



## TYPE V SAFETY ADJUSTMENT PROCEDURE

1. With full load on car, manually push the safety dogs into the rail. You can do this by pushing (or pulling) on a convenient part of the safety linkage. Check to see that the dog hits the rail at the 4th or 5th tooth.
2. If the dog (or dogs) does not hit at the 4th or 5th tooth, it means that the distance between the dog and rail is not correct, and will need to be changed as follows:
  - a) disconnect the individual link rod from the dog
  - b) remove safety block retainer bolt from rear of safety plank
  - c) move safety block out enough to remove safety dog pivot pin
  - d) remove safety dog, then safety block
  - e) note shims between safety block and safety plank
  - f) if dog engages before teeth 4 or 5, remove shim(s)
  - g) if dog engages after teeth 4 or 5, add shim(s)
  - h) reinstall safety block, dog, pivot and retainer bolt
  - i) manually engage dog into rail; re-adjust if required
  - j) when dogs are correctly set, reinstall link rod.
3. With distance between dog and rail set properly, next make sure that both dogs engage the rail at the same instant. This is done by adjusting the individual link rods. Shorten the link rod of the dog that is not engaged.
4. Now make sure that there is proper clearance between the dog and the rail when the safety is fully retracted. With the actuator T bar touching the bottom of the wedge socket shackle rods, adjust the main link rod to get 3/32" clearance. If you cannot achieve this with the main link rod, you may have to adjust both individual link rods an equal amount.
5. Make sure that the distance from the bottom of the shackle rod to the jamb nut is 1-3/4". This distance is set in the factory. Make all cable adjustments with the dead end set of shackles on the stanchion.
6. Older versions of the safety have springs on the individual pull rods. If so equipped, make sure that the locking collets for the inertia springs on the individual pull rods are set so that the springs are not fully compressed with the safety set.
7. Make sure the safety switch is installed and adjusted so that it opens as soon as the safety dog hits the rails. On older versions, the switch was located on the linkage beam. On current versions, the switch is located on the hitch, and is activated by a collet on the main link rod.