



INSTALLATION INSTRUCTIONS
RECEIVER STYLE TRAILER HITCH
FOR 1980-2008 FLT, FLHT (not SE);
2006-2008 FLHX; 1994-2008 FLHR (not SE), FLTR
Mfg. p/n 720650
(See pkg. label for Dist. p/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 KHROME WERKS® Receiver style Trailer Hitch onto 1980-2008 H-D FLHT, FLT (not FLHTCUSE models); 1994-2008 FLHR, FLTR (not FLHRSE models); and 2006-2008 FLHX 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
- 1 – #40 Torx key
- 1 – 1 1/8" combination wrench or socket

PROCEDURE:

NOTE: This procedure is for 1997-2008 models. Owners must supply all 5/16" mounting hardware for earlier versions.

1. Remove OEM saddlebags.
2. Remove and discard the four OEM 5/16"-18 x 5/8" Torx screws (item #1) securing the OEM saddlebag rails to the OEM vertical support bracket (item #2) (FLHT/FLT models only). Remove and save the four 5/16"-18 x 1.00" Torx screws and nuts (item #3, 4) securing the lower saddlebag/exhaust support to the OEM chrome vertical support bracket.
3. Place the Khrome Werks® Trailer Hitch weldment (item #5) upper brackets on top of the OEM chrome vertical support brackets (item #2). Make sure the lower KW brackets are positioned behind (toward the front of the bike) the OEM lower saddlebag/exhaust mounting tube ears. Line up the holes in the upper hitch brackets with the OEM support brackets and install the four supplied 5/16"-18 x 3/4" hex head screws and 5/16" flat washers (items #6, 7), through the saddlebag guards, if installed. Finger tighten.

NOTE: The upper holes in the upper brackets are for the pre-1993 models.

4. Reinstall the OEM 5/16"-18 x 1.00" Torx screws (item #3) from the rear of the bike through the OEM rear bumper rail (if equipped), the lower OEM chrome vertical support bracket ear, the lower saddlebag/exhaust support tube ear and the Khrome Werks® lower bracket. Install the OEM 5/16"-18 flange nuts (item #4) and torque all hardware.

5. Install the supplied 1 7/8" trailer hitch ball (item #8) to the receiver tongue (item #9) using the supplied bolt and lock washer (items #10, 11).

NOTE: The receiver tongue may be mounted in the high or low position dependant on the model bike and trailer. Hitch height is approximately 13 ½". Mud flap mounting holes are drilled in the rear gusset.

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

6. Install the retaining pin and safety clip (item #12, 13).

7. **WIRING:** Routing the trailer wiring is easier to do before reinstalling the saddlebags. Tie wrap slots are provided in the gussets. If using Khrome Werks 5-pin connection kit follow instructions provided with it (item #14).

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

NOTE: Trailers that combine brake/turn signal lights will require a turn signal conversion kit (sold separately – see your dealer).

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

8. Reinstall saddlebags.

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 motorcycle 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 motorcycle. Use mild soap and water. DO NOT use abrasive chemicals or cleaners, or high pressure washers.

KHROME WERKS®

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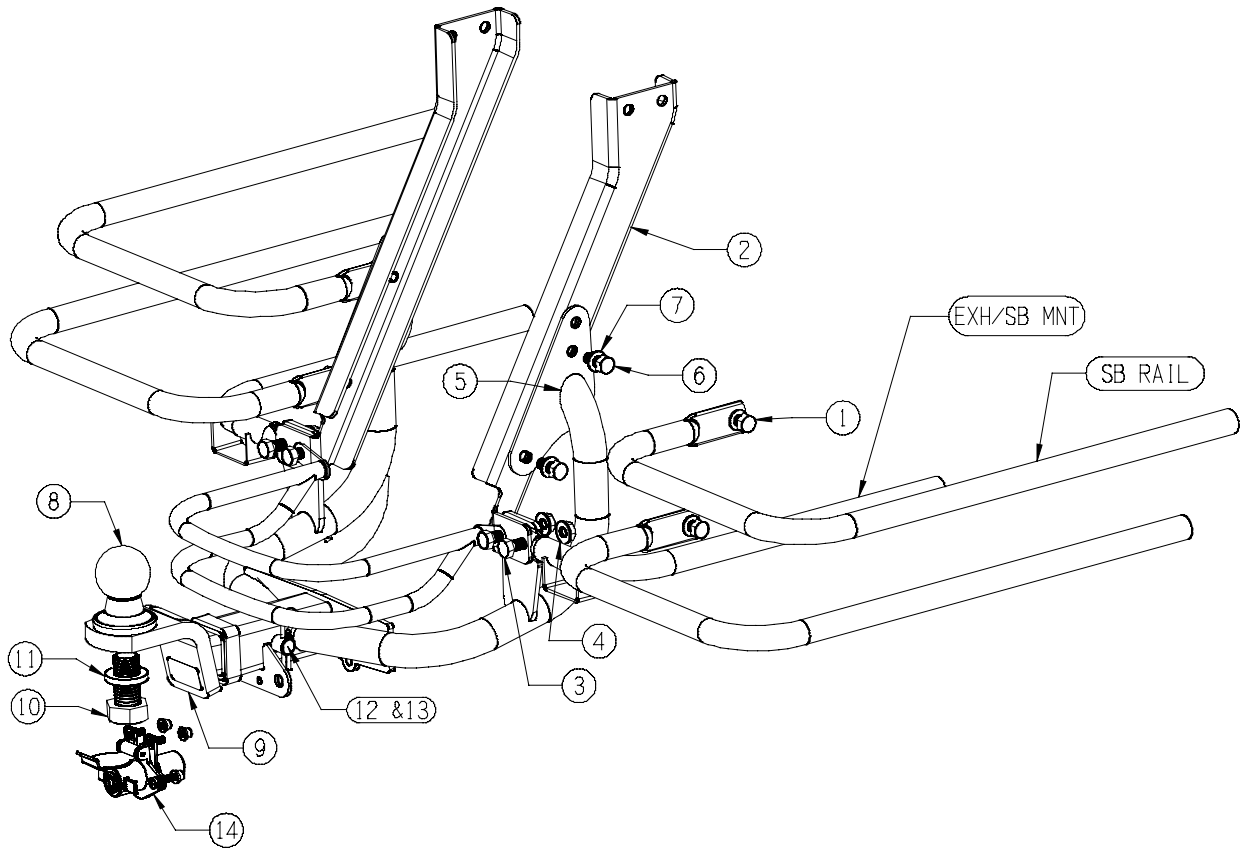


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Optional Chrome Trailer Hitch Receptacles:
 80-96 Five-pin male/female connector
 and wiring included. Available under p/n 720557

97-08 Five-pin male female connector with
 Plug-n-play wire harness. Available under p/n 720585

97-08 Five-pin male female connector with
 Plug-n-play isolator relay/wire harness. Available under p/n 720582



BILL OF MATERIALS

P/N	DESCRIPTION	QTY
420230	Washer, 20M lock	1
420285	Washer, 5/16" flat	4
420485	Screw, 5/16"-18 x 3/4" hex cap	4
420780	Screw, 3/4"-10 x 1 3/4" hex cap	1
7081043	Ball w/washer	1
410440	1/2" hitch pin and clip	1
720651	Receiver hitch	1
720572	Hitch tongue	1

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W A R N I N G S

For all-around best handling of motorcycle, tongue weight should be up to 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 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, extra distance must be allowed for stopping, and a slower speed when cornering must be used. The motorcycle 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 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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