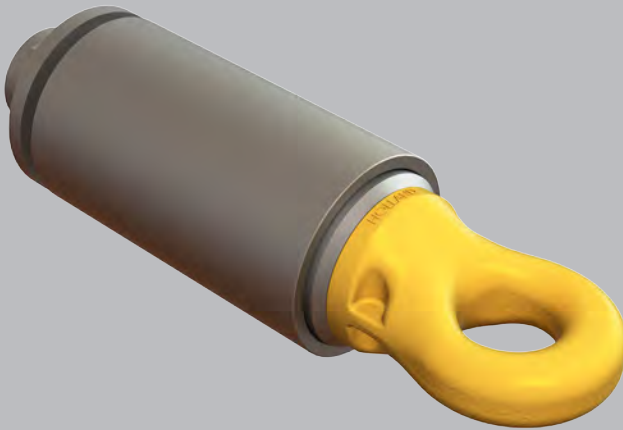


Owner's Manual

DB-1407 Swivel Mount Weld-On Drawbar

Installation, Operation and Maintenance Procedures

- For on/off-road applications
- Weight: DB-1407-S (approx.) 45 lbs. (20.4 kg)
DB-1407-SE (approx.) 50 lbs. (22.7 kg)



For Load Ratings, Refer to Section 4

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Introduction

This manual provides information necessary for the proper operation, maintenance, and inspection of the SAF-HOLLAND® drawbar.

NOTE: For HOLLAND® replacement components contact SAF-HOLLAND® Customer Service: 1-888-396-6501.

Warranty

Refer to the complete warranty for the country in which the product will be used. A copy of the written warranty can be downloaded from our SAF-HOLLAND® website (www.safholland.com).

Notes, Cautions, and Warnings

Read and understand all of the procedures presented in this manual before starting any work on the pintle hook.

NOTE: In the United States, work shop safety requirements are defined by federal and/or state Occupational Safety and Health Act. Equivalent laws could exist in other countries. This manual is written based on the assumption that OSHA or other applicable employee safety regulations are followed by the location where work is performed.

Proper tools **MUST** be used to perform the mounting and maintenance procedures described in this manual.

This manual contains the terms “NOTE”, “IMPORTANT”, “CAUTION”, and “WARNING” followed by important product information. These terms are defined as follows:

NOTE: Includes additional information to enable accurate and easy performance of procedures.

IMPORTANT: Includes additional information that if NOT followed could lead to hindered product performance.

CAUTION Used without the safety alert symbol, indicates a potentially hazardous situation which, if not avoided, could result in property damage.

CAUTION Indicates a potentially hazardous situation which, if not avoided, could result in minor or moderate injury.

WARNING Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.

1. General Safety Instructions

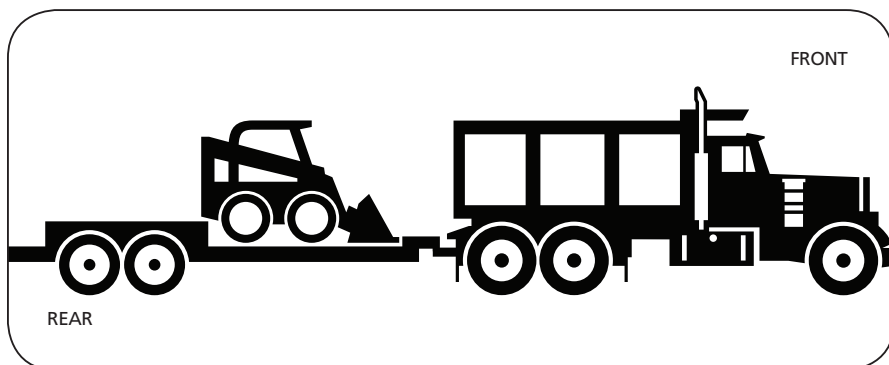
IMPORTANT: Read this manual before using this product. Keep this manual in a safe location for future reference.

WARNING Failure to follow the instructions and safety precautions in this manual can result in equipment failure which, if not avoided, could result in death or serious injury.

Read and observe all warning and caution hazard alert messages in this publication. The information provided can help prevent death, serious injury and/or damage to components.

NOTE: In this manual, all descriptions of orientation are relative to the vehicle.

Orientation



2. Welding Standards

2.1 Scope

When welding please observe the requirements below. Customers may NOT weld on SAF-HOLLAND® drawbars without prior approval, including the application of the American Welding Society standards by SAF-HOLLAND® unless required for installation. This specification applies to all components supplied by SAF-HOLLAND®, and its products. The customer assumes all responsibility for weld integrity if weld material and procedure differ from those listed below.

2.2 Material

The SAF-HOLLAND® drawbar has been manufactured from a modified AISI weldable grade steel, and is intended for welded installation with AWS filler metal specification AWS A5.18, filler metal classification ER-70S-3, ER-70S-6 or equivalent unless otherwise specified.

NOTE: Any substitution for filler material from the above standard MUST comply, as a minimum, with the following mechanical properties:

Tensile Strength - 72k psi (496 MPa)
Yield Strength - 60k psi (414 MPa)
Charpy V Notch - 20 ft.-lbs. (27 N•m)
at 0°F (-17.7°C)
% Elongation - 22%

The recommended welding gas for gas metal arc welding (GMAW) is 90% Argon/10% CO₂. If a different gas is used, welds MUST comply with penetration requirements as illustrated below. Where the installation directions specify different than above, the directions shall prevail.

2.3 Procedures

Tack welds used for positioning components are to be located in the center of the final weld, where practical. Tack weld should be completely fused to the finish weld. DO NOT break arc at the end of the weld. Back up all finish welds at least 1/2" (12 mm) of a sufficient amount to prevent craters at the end of the weld. Where weld is shown to go around corners, it is assumed the corner represents a stress concentration area. DO NOT start or stop weld within 1" (25 mm) of the corner. Particular care should be taken to prevent undercutting in this area.

Take precautions and ensure NOT to damage the vehicle electrical system during welding by disconnecting any power sources, properly grounding the vehicle, and shielding and exposed wiring.

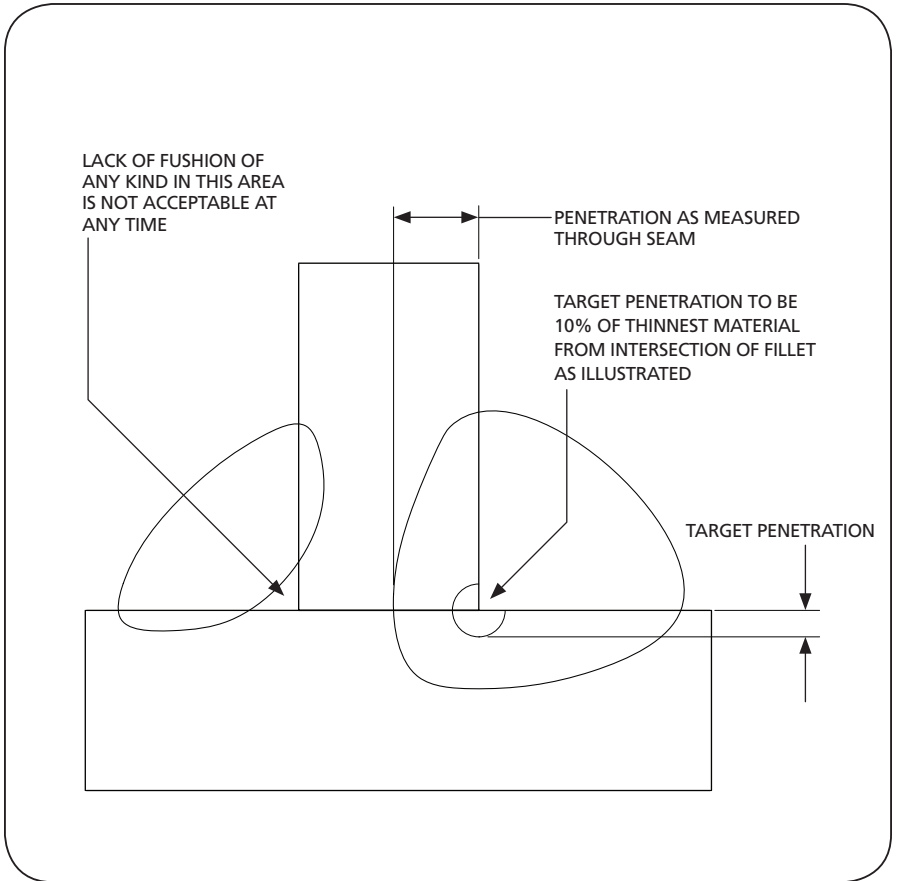
2.4 Workmanship

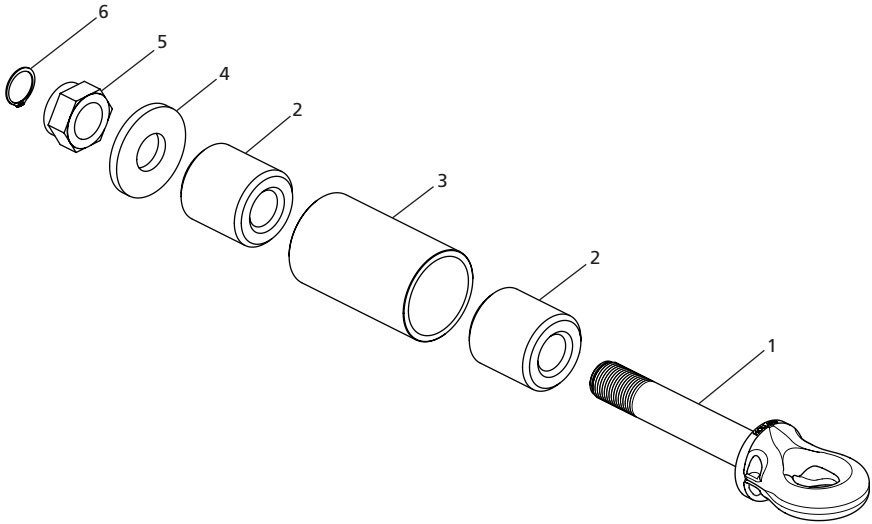
It is the responsibility of the customer to provide good workmanship when attaching components with welds.

2.5 Weld Size

If weld size is NOT specified, the effective throat of the weld MUST be no smaller than the thinnest material being welded (**Figure 1**).

Figure 1





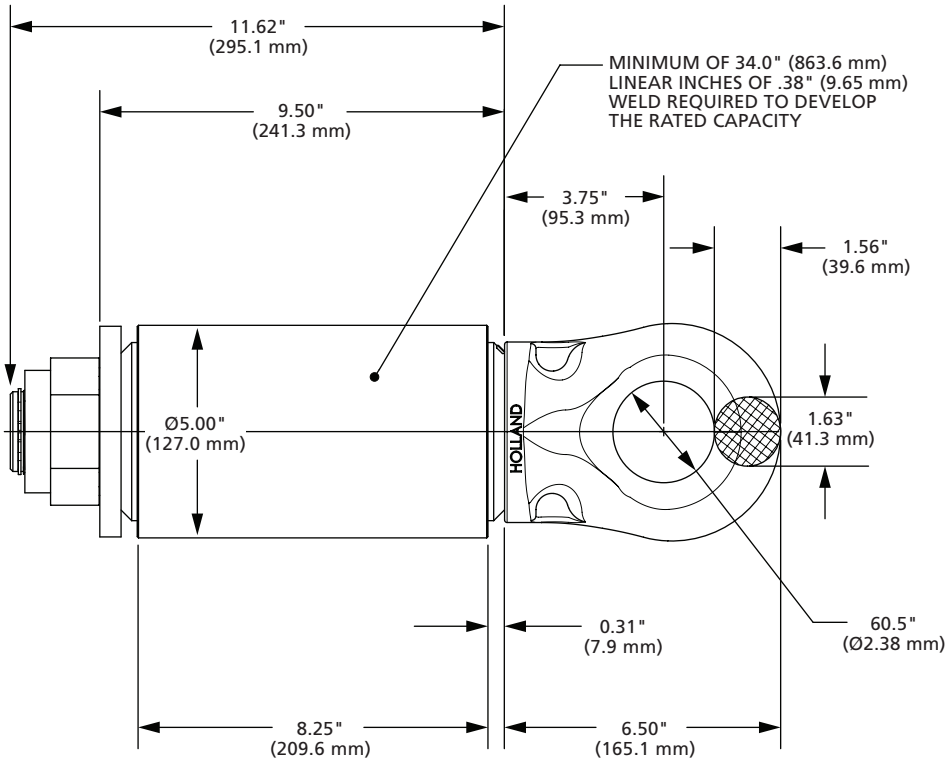
DB-1407-S PARTS LIST			
ITEM	DESCRIPTION	PART NUMBER	QTY.
1	Drawbar, 2-3/8" I.D.	XA-05833-S	1
2	Cushion, Rubber 4.69" O.D.	XB-05813	2
3	Housing, S/A, 5" O.D.	XA-05799	1
4	Washer, 5" O.D.	XA-05798	1
5	Nut, Lock 2"-12 UN	XB-05788	1
6	Ring, Snap	XB-05789	1

DB-1407-SE PARTS LIST			
ITEM	DESCRIPTION	PART NUMBER	QTY.
1	Drawbar, 2-3/8" I.D.	XA-05833-SE	1
2	Cushion, Rubber 4.69" O.D.	XB-05808	2
3	Housing, S/A, 5-1/2" O.D.	XA-05807	1
4	Washer, 5-1/2" O.D.	XA-05809	1
5	Nut, Lock 2"-12 UN	XB-05788	1
6	Ring, Snap	XB-05789	1

3. Drawbar Eye Dimensions

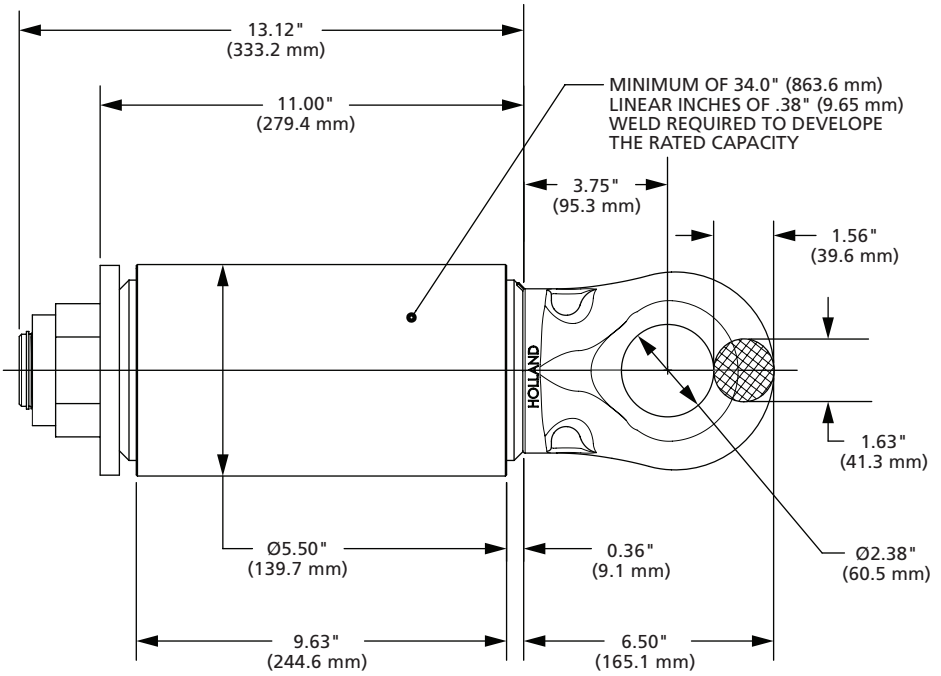
3.1 DB-1407-S

2.38" (60.3 mm) I.D. with 1.63" (41.3 mm)
x 1.56" (39.6 mm) diameter cross section.



3.2 DB-1407-SE

2.38" (60.3 mm) I.D. with 1.63" (41.3 mm)
x 1.56" (39.6 mm) diameter cross section.



4. Load Ratings

Model: DB-1407-S, DB-1407-SE

Maximum GTW: 90,000 lbs. (40,823 kg)

Maximum Vert. Load: 2,500 lbs. (1133 kg)

5. Towing Applications

For general on/off road towing. For severe off-road applications, reduce the above capacities by 25%.

IMPORTANT: Off-road refers to terrain on which a tow/towed vehicle will operate that is ungraded, rough or undulating, with no maintained travel surface, generally considered to NOT be part of the public road system. Examples include agricultural fields, construction sites, utility right-of-way, temporary logging roads, and what is commonly referred to as 'two-track' roads.

6. General Information

1. DO NOT modify or add to the product.
2. This product is covered by SAF-HOLLAND'S® Commercial Warranty. SAF-HOLLAND® reserves the right, without giving prior notice, to change specifications and dimensions as are altered or improved.
3. Inspect the coupling device on the tow vehicle and trailer for proper operation. DO NOT use any coupling device that DOES NOT operate properly.
4. It is the responsibility of the user to become familiar with coupling and uncoupling procedures that are provided by various governments, industry associations and mating component manufacturers instructions.

7. General Safety Information

This equipment MUST NOT be used in a careless manner.

During Operation:

1. Maintain adequate vertical (tongue) load to properly control the towed unit (generally 10% of maximum GTW) but DO NOT exceed the rated capacities.
2. DO NOT damage the coupling components. Be particularly careful during coupling and uncoupling.
3. NEVER strike any part of the item with a steel hammer.

8. Mounting Instructions

1. Use a mounting structure of sufficient strength to support the rated capacity of the drawbar in accordance with SAE J849 and SAE J847 respectively.
2. Install the drawbar in compliance with all federal, state, or local agency regulations or laws governing the installation and use of the product. Consult with these agencies prior to installation or use.
3. Remove and retain the lock nut (XB-05788) (**Figure 2**).
4. Remove and retain the washer (**Figure 3**).
5. Remove and retain the drawbar (**Figure 4**).
6. Remove and retain the two (2) rubber bushings (**Figure 5**).

Figure 2

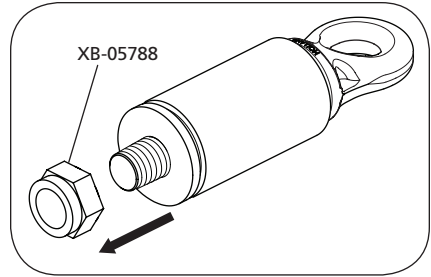


Figure 3

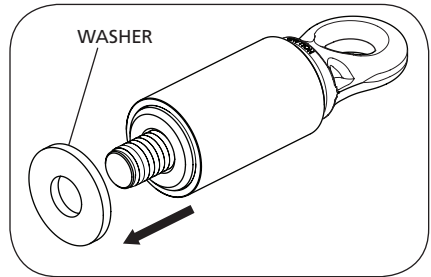


Figure 4

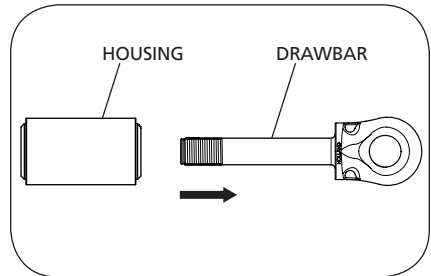
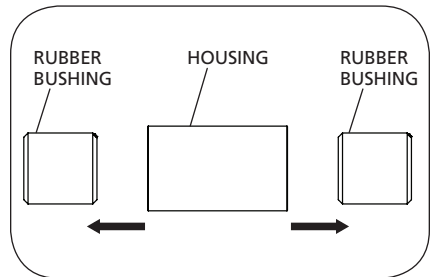


Figure 5

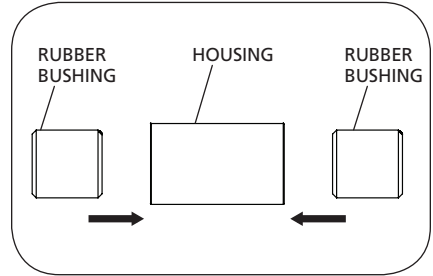
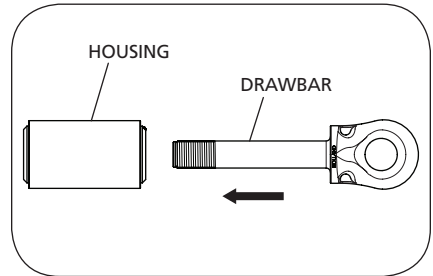


7. Weld the housing to the mounting structure using a minimum of 34.0" (863.6 mm) linear inches of .38" (9.65 mm) weld to develop the rated capacity.

⚠ WARNING

Failure to install in accordance with these instructions (using a certified welder) can result in trailer separation which, if not avoided, could result in death or serious injury.

8. Install the two (2) rubber bushings into the mounted housing (**Figure 6**).
9. Install the drawbar into the housing (**Figure 7**).

Figure 6**Figure 7**

10. Install the washer onto the drawbar **(Figure 8)**.
11. Grease or lube the face of the nut before installation **(Figure 9)**. Install the nut and turn until you have approximately two (2) threads showing past the end of the nut **(Figure 10)**.
12. In the bag with the literature is a snap ring (XB-05789). Using a snap ring pliers, install the snap ring into the snap ring groove **(Figure 11)**. Verify that the snap ring is seated properly in its groove **(Figure 10)**.
13. With two (2) threads showing there should be no less than 1/8" between the snap ring and the rear of the nut. If the gap is less than 1/8" rotate nut until this gap is greater than an 1/8" **(Figure 10)**.

Figure 8

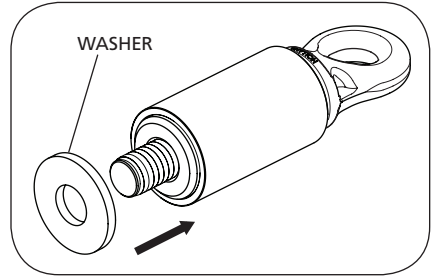


Figure 9

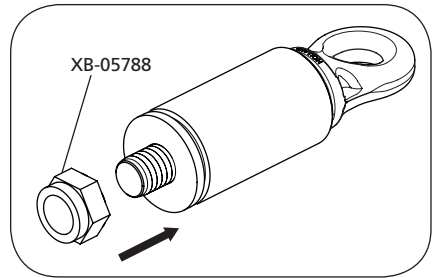


Figure 10

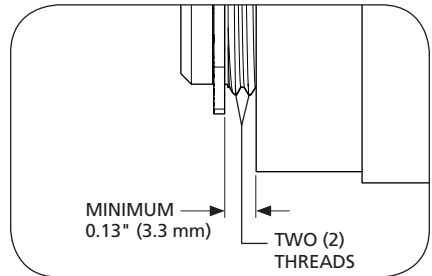
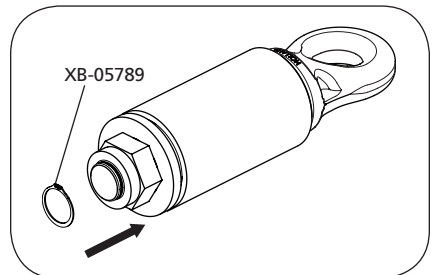


Figure 11



9. Operating Instructions

1. Before operating, inspect for wear, damaged, or missing parts and a secure mount. Correct as required before use.
2. Position the drawbar eye over the horn of the pintle and lower into place (**Figure 12 and 13**).
3. Engage the drawbar with the coupling device per the manufacturers instructions.

⚠ WARNING Failure to correctly secure the drawbar can result in separation of the pintle hook and drawbar which, if not avoided, could result in death or serious injury.

Figure 12

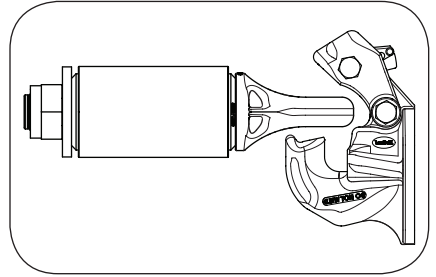
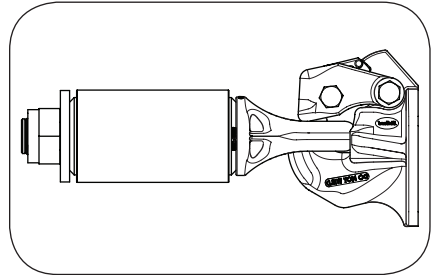


Figure 13



10. Maintenance

For proper performance, the following maintenance steps should be performed every 30,000 miles (48,280 km) or three (3) months, whichever comes first.

⚠WARNING Failure to inspect and maintain the drawbar may result in separation of the pintle hook and drawbar, which, if not avoided, could result in death or serious injury.

1. Clean and check for wear, damaged, or missing parts, and a secure mount. Inspect for worn, damaged or missing parts. Replace as required using only Genuine SAF-HOLLAND® parts.
2. Inspect, in particular, the coupling contact area of the drawbar. Inspect for any nicks, gouges and deformation, which may interfere with or affect the safe use of the drawbar. If cracks are visible, replace.
3. Using calipers, measure the cross section of the drawbar eye. Replace the complete product when wear exceeds 0.125" (3.18 mm) from the original surface profile. For original profile dimension (Refer to Section 3, page 7 Dimensions).
4. Inspect the housing welded connections for soundness, refer to Section 2 in this manual. Inspect the drawbar mounting for a loose drawbar. In addition to being a safety hazard, a loose drawbar will cause excessive "chucking" and rapid wear. If the drawbar is loose check the following:
 - Is there a proper gap between the snap ring and the rear of the nut. Refer to Section 8 (**Figure 10**). Do the ends of the bushings look worn, do you have excessive vertical play.
 - If bushings look good but nut to snap ring gap is gone, turn nut until a minimum of two (2) threads are showing past the end of the nut. If the drawbar still feels loose, another two (2) turns can be made. If bushings look worn they should be replaced. If you have no bushings on hand you can do the following until new bushings are available:
 - Remove the snap ring, nut, washer and drawbar, take care in removing the snap ring not to over extend and damaged it. Remove the bushings and flip them so the worn outer edges are now inside the housing.
 - Reinstall drawbar, washer nut and snap ring per section 8., but with a minimum three (3) threads showing or 3/16" gap between the rear of the nut and snap ring.





From fifth wheel rebuild kits to suspension bushing repair kits, SAF-HOLLAND Original Parts are the same quality components used in the original component assembly.

SAF-HOLLAND Original Parts are tested and designed to provide maximum performance and durability. Will-fits, look-alikes or, worse yet, counterfeit parts will only limit the performance potential and could possibly void SAF-HOLLAND's warranty. Always be sure to spec SAF-HOLLAND Original Parts when servicing your SAF-HOLLAND product.

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