



FRICITION SWAY CONTROL

INSTALLATION INSTRUCTIONS

MHFSC SWAY CONTROL

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 ball mount bar provided and weld to the ball mount as shown in figure 1.

OPTIONAL NON-WELD BALL MOUNT AVAILABLE PART No. MHSCB65 OR MHSCB75 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 figure 2.

WARNING

The Sway Control CANNOT be used on trailers with surge or override braking systems

DO NOT speed up if any 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 tall heavy trailers can cause sway.

When towing in slippery conditions, such as icy, gravel or snow covered roads, the sway control must be removed. Never paint or lubricate the slide bar.

To 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 3 turns counterclockwise 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 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 to a jackknife position and 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 items occur when jackknifed, the sway control must be removed while backing. Road and weather conditions, loading and design of the trailer as well as 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 back 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 controls. 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.

NOTE: IF FITTING TO LEFT HAND SIDE, YOU NEED TO LOOSEN THE ADJUSTING LEVER AND BOLT, REMOVE METAL SLIDE RAIL AND RE-INSERT UPSIDE DOWN.

NOTE: WHEN NEGOTIATING A TIGHT TURNING CIRCLE OR REVERSING IT MAYBE NECESSARY TO REMOVE THE DEVICE.

WARNING

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

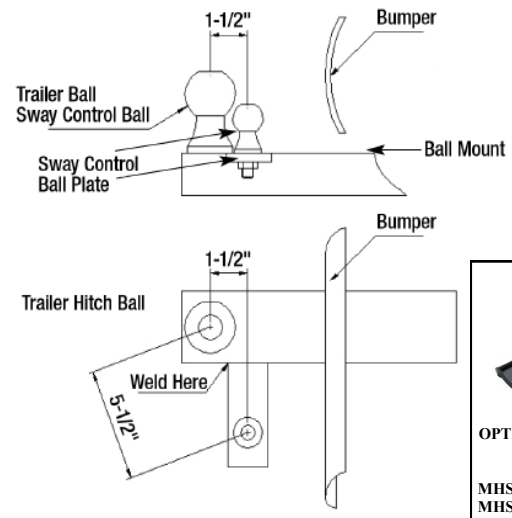
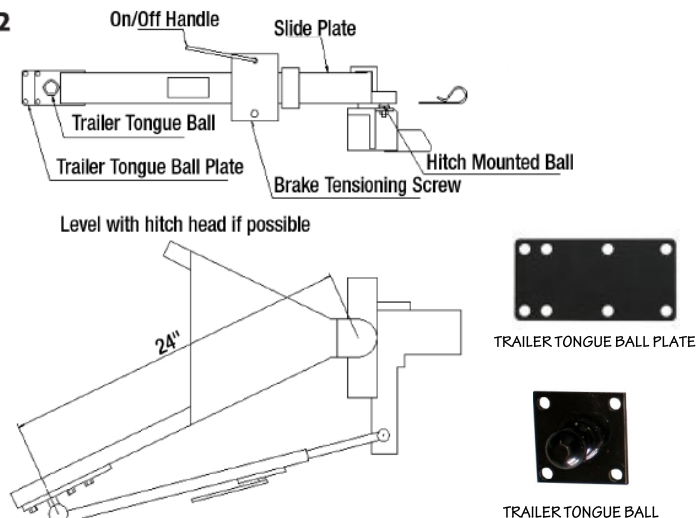


Fig. 2



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