

HITCH-EZY

CUSTOMER INFORMATION FOR 3.5 TONNE COUPLING

Coupling:

- 1) Avoid sudden unintended vehicle or trailer movements. The jockey wheel should be properly secured and on stable ground.
- 2) Confirm that the coupling is in its default unlocked state before engaging it on the tow pillar; if necessary turn the rotating lid to the unlocked position.
- 3) The tow-pillar and the coupling's sleeve should both be clean and lightly greased.
- 4) Position the coupling above the tow-pillar with the axis of the tow-pillar approximately aligned with the axis of the coupling's sleeve.
- 5) Lower the sleeve onto the tow-pillar. The coupling has self-centering properties onto the tow-pillar in response to draw-bar weight. **NB Keep hands clear during engagement of the sleeve on the tow-pillar.**
- 6) Lower the sleeve to full engagement. The mechanism will automatically double lock once the sleeve and tow-pillar are fully engaged.
- 7) Visually confirm that the sleeve engulfs the o-ring on the base-washer at the bottom of the tow-pillar.
- 8) Visually confirm that the lid has rotated clockwise to the locked position and that the secondary-locking button has popped up into the locked position.

Uncoupling:

- 1) Avoid sudden unintended vehicle or trailer movements. Whenever possible uncouple on level ground. The trailer's jockey wheel should be properly secured and on stable ground. The trailer's hand brake should be applied and wheels securely chocked to avoid the trailer rolling in any direction.
- 2) Ensure the jockey wheel has sufficient range of travel to lift the coupling's sleeve free of the tow-pillar.
- 3) Press the secondary-lock button down and then turn the lid 45 degrees anticlockwise to the unlocked position.
- 4) Manually hold the lid in the unlocked position only until the sleeve is raised far enough to expose all of the weight bearing base-washer that has the sealing O-ring on it.
- 5) The coupling's sleeve is now free to fully disengage without continuing to hold the lid in the unlocked position. You can therefore keep your hands well away while the jockey wheel lifts the coupling totally free of the tow-pillar.
- 6) Alternatively use the provided "peg" to hold the lid in the unlocked position while the jockey wheel is wound up.

Maintenance and safety.

- 1) Always follow the above instructions for coupling and uncoupling.
- 2) Keep safety chains attached while towing and uncoupling.
- 3) Keep mating surfaces clean and lightly greased.
- 4) Use the tow-pillar-cover and dummy tow-pillar to protect your coupling's components from contamination when uncoupled.
- 5) Grease with Shell Gadus S3 V220C 2 or equivalent high pressure grease.
 - a) The two yoke pivot bolt grease nipples can be periodically greased until a small amount of grease extrudes then wipe off the excess.
 - b) The nipple in the lid can be greased 6 to 12 monthly. Wipe out any excess grease that is extruded inside the main sleeve.
- 6) Periodically spray the stainless steel secondary-locking button's shaft with WD40 or silicon spray and check that the button's return spring functions properly.
- 7) Do not remove or paint over the labels on the coupling or the stainless steel specification plate.
- 8) Check all mounting bolts regularly for tightness.
- 9) **Do not use any part of the Hitch-Ezy coupling or the tow-pillar for vehicle recovery purposes.**
- 10) The "wings" on weight distribution devices (even with torsion bars removed) can impede downward articulation as a trailer approaches a jackknife position. Blocked articulation can cause vehicle, tow-bar or coupling damage. An unlimited range of down articulation is only possible when a tow-bar tongue is used. The range of down articulation available at jackknife with any particular WDH can be ascertained by testing the coupling's range of movement on the WDH before fitting the coupling to the trailers draw bar.
- 11) Never discard or modify the stainless steel specification plate that is positioned under the tow-pillar's O-ring bearing base washer. If the label plate cannot fit without modification you are attempting to use either an inappropriately dimensioned tow-bar tongue or an inappropriate style of WDH.

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Before towing always perform a final safety check to confirm that:

- a) Hitch-Ezy is fully engaged and engulfing the O-ring on the tow-pillar's base washer,
- b) The locking lid has rotated to the locked position and the stainless steel secondary lock button is in the up position.
- c) Trailer lights are plugged in and are functioning properly,
- d) Trailer brakes are connected and are functioning,
- e) Safety chains are attached,
- f) WDH level-ride bars are correctly fitted,
- g) Hand brake is released and wheel chocks are removed,
- h) Jockey wheel is stored or swung into an up-position,
- i) Trailer's stabilising legs are wound up,
- j) Gas is turned off,
- k) TV aerial is down,
- l) Doors, windows, awnings and hatches are properly closed and secured,
- m) Bikes or other items mounted on the outside of the van are properly secured,
- n) Hoses and electrical cords are disconnected and safely stored.