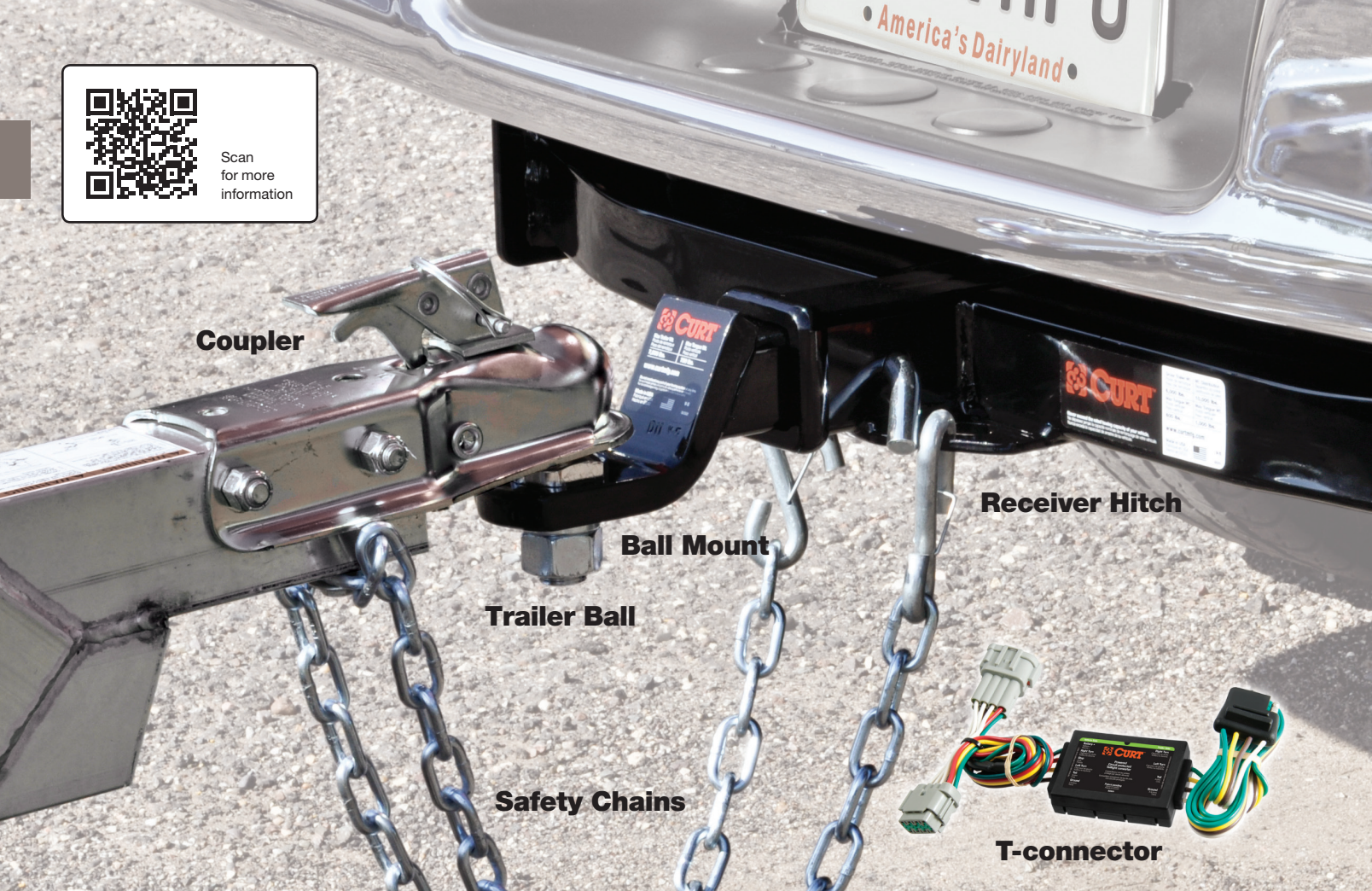




Scan for more information



Coupler

Receiver Hitch

Ball Mount

Trailer Ball

Safety Chains

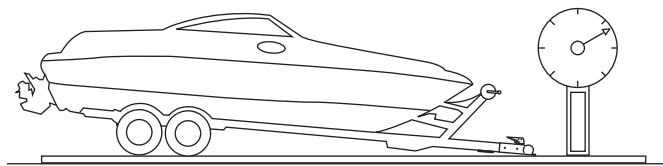
T-connector

UNDERSTANDING TOWING

It is very important to review an operator's manual before purchasing a towing system. Your vehicle manual has helpful information about your vehicle's capabilities and limitations.

Gross Trailer Weight

(GTW) The gross trailer weight is the weight of the trailer & cargo. Measure this by putting the fully loaded trailer on a vehicle scale.

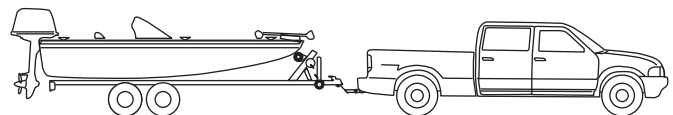


You also need to be aware of the different laws and restrictions which exist when you tow from state to state. The State Patrol is a good resource for information.

Weight Carrying

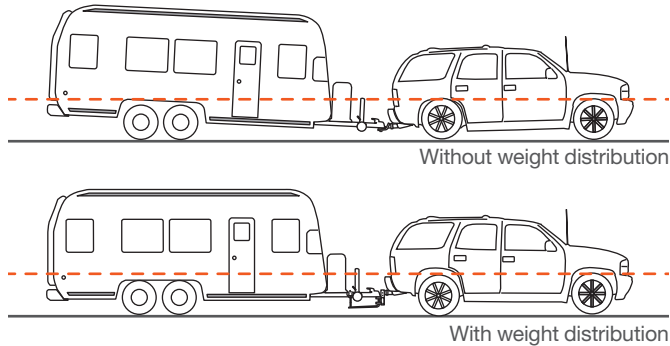
(WC) The total weight of both the trailer and the cargo inside. Never exceed the weight capacity of your trailer hitch. This applies to loads without a weight distribution hitch installed.

Boat + Trailer + Cooler + Fishing Gear = Weight Carrying



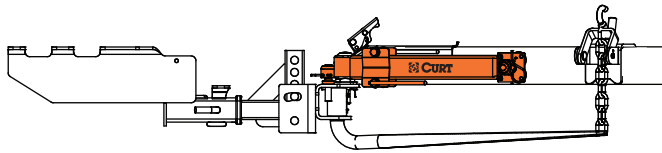
Weight Distribution

(WD) Used to balance the weight of the cargo between the front and rear wheels throughout the trailer, allowing for better steering, braking, and level riding. Not to be used on class I or II receivers, or with surge brakes. See page 168 for our weight distribution products.



Sway Control

A device used to reduce the lateral movements of the trailer that are caused by the wind. This may be used in conjunction with a weight distribution hitch or alone. Do not use this on a class I or II hitch, or with surge brakes. See page 168 for our sway control products.



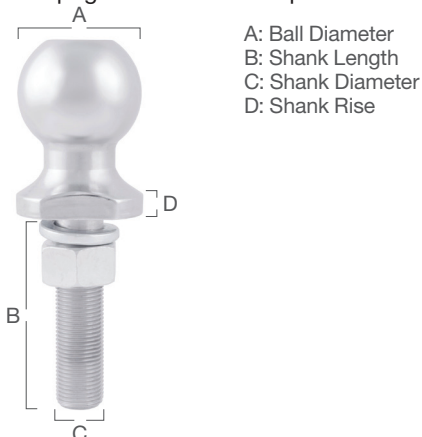
Trailer Balls

Connection from the hitch to the trailer.

There are many factors that determine the correct hitch ball:

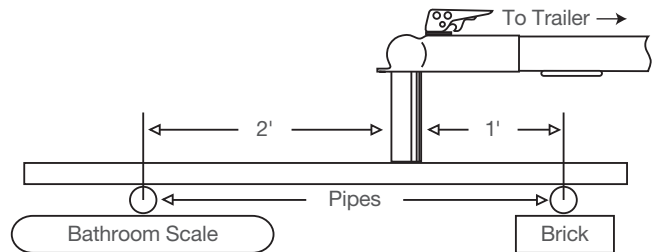
- Most important is the hitch ball's gross trailer weight rating.
- The mounting platform must be at least 3/8" thick.
- The hole diameter must not be more than 1/16" larger than the threaded shank.
- Every time you tow, check the nut and lock washer to make sure they are fastened securely.

See page 132 for our complete trailer balls line.



Tongue Weight

(TW) The downward force that is exerted on the hitch ball by the coupler. The tongue weight will vary depending on where the load is positioned in relationship to the trailer axle(s). To measure the tongue weight, use either a commercial scale or a bathroom scale with the coupler at towing height. When using a bathroom scale, use the method shown and multiply the scale reading by three.



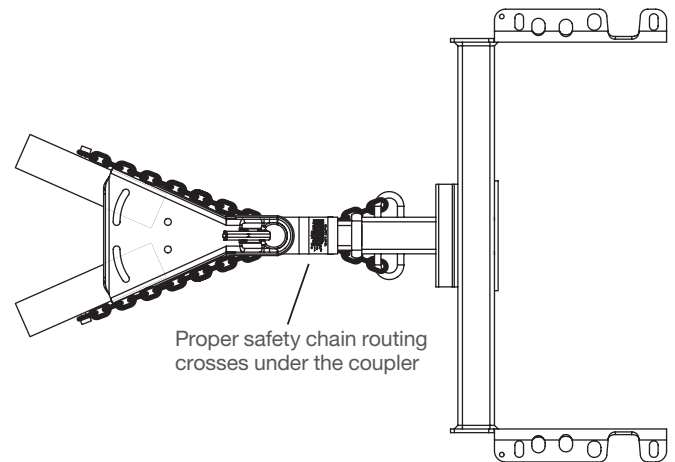
Safety Chains

Safety chains are required by law and should be crossed under the tongue of the trailer so that the tongue will not drop to the road if it becomes separated from the hitch. Always leave enough slack so you can turn. Never allow the safety chains to drag on the ground and never attach the chains to the bumper.

Trailer classification: safety chain breaking force - minimum

- Class I: 2,000 lbs. (8.9 kN)
- Class II: 3,500 lbs. (15.6 kN)
- Class III: 5,000 lbs. (22.2 kN)

Each safety chain or safety cable must equal or exceed the GTWR of the trailer. See page 179 for custom chain.



Ball Mounts

The ball mount is placed inside the opening of the receiver hitch which is mounted to the vehicle. Make sure a hitch pin and clip is properly securing the ball mount to the receiver hitch before you begin towing. See page 122 for our selection of ball mounts.



Couplers

The component that is placed over the trailer ball to connect the vehicle to the trailer. Coupler size must match the size of the hitch ball. Ensure the coupler handle is securely fastened. Trailer coupler size determines trailer ball size. Be sure your coupler is properly adjusted to the ball you are using. See our couplers on page 170.



Bumper Hitches

These hitch applications are used only for light weight towing, including bike racks and cargo carriers. Towing should not exceed vehicle bumper's gross towing weight. Hitch capacities are limited to bumper capacities. See page 30 for our bumper hitches. Do not use a weight distribution hitch with these products.



Hitch Box
5,000 lbs. GTW
500 lbs. TW

Step Bumper Hitch
5,000 lbs. GTW
500 lbs. TW

Bumper Hitch
4,000 lbs. GTW
400 lbs. TW

Hitch Pins/Locks

For securing all ball mounts to receiver style hitches. Hitch locks protect against ball mount theft. See page 137 for towing security products.



Receiver Hitches

The primary device attached to the vehicle, which allows you to tow. It is very important to choose the correct class of receiver hitch. Gross trailer weight and tongue weight will determine

the hitch that is needed. Do not exceed the lowest rating of any component of your towing system. See the CURT hitch application guide on page 32 for specific hitch availability.



Class 1
Ball Mount, Pin & Clip Included
Up to 2,000 lbs. GTW
Up to 200 lbs. TW
1 1/4" Receiver Tube




Class 2
Ball Mount, Pin & Clip Included
2,500 - 3,500 lbs. GTW
250 - 350 lbs. TW
1 1/4" Receiver Tube




Class 3
(Round Tube)
3,500 - 8,000 lbs. GTW
350 - 800 lbs. TW
Up to 12,000 lbs. WD
Up to 1,200 lbs. WDTW
2' Receiver Tube




Heavy Duty 
10,000 - 12,000 lbs. GTW
1,000 - 1,200 lbs. TW
12,000 - 14,000 lbs. WD
1,200 - 1,400 lbs. WDTW
2" Receiver Tube



Xtra Duty 
Up to 15,000 lbs. GTW
Up to 1,500 lbs. TW
Up to 16,000 lbs. WD
Up to 1,600 lbs. WDTW
2" Receiver Tube



Commercial Duty 
Up to 18,000 lbs. GTW
Up to 1,800 lbs. TW
Up to 18,000 lbs. WD
Up to 1,800 lbs. WDTW
2 1/2" Receiver Tube



Front Mount
Up to 5,000 lbs. GTW
Up to 500 lbs. TW
9,000 lbs. Straight Line Pull
2" Receiver Tube



RV Receiver Hitches
3,500 - 5,000 lbs. GTW
350 - 500 lbs. TW
3,500 - 6,000 lbs. WD
350 - 600 lbs. WDTW
2" Receiver Tube

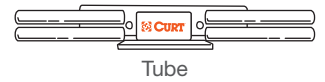
Bumper Styles



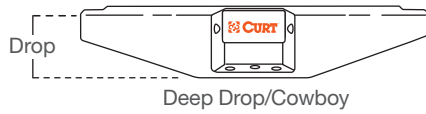
Standard



Step



Tube



Deep Drop/Cowboy



Roll Pan
Flush with Tailgate

Passenger Car & Truck Styles

Trunk lid hinged below rear window



4-door sedan



2-door sedan

Trunk lid hinged at roof. Including rear window.



5-door hatchback



3-door hatchback



5-door wagon

Truck - chassis design



Short bed/Long bed

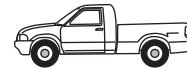


Cab/Chassis



Dual rear
wheels/Dualie

Truck - cab design



Regular cab



Extended cab



Crew cab



Quad cab

SUVs, CUVs, Vans, and Minivans



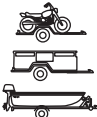


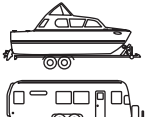




Van



SUV/CUV

Hitch Selection Guide

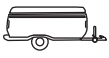



Use this table to select the correct class of hitch for your vehicle. Refer to not only vehicle type, but also the trailer(s) that you will be towing. See the CURT hitch application guide on page 32 for specific hitch availability.

Trailer Types				
Weight Ratings	Class I 2,000 lbs. GTW 200 lbs. TW	Class II 3,500 lbs. GTW 350 lbs. TW	Class III 3,500-6,000 lbs. GTW 350-600 lbs. TW	Class IV-V 6,000-18,000 lbs. GTW 600-1,800 lbs. TW
 Subcompact/ Compact Cars	Class I Receiver			
 Mid-size Cars/ Small Pickups	Class I Receiver	Class II Receiver	Class III Receiver with Weight Distribution Hitch	
 Minivans/ SUVs	Class I Receiver	Class II Receiver	Class III Receiver with Weight Distribution Hitch	
 Full-size Cars/Pickups/ Vans/Utility Vehicles	Class I Receiver	Class II Receiver	Class III Receiver with Weight Distribution Hitch	Class III Receiver with Weight Distribution Hitch or Class IV-V Receiver

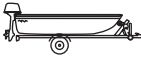






How Much Can You Safely Tow?

CURT Manufacturing recommends the use of hitches showing a weight distributing (WD) rating when carrying a personal mobility vehicle (power wheel chair, scooter, etc.). Use of a lower capacity hitch may void warranty and could result in damage to both the carried and carrying vehicles.

For more information, contact the CURT Technical Support line at 1-800-798-0813.

Gross Trailer Weight	1,000 lbs.	2,000 lbs.	3,000 lbs.	4,000 lbs.	5,000 lbs.	6,000 lbs.	7,000 lbs.	8,000 lbs.	10,000 lbs.	18,000 lbs.
Tongue Weight	100 lbs.	200 lbs.	300 lbs.	400 lbs.	500 lbs.	600 lbs.	700 lbs.	800 lbs.	1,000 lbs.	1,800 lbs.
Classes	Class I									
	Class II									
	Class III									
	Class IV									
	Class V									
 Camper	11'	12'	13'	14'	15'	16'				
	1,100 lbs.	1,200 lbs.	1,300 lbs.	1,400 lbs.	1,500 lbs.	1,600 lbs.				
 Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
	2,100 lbs.	2,400 lbs.	2,700 lbs.	3,000 lbs.	3,300 lbs.	3,600 lbs.	3,900 lbs.	4,200 lbs.	4,500 lbs.	4,800 lbs.
 Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
	2,800 lbs.	3,200 lbs.	3,600 lbs.	4,000 lbs.	4,400 lbs.	4,800 lbs.	5,200 lbs.	5,600 lbs.	6,000 lbs.	6,400 lbs.
 5th Wheel	Refer to owner's manual for towing capabilities and limitations									

Estimated Trailer Only Weights

 Boat	Aluminum 12-15 feet - Trailer Weight = 200 lbs. 16-20 feet - Trailer Weight = 300 lbs.	
 Boat	Fiberglass Up to 17 feet - Trailer Weight = 200 lbs. 18-20 feet - Trailer Weight = 300 lbs.	21-22 feet - Trailer Weight = 570 lbs. 22-24 feet - Trailer Weight = 670 lbs.
 Recreational Vehicle	Motorcycle, Snowmobile, ATV, Personal Watercraft Carries two vehicles - Trailer Weight = 250 lbs.	
 Recreational Vehicle	Motorcycle, Snowmobile, ATV, Personal Watercraft Carries four vehicles - Trailer Weight = 250 lbs.	
 Open	Cargo 4 feet by 6 feet - Trailer Weight = 450 lbs. 5 feet by 8 feet - Trailer Weight = 450 lbs.	
 Horse	One Horse Vehicle Trailer Weight = 1,000 lbs.	Two Horse Vehicle Trailer Weight = 1,800 lbs.
	 Other	Car Transport Trailer Weight = 1,800 lbs. Garden or Equipment Trailer Weight = 1,800 lbs.

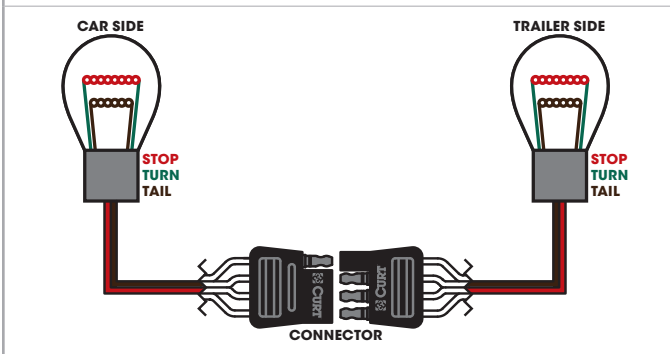
Wiring Systems

CURT Manufacturing electrical products are designed to deliver unsurpassed levels of performance, reliability and durability. The use of surface mount technology (SMT) components is just one of the steps CURT has taken to achieve this. SMT components are the most up-to-date parts available for circuit designs. SMT components offer lower resistance, less heat generation and longer life cycles than more common, out-of-date, through-hole mounted components.

CURT applies SMT to a full line of taillight converters and to any T-connector with a built-in converter.

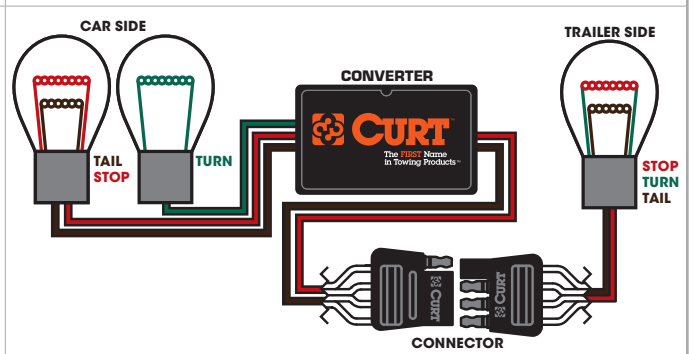
2 Wire Systems

Still common in the automotive industry and the simplest form of trailer wiring. This system sends the stop/turn signal along one wire, while the tail signal is separate.



3 Wire Systems

The most common in the automotive industry, while being simple enough to wire with a converter of choice. The stop, tail and turn signals are all sent on separate wires going into the converter, which then converts the signals to a two-wire system.

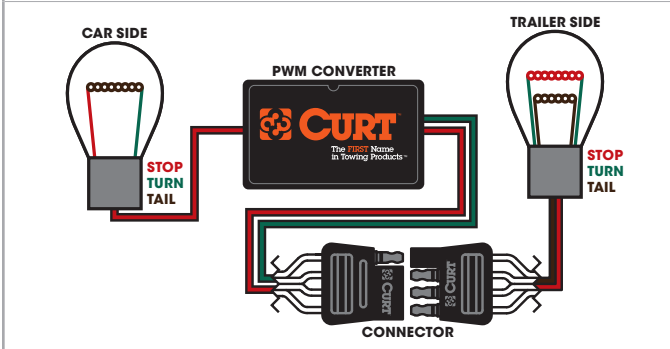


PWM Systems

More and more vehicles on the market today use PWM (pulse width modulation) wiring systems, sometimes called "multiplex" systems. These are systems that vary the signal intensity over one wire to initiate more than one lighting function. In other words, one wire can control more than one light function. There are two known types, type STT (Stop/Turn/Tail) and type ST (Stop/Tail). PWM systems can be either incandescent or LED.

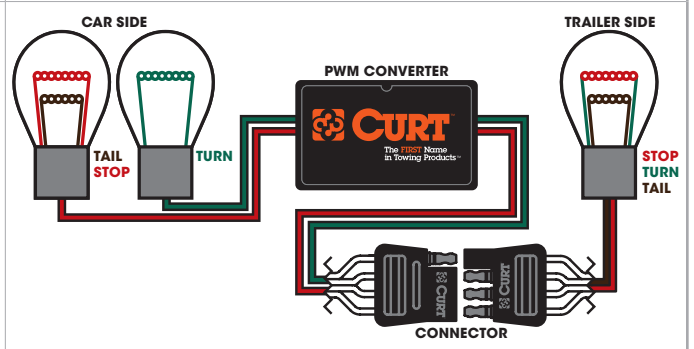
STT Systems

They use a single wire to control the stop, tail and turn signals. For STT Systems use CURT tail light converter 56201.



ST Systems

They use a single wire to control the stop and tail signals. Separate wires are used to control the left and right turn signals. For ST systems use CURT tail light converter 56200.



See the application guide on page 32 for a detailed listing of vehicles with ST & STT systems

Electrical

Trailer lights, electric brakes, break-away systems - every time you tow, be sure to check that all components are working properly.

See page 180 for more detailed information.

