SuperLite

#2600

Max Trailer Weight	20,000 lbs.
Max Tongue Weight	5,000 lbs.
Mounting System	Single Point (1P) Attachment for underbed gooseneck towing systems
Avail. Base Rails	Bed Saver Rails *only*
Adjust. Heights	15-7/8", 17-3/8" and 18-7/8"
Truck Bed Req.	8 ft. standard trucks (not for flatbed models)
Included Equipment	SuperLite Trailer Adapter *(above)* SuperLite Remote Latch Handle *(above)*
Optional Equipment (see below)	#4443 Gooseneck Adapter, 20K #4436 PullRite Cam-Action Ball, 30K #4437 PullRite Cam-Action Ball with Chain Plate, 30K #4438 PullRite Cam-Action Premium Ball Kit, 30K
Testing	SAE J2638; passed & exceeded

The #2600 SuperLite is specifically designed for trucks equipped with an OE (original equipment) and aftermarket tow packages with an underbed gooseneck ball towing system. This single point (1P) attachment is an alternative to conventional base rail style towing systems, and is attached at a single point (gooseneck ball) in the truck's bed.

All single point (1P) attachment hitches are held in place by tightening a draw-down bolt, most of which are attached to the gooseneck ball. As the draw-down bolt tightens, the hitch is drawn downward, clamping the hitch to the bed of the truck.

This unique SuperLite model is modular in several pieces. A gooseneck receiver *(above)* is first mounted over the truck's underbed gooseneck ball and pinned in place, the hitch installs over the gooseneck receiver's draw-down bolt, and lastly, Bed Saver Rails install under the hitch.

GMC/Chevy trucks require Bed Support Bracket #2616 *(right)* for added underbed support; *not required for Ford and Dodge*. Rear frame install only. No drilling; clamps in place.

#4443
Gooseneck Adapter

#4436
30K Ball

#4437
30K Ball w/ Chain Plate

#4438
Premium Ball Kit
(includes chrome ball & chain plate, padlock and hardware)

ALL SUPERLITE MODELS FEATURES & BENEFITS

Easiest Hitch on the Market to Hookup!
- Funneled Ball Receiver and King Pin Adapter are completely visible from the driver's seat for most truck/trailer combinations
- Coupling/Uncoupling can be performed in a straight line or any angle to the trailer
- No need for exacting trailer height adjustments while hitching up
- Funneled Ball Receiver gives you successful hitching without perfect hitch-to-trailer alignment every time

Remote Latch System
- Easily reachable with the Remote Handle Latch and easily operated by anyone
- Gooseneck trailer owners don't need to climb into the bed to latch your hitch
- Fifth wheel trailer owners no longer need a step stool for trucks with high bed sides and/or dually's to reach secondary safety pins for your fifth wheel hitch
- Provides you with positive feedback when operated. SuperLite's spring-loaded mechanisms give you a visual and tactile "confidence check" that the latch has engaged or disengaged, unlike cable-operated latches that may not allow you to feel any tactile closure that the latch is engaged properly

Funneled Ball Receiver
- Manufactured from high grade, USA steel tubing
- Held securely in place by two set screws
- Solid connections mean a better ride, no need for "cushion" products
- Adjustable heights from 15-7/8", 17-3/8" and 18-7/8"

Tighter Connection – Smoother Ride
- Very tight tolerances give you a tight fit around the King Pin Adapter ball, virtually eliminating movement and trailer "bump and chuck" from stopping and starting
- PullRite machines its own parts to tight tolerances so there is less "play" between parts that connect with one another. Other manufacturers use pre-fab or molded parts that allow a greater amount of play between its connections
- Fewer connecting points, unlike common fifth wheel hitches that require a rocker arm and hitch plate that can add to the overall allowable play. SuperLite eliminates the tolerance/play "stack-up" to give you the tightest connection and smoothest ride possible
- Held securely in place by two set screws, greatly reduces movement
- Solid connections mean a better ride, no need for "cushioned" products

King Pin Adapter
- Clamps to your trailer's King Pin similar to the way a fifth wheel hitch does
- Four widely spaced set screws push against the bottom of the pink box's skid plate, making a solid connection that won't rotate while towing!
- Made from high grade, USA made steel, not aluminum, and machined to exacting tolerances so there is just the right amount of space between the ball and the Funneled Ball Receiver
- Perfectly suited for easy and quick removal if your trailer needs service and or towed by a standard fifth wheel hitch
- We've taken the hitch plate, rocker arm and crossmember, and combined all three functions into our SuperLite King Pin Adapter. The adapter clamps to the trailer's king pin and mounts an upside-down ball in place of all three

Easier to Hookup than a Gooseneck Hitch
- Using the SuperLite #4443 Gooseneck Trailer Adapter *(sold separately)* converts most conventional gooseneck trailer's receiver tube into a fifth wheel trailer, SuperLite-style entirely visible from the driver's seat
- The Funneled Ball Receiver on the SuperLite hitch is much higher and completely visible from the driver's seat, unlike conventional gooseneck hitches where the ball is located much lower near the bottom of the truck bed, and not seen at all in extended cab trucks
- Most gooseneck hitches require you to climb in and out of the bed to latch the hitch to the ball. SuperLite's remote latch system opens and closes the coupler latch for hitching and unhitching. Simply insert the SuperLite's remote handle into the latch, pull and twist, and the hitch ball is securely locked in place to tow.

Extensive Testing
- ALL PullRite hitches are tested according to the standards set forth by the Society of Automotive Engineers (SAE)
- Tests are designed to evaluate the towing stresses on truck, trailer and hitch during multiple, exaggerated "stops and starts"
- A requirement in the Automotive Industry, but not in the RV Industry. Why not? When you and your family's lives and material investments are at stake, why wouldn't you want the best possible? We take the necessary steps to provide you with the best products we can manufacture.
- We create an non-existent industry standard/ gauge of comparison. We measure fits, materials, towing stresses, *accurate* tow ratings and capacities of the same types of hitches in the marketplace against our own. You will not find that, currently, with any other hitch manufacturer.
- Without these standards in the RV industry, manufacturers are not prohibited from creating their own product and come up with their own tests and tow ratings without any standards to support their findings, putting you at a disadvantage and even risk
  - PullRite doesn't create its own standard. We are testing within the SAE J2638 standards and are proudly working with RVIA towing committee, as well as the gooseneck and fifth wheel sub-committees, following their up-to-date guidelines for the RV market

#2600 SUPERLITE FEATURES & BENEFITS

Single Point (1P) Attachment, or underbed gooseneck towing systems, are fairly new to the RV'ing world, and growing in popularity. PullRite examines these trends responsibly and makes every effort to improve upon and educate the RV'er on whether that trend is right for them. After examining every Single Point (1P) Attachment hitches on the market, here's what we have found to be questionable.

What they don't tell you about a 1P system, is that it can significantly weaken and eventually tear through your truck bed, which is essentially just a big piece of thin sheet metal.

Made from High-Grade, USA made steel – NOT ALUMINUM

In order for aluminum to be as strong as steel it has to be made harder; the harder it is, the more difficult it is to weld properly If not done properly, the heat from welding will simply soften the aluminum in those welded areas, giving the mateiral even less strength than when it began. For example, in building aircraft, you see only rivets being used in their construction of aluminum sheeting; any aluminum part in an aircraft will be riveted together...not welded. Steel, the material used in building SuperLite, does *not* soften when welded, so it retains every bit of it's original material strength after the welding process.

We put #2600 SuperLite through rigorous testing and were able to confidently rate it at 20K, unlike other aluminum models on the market that test out at 8,300 lbs.—that's 58% weaker than #2600 SuperLite!

Bed Saver Rails

Eliminates galvanic corrosion between the hitch and aluminum beds

For Ford aluminum bed applications, this material will act as additional insulation between the bed and steel rails eliminating the possibility of galvanic corrosion. Galvanic corrosion occurs naturally when steel and aluminum are placed in contact for an extended period of time. Maybe B & W could claim the same with their newer version of the Companion, but I don't believe that Demco or Blue Ox would be friendly to aluminum beds and Anderson wouldn't be friendly with any steel bed truck.

Reduces or eliminates bed paint scratches

Since all single point hitches rotate on the ball front to back when starting and stopping, all single point hitches must mark up the bed from this movement. SuperLite, Bed Saver Rails reduce or eliminate this problem because they are independent of this motion. That sounds good but still there is the friction between them and the hitch base that will likely make the base rails move over the bed to some small amount. If the rails could better grip the bed then even more of the movement would occur on top and even less on the bottom, that is what the liner material does. Because of its textured and "rubbery" quality it grips the bed reducing movement between the two. Of course, just by introducing a less abrasive material between the bed and the rails less marking should occur. None of our competition will be able to make any of these claims.

Reduces or eliminates the lateral rotation of the hitch around the ball

Single point hitches can also rotate around the ball laterally , in other words, the hitch alignment with the bed becomes off. If enough rotation occurs, and then a sudden stop event happens, the gooseneck ball to king pin ball "offset" could cause the entire hitch to rotate around the gooseneck ball. If that happen during a turn in a short bed truck it would increase the likelihood of truck and trailer contact. If there is more friction between the Bed Saver Rails and the bed then rotation is less likely. This is an issue for all single point hitches with the possible exception of the new version of the B & W Companion because of the plastic bed rail fillers.

Designed to eliminate excessive wear and damage to the truck bed. Bed Saver Rails are detachable bed rails that minimize surface wear and bed rail crushing. All 1P hitches have only one anchor point to the truck frame, and that's a gooseneck ball. Since the ball is round, the hitch is bound to rock back and forth as the trailer alternately pushes and pulls against the acceleration and deceleration of the truck. This rocking action results in focused wear points where the front and rear edges of the hitch "dig" into the truck bed much like an old fashioned can opener. This action against the truck bed results in paint wear and bed channel crushing.

The Bed Saver Rails distribute the torquing stresses from towing on the bed channels over a wider area than any other single point hitch because they remain flat against, and perpendicular to, the bed channels. They are tabbed in place while towing, but are purposely left unattached to the hitch to insulate the truck bed from the back and forth action and the "can opener" effect.

Other 1P hitches on the market have base rails that are welded to their hitch base, so during stops and starts, one end of the hitch is going to go up and the other end is going to dig down into the truck bed. Bed Saver Rails eliminate those stresses and wear points, so instead of having a pointed can opener in your truck bed, you have a spatula that won't pierce the can.

Why Does my Chevy/GMC Truck Need a Support Bracket?

The concept of a hitch *without* a Four Point (4P) Rail Mounted system with supporting brackets attached to the frame, leaves something to be desired. A fully-supported mounting system must be in place and Single Point (1P) mounting systems need every bit, if not more, of that

frame support to prevent damage to the truck bed over time. A dispersed load weight needs to go somewhere, and in most 1P systems, that weight is distributed to the underbed cross sills (or crossmembers) that provide support the truck bed on the frame.

This issue is not specific to the SuperLite #2600. We are, however, the only company that performed the necessary testing to discover the need for it and requires additional frame support to maintain a higher weight rating. With proper stress testing, we found it necessary to create no-drill brackets that would provide the metal-to-metal, downward support that we needed to maintain a solid 20K rating.

Ford and Dodge's cross sills are located underneath, or very close to, each of the #2600's Bed Saver Rails, but Chevy/GMC manufactured their cross sills unevenly spaced under the bed, and are located too far away from the hitch to provide proper support for 20K towing. Bed Support Bracket Kit #2616 is required and sold separately.

Flexible Design Positions the King Pin Forward and Rearward of the Gooseneck Ball

Nearly all gooseneck hitches are attached to the truck so the ball is located several inches forward of the center of the axle. If any single point (1P) hitch is going to be used in conjunction with a short bed truck *(not recommended)*, then the owner may wish his hitch had the ability to be repositioned so the king pin is further away from the back of his truck as far as possible. This allows more degrees of turn before the trailer contacts the back of his truck cab.

Between the adjustable offset of the #2600 base and the King Pin Adapter, the SuperLite 2600 hitch can compensate for most "forward of the axle" gooseneck ball installations.

PullRite's Premium Patented Cam-Action Ball

It may seem like an insignificant item, but the gooseneck ball is the ONLY connection your hitch and trailer has to the truck, so it should stand out as being different than all the rest right?

Ours does! We have the only cam-based locking, corrosion-resistant gooseneck ball on the market! The #2600 SuperLite is compatible with all popular brands of 2-5/16" gooseneck balls, but you can choose better than average.

Completely manufactured at PullRite's factory in Indiana, our premium gooseneck ball is machined with tight tolerances out of the highest grade materials. Other popular brands of gooseneck balls have their locking mechanisms accessible from the top of the ball, which gets you many opportunities for binding and corrosion from dirt and moisture. With direct exposure to the elements, you have discoloration of plastic parts, water seepage into the workings of the ball mechanism, and eventually a rust takes its affect.

Not so with PullRite. Our locking mechanism is contained within the ball housing itself. One turn of the ball and you're done. No lifting of tabs, no binding, and best of all, when you're out RVing and feel the need for a bit more safety, simply insert a pin, clip and a padlock and your set!

Safety Checks

One thing we don't find with other manufacturers of similar hitches is the stated precaution of much needed hardware safety checks...they simply don't tell you to do it, and they sure don't make it easy to remove and inspect most pieces. No hardware lasts a lifetime, and the quality of that hardware must be inspected frequently.

A common problem that is overlooked by other manufacturers, and probably unknown to most consumers, is the issue of galvanic corrosion. This occurs when galvanized steel (widely used on hitch hardware) and aluminum come into contact with one another, and you can find this steel-to-aluminum contact on similar hitches on the market today. Over time, galvanic corrosion takes place and can weaken hardware to the point of failure.

Because our designs are so modular, inspection of those items is far easier than with other models. In fact, every time you install or remove the #2600 SuperLite and Gooseneck Ball Receiver, you have an opportunity to see all the hardware that keeps your hitch in safe working order, not so with other brands as theirs are contained within housings and are completely hidden from you.

PullRite-Engineered Draw-Down Bolt & Hardware

Not only do we manufacture our own hitch pins with a higher grade material to ensure longevity and safety, but we choose all other hardware with the same exacting standards of quality.

When your family's safety comes down to the performance value of one bolt, you have to look twice at its strength, and we've done that for you. The Draw-Down Bolt on the #2600 SuperLite is the largest draw-down bolt being used for 1P attachment hitches and allows for greater torque value and increased safety. Similar hitches are only torqued down to 50 ft. lbs. which seriously under-torques their draw-down bolt, increasing the towing stresses on it. PullRite's choice of bolt allows you to torque to 60 ft. lbs., without the need for a torque wrench, and that makes a world of difference when you realize that bolt is the only connection between your truck and hitch/trailer assembly!

NO Re-torquing Required

Yes, most single point (1P) hitches require you to re-torque your draw-down bolt and hardware every time you tow. Why?

Other 1P hitch bases on the market position their hitch in the bed of the truck in relation to the location of cross sills located under the

bed for support. When those cross sills are not close enough, or not directly underneath like Chevy/GMC trucks, it can cause serious bed flexing when the original torque is applied before towing. When the trailer's pin weight is added, more flexing occurs, and the original torquing must now be readjusted.

Because PullRite's #2600 base can be positioned center of axle, the Bed Saver Rails are located over or very near to supporting cross sills. Another added benefit of the #2600 is that our Bed Saver Rails side-to-side in the truck bed, over and parallel with the cross sills underneath, distributing the towing weight more evenly, reducing bed flex.