



Owners Manual

2020 V1

All Jacked Up Inc.
would like to thank you for choosing the
Switch Hauler®.

We have done rigorous testing to ensure you get years of trouble free use from the All Jacked Up Inc. Switch Hauler®. To get the most value from your Switch Hauler®, we encourage you to come up with new applications to use your Switch Hauler®.

Always think safety first because you, the user, play a very important role in the safe operation of your Switch Hauler®.

The Switch Hauler® has been designed to be adapted to new applications. Switch the loading rack, and it's great for transporting a large generator, or maybe a heavy transmission. The possibilities are endless.

This manual will help you use your Switch Hauler® safely. While the All Jacked Up Inc. Switch Hauler® is made with the highest quality standards, your knowledge of this product is critical for proper use. Please read this manual in its entirety. If you are confused about any function please call for clarity prior to using. The Switch Hauler® is truly a heavy equipment product, and, as such, damage or personal injury can happen quickly with improper usage. Now, let's get started learning about your new All Jacked Up Inc. Switch Hauler®.

You can reach All Jacked Up Inc. at alljackedupinc@gmail.com
or phone us @ 760-500-3397, or find us at alljackedupinc.com

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Capacities

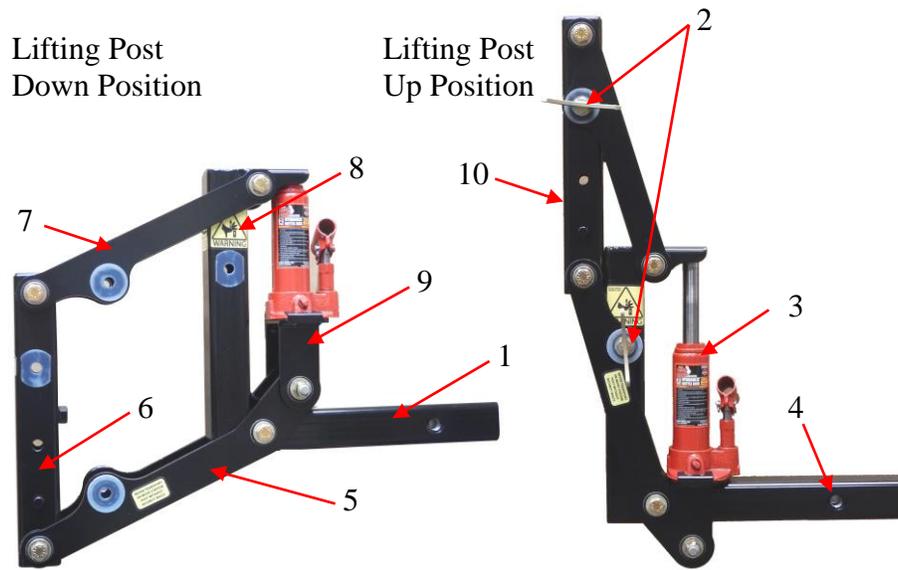
The standard Switch Hauler® Station Assembly is designed to carry a maximum load on the platform of 335 lbs. with an additional 50 lbs of load on the accessory rack such as the utility jug holder.

Loaded to capacity, this will put approximately 450 lbs of weight on your receiver.

The standard Switch Hauler® Station Assembly plus the Utility/MX Bike Rack weighs about 65 lbs.

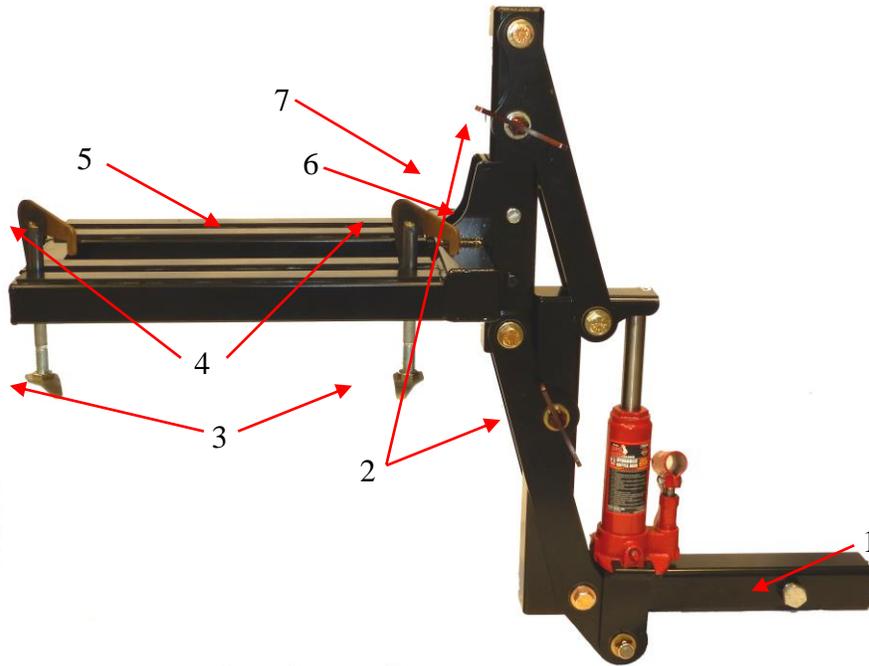
Due to the weight you will be moving, we recommend you use at least a class III receiver. Class III typically have a 600 lbs (information obtained from Reese Hitches) tongue weight capacity. Confirm the limitations on your hitch and vehicle prior to use.

GETTING TO KNOW YOUR SWITCH HAULER® STATION ASSEMBLY



- 1: Station Assembly Tongue
- 2: Station Security Wing Bolts
- 3: 2 Ton Bottle Jack
- 4: Threaded Hole for Rattle Reduction Bolt (Main connection)
- 5: Lifting Arms
- 6: Lifting Post
- 7: Stabilizing Arms
- 8: Danger Warning Sticker
- 9: Bottle Jack Bridge
- 10: Connection Clip Attachment Point

YOUR SWITCH HAULER® UTILITY RACK WITH FOOT PEG RESTRAINTS

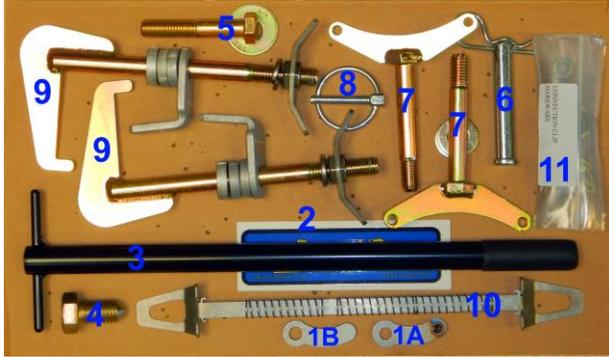


- 1: Rattle Reduction Bolt
- 2: Station Security Wing Bolts
- 3: Peg Restraint Hand Nuts (Spacers and Lock Washers not shown)
- 4: Foot Peg Restraints
- 5: Utility / MX Bike Rack
- 6: Connection Clip Clevis Pin
- 7: Connection Clip Security Bolt

INSIDE THE BOX

Inside the box you will find three items, (excluding the Owners Manual)

1: A vacuum packaged board with all the loose items. On the board will be,



- 1: Theft Deterrent Tabs A&B
- 2: All Important Stickers (2)
- 3: Jack Handle
- 4: Rattle Reduction Bolt
- 5: Connection Clip Security Bolt
- 6: Connection Clip Clevis Pin
- 7: Station Security Wing Bolts (2)
- 8: Lynch Pin For Theft Deterrent Tabs
- 9: Foot Peg Restraints (2), Hand Nuts (2), Lock Washers (2), Anti-rotation Spacer (2)
- 10: Hand Nut Retainer
- 11: Connection Clip Bolts

2: Standard Station Assembly



**SHIPPING BOLTS ONLY!
REMOVE PRIOR TO USE.
REPLACE WITH STATION
SECURITY WING BOLTS.
NEVER HANDLE STATION
ASSEMBLY WITHOUT
SHIPPING OR SECURITY
BOLTS INSTALLED!**

3: MX Bike Carrier Rack and Connection Clip



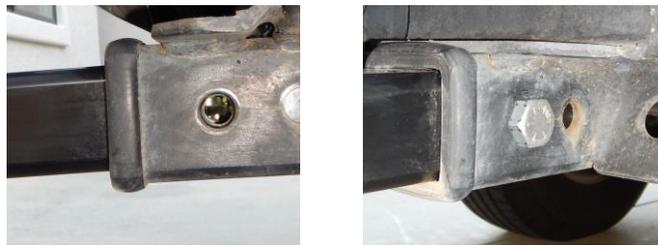
INSTALLING THE SWITCH HAULER® STATION ASSEMBLY ON THE VEHICLE

WARNING: DO NOT HANDLE OR LIFT THE STATION ASSEMBLY WITHOUT THE SECURITY STATION WING BOLTS IN PLACE. BODILY HARM OR DAMAGE MAY OCCUR

When working with heavy equipment, it is recommended to wear a good pair of work gloves for hand protection.

Confirm the vehicle has a hitch rating sufficient to handle the weight and all safety precautions have taken place.

1: Begin by carefully lifting the station assembly (approximately 40 lbs) and sliding the unit into the receiver tube of vehicle to be used.



2: Make a visual inspection that the threads for the Rattle Reduction Bolt are lined up with the clevis pin hole in the hitch receiver.

3: Install the Rattle Reduction Bolt to secure the Station Assembly to the hitch receiver tube (approximately 60 ft lbs torque).



4: Install the "Theft Deterrent Tabs" in the opposite side.

4A: Insert Tab A first with screw head facing up.

4B: Next, insert Tab B over Tab A with the arc going in the opposite direction.

4C: Place lynch pin or pad lock through the holes to prevent removal.

Attention: In order for "Theft Deterrent" protection, you will need a pad lock with approximately 1/4" diameter shank, otherwise you are only getting a secondary safety effect should the Rattle Reduction bolt loosen and withdraw.

"Theft Deterrent Tabs" DO NOT provide cargo protection.

ATTACHING THE ADJUSTABLE UTILITY RACK



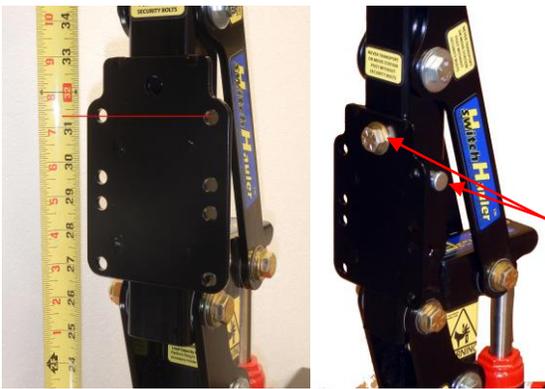
Warning: Do not affix or remove a rack without the Shipping Bolts or Station Security Wing Bolts installed. Lifting post may inadvertently move causing bodily harm.

This section will explain how to mount the Rack to the Connection Clip the first time, as well as mounting there after. We have gone to an adjustable rack to be more accommodating to customers that have different applications. For instance, a smaller SUV may have the hitch receiver that's lower to the ground and will to use the upper position for more ground clearance, while some trucks that have higher hitch receivers may want the use lower position. It really depends on which Station Assembly you purchase and what vehicle you will be using. While we like to send out fully assembled units so they are ready to go out of the box, we have found that with all the variables of vehicles and hitches used, having the ability to change the rack position to suit your vehicle is a real bonus.

ASSEMBLY OF THE RACK TO THE CONNECTION CLIP

The Connection Clip will need to be affixed to the Rack. Most Straight Tongue and 2 Inch Drop Tongue applications will be in the lower position while most 3 ¼ Inch Drop Tongue Stations will utilize the upper position. However, the adjustable connection gives you the option for the possibility that you need a bit more clearance for the Straight Tongue or maybe your truck has a mild lift and you need the rack to get closer to the ground when down.

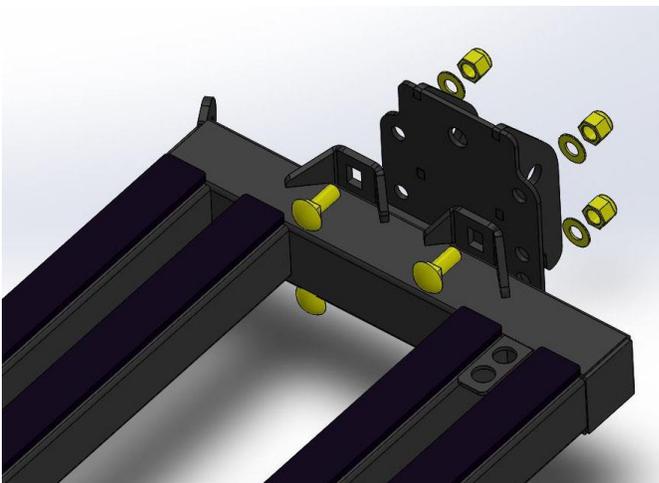
- 1: Find the bag of 4pcs. each 3/8"-16 x 1" carriage bolts, 3/8" washers, 3/8" nuts
- 2: With the Station mounted to the vehicle; attach the Connection Clip to the Lifting Post.
- 3: Measure the distance to the ground from the center of the top set of holes.



- 4: Subtract 18 inches and if the number is less than 16 inches, use the top set of holes.

The top of the rack will be approx ½" lower than the holes. The rack travel from top to bottom is approximately 17 ½ inches.

Be sure to install Clevis Pin and Security Bolt for assembly. Exchange the Shipping Bolts for Winged Security Bolts at this time.



- 5: Place all the carriage bolts through the holes in the rack, then as a unit, mate to the Connection Clip.

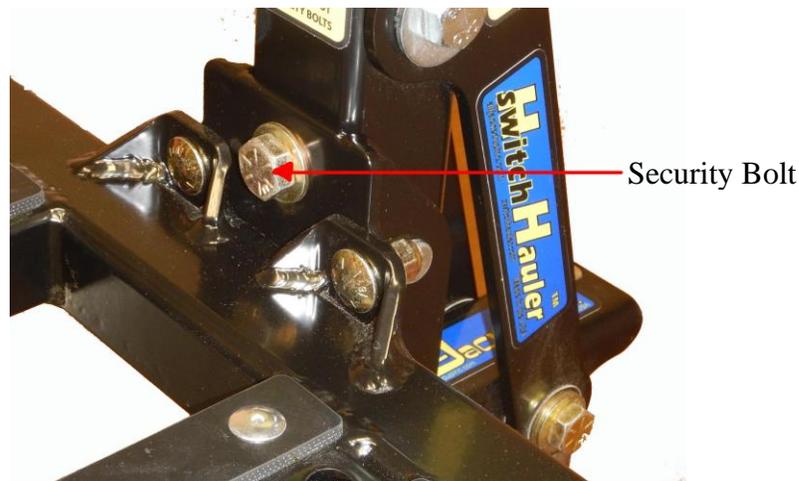
Note: Trying to do this one bolt at a time will not allow the bolt heads to pass the cross tube.

- 6: Add washers and nuts, tighten nuts to 33ftlbs.

Periodically check that the nuts are secure.

NORMAL ATTACHMENT OF THE UTILITY RACK

- 1: If the Clevis Pin and Connection Clip Security Bolt (the bolt without the winged head) are stored in the Station Assembly Lifting Post, remove both.
- 2: Holding the platform in both hands, gently slide the Connection Clip over the Lifting Post slightly above Engagement Pin and then slide downward for engagement.
- 3: When Connection Clip is in position, still supporting with one hand, install Clevis Pin (with Spring Clip) and Connection Clip Security Bolt to approximately 33 ft lbs torque.



LOWERING THE RACK

CAUTION: MAKE A VISUAL INSPECTION THE AREA IS CLEAR BEFORE LOWERING. THE PLATFORM WILL ROTATE AWAY FROM THE STATION ASSEMBLY IN A DOWNWARD MOTION.

Note: The Station Assembly should always be stored with the jack valve in the closed position. This will prevent air bleeding into the cylinder which can compress causing the jack to malfunction.

- 1: Pressurize the jack, pump until you feel resistance.
- 2: Remove the Station Security Wing Bolts.
- 3: Check that the area is clear of people and debris prior to lowering the unit.
- 4: After a visual inspection is complete, open the Jack Valve slightly.

Note: Because the Switch Hauler® Station Assembly is built to such precision standards, it likely will not lower by its own weight. You may need to give a little downward force on Utility Rack.



WARNING: NEVER PUSH DOWN ON THE LIFTING POST OR ASSOCIATED MECHANISM. ALWAYS KEEP BODY PARTS CLEAR OF THIS AREA DURING MOVEMENT!

PUSH DOWN HERE IF NEEDED

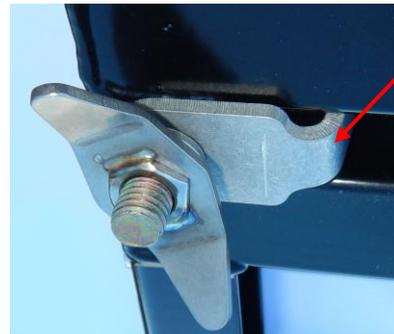
LOADING THE UTILITY RACK



1: The same as you would lift your bike onto a stand, place the front wheel to the left of the Utility Rack.

2: Lift the rear of the bike and set the bike on the rack.

Note: Because your Switch Hauler® is connected to the vehicle, as you put weight on it, the suspension of the vehicle will settle and the height will drop. The optional "Foot" (not shown) will prevent this and make proper placement of the bike easier.



Finger of Anti-rotation spacer goes between tubes

3: Situate the bike so the pegs are just behind the Foot Peg Restraint holes.

4: Situate your bike front to back so the Foot Peg Restraints will contact on the pegs and not the pivots for the pegs. Note: There are a selection of holes to use. Because different bikes have different heights from the frame base to the top of the pegs, spacers are provided to make sure you don't run out of thread when tightening the Hand Nuts.

5: Raise the rack by pumping the bottle jack just enough that the bike is off the ground.

6: Over the threads place one (or more) of the provided Spacers, the Anti-rotation Spacer, then the Lock Washer, and lastly the Hand Nut.

7: Do not fully tighten the Foot Peg Restraints at this time. Only tight enough to hold bike down and movement free while strapping down the bike. We will come back to finish tightening the Foot Peg Restraints after the straps are secure.

Some bikes such as the KTM have an arc under the frame and fully tightening the Foot Peg Restraints at this time will only lift the front up in the air.

WARNING: Always make sure you have full engagement of Hand Nuts on the Foot Peg Restraints, there should be some of the threads past the bottom of the Hand Nut showing when tight.

INSTALLING THE TIE DOWN STRAPS

Strap 1
Turn bars
full right,
place strap
from right
side of bars
to tab on
corner of
rack.



Strap 2
Connect to same side of
bar and come over tank
and down to tab on
corner or rack. You can
place a soft cloth under
strap to protect graphics.



Note: We recommend ratchet straps for holding the front of the bike. Do not "over tighten" the straps as to cause damage to the foot peg mounts. Straps should be taut with no slack, enough to keep the bike held firm, but not so much to damage the Foot Peg Restraints that carry the brunt of the force. Be mindful that it is very easy to over tighten ratchet straps, so do not tighten them to full capacity. We do not recommend the cam buckle type straps as they are very difficult to get tight enough.

1: Turn the bars to the right so the front wheel is turning into the vehicle.

2: Strap the right side outside of the bar to the eyelet on the front corner of the Utility Rack.

3: Connect the second strap to the same side of the bars, come over the tank and attach to the eyelet on the back corner of the rack. Note: This will help keep the bars locked against the right turn stop position.

4: After the straps are fully tightened go back and finish tightening the Foot Peg Restraints

5: Install the Foot Peg Restraint Hand Nut Retainer per directions on next page.

Foot Peg Restraint Hand Nut Retainer

After Foot Peg Restraint Hand Nuts are tightened install the Hand Nut Retainer.



Step 1:
To Install place one side over the end of one Foot Peg Restraint as close as possible to the Hand Nut



Step 2:
Pull the other end away and place over the other Foot Peg Restraint Post as close as possible to the Hand Nut and release.



The Retainer will rest in the threads of the Foot Peg Restraint.

LIFTING AND SECURING THE RACK

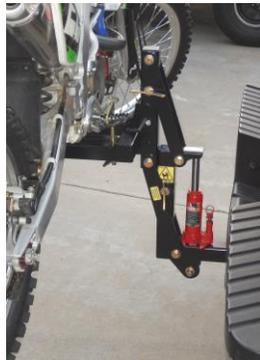
The most important thing in any operation is safety. Safety for you, the people around you, and your cargo.

1: Make sure the area is clear of debris so you don't step on an errant tool or something that may cause you to lose your balance.

2: Keep others clear, this is not a two person job.

Warning: When lowering or raising the lift, mechanical parts can crush or sever body parts.

Note: This is a legitimate piece of heavy equipment. So never put your hands in or near the Station during movement. We give you a nice long handle to keep you away. Because you only need one hand to pump, be aware of where your other hand is, and keep it out of harms way.



As a general rule, always have the bottle jack valve closed. This will NOT lock the unit in place, this will only prevent the bottle jack from compressing and allowing the rack to go down. If you store the bottle jack on its side without the valve properly closed, air can transfer to the cylinder which can make the jack feel spongy. If you find this to be the case, most likely air has transferred from the oil reservoir to the cylinder.

This is a safety hazard. Rectify the problem immediately. If this happens you will need to bleed the Bottle Jack per: Torin Big Red Jacks instructions. Forgetting to close the valve is NOT a warranty issue.

- 3: With the provided handle, confirm the valve is closed. Note: The only time you may leave the valve open might be when you are using the "foot" so when people are getting in and out of the vehicle, the level of the rack is not changing.
- 4: Insert the Jack Handle into the jack and pump the rack a few inches up.
- 5: Give the bike a little wiggle to confirm stability.
- 6: Raise to full level. You will feel resistance with the Jack Handle.
- 7: Install the provided Station Security Wing Bolts (2pcs.). Tighten them as much as you can by hand.
- 8: Open and close the bottle jack valve releasing the pressure in the jack to relax the unit. Note: Without this step, driving and/or long term pressure will cause an unneeded stress which over time can cause a deflection in the Station Post. Releasing the pressure has 2 functions, the first explained, the second is to place a bind on the Station Security Wing Bolts to secure them from coming out during driving.
- 9: Now recheck your Hand Nuts under the rack and also your straps for proper tension.
- 10: Stow the Jack Handle. There is a convenient storage location in the end of the Utility Rack. If you are concerned about theft, stow handle in the vehicle.
- 11: Confirm that drivers behind you can see your brake lights and turn indicators. If you cannot reasonably see the vehicle lights, you are putting the safety of yourself and others at risk and we recommend NOT using the Switch Hauler® without auxiliary lighting. All Jacked Up, Inc. will be selling an optional auxiliary lighting light bar in mid 2019. Until then you will have to source one on your own.
- 12: From the driver's seat, check that your visibility is not obstructed, preventing you from being aware of your surroundings while driving. In general, this should not be a problem. We have done tests in many vehicles from SUVs to compact pickups and full size pickups; however, we have not tested every vehicle, it is your responsibility to make this decision on being safe to drive.

SPECIAL NOTE ABOUT THE BOTTLE JACK:

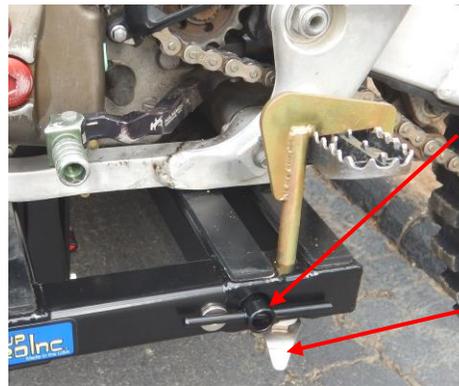
A quirk we have found with this bottle jack seems to be, that sometimes when customers are finished using the Switch Hauler® the rack is in the down position and empty. At this time some customers have lifted the rack and lifting post to the up position by hand instead of pumping the Bottle Jack. If this is done with the valve closed, as the Bottle Jack Piston extends, it appears to draw air into the system rather than fluid from the reservoir. It is very challenging to get the air back out of the system as the bleed plug is between the Jack and the Station Frame vertical post. The Bottle Jack will not operate correctly with air in the system.

IF YOU'VE FOLLOWED THE DIRECTIONS:

- 1: You installed the Station in the receiver with the Rattle Reduction Bolt tightened to approximately 65 ft lbs.
- 2: You installed the Theft Deterrent Tabs with either a lock or the supplied Lynch Pin.
- 3: You have installed the affixed the Utility Rack to the Station by installing the Clevis Pin and Spring Clip, then the Connection Clip Security Bolt to approximately 35 ft lbs of torque. These are Grade 8 nuts and bolts so they are up for the challenge.
- 3: You have secured your cargo properly.
- 4: You raised the mechanism, installed the Station Security Wing Bolts, released the pressure and retightened the valve. Remembered to stow the handle. (See figure below)
- 5: You checked for any potential driving hazards, visual obstructions to lighting, and visual obstructions to yourself from the driver's seat.
6. Lastly, 300-400 pounds hanging off the back of your vehicle can and will affect the handling of your vehicle.

If this is the first time driving with the Switch Hauler®, start by doing some slow turns and stops to get the feel of the change in handling. In many vehicles you may not even notice a change, but it's better to find out now than in an emergency avoidance situation.

LET'S GO!



Jack Handle storage, careful, these magnets are brittle, slamming the handle in will damage the magnet!

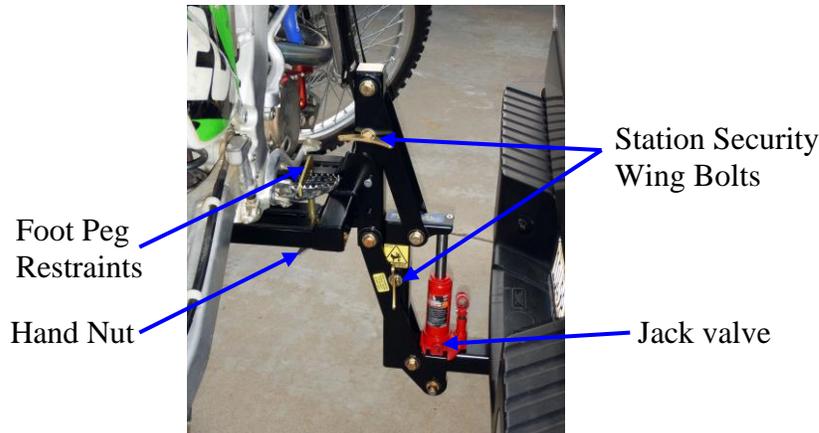
Peg Restraint Hand Nut

After you drive about a mile, you will need to pull over at a safe place to check, and if necessary, retighten the Hand Nuts and Straps. Driving will add some movement to cause the bike to settle in the cushion pads so you might find the hand nuts slightly loose, they didn't unscrew, the cargo just settled a little and you need to retighten them.

As you are reading this and following the instructions, you might think this is very time consuming. Well, safety does take a little extra time but is well worth it.

We also recommend rechecking the Hand Nuts and Straps after about an hour of driving.

AT YOUR DESTINATION AND READY TO UNLOAD



Presumably you've chosen the most level place to park for unloading. After clearing the area of debris and people, for their safety and yours, you can begin.

- 1: Place the Jack Handle in the jack and give it a pump until you feel resistance.
- 2: Remove the Station Security Wing Bolts (2) and set them somewhere safe.
- 3: Standing away from the station, use the Jack handle to slowly open the valve just a little. Be patient, and maybe apply a little pressure to the bike seat. Once the mechanism starts to move you can adjust the speed by turning the handle.
- 4: Let the mechanism down until just before the tires touch the ground. If it goes to far, no worries, just close the valve, a few pumps and the bike is off the ground again.
- 5: Loosen and remove the Straps from the bars then place the straps in a safe place.
- 6: Loosen the Foot Peg Restraint Hand Nuts and remove the Foot Peg Restraints. Depending on how the bike was placed prior to securing the restraints, you may need to wiggle the bike to unbind the Peg Restraints in their holes. Keep parts together and put in a safe place.
- 7: Lower the Rack to the desired height.
- 8: You can now lift your bike off the Rack.

Note: Be aware at this point, the rack is supported by the vehicle suspension. The Rack will move up and down in elevation as you place or remove weight because the vehicle suspension loads and unloads. To eliminate this, we offer an optional "Foot". The All Jacked Up Foot connects to the Lifting Post and will rest on the ground supporting the weight for a steady, stable base to set your bike on. The Foot will hold the height at approximately 16 inches, similar to a standard MX bike stand. By leaving the jack valve open, the foot will rest on the ground and the rack will not "float" with the suspension.

CLEANING & STORAGE

At All Jacked Up Inc., one of the things we have focused on is storing your Switch Hauler® when you're not using it. Most people don't have a lot of extra space. I think we've done an excellent job of solving this problem. Because your Switch Hauler® is a modular unit, it breaks down for easy storage. One option is to lay it flat on a small furniture dolly. Lay the rack down first and the Station Assembly on top.

Note: Keep the Jack Valve closed during storage.



Place the Utility Rack down first and Station Assembly on top of Utility Rack. Now just roll the unit under a work bench or some other convenient place.

If you must store your unit outside, you will see areas of rust. These units are powder coated for long life but you will see signs of rust. While people think of powder coating like an impervious plastic coating, it's not. Water will find its way through.

We do NOT recommend outside storage.

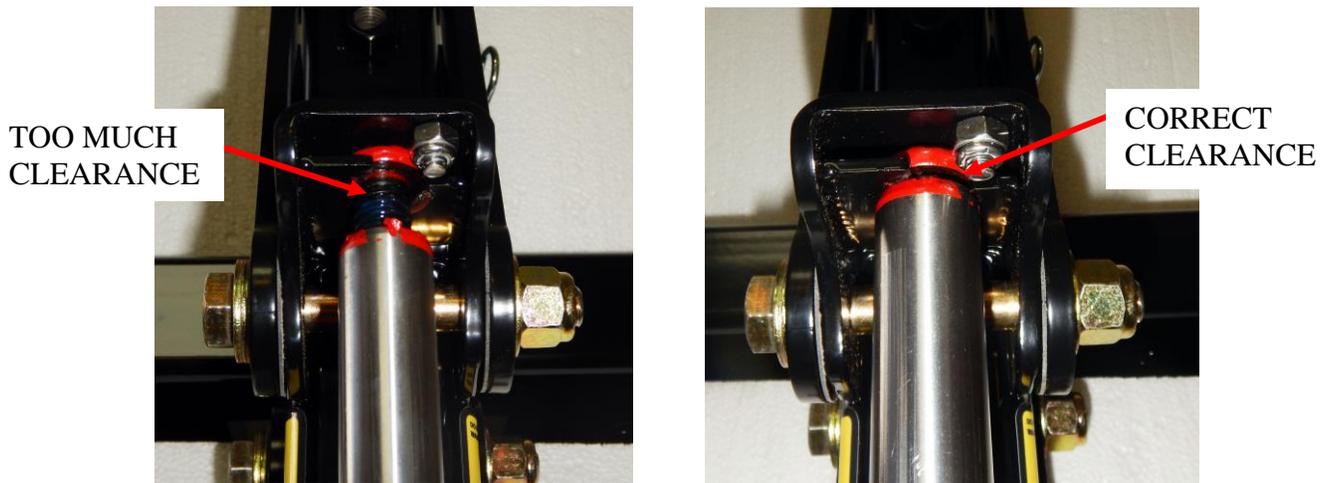
If the jack has been exposed to weather too long you will see rust on the shaft. This shaft is not a sealing surface so unless the rust were to get really bad, it should not affect the movement. The sealing piston is at the bottom of the shaft.

Your Switch Hauler® is designed and assembled with nylon washers between the moving surfaces. This eliminates the need for lubrication between the Arms and the Station Frame. While it is ok to periodically spray a light lubricant inside the tube to lubricate the bolt the Arms pivot on, this is not recommended on the outside. The lubrication will attract dirt particles that are abrasive. This abrasion will wear away the paint under the washers.

We do not recommend "power washing". Power washing can peel the cushion strips right off. However, a wet sponge, mild, nonabrasive detergent to keep your unit clean is highly recommended. After washing, and a through drying, spray a light coat of oil on the Jack Shaft. During assembly we wipe the Jack Shaft with a clear grease. Also, now would be a good time to spray a light oil inside the tubes to the pivot bolts.

MAINTENANCE

The fasteners are all Nylock fasteners. These fasteners should provide years of trouble free operation. There should not be any forces to loosen the nuts unless something sticky gets inside the movement. All but the pivot points connecting the Lifting Arms to the Jack Bridge are “double nut bound” together. The parts have threaded holes and the nuts lock up to them. You should not see any clearance under Lock Nuts. Periodically check that the nuts have not come loose. Also periodically check that the Connection Clip nuts are secure. While we provide Nylock nuts, and under proper torque they should not come loose, it’s always good to check.



Make a visual inspection that the Jack Shaft has not unscrewed from the threaded Jack Saddle Post. This will prevent the Jack from fully going up which in turn changes the lower limit of the Lifting Arms. End result is, the Lifting Post (and rack) will not go down as far as it is designed to. Periodically you might need to screw it back together.

Note: Make sure the Security Wing Bolts are in place.

Now open the valve on the Bottle Jack. With the valve open the jack is not under load and you can simply grab the Jack Shaft with your hand and twist it to screw it back into position. Tighten the shaft as much as possible by hand to pinch the holder between the shaft and saddle. You might have to hold the Saddle while turning the Shaft for it to screw back up.

Make a visual inspection that there appears to be minimal clearance at all pivot points.

Periodically check the Jack Keeper Screws (installed with LocTite)

PART NAMES



Standard Station Frame



Lifting Arms, both



Stabilizing Arms, both



Jack Bridge



Jack Keeper



Station Security
Winged Bolt
With Pinch Washer



1 3/4" Nylon Wear Washer



1" Nylon Wear Washer



Adhesive Backed
Protection Washer



Rattle Reduction Bolt



Connection Clip
Security Bolt



2 Ton Torin
Bottle Jack
Torin # T90203



Jack Handle



1/2" Connection Clip
Clevis Pin & Spring Clip



Utility Rack
12" x 18"



Standard Foot Peg
Restraint



Foot Peg Restraint
Spacer Washers



Foot Peg Restraint
Lock Washer



Anti-rotation
Spacer



Foot Peg Restraint
Hand Nut



Theft Deterrent Tabs
And Lynch Pin

ACCESSORIES

Accessories :

The “Foot” to prevent suspension float while loading and removing bike

A bolt on Utility Jug Holder

Fatty Foot Peg Restraints

Accessories coming soon in 2019:

Racks for alternate applications.

Auxiliary Light Bar

BEFORE USING THE SWITCH HAULER®, YOU MUST READ THE FOLLOWING AGREEMENT. INSTALLATION OF THE PRODUCT IS INDICATIVE THAT THE BUYER/USER HAS READ AND UNDERSTANDS THE INSTRUCTIONS FOR USE AND THIS AGREEMENT AND ACCEPTS THE FOLLOWING TERMS AND CONDITIONS

DISCLAIMER OF LIABILITY

All Jacked Up Inc., its distributors, and dealers (Seller) shall be in no way responsible for proper use and maintenance of the Switch Hauler® and/or accessories by the buyer. The Buyer/User hereby waives all liability claims.

The Buyer/User acknowledges that there are no liabilities which extend beyond the use and purpose for which the unit is intended.

The Seller disclaims any warranty and disclaims any liability for bodily injury or damages. The Buyer/User accepts, understands, and agrees the disclaimer of any liability for bodily injury as a material term for this agreement and the Buyer/User agrees to indemnify the Seller and to hold the Seller harmless from claims related to the unit purchased. The Seller will not be held liable for any damages or expenses by reason of use or sale of the Switch Hauler® and/or accessories.

The Buyer/User is responsible for proper installation of Switch Hauler® and/or accessories. The buyer will contact the Seller for assistance if needed. The Seller is not liable for improper installation and/or improper usage of the Switch Hauler® and/or accessories.

The Buyer/User is responsible for properly securing cargo in such a way to prevent cargo from coming loose or coming off unexpectedly.

All Jacked Up Inc. will not be liable for any damage or expense incurred by the use or sale of the Switch Hauler® and/or accessories.

WARRANTY LIMITATION

All Jacked Up Inc. (Seller), gives limited warranty as to quality, merchantability, and suitability to a particular purpose. The Seller is in no way responsible for the improper use, maintenance, and service of the product. This warranty shall not be altered, varied, or extended, except by written agreement between Buyer/User and Seller.

Warranty is limited to one (1) year from date of purchase and is limited to the components contained in the original kit. A dated sales receipt is required as proof of purchase. All warranty claims are subject to approval. Any All Jacked Up Inc. products returned to us and found to be defective will be repaired or replaced at the discretion of All Jacked Up Inc. Seller shall not be liable for any indirect damage, special or consequential damages.

Improperly installed product, misused product, or altered product is not covered by this warranty. Damage to product caused by abuse of the product is not covered by this warranty. Damage caused by stress; overloading or subjecting product to forces beyond its intended design will not be covered by this warranty.

Warranty does not cover: paint, coatings or modifications to the product.

Buyer/User shall be liable for any labor charged, travel time to diagnose defects, removal, or reinstallation of this product or any other related expenses.

IF THE BUYER/USER DOES NOT ACCEPT THE TERMS OF THIS AGREEMENT, THE BUYER MAY RETURN THIS PRODUCT (IN NEW/UNUSED CONDITION) WITH DATED RECEIPT TO THE PLACE OF PURCHASE FOR A FULL REFUND.

INSTALLATION OF SWITCH HAULER® AND/OR ACCESSORIES. THIS IS INDICATIVE THAT THE BUYER/USER HAS READ, UNDERSTANDS AND ACCEPTS THESE TERMS AND CONDITIONS.