



**INSTALLATION INSTRUCTIONS**  
**TRAILER HITCH**  
**FOR 1980-2008 FLT, FLHT & 1994-2008 FLHR**  
**Mfg. p/n 720555C**  
 (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® Trailer Hitch onto 1980-2008 H-D FLHT, FLT and 1994-2008 FLHR (not CVO or 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 . ¾ combination wrench or socket
- 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 securing the OEM saddlebag rails to the OEM vertical support bracket (FLHT/FLT models only). Remove and save the four 5/16+18 x 1.00+Torx screws securing the lower saddlebag/exhaust support to the OEM chrome vertical support bracket.
3. Place the Khrome Werks® Trailer Hitch weldment (item #1) on top of the OEM chrome vertical support brackets. Line up the holes and install the four supplied 5/16+18 x ¾+hex head screws and 5/16+flat washers (items #7,8). Finger tighten.

**WARNING:** Failure to install this bracket will result in failure of the hitch in operation.

4. Install the thick supplied mounting bracket (item #2) to the rear of the main trailer hitch hoop with the supplied ½+-20 x 1.00+hex head bolt and lock washer (items #3,4). Finger tighten. The bracket is properly positioned when one of its two small holes is outboard of the large hole and aligned with the holes in the OEM lower saddlebag/exhaust support and chrome vertical support bracket. Install the OEM 5/16+18 x 1.00+Torx screws from the rear of the bike through the OEM rear bumper rail (if equipped), the lower OEM chrome vertical support bracket, the lower saddlebag/exhaust support and the Khrome Werks® bracket. Install the OEM 5/16+18 flange nuts and torque all hardware.
5. Install the supplied 1 7/8+trailer hitch ball using the supplied bolt and lock washer (items #9, 10, 11).
6. Replace the OEM saddlebags.

**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.

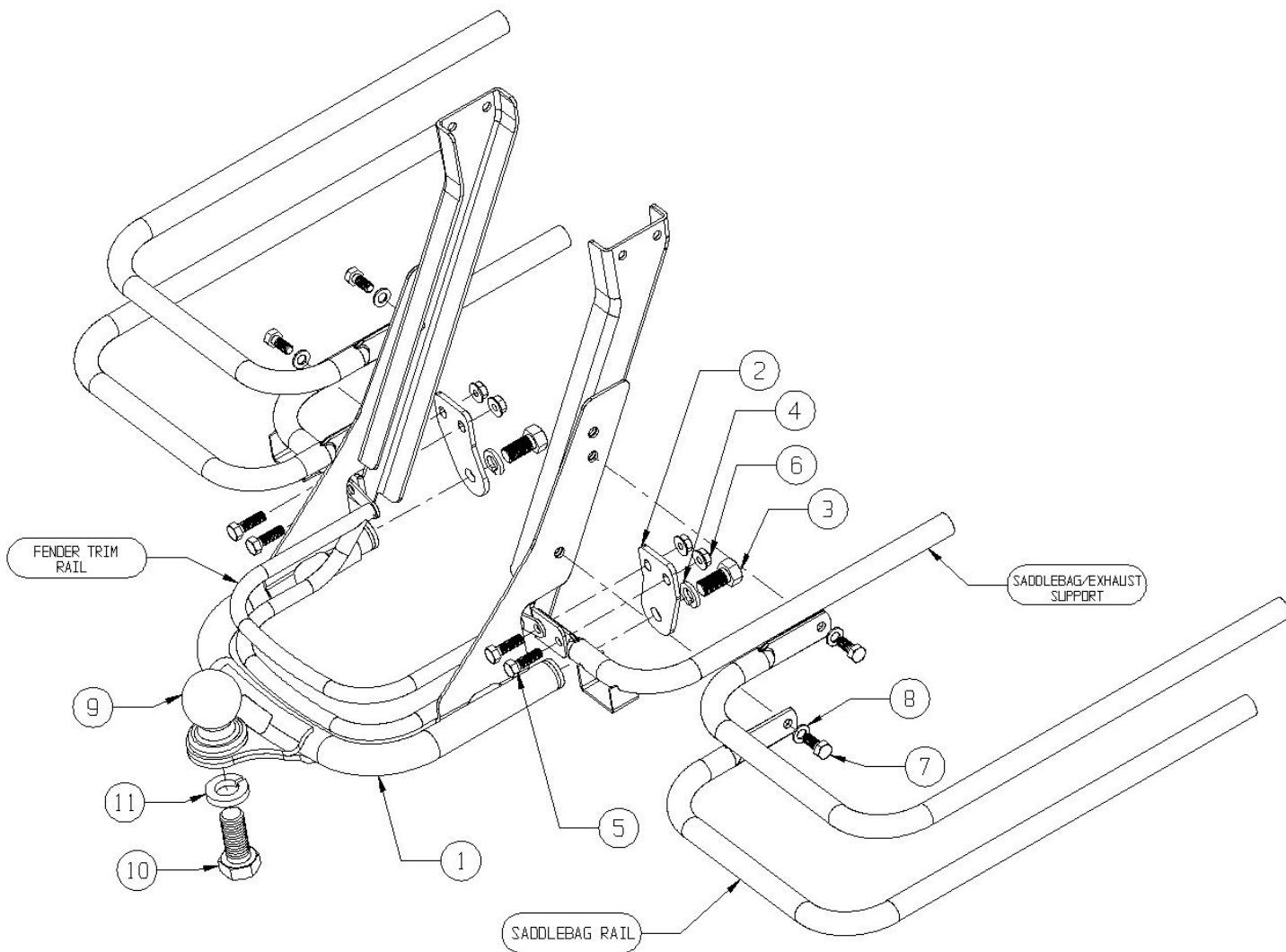
**BILL OF MATERIALS**

Item #	Mfg. P/N	Description	Qty.
1	720554C	Trailer hitch, chrome	1
2	720552	Mounting bracket	2
3	420765	½ -20 x 1+bolt	2
4	420229	½ lock washer	2
5	Ref	OEM 5/16+screw	4
6	Ref	OEM 5/16+flange nut	4
7	420485	5/16+18 x ¾ hex screw	4
8	420285	5/16+flat washer	4
9	7081042	1 7/8+ball	1
10	420780	¾ -10 x 1 ¾ bolt	1
11	420230	Split lock washer 20M	1

**KHROME WERKS®**  
**P.O. BOX 355 • New Prague, MN 56071**

**Optional Chrome Trailer Hitch Receptacles:**  
80-94 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



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**W A R N I N G S**

For all-around best handling of motorcycle, tongue weight should be 10% of the gross weight of the trailer, but maximum tongue weight cannot exceed 40 lbs.

**NOTE:** Gross weight includes weight of trailer and all its contents, not to exceed 400 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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