuable information necessary to the end user.

INTRODUCTION:

These instructions describe the procedure for properly installing KHRÔME WERKS® Receiver style Trailer Hitch onto 2015-2016 FLRT FREEWHEELER™ Trike models. Review instructions carefully before beginning, as they contain important information. Please retain for future reference.

Particularly important information is distinguished in these instructions by the following notations:

NOTE: A NOTE provides key information to make procedures easier or clearer.

CAUTION: A CAUTION indicates special procedures that must

be followed to avoid damage to the motorcycle or accessories.

WARNING: A WARNING indicates special procedures that must

be followed to avoid injury or death to a motorcycle

operator or person inspecting or repairing the motorcycle.

TOOLS REQUIRED:

- 1 – ½ combination wrench or socket
- 1 – 1 1/8" combination wrench or socket

MATERIALS REQUIRED:

- Blue Loctite
- Tie wraps

PROCEDURE:

1. Position the supplied threaded steel bar inside the front u-shaped x-member on the underside of the trike body. The holes in the u-channel and in the bar are not on center and must be properly aligned.
2. Attach one of the supplied x-member clamps loosely to the hitch weldment with the v-shaped lip facing rearward per the illustration using the supplied 5/16-18 x 1.00" grade 8 hex head cap screws and nuts and washers. Apply blue Loctite to fasteners. Do not tighten.
3. Position the Khrôme Werks® Receiver Hitch weldment under the trike body and hook the v-shaped lip of the x-member clamps over the front lip of the trike frames rear u shaped x-member.
4. Install the 5/16-18 x 1.00" grade 8 hex head cap screws through the holes in the front of the hitch weldment, the front frame x-member and into the threaded bar. Apply blue Loctite to fasteners. Do not tighten.

5. Hook the lip of the remaining formed x-member clamp over the lip of the trikes rear u-shaped x-member and fasten it to the rear set of holes in the hitch frame weldment using the supplied 5/16-18 x 1.00" grade 8 hex head cap screws and nuts and washers

Apply blue Loctite to fasteners. Torque all fasteners to 25 foot lbs.

6. Place the receiver tongue in a vise and install the supplied 1-7/8" trailer hitch ball using the supplied bolt and lock washer. The ball should be installed on the tongue so that it will be in the highest position when inserted into the receiver.

WARNING: Insure that the bolt that fastens the ball to the tongue doesn't bottom out before reaching maximum clamp load. Torque to 200 ft lbs.

7. Insert the hitch tongue and ball assembly into the receiver hitch in one of the two positions. The first position is for Trikes with the optional bumper and the second is for Trikes without the bumper. Install the retaining hitch pin and safety clip.

WARNING: Failure to install the safety clip may result in the trailer becoming disconnected from the trike.

8. **WIRING:** **WARNING:** Disconnect battery cable (negative cable first) to prevent short circuits before performing any wiring procedures.

NOTE: KW hitches provide a mounting location for a 4 or 5 pin round female connector as part of the safety chain bracket. Trailers that combine brake/turn signal lights may require a turn signal conversion kit (sold separately – see your dealer).

WARNING: Before riding trike, check all wires to be sure they are routed properly so they will not get caught up in brakes, belts, wheels, trailer tongue or other moving parts of trike and trailer. Take care so wires are not touching any hot surfaces. Secure wires by using tie-wraps.

Hooking up your trailer:

9. Lubricate ball and connect trailer, close and secure coupler lever with safety pin or lock. Connect safety chains and test lights.

WARNING: Do not operate trike with faulty directional signals, stop or tail lamps. Inspect all connections and routing of wires if lamps do not function properly. Check tightness of all hardware during first use and occasionally after.

USE AND CARE: Wash your accessories with the same care you use when washing your trike. Use mild soap and water. DO NOT use abrasive chemicals or cleaners, or high pressure washers.

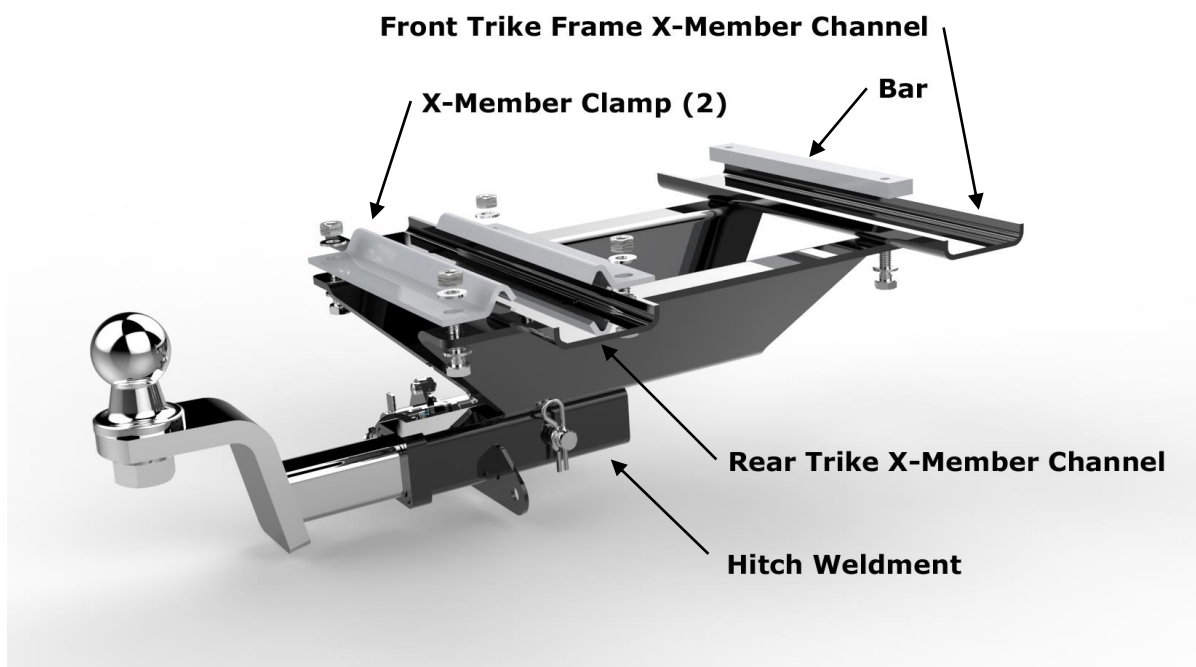
KHRÔME WERKS®

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FOR 2011-2012 H-D FREEWHEELER™ TRIKE
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Optional Plug and Play wiring harness kits:

8 pin Molex Plug-n-Play Isolator and wire harness with a flat four-pin male connector plug. Part number 720755.

NOTE: Can be used with 5 wire trailers that have separate turn signal lights. Three options are listed below.

1. Purchase Khrome Werks part number 720753 4-5 Plug and Play turn signal convertor and KW 8 pin Molex Plug-n-Play Isolator part number 720755.

The next options require rewiring the trailer.

2. If turn signal lenses are red or can be converted to red (they will act as additional brake lights). You will need to splice the trailer brake light wires into the turn signal light wires on each side of trailer.

3. If turn signals cannot be converted. They must be disconnected. You will need to splice the right trailer brake/run light wire into the right disconnected turn signal light wire that is routed to the tongue on each side of trailer. Repeat for the left side.

See details and instructions for these kits at
www.khromewerks.com

BILL OF MATERIALS

P/N	DESCRIPTION	Quantity
420285	Washer, 5/16" Flat	10
420467	Screw, 5/16"-18 x 1.00" Hex Cap	4
420025	Nut, 5/16-18 Hex	4
720698	X-Member Bar	1
720697	X-Member Clamp	2
720681	Receiver Hitch 2015-2016	1
720682	Hitch Tongue	1
7081043	Ball w/Bolt and Washer	1
410447	½" Clevis Pin	1
410467	Hitch Clip	1

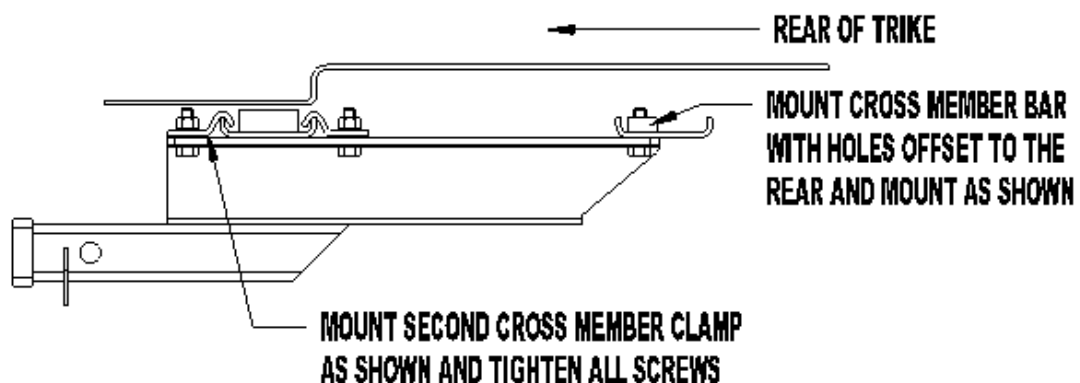
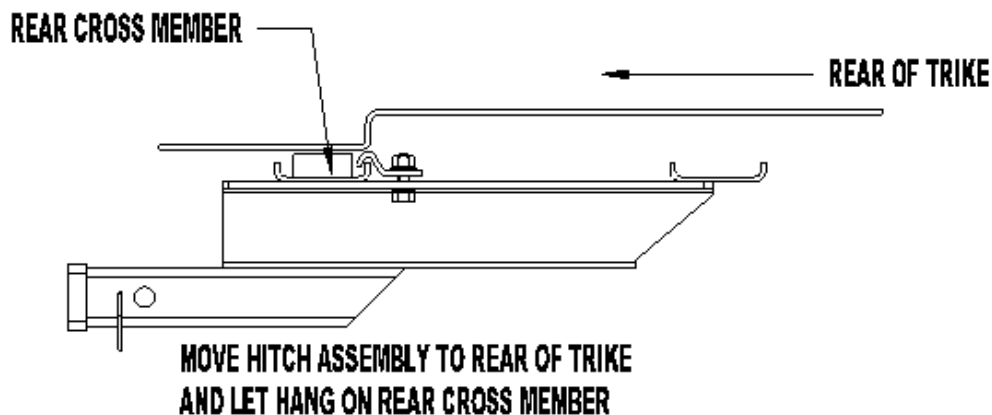
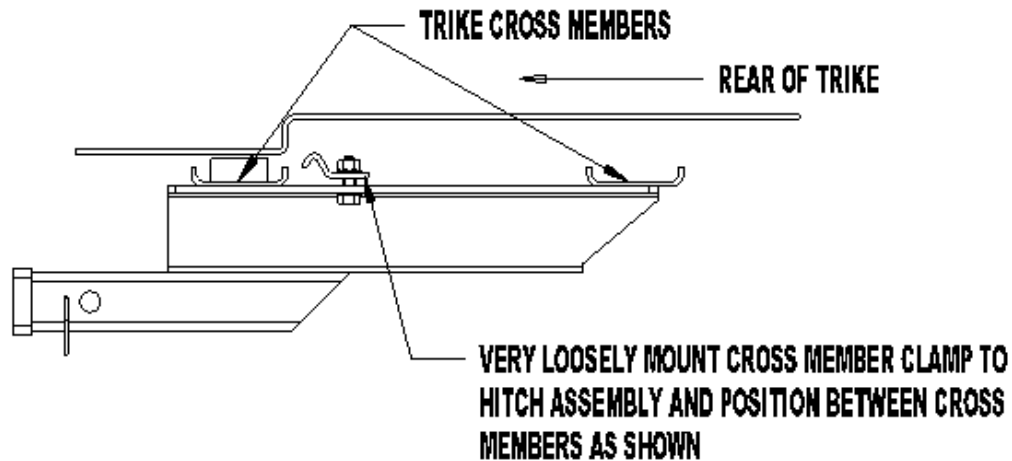
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W A R N I N G S

For all-around best handling of motorcycle or trike, tongue weight should be 10% of the gross weight of the trailer, but maximum tongue weight cannot exceed 30 lbs.

NOTE: Gross weight includes weight of trailer and all its contents, not to exceed 300 lbs.

REMEMBER:

A. Tow only those trailers equipped with a 1 7/8" coupler to match the 1 7/8" ball supplied with the hitch. We recommend only trailers from reputable suppliers, designed for motorcycle towing, and with a proven history of good handling. Towing a trailer with poor handling can result in severe injury or death from an accident.

B. When connecting to trailer, always make sure ball is tight on hitch, and that coupler is tight on ball. When connecting to trailers equipped with hand wheel couplers, hand-tighten only. Do not tighten with a wrench. Periodically, check these areas for tightness.

C. Always use approved safety chains, and have them securely attached. Cross the safety chains under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Always leave just enough slack so that you can turn with your rig. And, never allow safety chains to drag on the ground.

D. Trailer tire pressure should be inflated to maximum allowable pressure, unless otherwise recommended by the trailer manufacturer. Rear motorcycle or trike tire pressure should be inflated to maximum allowable pressure (refer to tire side wall marking) and checked periodically.

E. Towing a trailer requires a certain amount of experience. Before setting out on an extended ride, get to know your rig. Check the trailer hitch, coupler, safety chains, electrical connector, lights and tires. After loading the trailer, weigh the trailer and then the tongue, separately, to see if the weights are proper. If not, you may be able to get them right by simply shifting the items around in the trailer. When pulling a trailer with a motorcycle or trike, extra distance must be allowed for stopping, and a slower speed when cornering must be used. The motorcycle/trike and trailer combination is now longer, so allow more passing distance. Reduce speed when traveling downhill (may have to downshift). Use extra caution and don't exceed your riding capabilities. During the trip, check occasionally to be sure that the load is secure, and that the lights are still working.

F. The coupler is susceptible to physical damage when trailer is parked. Prop tongue off ground when trailer is not in use. Carefully inspect coupler for damage or missing parts before each hook-up.

G. If trailer sways or bounces while towing, SLOW DOWN BY REDUCING SPEED GRADUALLY and STOP TOWING immediately. Unless cause can be determined, i.e., shifted load, etc., which can be corrected, do not resume towing.

H. If motorcycle or trike is involved in an accident or spill, with or without trailer attached, hitch must be inspected for physical damage before towing.

I. Periodically, check tightness of all hardware relating to trailer hitch assembly and trailer.

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