



CURT™

The FIRST Name
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SWAY CONTROL

INSTRUCTION MANUAL

Warning: By towing a trailer, you change the handling characteristics of the tow vehicle.

Warning: Short wheel base vehicles may induce sway when towing a trailer. USE EXTREME CAUTION.

Any welding should be done by a qualified welding shop.

Most weight distributing ball mounts come equipped with a sway control ball plate attached. If so, attach the sway control ball to the ball mount using the hole provided. If no sway control ball hole is provided, then use the weld on sway tab provided and weld to the ball mount as shown in figure 1.

Measure 24" straight back from the center of the coupler to the right side of the trailer frame to determine the location of the spacer plate. The trailer mounted attachment ball must be centered on the 24" measurement. Transfer the punch holes from the spacer plate to the trailer frame and drill 11/32" holes. Attach the spacer plate and trailer mounted attachment ball to the trailer frame using the self-tapping screws provided. See figure 2.

WARNING! The sway control CANNOT be used on trailers with surge brakes. DO NOT speed up if sway occurs. Sway increases with speed. If sway continues, stop the vehicle and inspect all towing equipment until the cause has been determined and corrected. Trailers should be loaded with heavy items on the floor, in front of the axle. The load should be balanced side to side. Tongue weight should be 10-15% of gross trailer weight for most trailers. Insufficient tongue weight or tail-heavy trailers can cause sway. When towing in slippery conditions, such as wet, icy, gravel, or snow covered roads, the sway control must be removed. Never paint or lubricate the slide bar.

Use:

Hook up the trailer to the tow vehicle. Lubricate the threads on the handle with a drop of oil. Attach the socket on the slide bar to the sway control ball on the ball mount. Secure in place using a spring clip. Turn the On/Off handle three turns counterclockwise to release tension. Place the socket on the main body onto the trailer mounted attachment ball. Secure in place using a spring clip.

Turning the On/Off handle clockwise, tighten firmly until the handle is parallel with the main body. With a second person watching the sway control and trailer, slowly back the trailer in both directions into a jackknife position. Check that the sway control does not hit the bumper or trailer frame and that it does not become fully compressed or come apart. If any of these occur when jackknifed, the sway control must be removed while backing. Road and weather conditions, load and design of the trailer, power steering, wheel alignment, and the oscillation point of the tow vehicle and trailer all affect towing characteristics. Starting with the factory preset tension, road test the sway control. If this is not enough sway control, then adjust the break tension screw 1/4 turn clockwise. Road test again and repeat (if necessary) until proper sway control is achieved. Larger or heavier trailers or broad-sided trailers may require the use of two sway control units. After a 1,000 mile break-in period, remove the slide bar and clean it using a wire brush or steel wool. The slide bar should then be cleaned every 10,000 miles.

Figure 1.

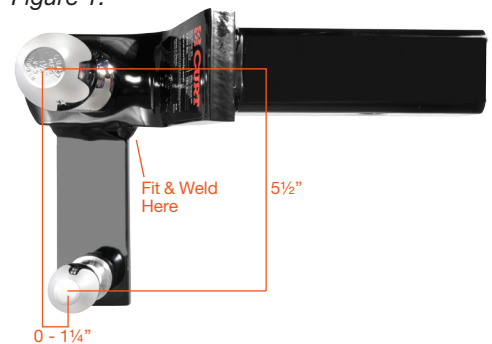


Figure 2.

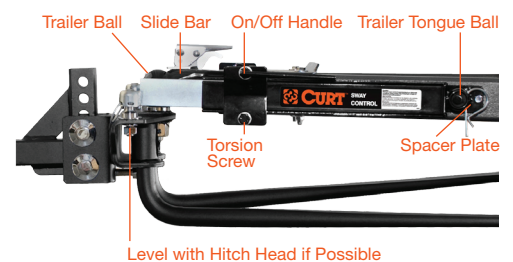
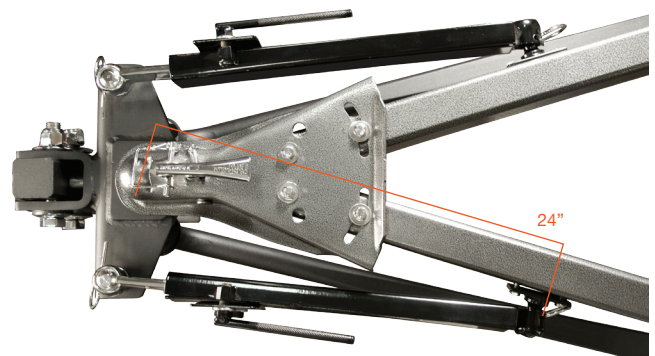


Figure 3.





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PARTS BREAKDOWN

40093
Sway Control
Hitch Ball (1)

17201
Trailer Mounted
Attachment Ball (1)

Sway
Control (1)



Attachment
Clips (2)

Self-tapping
Screws (8)

45822
Weld On
Sway Tab (1)

Spacer
Plate (1)