

INSTALLATION MANUAL

25030

Level of Difficulty

Difficult

Installation difficulty levels are based on time and effort involved and may vary depending on the installer level of expertise, condition of the vehicle and proper tools and equipment.

Weight Carrying Capacity

Gross trailer weight (GTW)	30,000 lbs.
Tongue weight (TW)	7,500 lbs.

Parts List

Item	Qty	Description
1	1	30K Gooseneck coupler

Tools Required

Welding machine

Product Registration and Warranty

CURT stands behind our products with industry-leading warranties. To get copies of the product warranties, register your purchase or provide feedback, visit: warranty.curtgroup.com/surveys

Maintenance

Keep ball pocket and mechanism clean.

The following procedures should be performed at least annually:

- Check hardware torque
- Grease ball pocket
- Oil pivot points with SAE 30 wt. motor oil
- Inspect retaining pin and replace if necessary

⚠ DANGER

Keep at least 6" around the coupler free from obstructions and loose objects during towing. Failure to do so could result in loss of attachment between the truck and trailer, serious injury or death.

⚠ WARNING

Never exceed the vehicle manufacturer's recommended towing capacity.

Product Photo



Labels shipped loose

NOTICE

Visit www.curtmfg.com for a full-color copy of this instruction manual, as well as helpful videos, guides and much more!

Before you begin installation, read all instructions thoroughly.

Proper tools will improve the quality of installation and reduce the time required.

Periodic inspection of your product should be performed to ensure all hardware and / or components remain secure.

Before mounting the coupler confirm that there will be no interference from the tow vehicle, tongue, ground, and any other mounted accessories while stationary or in motion. The set bolts(s) must be facing the towing vehicle.

Before installing, check for interference in extended and retracted positions. Check for interference again after installation is complete.

Weld size, gusseting requirements, coupler height, and orientation are dependent on trailer design and customer requirements, however, the outer tube must be supported completely by attaching gussets as low as possible to the outer tube.

Avoid heat damage to coupler during welding, and do not weld over or near any holes or hardware on the coupler.

All welding must be performed by an AWS certified welder. The outer tube must be rigidly attached to the trailer in order for the coupler to support its maximum rated load according to SAE J2638.

Coupler must remain vertical after installation to ensure proper operation.

After installation, check to make sure that coupler operation has not been impaired in any way.

Do not use coupler if its operation has been impaired.

After assembly and painting, but prior to being used, any enclosed labels must be affixed to the coupler and pre-mask removed.

INSTALLATION

Step 1

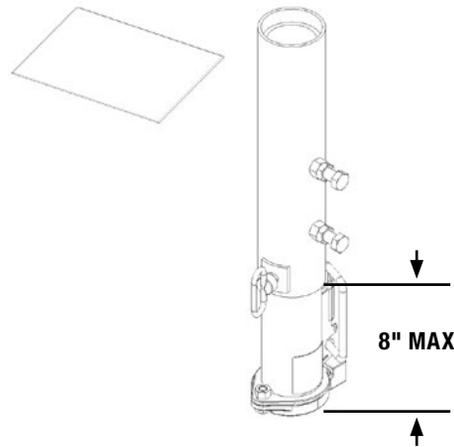
Be sure that the coupler will reach the towing vehicle to couple with the hitch ball while the load bearing pin is installed properly, or within the extension of the coupler if the coupler is a square adjustable gooseneck. If equipped with a load bearing pin/pinch bolt, it must be fully inserted through both the inner and outer tubes and the retaining pin/locking nut installed in order for the coupler to support its rated load.

Step 2

Tighten the set bolt(s) and nut(s) to minimize vibrations in the coupler during towing. All hardware must be torqued to a minimum of 125 ft-lbs.

Step 3

Do not exceed 8" maximum extension for any gooseneck coupler.

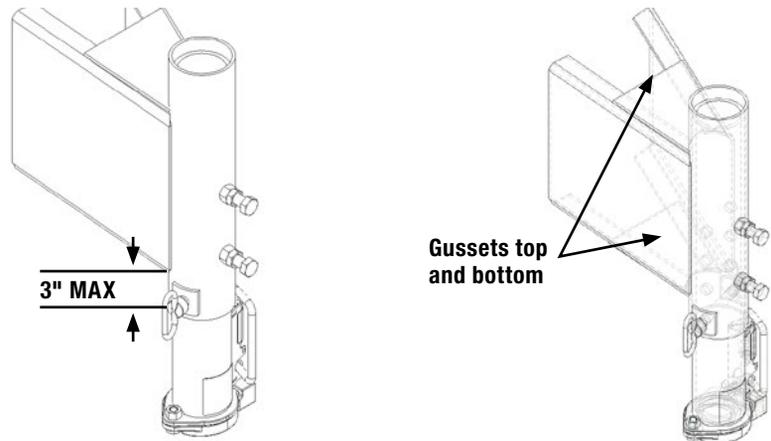


Step 4 - Gusseting

To support the coupler's rated load, reinforcements must extend down the outer tube to within 3" above the bottom of the outer tube.

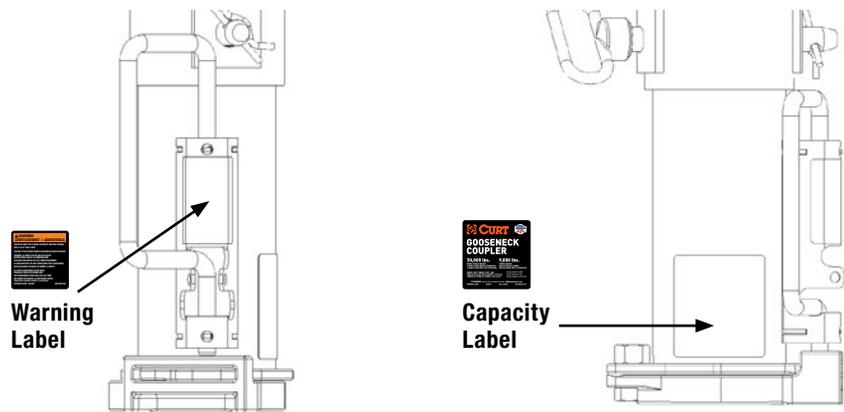
The coupler must be held rigid and vertical and must not be damaged by heat during installation.

Note: To reduce stress concentrations in high load, high mileage or rough service applications, gussets & banding that tie trailer framing to the coupler are required. This modification is the responsibility of the trailer manufacturer.



Step 5

Install the labels after powder coating as shown.



OPERATION

Step 1

⚠ DANGER

Keep at least 6" around the coupler free from obstructions and loose objects during towing. Failure to do so could result in loss of attachment between the truck and trailer, serious injury or death.

Coupling

- 1) Block the trailer wheels.
- 2) Align the hitch ball beneath coupler.
- 3) Set the locking pin in the open position.
- 4) Slide the locking plate into the open position and lower the trailer onto the hitch ball.
- 5) Ensure the ball is fully in the coupler cavity.
- 6) Slide the locking plate into the closed position.
- 7) Set the locking pin in the closed position to close the coupler.

Uncoupling

- 1) Block the trailer wheels.
- 2) Set the locking pin in the open position.
- 3) Slide the locking plate into the open position and raise the trailer from the hitch ball.

