

# HITCH-EZY

## FITTING INSTRUCTIONS FOR 3.5 TONNE COUPLING.

The towing vehicle and the tow-bar must be rated to the capacity of its intended use. The maximum towed load is 3.5 tonne. The advised maximum draw bar weight at rest is 350kg.

### A) Fitting the tow-pillar.

#### Mounting the tow-pillar on a tow-bar tongue:

1. The tow-pillar anchors the stainless steel Hitch-Ezy specification plate to the tow-bar tongue. **NB To ensure unimpeded articulation for cornering the stainless steel specification plate must be able to sit flat on the tow-bar tongue with the turned down tags embracing the sides of the tow-bar. Do not modify the specification plate. A suitably dimensioned tow-bar tongue must be used.**
2. The diameter of the tow-pillar's shank must match the diameter of the ball-mount hole in the tow-bar tongue.
3. Use the new spring washer and nut supplied.
4. Tow-pillar rotation can be controlled by engaging the supplied tommy bar in the hole in the pillar's neck.
5. Tighten a 7/8" shank nut to 300Nm (225ft/lbs) and a 1 1/4" shank nut to 500Nm (375ft/lbs).

#### Mounting the tow-pillar on a weight distribution hitch (WDH):

1. Hitch-Ezy is compatible with most WDHs and fitting does not involve moving the coupling's point of articulation away from being vertically above the WDH's ball-mount hole as was intended by the WDH manufacturer. **The safe towing capacity of the combined WDH and coupling is only as high as the rating of the weakest element.**
2. The diameter of the tow-pillar's shank must match the diameter of the ball-mount hole in the WDH's head.
3. The **spacer** (see diagram) which is optional with a tow-bar tongue **MUST** be used when the tow-pillar is mounted on a WDH head. The correct sequence of the parts is shown in the provided diagram.
4. Fit and tighten the new spring washer and nut to the torque figure listed above.
5. Confirm that the coupling will not foul on the WDH head or drop shank when performing anticipated maneuvering while towing. The range of articulation available is best assessed by connecting the coupling to the mounted tow-pillar before it is bolted to the trailers draw-bar.
6. Once the coupling is fitted to the draw-bar confirm that the draw-bar itself does not foul the WDH when the trailer is at a jackknife position.

**Note: Never modify a WDH. Never weld to a cast WDH. Follow the WDH manufacturer's instructions.**

#### B) Mounting the coupling's body onto the trailer's draw-bar:

1. Use new high tensile 12mm Class 8.8 bolts with nyloc nuts or new spring-washers and nuts.
2. Bolt length must ensure 100% thread engagement of the nut.
3. Tension nuts to bolt manufacturer's specification. Typical tension is around 100Nm or 75 ft/lbs dry.
4. Refer to diagram for correct positioning of stainless steel spacer plate at the front and handbrake at the rear. If the handbrake is located elsewhere use the provided rear spacer plate instead.