

**PROFESSIONAL  
SERIES**

# INSTALLATION INSTRUCTIONS

## Heavy Duty Round Bar Adjustable Weight Distributing Hitches

**49568**  
**49569**  
**49570**

PLYMOUTH, MI.

**DEALERS:** Give these instructions to your customers.

### SIZING WD AND TRAILER HITCH SYSTEMS

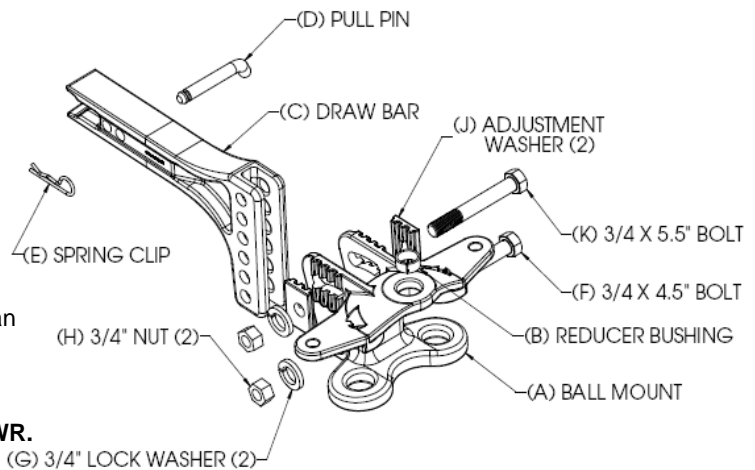
1. Refer to provided Consumer Information to weigh loaded trailer tongue to determine proper system size.
2. Chose a system with tongue rating at or above the actual trailer tongue weight
3. Tongue rating of trailer hitch must meet or exceed measured tongue weight of trailer. OEM hitches may not be rigid enough for tongue weight and may need to be replaced (too much flex and won't carry load).
4. Total trailer gross weight rating must never exceed tow vehicle rated gross tow rating.

### INITIAL SET-UP

1. Line up tow vehicle and trailer on level pavement, in straight-ahead position, uncoupled.
2. Level the trailer and measure and record the distance from the ground to the top of the coupler. (Fig.1).
3. Select a hitch ball with a diameter that matches the trailer coupler size. The three most common sizes are 1-7/8", 2", and 2-5/16". Select ball with 1-1/4" or 1" threaded shank that is V-5 rated equal to or greater than trailer gross vehicle weight rating (GVWR).

**WARNING: Raised balls usually have reduced load ratings. Ball rating MUST equal or exceed trailer GVWR.**

4. Attach hitch ball to the ballmount (A). Standard height hitch balls with 1-1/4" shanks are supplied with lock washers and nuts (If you must use a 1" shank ball, use the provided 58184 bushing (B) to reduce hole size in ballmount (A) to 1"). Always use a lock washer placed between the ballmount and nut. Unless otherwise specified by ball manufacturer torque ball nut to 450 ft/lbs for 1-1/4" nut, 250 ft/lbs for 1" nut.
5. Some installations may require a longer draw bar (C). Extended bumper guards, pickup truck "caps", or rear mounted spare tires can limit turn angles unless a longer bar is used. Individual draw bars (C) are available in various sizes.
6. Insert the draw bar (C) into the hitch box and install a pull pin (D) and spring clip (E). Draw bar may be used in either the up or down position (see Fig. 2).



**NOTE:** The ball height should be greater than the coupler height by approximately 3/4 to 1" (measured in step 2) to compensate for vehicle squat.

For vehicles with air springs, air shocks or an automatic leveling system, check vehicle owners manual. Unless otherwise specified, level the trailer with the vehicle loaded as it will be when towing before setting ball height and attaching trailer.

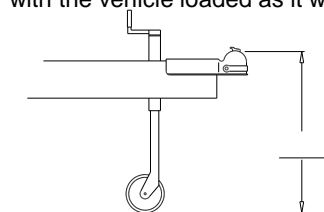
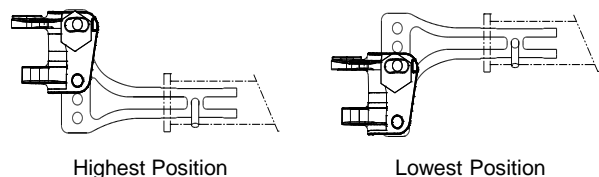


Fig. 1



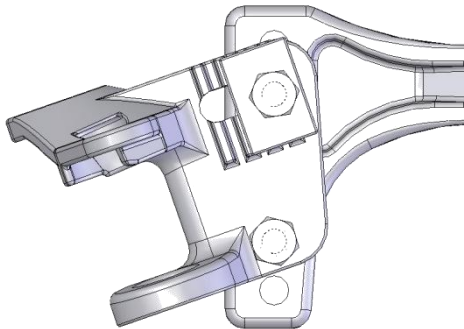
Highest Position

Lowest Position

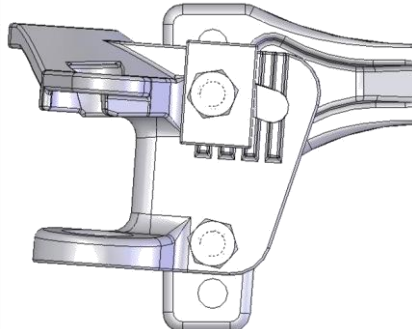
Fig. 2

**For Installation Assistance or Technical Help, Call 1-888-521-0510**

7. Position the ballmount on the draw bar so that the ball will be approximately 3/4" higher than the coupler when in the center of its tilt adjustment. Insert 3/4 X 4 1/2" bolt (F) through the lower hole in the ballmount and install 3/4" lock washer (G) and 3/4" nut (H). Rotate ballmount up to approximately the center of the tilt adjustment and install one adjustment washer (J) on 3/4 x 5 1/2" bolt (K) and insert bolt in upper slot in the ballmount. **Note:** The adjustment washer hole is not on center and can be rotated 180° for maximum head adjustment or half adjustment steps (see below). Install the second adjustment washer (oriented the same as the first), lock washer, and nut on the other side. Torque the 3/4 nuts (K) to 300 ft-lbs (If large enough torque wrench is not available, torque nuts to 150 ft-lbs, then turn nuts an additional 1/4 turn - DO NOT lubricate the threads).



Adjustment washer hole oriented vehicle forward:  
Max head tilt rearward



Adjustment washer hole oriented vehicle rearward:  
Max head tilt forward

**OPTIONAL SHIM KIT**

Use the shim provided when needed to fill any gap between the Weight Distributing Head shown below and the hitch bar used in the particular application.

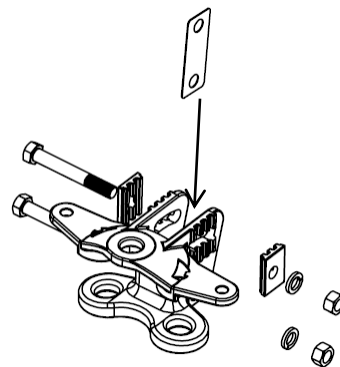
It is easier to install the shim from the top down as shown below. In doing so, you will encounter one of three scenarios:

1. Shim **will** go all the way down to line up with the bottom hole. If this is the case, use the entire shim in the gap.

Note: It is conceivable that in some rare combinations, two shims could be used. In these cases, contact Customer Service at 800-632-3290 or 800-428-7303 for a free additional shim service kit #58207.

2. Shim **will not** begin to fit between the head and hitch bar. If this is the case, discard shim and continue installation. The existing gap is acceptable

3. Shim **will not** go in far enough to reach bottom hole. If this is the case, cut shim in half and use only the top half for the top bolt. Discard bottom half of shim.

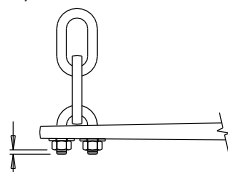


**INITIAL HOOK-UP**

**NOTE:** Car and trailer should be loaded and ready for travel before final leveling.

1. Pick a reference point on the front wheel well. Measure and record distance to pavement.  
Front wheel well to pavement \_\_\_\_\_

2. Attach chains to spring bars using U-bolts, flat washers, and locknuts. Let 2-3 threads protrude below locknut. Chain must not bind.



2 TO 3 THREADS

**STANDARD SPRING BAR**

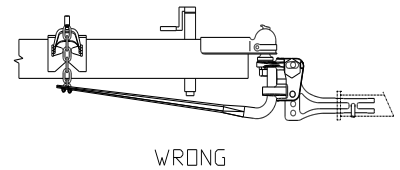
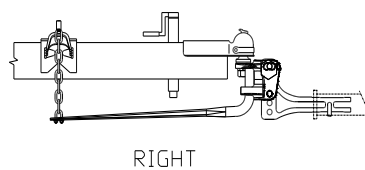
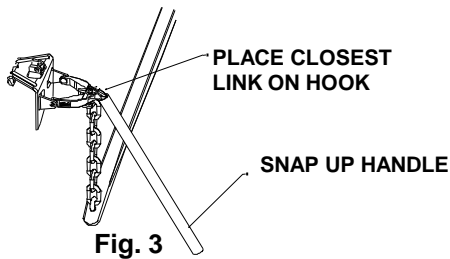
3. Using tongue jack, lower coupler onto ball and close coupler latch.

4. Insert round end of spring bar into lower socket of the ballmount and push upward. Line up notch in spring bar with the tab in the upper socket, and push up until seated. Rotate the spring bar so that it is in line with the trailer frame to lock it into place (The spring bars will fit on either side, as they are not made right or left handed). Repeat procedure for the other bar.

**NOTE:** To release spring bar, lift up on bar and rotate so that the notch in the spring bar and the tab in the upper socket are in line, and allow bar to drop out of the ballmount.

5. Position the snap up brackets on trailer "A" frame so that the chain on the end of the spring bar is approximately vertical. Turn 1/2 X 3-1/2 bolt until it contacts frame. Then tighten 1/4 turn with wrench. **DO NOT OVERTIGHTEN.**

6. Raise trailer tongue and rear of vehicle with the tongue jack. Lower yoke of snap up bracket until it is parallel with the ground, and slip the closest link over the hook (If there are less than 4 links between hook and u-bolt adjust ballmount angle rearward, and repeat procedure - see Fig. 3 & 4 below). With the snap up bracket handle over the yoke, raise until yoke has passed "over-center". Slide the safety pin through the small hole to lock the yoke in place. Repeat for other side.



**Fig. 4**

7. Lower jack. Re-measure front wheel well reference point. The front wheel well height should be equal to or lower than the original measurement. If the front wheel well height is higher than originally measured, reduce the number of links between the yoke hook and spring bar (4 links min.) and recheck the wheel well measurement. If the front wheel well is lower than originally measured, increase the number of chain links between the yoke hook and spring bar and recheck the wheel well measurement. If the original wheel well height is not achievable, it is preferred that the wheel well height is lower after the spring bars are loaded. If there are no more chain links for adjustment, the head assembly must be tilted forward. The trailer must be uncoupled and the upper bolt removed from the head assembly. The head is then pivoted up as appropriate. Reassemble and recheck the wheel well height.

## LUBRICATION

1. Place several drops of oil at spring bar / ballmount contact points each day of use. Excess oil, dirt, and grit should be wiped out whenever trailer is uncoupled.

## SURGE BRAKES

Some surge brakes will not work with weight distributing hitches. CHECK TRAILER AND/OR SURGE BRAKE OPERATING INSTRUCTIONS FOR ANY SPECIAL REQUIREMENTS REGARDING WEIGHT DISTRIBUTING HITCHES. Do not use sway control with surge brakes.

**WARNINGS:** LOADED BALL HEIGHT NEVER BE GREATER THAN UNCOUPLED BALL HEIGHT. Front wheel overload and loss of rear wheel traction can result, and can lead to unstable handling, reduced braking ability, and a tendency to "jackknife" when turning and braking at the same time. IF LOADED BALL HEIGHT IS GREATER THAN UNCOUPLED HEIGHT, reduce take-up on spring bar chains and re-measure until proper height is obtained.

DO NOT CUT, WELD, OR MODIFY THE CAST BALL MOUNT.

**DO NOT TOW MULTIPLE TRAILERS:** Do not attempt to tow any type of trailer behind another trailer. Towing multiple trailers may cause severe instability, loss of control and/or structural failure, and may result in vehicle accident, property damage and personal injury. Towing multiple trailers is illegal in many jurisdictions.

**FRONT-WHEEL-DRIVE VEHICLES:** DO NOT ATTEMPT TO HOOK-UP OR TOW WITH REAR WHEELS OF TOWING VEHICLE REMOVED. Severe structural damage to towing vehicle, hitch, and trailer may result. A towing vehicle/trailer combination cannot be controlled adequately unless the towing vehicle's rear wheels are carrying their share of the load.

**MAINTENANCE:** Keep trunnions and sockets in head assembly free of dirt and well lubricated. Excessive wear in this area may indicate overload or inadequate lubrication. Some elongation of socket openings "seat in" is normal.

Keep head assembly exterior clean, especially the trunnion sockets. Do not allow dirt or stones to lodge between trunnions and head.

Keep hitch painted to prevent rust and maintain a good appearance. (Do not paint over labels)

AT THE BEGINNING OF EVERY TOWING DAY:

- Add drop of oil at trunnion contact areas with ball mount.
- Clean ball and coupler socket and coat ball lightly with grease.
- Check spring bar chains and U-bolts for wear. Replace before they become worn halfway through.
- Check to see that all bolts are properly tightened and hitch pin and clip are securely in place.
- Check to see that electrical hookups are in working order, and that safety chains are connected.

#### TOWING TIPS

**DRIVING:** Good habits for normal driving need extra emphasis when towing. The additional weight affects acceleration and braking, and extra time should be allowed for passing, stopping, and changing lanes. Signal well in advance of a maneuver to let other drivers know your intentions. Severe bumps and badly undulating roads can damage your towing vehicle, hitch, and trailer, and should be negotiated at a slow steady speed. IF ANY PART OF YOUR TOWING SYSTEM "BOTTOMS" OUT, OR IF YOU SUSPECT DAMAGE MAY HAVE OCCURED IN ANY OTHER WAY, PULL OVER AND MAKE A THOROUGH INSPECTION. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.

**CHECK YOUR EQUIPMENT:** Periodically check the condition of all your towing equipment and keep it in top condition.

**TRAILER LOADING:** Proper trailer loading is important. Heavy items should be placed close to the floor near the trailer axle. The load should be balanced side-to-side and firmly secured to prevent shifting. Tongue weight should be about 10-15 percent of the gross trailer weight for most trailers. Too low a percentage of tongue weight will often produce a tendency to sway. Excess weight on the tongue can also lead to sway and damage hitch and / or tow vehicle.

**SWAY CONTROLS:** A sway control can help minimize the affects of sudden maneuvers, wind gusts, and buffeting caused by other vehicles. Use of a sway control is recommended for trailers with large surface areas, such as travel trailers.

**TIRE INFLATION:** Unless specified otherwise by the towing vehicle or trailer manufacturer, tires should be inflated to their maximum recommended pressure.

**TOWING VEHICLE AND TRAILER MANUFACTURERS' RECOMMENDATIONS:** Review the owners' manuals for your towing vehicle and trailer for specific recommendations, capacities, and requirements.

**POLE TONGUE TRAILERS:** If your trailer has a straight tongue (instead of an A-frame tongue), it will be necessary to use a pole tongue adapter. This adapter attaches to the trailer tongue, providing a place to attach the snap up brackets.

**PASSENGERS IN TRAILERS:** Trailers should NOT be occupied while being towed, under any circumstances.

**TRAILER LIGHTS, TURN SIGNALS, AND ELECTRIC BRAKES:** Always hook up trailer lights, turn signals, electric brakes and break-away switch connection (if so equipped) even for short trips.

**REMOVE HITCH WHEN NOT TOWING:** Remove hitch from towing vehicle receiver when not towing, to prevent contamination of head sockets, reduce chance of striking hitch on driveway ramps or other objects, and minimize damage in the event of a rear-end collision.

#### TEN YEAR LIMITED WARRANTY

**Cequent Performance Products, Inc.** warrants its Pro Series Weight Distributing systems from date of purchase against defects in material and workmanship under normal use and service, ordinary wear and tear excepted, for 10 years of ownership to the original consumer purchaser.

**Cequent Performance Products, Inc.** will replace FREE OF CHARGE any part which proves defective in material or workmanship when presented to any **Cequent Performance Products, Inc.** dealer, **Cequent Performance Products, Inc.** Warehouse or returned to factory. TRANSPORTATION CHARGES PREPAID, at the address below. THIS WARRANTY IS LIMITED TO DEFECTIVE PARTS REPLACEMENT ONLY. LABOR CHARGES AND/OR DAMAGE INCURRED IN INSTALLATION OR REPLACEMENT AS WELL AS INCIDENTAL AND CONSEQUENTIAL DAMAGES CONNECTED THEREWITH ARE EXCLUDED.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation or exclusion may not apply to you.

Any damage to the Pro Series Weight Distributing system as a result of misuse, abuse, neglect, accident, improper installation, or any use violative of instructions furnished by us, WILL VOID THE WARRANTY.

This warranty gives you specific legal rights, and you may also have other rights which vary from state to state. In the event of a problem with warranty service or performance, you may be able to go to a small claims court, or a federal district court.

Cequent Performance Products, Inc.  
47912 Halyard Dr. Suite 100  
Plymouth, Mi. 48170