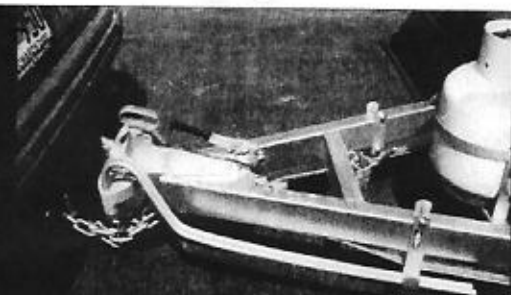


LOAD EQUALIZER

Tow in comfort
and safety
with a
Load Equalizer
fitted



Lifts rear of car
Improves handling
Greatly reduces
pitching and
tail sway

MUST BE READ BY PURCHASER AND FITTER

Pitching and tail sway in caravan towing is usually due to the load distribution of your caravan and the ball weight on your car. To obtain good towing, a caravan has to be 10% to 15% front heavy, and with a caravan that is in excess of 35kg front heavy, the problem of unequal weight distribution arises. The rear of your car will be pushed down and weight will be removed from the front wheels of your car, causing excessively light steering.

Advantages of using our equalizer

1. Overcomes excessive rear end load on the car caused by the caravan's ball weight; this weight will be evenly distributed over all the wheels of the car and caravan system, thus stabilising the car's handling.
2. The tendency for the caravan to pitch and tail sway is greatly reduced.
3. The car and caravan system rides level and the car headlights remain parallel to the road.
4. Tow bar ground clearance is increased since the rear end of the car is raised and the equalizer brackets are not much lower than the caravan's draw bar.
5. This unit will fit any car or caravan thereby eliminating unnecessary expense which is experienced when changing vehicles with some other makes of load equalizer.
6. One pair of spring steel rods will remove approximately 35-45kg. Two pair of rods will remove approximately 70 - 90kg from the rear of your car.

If the caravan and luggage in car boot add to the rear of your car a weight of:

- | | | |
|---------------|---|--|
| 45kg to 70kg | - | use a two rod equalizer (part no. 0111-020) |
| 70kg to 125kg | - | use a four rod equalizer (part no. 0111-021) |
| 125kg plus | - | use a load distributing hitch with suitable rating |

2 Year Warranty

AGAINST DEFECTS
IN MATERIAL AND
WORKMANSHIP

Please note: Car and tow bar manufacturers now rate their product for weight on the ball. Their ratings are the maximum ball weight allowed, regardless of Camec's suggested capacity.

IMPORTANT: This unit will not give full advantages unless fitted to instructions. **SEE OVER PAGE**

MELBOURNE

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Fax: (03) 9799 6488

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Phone: (07) 3710 9000
Fax: (07) 3710 9011

SYDNEY

Phone: (02) 9587 4599
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PERTH

Phone: (08) 9351 0000
Fax: (08) 9351 0029

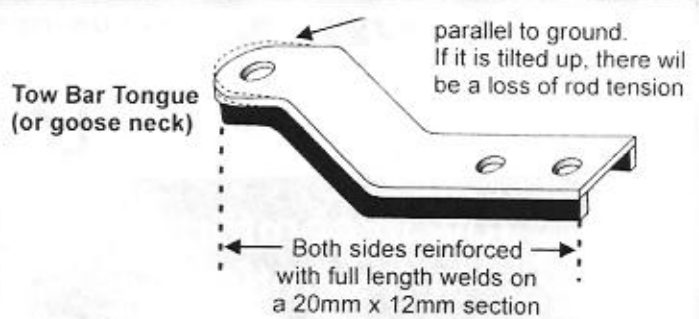
AUCKLAND

Phone: (09) 273 8909
Fax: (09) 273 8910

CAMEC GO FURTHER

WEBSITE www.camec.com.au

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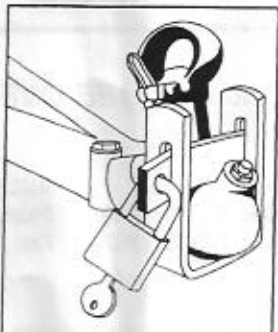
FITTING INSTRUCTIONS:

1. Reinforce tow bar goose neck as per the above sketch. Failure to do so will render the unit only partially effective.
REINFORCEMENT EXCEPTIONS:
75mm x 20mm tongue - maximum length 450mm for 4 rod set
75mm x 16mm tongue - maximum length 300mm for 2 rod set
2. Fasten Equalizer Head to goose neck with the coupling ball. Do not use a coupling ball with a 16mm stem; a 22mm stem is preferred and is readily available.
3. The spring steel rods are pushed down into the socket at right angles to the car; make sure they pass through the key-way before turning them parallel to the caravan's draw bars.
4. Make sure the car's tow bar will withstand the strain. Place spring rods in their normal position with caravan uncoupled and lift rods hard. If there is any noticeable amount of movement in the tow bar, it will be necessary to reinforce the tow bar. This is rarely necessary, but it is advisable to check while lifting the equalizer.
5. Couple caravan to car and bolt rod brackets to the caravan's draw bars. These brackets must be not less than **100mm** from the end of the rods.
6. Use the caravan's jockey wheel to lift the car and caravan system; this will make the rods much easier to lift over the edge of the brackets.
7. When using four rods, use the hook specified to prevent pinching fingers **OR Backsaver Aid** (optional extra).
8. Check to make sure a full lock is possible with Equalizer fitted. If there is interference between the caravan chassis and rods or the caravan chassis and load Equalizer head - see below.
9. Use the main body of tow bar to fasten safety chain (do not attach the chain to the equalizer head).

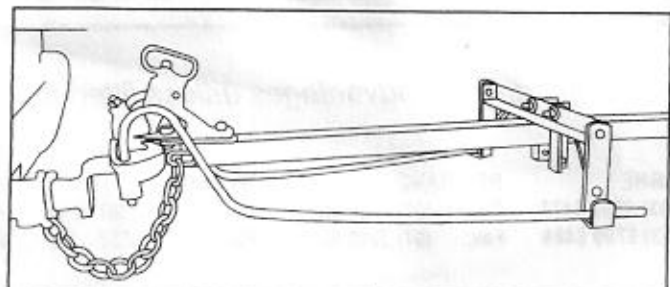
SPECIAL EQUIPMENT IS REQUIRED WHEN:

- a. the caravan chassis is wider than 140mm at the nose - the coupling will have to project on a plate to allow clearance.
- b. the distance from the centre of the coupling ball to caravan chassis is less than **100mm**, (fixed couplings are usually less than **100mm**); a **75mm x 16mm plate** is used to project the coupling forward.
- c. the trailer does not have a standard "A" frame draw bar (chassis), e.g. boat trailers, etc. A special bracket assembly is available - see below.
- d. the caravan has a chassis greater than **100mm** in depth. **Special longer brackets are available to suit up to 150mm.**
- e. **Override Coupling Only:** Equalizers add extra load to the override coupling shaft. this can reduce the amount of caravan brake available; to keep this loss to a minimum, grease coupling shaft and keep brakes well adjusted.
- f. If the width of your goose neck is greater than 76mm, making it a necessity to grind away the two small projections of the under surface of the head, you must provide an alternative method to restrict the rotation of the head. The preferred method is to place a bar across the goose neck behind the equalizer head secured with two 12mm welds on either side of the goose neck (see below). The 12mm weld is a safety feature and a full weld should be avoided. If your goose neck is narrower than 76mm, the same procedure should be followed.

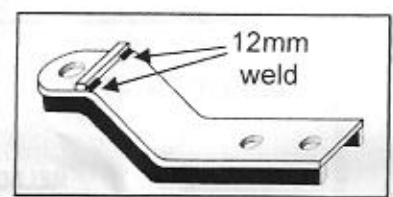
OPTIONAL EXTRAS:



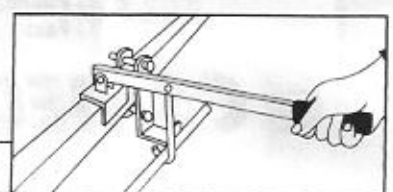
COUPLING LOCK (0031-001)



BOAT TRAILER ADAPTOR



12mm weld



BACKSAVER AID (0033-012)