



SURGE ACTUATORS

HYDRAULIC SURGE BRAKE ACTUATION

INSTALLATION INSTRUCTIONS

Lever Lock Coupler Repair Kit - Dexter DX7.5 (Legacy Titan Model 60)

CAUTION

The Dexter DX7.5 (Legacy Titan Model 60) lever-lock surge actuator is designed for use with a 2" hitch ball that is rated for the Gross Vehicle Weight of the trailer and the surge actuator.

A ball within the diameter limits of 2.00" maximum and 1.97" minimum must be used. Failure to use the proper sized tow ball for adjustment or in actual use can result in shock loading to the coupler or a trailer disconnection in the worst case.

REMOVAL OF EXISTING COMPONENTS:

Important note: The components being removed may differ from those being supplied in kit K74-326-00, which contains new and improved components. Do not use any of the existing components from your unit. Use only the new components supplied in kit K74-326-00. Pictures may vary slightly from your unit depending on date of manufacture.

1. Extend the coupler all the way forward, ensuring the shock damper is fully extended. This step will make the repair possible.
2. Remove the hairpin cotter pin from the safety pin and discard. Remove safety pin from lever latch as shown in Figure 1. Using a Cable cutter, snip the lanyard cable free of the mounting bracket leaving the mounting bracket in place, and discard the lanyard and safety pin. (see Figure 2)

Figure 1

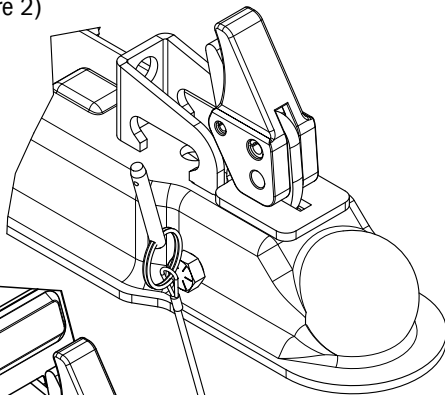
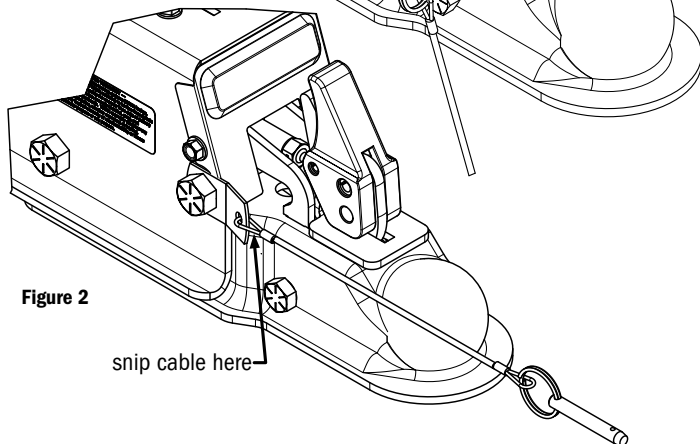
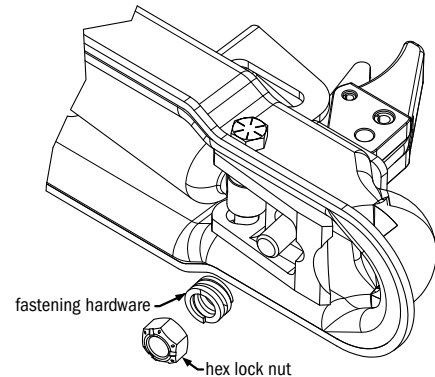


Figure 2



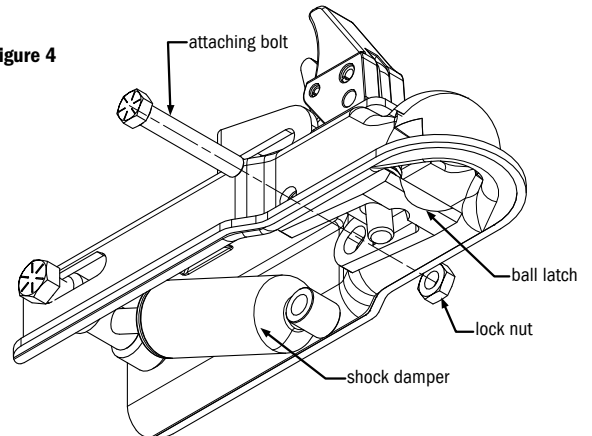
3. Using a 3/4" socket, remove hex lock nut from below the coupler latch. Then remove any fastening hardware and discard. (see Figure 3)

Figure 3



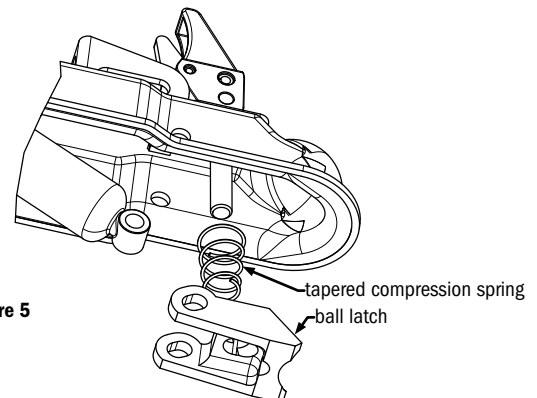
4. Using a 5/8" & 11/16" socket and/or box wrench, remove the attaching bolt & lock nut that goes through the ball latch and shock damper while holding onto the ball latch, swing the shock damper out of the way. Discard the nut and bolt. (see Figure 4)

Figure 4

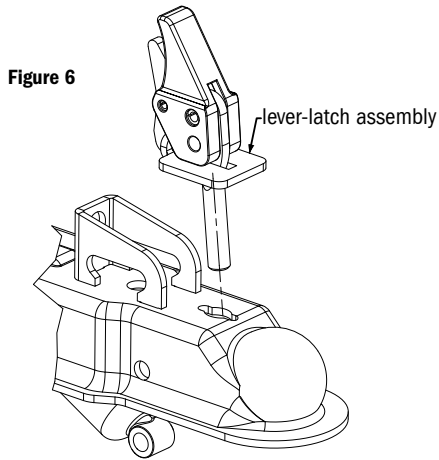


5. Remove the ball latch from under the unit, and release the tension on the tapered compression spring. Remove the tapered compression spring from the lever-latch unit. Discard the ball latch and spring. (see Figure 5)

Figure 5



- From the top of the coupler, lift off the entire lever-latch assembly and discard. (see Figure 6)

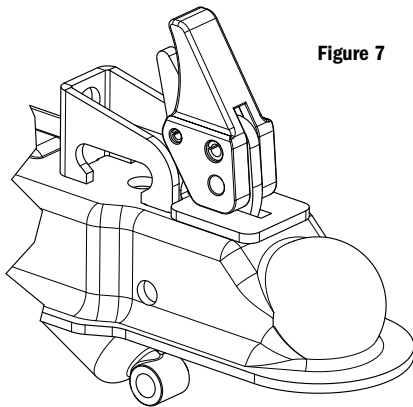


- Examine the coupler case for any damage or excessive wear. If any exist the entire actuator unit should be replaced.

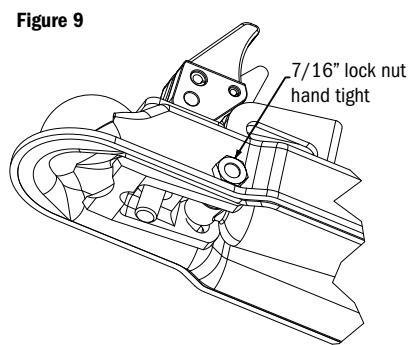
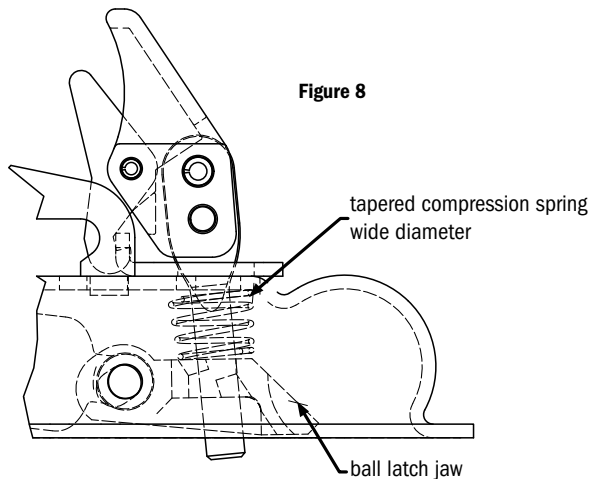
INSTALLATION OF REPLACEMENT COMPONENTS:

Installation will be the reverse of the removal.

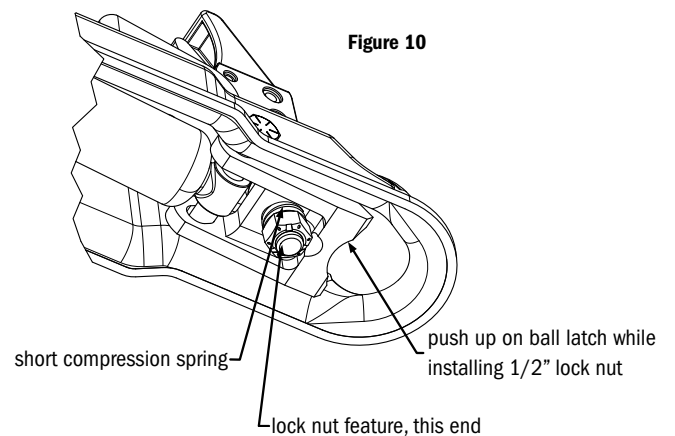
- Install the new lever-lock assembly through the coupler with latch mechanism facing the rear of the coupler. (see Figure 7)

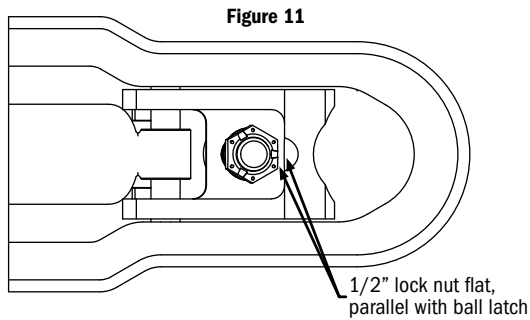


- Slide the new tapered compression spring wide diameter first, onto the lever-lock stud. Next slide the new ball latch onto the stud as shown in Figure 8. While holding in place, slide the new 7/16" x 2-5/8" bolt through the coupler, loop end of the shock damper and ball latch. Install the 7/16" lock nut onto the bolt hand tight. (see Figure 9)

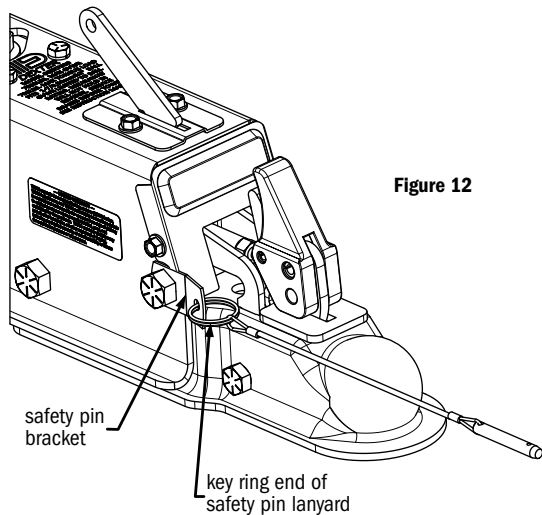


- Slide the short compression spring onto the Lever-lock stud. Next install the 1/2" lock nut onto the stud and hand tighten as shown in Figure 10. Note: The locking mechanism of the nut should be furthest from the stud when installing the nut. Using a 3/4" socket tighten the nut until two threads of the stud protrude through the nut. Align the flat of the 1/2" lock nut parallel with the front wall of the ball latch. (see Figure 11 on page 3)

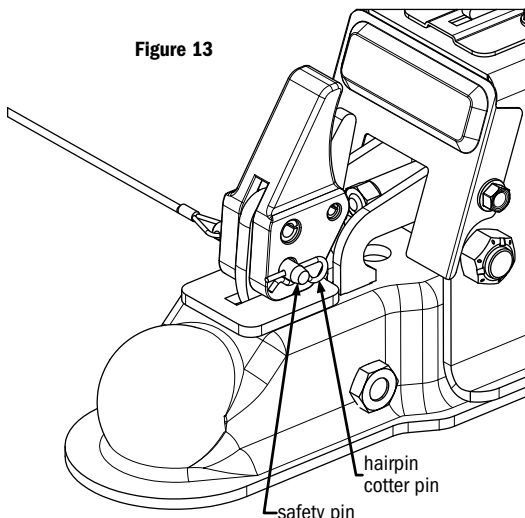




4. Torque the 7/16" nut, previously installed as shown in Figure 9, hand tight to 15 ft.-lbs. using a torque wrench with a 5/8" socket and an 11/16" wrench.
5. Feed the key ring of the new safety pin lanyard onto the safety pin bracket that was left in place from step 1. (see Figure 12)



5. Lock the lever onto a 2" diameter trailer ball (measuring 2.00" maximum to 1.97" minimum) and check for slop. If up and down movement exists, tighten the 1/2" lock nut until there is no more vertical movement and yet the ball can still be swiveled with hand force while in the locked coupler. Release the lever-lock and confirm the trailer ball can be removed.
6. Insert the safety pin through the lever-lock assembly and install the new hairpin cotter pin. (see Figure 13)



7. At the first latching of the trailer after the repair, latch the coupler on the vehicle tow ball by pulling the Lever-Lock handle rearward until its locking thumb latches. Once the Lever-Lock handle is latched, crank the trailer jack down and use it to try to lift the coupler up off the ball. After satisfying yourself that the jack cannot lift the coupler off the ball, raise the jack, insert the latch safety pin into the Lever lock handle and hairpin cotter pin into the latch safety pin, connect the safety chains/cables, connect the emergency brake cable, connect the trailer wiring, and you are ready to tow!

CAUTION

Do not tow trailer unless safety cables, breakaway cable, and latch safety pin are properly connected and installed.