

# SWAY CONTROL KIT INSTALLATION

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

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

## WARNINGS

**The sway control CANNOT be used on trailers with surge or override braking systems!**

**DO NOT speed up if sway occurs. Sway increases with speed. If sway continues, stop the vehicle and inspect all equipment and trailer loading 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.**

## OPERATION

Hook up the trailer to the tow vehicle. Lubricate the threads on the handle with a drop of oil. Attach the main body 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 3 turns counter clockwise to release tension. Place the socket on the main body onto the trailer tongue ball. Secure in place, using a spring clip.

Turning the "On/Off" handle clockwise, tighten firmly until it is parallel with the main body. With a second person watching the sway control and trailer, slowly back the trailer in both jack knife position. Check that the sway control does not hit the bumper or the trailer and that it does not become fully compressed or disconnected. If any of these items occur when jackknifed, the sway control must be removed while backing. Road, weather conditions, loading, design of the trailer, power steering, wheel alignment and the oscillation point of the vehicle and trailer all affect towing characteristics. Starting with the preset tension, road test the sway control. If this is not enough sway control, then adjust the brake tension screw ¼ turn clockwise. Road test again and repeat (if necessary) until proper sway control is achieved. Larger or heavier trailers may require the use of two sway controls. After a 1600 kilometers break-in period, remove the slide bar and clean it using a

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wire brush or steel wool. The slide bar should then be cleaned every 16000 kilometers.

## WARNINGS

**By towing a trailer, you change the handling characteristics of the tow vehicle. Short wheel base vehicles may induce sway when towing a trailer. USE EXTREME CAUTION. Any welding should be done by a qualified welding shop.**

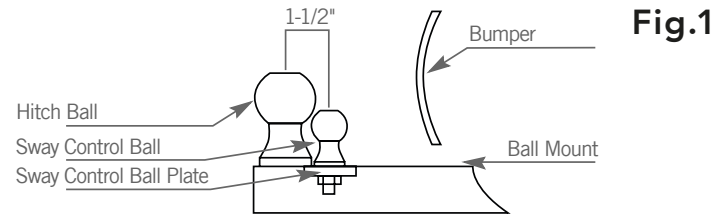


Fig.1

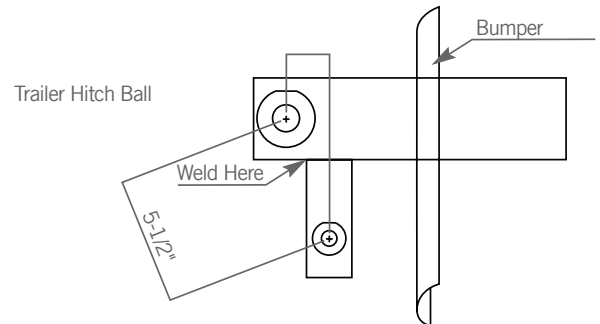


Fig.2

