

Final Adjustments

Now that the Trailer Toad is hooked up behind your tow vehicle and it is attached to the trailer, let's see what we have.

1. **Are the Red Reverse Pins lifted up and pinned in place with small pins on a lanyard? That is the TOWING position for the pins.** Now the axle is free to pivot, turn and follow your tow vehicle.
2. **The Red Reverse Pins (2) need to be "dropped" and engage into the receiver tube on the axle to back up.** You can leave the Pins "down" if you know you have to maneuver back and forth to get parked. *If a stabilizer shock breaks, you can drop Reverse Pins until you get replacement shock, a little hard on tires.
3. **As you get ready for the first "road test" here is a final check list;**
 - Are all nuts and bolts tightened? Drawbar bolts, are "spacers" tightened against drawbar so it is a tight fit, hitch head bolts, trailer ball nut, fender bolts, lug nuts torqued to 95 ft/lbs and WD bar brackets tightened?
 - If so, you should be ready to go. Once you get it on nice level ground, is the trailer sitting level? If not, that is your first adjustment.
 - With the weight on the Trailer Toad, is the frame or spare tire tilted 3/4" to 1" down in front, towards tow vehicle. You can fine tune that later.
 - **DO NOT have the Toad lower in rear.**
 - Did you use the wiring extension cord?
 - You can try different weight dist. bar settings, it shows you how they work.

Take it slow the first time out. Get used to the "different feel" of towing without tongue weight. If you have any questions please call us. We are here to help you.

(319) 404-7001



Owner's Manual

Trailer Toad 3500HD & 5000SD

- **Assembly Instructions.**
- **Initial setup tips.**
- **Owner MUST provide the weight distribution hitch of their choice.**
- **Final adjustments and road testing.**



"Let the Toad carry the Load" of the tongue weight of your trailer and protect your tow vehicle from damages caused by heavy tongue weights. These instructions will guide you through the setup process. Questions? Call us.

Tech line: (319) 404-7001
Email: trailertoad1@yahoo.com
YouTube: Trailer Toad Garage

Put the load on the Toad

You have just purchased the only weight-bearing hitch assembly that slides in your existing tow vehicle's receiver hitch without modification or fabrication. It is important to know how your existing receiver hitch is constructed and we will tell you how to inspect that a little later in this Owner's Manual.

The Trailer Toads have Limited Warranty for the original owner. Please read the Company Policy Page you received. Assembly and adjustments usually take about 2 hours.

If you take your time during initial assembly and setup you will be rewarded with a Trailer Toad that is ready to go to work for you the first time you get ready to tow your trailer.

Now, let's get going...

The first thing to do is make sure you have all the parts and nothing was lost or damaged in shipping. You should have two fenders, a 6"x12"x24" box under the axle and a 40" T-Handle strapped to the pallet.

We suggest removing the spare tire for installation as it makes the Toad lighter and easier to move around during installation.

The easiest way to move the 600 lb Trailer Toad is to use the **T-handle handle and the two short 3/4" bolts that are included.**

This attaches to rear of your Toad and let's you tip the Toad so it rolls like a 2-wheel cart. Remove the kickstand.

Tech Tip: Yes, you can tow your Trailer Toad without a trailer. Use caution backing up over drop-offs. Toad can be damaged if receiver gets too far off ground, the Trailer Toad can literally "fold under itself".

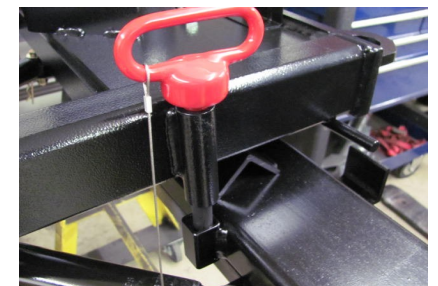
Kickstand slides over the short square tube on right side, secure with clip pin. Getting the Toad off the pallet is tricky, it's heavy. You can also tip the Toad backwards and it will rest on the T-handle (see TECH TIPS). Once it is sitting there we can start the actual "setup process" and make some measurements. **Our YouTube channel has some videos on this; Trailer Toad Garage is the channel name.**

Backing up with the Trailer Toad:

The new **"Dual-Pin Reverse System"** makes backing up easier. There is a "red handled Pin" on each side of the Trailer Toad. There is a "receiver tube" on the axle. When axle is straight the receiver tubes will align and Reverse Pins will drop in to lock axle for backing up.

****Should you need to "wiggle" the axle to get Reverse Pins in or out, you can push tire forward or rearward. This is the best leverage to move the axle so Reverse Pins will drop in.**

"Pins Up to GO & Down to back-up"





Assembly Guidelines and setup tips. Got a question? Call or text (319) 404-7001 for assistance.

Now that the Trailer Toad is off the ship-ping pallet sitting on the kickstand; let's

assemble it. **A complete weight-distribution hitch is required to finish the installation, "no exceptions".**

- The fenders are pre-drilled and you will notice two stainless steel "fender braces" in the box. Use the large washers under the self-locking nuts on upper fender holes and just the nyloc nut to hold fender brace on lower fender mounting bolts.
- **IMPORTANT!! You will need to take your weight distribution hitch apart; separate the hitch head with the ball from the L-shaped drawbar.**

Step 1: Setting the front shank height: Start by measuring from the ground to the center of the receiver hitch opening on tow vehicle (lets use 20" as an example). Remember that number ;-)

Step 2: Leveling the front shank. With kick-stand holding Toad up. We have to hold the front section of the Toad (call it the 'swivel') so it is level with the ground. We suggest using a small ratchet strap to pull back on it until it is level. Hook to a safety chain link and to a "D-hook" on rear of Toad. Tighten until it is level. A floor jack will also work.

Step 3: Put the L-shaped shank (from your WD hitch) into the swivel and select the bolt holes that put the shank 1/2" to 1" ABOVE the receiver opening. This should put Toad at about 15-degrees down in front. Does not have to be exact but in the 12-15 degree range.

Step 4: Maneuver the Toad shank into the receiver hitch opening and pin it.

Step 5: Check the angle of the Trailer Toad. It should be tipped down in front at least 2" and for heavy trailers 3".

Step 6: Measuring the "coupler height" on rear of the Toad. Another measurement—set the trailer so it is level. We need distance from ground—up into the coupler where top of the ball needs to be. (Let's use 21" for this example of Coupler Height.)

Step 7: Setting ball height on rear of Toad. This step means some lifting or use of a floor jack. You need to slide the W.D. hitch head (with ball) over the rear bar on back of the Toad and locate the holes that will put your trailer ball 2" to 3" higher than the "coupler height" you just measured in Step 6. **TECH TIP—** the powder coat is thick, the hitch might have rust, you may have to do some sanding or light grinding to get the hitch head over the rear mounting bar of the Toad.

Step 8: Measure height of the rear of the Toad, you will need this later. Now you can back the trailer ball under the trailer coupler. (Reverse Pins on Toad in down position). Raise trailer a few inches to make sure the ball will clear the coupler. Once the ball is under the coupler, lower trailer down until it just begins pushing the Toad down.

Step 9: Attaching WD bars: Lower the Toad down until the trailer is about 1" higher than where you want it to end up. Attach the WD bars to hitch head, attach the trailer end of the arms to their brackets, **no tension, just hand tight**. Lower trailer down, watch as WD bars tighten up. Trailer should stop close to the "level position" you want.

Step 10: Adjusting the WD bars and trailer ball height: If trailer goes down to far, tighten the tension on WD bars and try again.

Step 11: If the trailer is at the level you want, you are done with ball height adjustments.

***The one thing you need to make sure of— IS THE TRAILER TOAD SUSPENSION COMPRESSING? Remember Step 8** where you measured the height of the rear of the Trailer Toad? As long as that measurement is at least an inch shorter now, you are doing this correctly. It shows you the **"Toad is carrying the Load"**. If it is not compressed, you may have to move the ball mount up one hole and let the Toad compress more before the WD bars stop it.

Step 12: Check all the bolts and nuts to make sure they are tightened up, we recommend a 5/8" grade 8 bolt to hold the shank in rather than a \$2.00 Chinese pin, for obvious reasons.

ROAD TEST: Actually this is the easy part. When you get hooked up make sure the trailer is level, safety chains and electrical connector is working. Time to test it. Use smooth turns not rapid, snappy turns. If your receiver opening is worn and the shank fits loosely, it makes backing the Toad up to the trailer ball difficult because of the "play" in that shank. There is a cure for that issue and a way to provide a lot more strength and protection for the front shank attachment. The Front Stabilizer Bar kit.

Front Stabilizer Bar Kits are available for new 3500HD owners at a 35% discount. The Kit is included with the 5000SD. These kits provide extra support for the front "L-shaped shank" attachment and the opening of the receiver hitch on your tow vehicle.

- **We are on [YOUTUBE.com](https://www.youtube.com): Trailer Toad Garage or Call 319.404.7001**



Receiver height.



Trailer Ball height



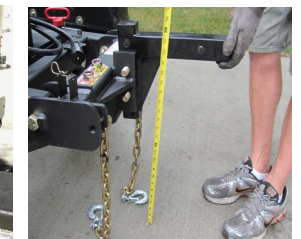
Coupler height.



Angle when attached to tow vehicle hitch.



Ratchet strap holding Front swivel level.



Measuring shank So it is about 1" higher than receiver opening.