



MODEL T10435 TANDEM CHOCK/LOCKS INSTRUCTIONS

For questions or help with this product contact Tech Support at (570) 546-9663 or techsupport@grizzly.com

⚠WARNING

To reduce the risk of serious personal injury, death, or property damage:

- Only use these chock/locks on tandem-axle trailers rated at Class 4 or less.
- Only use the chock/locks as a pair when the trailer can be parked on a hard, level ground. Never use the chock/locks alone as a parking brake—although they help with braking, additional chocks or wedges must be used.
- Even if the chock/locks are in use, never place your body between the tandem wheels or in the rolling path of the trailer.
- Never allow children to play with the chock/locks, especially while in use.
- Inspect the chock/locks for cracked welds, worn pivots, stripped threads, or any other damage. Never drill, weld, or modify the chock/locks in any way, and never use them if they are damaged.
- Make sure the trailer landing gear is correctly supporting the trailer, and all tires are inflated correctly to the trailer manufacturer's specifications.
- Never attempt to use the chock/locks as jacks. Never use a cheater pipe to tighten the lock levers or overload the chock/locks. Doing so can damage the chock/locks and tires.



Figure 1. Model T10435.

Introduction

The Model T10435 Tandem Chock/Locks stop an RV or boat trailer from rocking back and forth when climbing onto or when moving around inside. Often wheel chocks by themselves do not offer enough stability. When installed in between the tandem axles on both sides of the trailer, the chock/locks provide the required stability. When a padlock is used to secure the lock lever, the chock/locks also serve as an additional means to prevent trailer theft. The scissor design and single-action levers make installation and removal fast and easy.

Specifications

Maximum Trailer GVWR 10,000 lbs (Class 4)
Adjustment Range Between Tires..... 1 1/2"–6"
Collapsed Size (Each)..... 16 1/2" x 4 1/2" x 3"
Construction Steel
Holes for Optional Padlocks..... 3/8" Dia.
Anti-Corrosion Finish..... Zinc-Coated
Weight 11 lbs. (5.5 lbs. Each)

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Setup and Adjustment

1. Apply a few drops of general automotive oil on the drawbar threads shown in **Figure 2**.

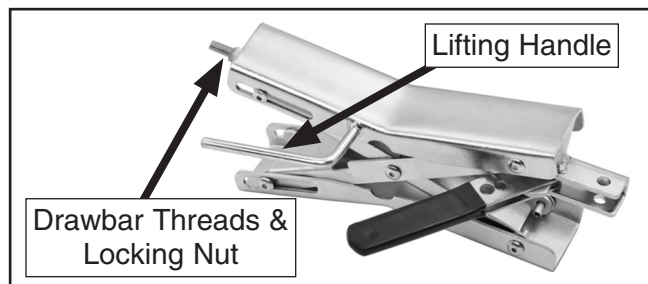


Figure 2. Chock/lock adjustment location.

2. Check and adjust tire air pressure to the manufacturer's specifications.
3. Expand the chock/lock between the tires, so both saddle plates press against the tire tread, and the lock lever is pointing down, as shown in **Figure 3**.

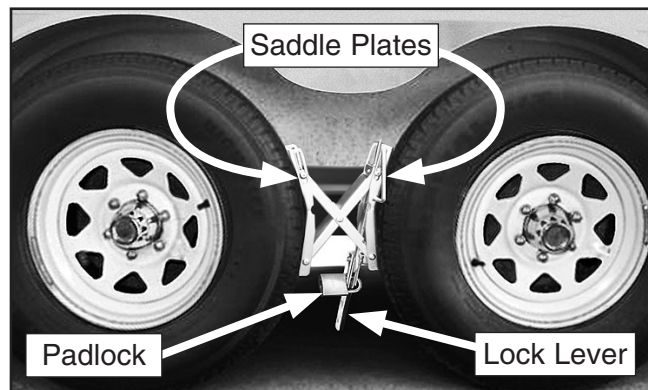


Figure 3. Chock/lock installed.

4. Tighten the locking nut (see **Figure 2**) until it contacts the chock/lock mechanism.
5. Remove the chock/lock, move the lock lever to the released position, and tighten the locking nut a few more turns.
6. Re-install the chock/lock between the tires and lock it in place with the lock lever.

—If the lever moves down to the locked position with a firm snap, the adjustment is correct and it is ready for use.

—If the lever locks easily and is loose, repeat **Steps 5** and **6** as required.

—If excessive force is required to lock the lever, repeat **Steps 5** and **6**, but loosen the locking nut instead.

Operation

1. Read all safety precautions listed.
2. Check and adjust tire air pressure to the manufacturer's specifications.
3. Park the trailer on a level surface, and chock the wheels. Use leveling blocks if needed.
4. Support the trailer, and disconnect the towing vehicle according to vehicle/trailer manufacturers' instructions.
5. Using the appropriate jacks or stabilizers, make the final trailer leveling adjustments.
6. On each tandem axle at the tire centerline, position a chock/lock between the tires, and move the lock lever so it is pointing down as shown in **Figure 3**.
7. Install a padlock (not included) through the hole in the lock lever (see **Figure 4**) as shown in **Figure 3**.

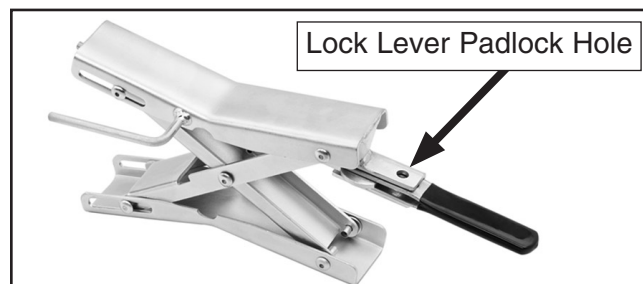


Figure 4. Chock/lock in the expanded position.

Maintenance

Before and After Every Use:

- Wipe or brush away water, mud, sand, or other debris, and wipe down the metal surfaces with a lightly-oiled rag.
- Make sure all surfaces are completely dry before placing the chock/locks into storage.
- Store the chock/locks in a clean and dry location.
- Periodically inspect the pins, welds, threads and mechanisms for evidence of wear, cracks, and loose or missing fasteners. Replace as required.

