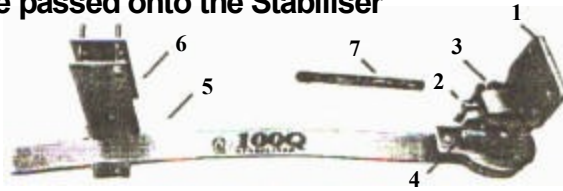


These instructions must be passed onto the Stabiliser

- 1) Car Plate
- 2) Locking Stud
- 3) Damper pivot bracket
- 4) Cam lever and 12mm safety type adjustable bolt and two lock nuts



- 5) Stabiliser spring arm
- 6) Angle bracket & slipper assembly c/w Back Plate
- 7) Tubular handle detachable

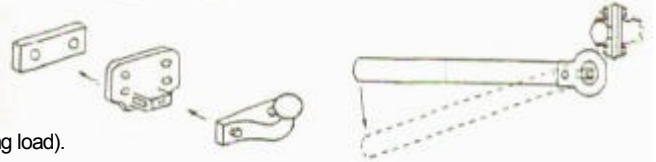
To Operate The Quick Release:

1) To release pressure on the Ferodo friction discs fit the tubular handle (7) on to cam spigot (4) and lift cam to vertical position. To apply pressure to the friction discs, simply press down until handle is horizontal. Remove handle.

Fitting To The Car.

- 1) Remove the towing ball.
- 2) Fit the car plate between the towing ball and the car towing bracket (longer HIGH TENSILE bolts may be necessary). Either pair of holes can be used in the car plate, however, the lower pair will give maximum ground clearance.
NOTE. The stabiliser is normally fitted to the offside position, but it can be fitted to the nearside by removing the cam release pin and turning the damper pivot bracket upside down (if this is necessary refer to Adjustments regarding re-setting the stabiliser damping load).

- 3) Lift the quick release cam (4) and insert damper pivot bracket (3) in to the slot in the car plate (1) and secure with Locking stud (2). To clear the caravan 'A' frame pull the stabiliser towards you.



Fitting To The Caravan With A Fairing: When fitting the angle bracket (6) to an 'A' frame covered by a plastic fairing it is advisable to remove the fairing and fit directly to the metal frame. Then replace the fairing over the angle bracket.

Fitting To The Caravan

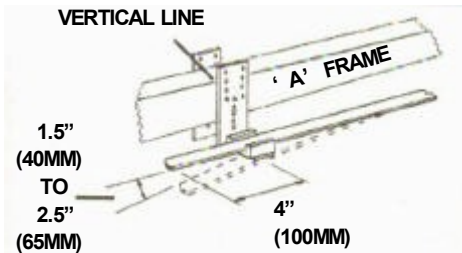
- 1) Load the car and caravan as normal and hitch up in line on a level surface. Please ensure the hitch is fully forward.
- 2) Push the stabiliser spring arm until it is parallel to the caravan 'A' frame.
- 3) Slide the angle bracket and slipper assembly (6) on to the spring arm leaving 4" (100mm) of spring protruding.
- 4) Holding the angle bracket vertical, scribe a mark down its edge on to the 'A' frame.
- 5) With the quick release locked up, remove the angle bracket and slipper assembly from the spring

and raise it between the vertical marks scribed on the 'A' frame. Insert the two top fixing bolts and back plate behind the 'A' frame to clamp the angle bracket at a height which provides 1.5" to 2.5" (40 to 65mm) of spring lift at the end of the spring when it is lifted into the slipper.

- 6) Fit the third fixing bolt into the lower central hole/slots as close to the underside of the 'A' frame as possible. Tighten the three clamping bolts evenly. (DO NOT overtighten)
IMPORTANT. When fully tightened, check the protrusion of the fixing bolts. It may be necessary to cut excess thread from the bolts if these are close to the braking mechanism or other hitch components. If the caravan has a fairing which is close fitting to

the top of the chassis, the top edge of the angle bracket and back plate may need to be cut off to re-fit the fairing. Note when fitting to aluminium chassis, fit on insulator between angle bracket and chassis, e.g. Bulldog rubber strip part no. LC27.

VERTICAL LINE



Adjustments

- 1) after fitting ensure that full turning clearance is obtained both ways and that the spring is completely retained in the plastic slipper.
- 2) The stabiliser is factory set but may need adjustment after use.
- 3) To adjust the friction damper assembly you will require the following tools:
 - . A set of bathroom scales or suitable spring balance.
 - . Two open ended 19mm spanners.
 NOTE. Adjustment is carried out with quick release locked i.e pressure applied to friction discs.
IMPORTANT!
Please DO NOT use a torque wrench

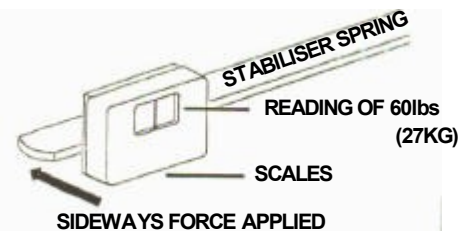
as the torque needed on the 12mm adjusting bolt and nut (4) is very small.

- 4) Insert the damper pivot bracket (3) into the slot in the car plate (1) and secure with locking stud (2).
- 5) Apply the scales to the end of the spring arm and push. You are looking for a reading on the scale of approximately 60lbs (27kg).

It is emphasised that this is NOT a torque figure but the horizontal push/pull force at the end of the spring arm.

- 6) Adjustment is made by releasing the thin lock nut on the 12mm centre bolt and

tightening up the special type lock nut until the appropriate reading is obtained on the scale. Finally, firmly lock up the special nut and the thin lock nut together using the two spanners. Take care not to move the special nut on the bolt or you may lose the correct setting. Check tightness of the thin lock nut after 50 miles.



WARNING! After fitting and prior to commencing your journey, please check tightness of the locking stud holding the Stabiliser into the car bracket. A secondary safety and security feature of the Bulldog Stabiliser is the provision of a hole in the end of the damper pivot plate (3). This is to facilitate the use of a padlock (not supplied).

When Boarding Ferries or Off Road on Uneven Ground.
It is advised to remove stabiliser to avoid damage to the spring arm

When Not In Use remove locking stud.
Apply grease to the thread in car plate.

Bulldog Security Products

Units 1 - 4 Stretton Road, Much Wenlock, Shropshire, TF13 6DH.

Tel: 01952 728171 Fax: 01952 728117

Email sales@bulldogsecure.com www.bulldogsecure.com