



ATTENTION DEALERS:
PLEASE PASS THIS MANUAL
ON TO THE END USER AFTER
HITCH INSTALLATION.

ROUND BAR

OWNER'S MANUAL



- ☐ 94-00-0600 - 600 lb. max tongue / 6,000 lb. max trailer weight
- ☐ 94-00-0800 - 800 lb. max tongue / 8,000 lb. max trailer weight
- ☐ 94-00-1000 - 1,000 lb. max tongue / 10,000 lb. max trailer weight
- ☐ 94-00-1061 - hitch ball pre-installed / 1,000 lb. max tongue / 10,000 lb. max trailer weight

**** Your model # can be found on the stickers on either spring arm. Make a note of it here for future reference ****

Congratulations on your purchase of a new e2™ round bar hitch. Read this owner's manual thoroughly to become familiar with proper set-up and maintenance procedures. This will ensure that your e2 hitch will give you maximum performance and years of service. KEEP THIS MANUAL in a safe place as a reference for regular adjustment and maintenance.

A Product of Progress Mfg. Inc.
(877) 523-9103

Item #	Mfg. Part #	Description	Qty.
1	92-04-9625	Hitch Pin	1
2	92-04-9630	Hitch Pin Clip	1
3	92-04-9650	Spacer Rivet	1
4	92-04-9655	1/2" Flat Washer	7
5	BDO94-AH	Attention Sticker	1
6	92-04-9640	3/4" Lock Nut	2
7	92-04-9645	3/4" Conical Tooth Washer	4
8*	94-02-0699	6,000 lb. Round Bar Spring Arm	2
	94-02-0899	8,000 lb. Round Bar Spring Arm	
	94-02-1099	10,000 lb. Round Bar Spring Arm	
9	92-03-9205	L-Pin	2
10	92-04-9208	L-Pin Clip	2
11	93-02-5150	L-Bracket	2
12	93-02-5350	Outside Link Plate	2
13	93-02-5200	Inside Link Plate	2
14	92-04-9228	1/2" Nut	4
15	93-02-9270	1/2" x 3-1/2" Frame Bolt	4
16	93-04-9285	Nylock Jam Nut	4
17	BDO94-WS	Warning Stickers	2
18	92-03-9700	5/8" x 1-1/2" Angle Set Bolt	1
19	94-02-1055	Round Bar Hitch Head	1
20	92-04-9635	3/4" x 5" Bolt	2
21	92-02-4100	Adjustable Shank	1
	92-00-6000	Snap-up Lever	1
	BD094	Instruction Manual	1
		Warranty Card	1

If you have hitch model # 94-00-1061, your hitch came with a pre-installed hitch ball # 93-00-6100.

* Each package contains only two (2) spring arms sized correctly for your hitch model and weight rating.

Tools Needed for Installation:

Shank – (2) 1-1/8" wrenches, torque wrench capable of 250 ft. lbs.

Hitch – Adjustable (Crescent) wrench, (2) 3/4" wrenches or sockets, measuring tape, pencil.

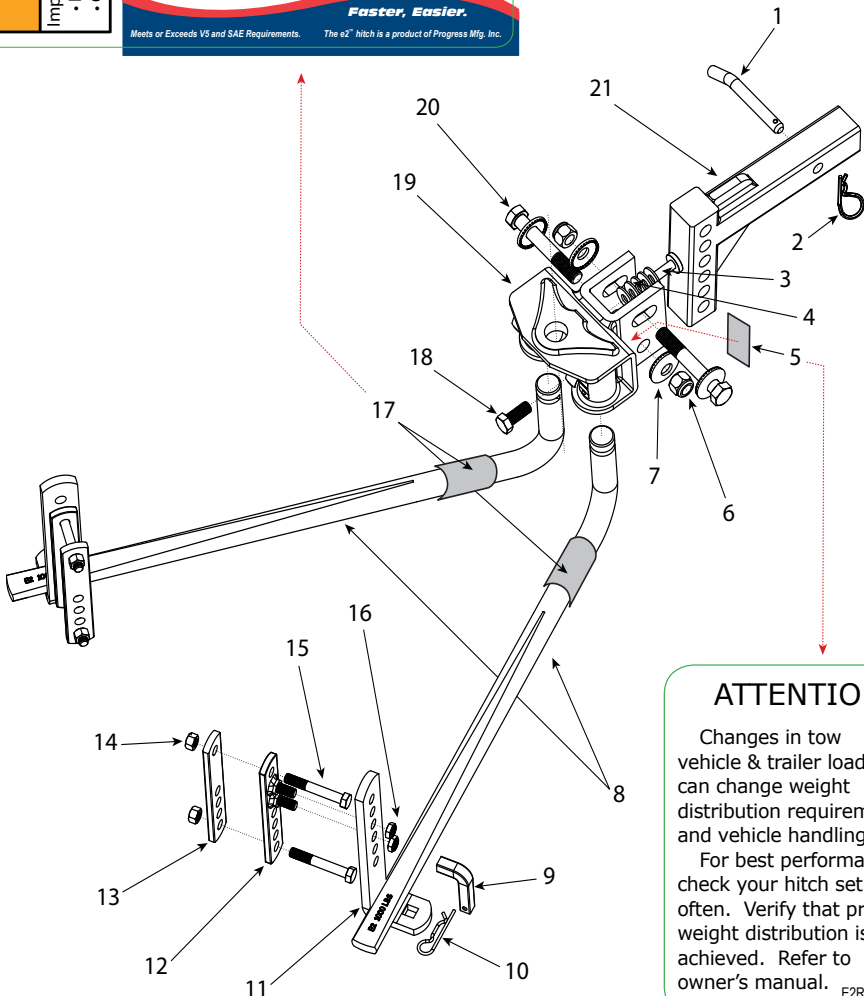
Warning Stickers

WARNING

Improper setup can cause severe injury or death.
 • Read and follow owner's manual at all times.
 • Check for proper setup before towing.



Arm Sticker
 (not actual size)



ATTENTION

Changes in tow vehicle & trailer loading can change weight distribution requirements and vehicle handling.

For best performance check your hitch setup often. Verify that proper weight distribution is achieved. Refer to owner's manual.

E2RB_0710

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Operator Safety

WARNING

Read and understand all safety warnings, setup, use, and maintenance instructions of your trailer, tow vehicle, and hitching equipment before installing your hitch or towing your trailer. Failure to do so may result in severe injury or death.

Never cut, weld, grind, bend, or modify hitch components in any way.

It is the drivers responsibility to adjust equipment and driving habits to match towing conditions. The driver is responsible for their own safety and the safety of passengers.

Never exceed the specified weight ratings for the trailer, tow vehicle, hitch, hitch ball, or any other towing equipment.

No hitch setup guarantees that trailer sway will be altogether avoided.

Always load trailer correctly. Follow trailer and tow vehicle manufacturers recommendations for placement and quantity of cargo.

Always tow with a minimum tongue weight of 400 pounds.

Always use a hitch ball with a rating that equals or exceeds the trailer Gross Vehicle Weight Rating (GVWR). Always use a hitch ball size that correctly matches your trailer coupler size and make sure it is coupled securely before towing.

Measuring weight distribution setup well does not ensure safe towing. The operator is responsible for making necessary adjustments to the hitch to optimize weight distribution and sway control. Each trip is different, and the weight distribution setup and towing performance should be evaluated by the operator and adjusted when necessary.

Never tow with your hitch adjusted incorrectly.

WARNING

Do not tow your trailer until all bolts and nuts have been checked for wear and fatigue, and are properly tightened.

Do not tow your trailer on rough roads. Do not tow your trailer through profound ditches, dips, or swales. Excessive strain on the spring arms and hitch head may cause hitch fatigue or failure.

Do not lubricate the joint between L-bracket and spring arm.

Replace worn, faded, or unreadable warning stickers on the spring arms.

CAUTION

Do not loosen or remove any part of the hitch while the hitch is under load.

Always secure tow vehicle and trailer with parking brake and wheel chocks before setting up or adjusting hitch.

About Your Hitch:

Weight Distribution:

Weight distribution is the ability of the e2 hitch to transfer some of the tongue weight of the trailer ahead to the tow vehicle axles, and backward to the trailer axles. Without weight distribution the tow vehicle “teeter-totters” on the rear axle of the tow vehicle, and unweights the front axle. Proper weight distribution transfers weight back to the front steering axle, forcing it back to the ground. Proper weight distribution also adds performance to the integrated sway control feature of your e2 hitch. The e2 hitch requires a minimum of 400 lbs. of tongue weight. This tongue weight gets distributed, and helps generate the friction needed to reduce trailer sway.

Sway Control:

Integrated sway control is a built-in, patent pending feature of your e2 hitch. Unlike conventional chain style weight distribution hitches, you do not need to purchase, install, store, or hook up any additional

hardware to get the benefits of this sway control. Once the spring arms are tensioned, the sway control is in force. Integrated sway control works through the friction generated at the connection between your spring arms and L-brackets. The force required by the hitch to distribute weight rests on the L-brackets through the spring arms. The e2 hitch takes advantage of the steel-on-steel friction generated at this point to help reduce trailer sway. This added friction makes it more difficult for the trailer to move the tow vehicle side-to-side while its being towed, as is usual when you encounter a gust of wind, or passing semi. The e2 hitch will not eliminate trailer sway. But when set up well and properly adjusted for your load, it can noticeably reduce it.

Noise:

In some cases the friction on the L-brackets also generates noise. This most commonly occurs during slow, tight turns where the tow vehicle and trailer are in a twist. This noise is normal, and is an indication that there is friction on the L-bracket. The noise will usually subside after a few uses as the hitch breaks in. Trailer and tow vehicle loading may also influence hitch noise. Lubricating this joint is not recommended and will reduce the sway dampening capabilities of your e2 hitch.

Important Setup Information:

These instructions are a guideline to aid in setting up your hitch. Every trailer and tow vehicle combination requires a different setup and adjustments because of factors like trailer weight and length, trailer loading, hitch weight, and tow vehicle suspension and wheelbase. You must use your own best judgment to determine if changes to this setup are required to ensure a safe and comfortable towing situation. There is no all-inclusive formula for setting up or adjusting a hitch that will accommodate each combination of trailer and tow vehicle possible.

The setup may need to be changed slightly at times to accommodate changes in your towing configuration, perhaps even during the same trip. For example, a trailer that starts with full clean water and propane tanks, may tow differently when that water becomes black and grey water, and the propane tanks are empty. Or, a trailer loaded with gear for a long cross country trip may tow differently than the same trailer loaded for a weekend getaway. The driver must be conscious of these changes, and adjust the hitch accordingly.

A setup achieving adequate weight distribution usually brings the trailer back to a position parallel to the ground after coupling it to the tow vehicle and engaging weight distribution. It brings the FRONT of the tow vehicle back to the same height or lower than its unloaded height. The REAR of the tow vehicle sits slightly lower than its unloaded height, but noticeably higher than its height when loaded but without weight distribution engaged.

There is no such thing as a “perfect” setup. The hitch should be set up to get the best results possible, and then adjusted as necessary for the best performance possible. You, as the operator, are responsible for your safety, and the safety of your passengers. Always follow all of the safety precautions described in this owner’s manual.

Remember, no setup guarantees that sway and other towing hazards will be altogether avoided. However, when set up and adjusted properly, we are confident that you can have a much safer and more comfortable towing experience than you would if towing without an e2 round bar hitch.

Step 1.

Setup Location:

Before installing the hitch, the tow vehicle and trailer should be loaded just as they will be while traveling. This includes full propane and fresh water tanks, and any other cargo the tow vehicle or trailer will carry, including passengers. Tow vehicle “auto-level” systems should also be temporarily disabled or turned off.

If your dealer installed your hitch for you, make sure to verify that it is still adjusted correctly after loading your trailer and tow vehicle for your trip.

Park the trailer and tow vehicle on level ground and in line with each other. Chock and uncouple the trailer. Pull tow vehicle ahead about 5 feet to allow working area and set the parking brake.

Take the initial setup measurements for the tow vehicle by measuring from the ground to the top of the wheel wells directly above both the front and back axles of the tow vehicle. Record these on line A of the Weight Distribution Adjustments table in Step 5 on page 15.

Measure the FRONT and BACK of the trailer frame, and adjust the trailer to be parallel to the ground. Both FRONT and BACK measurements should be the same.

Step 2.

Install Hitch Head and Ball:

With the trailer parallel to the ground, measure from the ground to the top of the trailer coupler. See *Figure 1*.

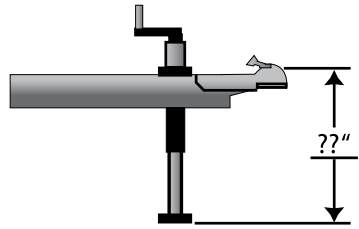


Figure 1

Trailer Coupler Height: _____

The hitch ball should be placed as close to this height as possible. Insert the adjustable shank into the receiver on the tow vehicle and secure it with hitch pin and clip. If your hitch did not come with a pre-installed hitch ball you should install it now. The e2 round-bar hitch is designed for hitch balls with 1-1/4" shanks. If your hitch ball shank is smaller, you ***must*** use a correctly sized bushing with the hitch ball.

Insert the spacer rivet with washers into the back of the hitch head to pre-load the angle of the hitch head. Start with 5 spacer washers for longer wheelbase tow vehicles like pickup trucks, and 4 spacer washers with shorter wheelbase vehicles like an SUV. Slide the bolt channel around the shank and hold the hitch head so that the top of the hitch ball measures from the ground as closely as possible to the coupler height. The shank may need to be turned upward so that head can be placed at the correct height. See *Figure 2*.

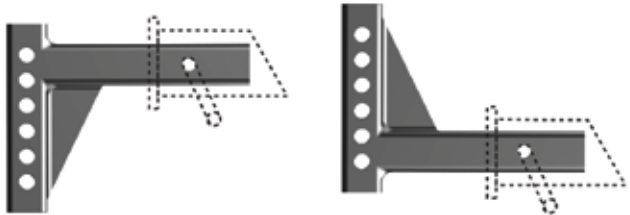


Figure 2

Observe where the bottom hole in the bolt channel aligns with the holes in the shank. If you can see any part of the shank hole that is lower than the bolt channel hole, drop the head down to align these holes for the initial setup. See *figure 3a*. If you cannot see the lower hole in the shank, raise the hitch head so that the bottom hole aligns with the shank hole slightly above it, and use this hole for the initial setup. See *figure 3b*. If the

standard shank is not long enough to place your hitch head at the correct height you must use a longer specialty shank. These shanks are available at your local dealership, or online at www.FastwayTrailer.com

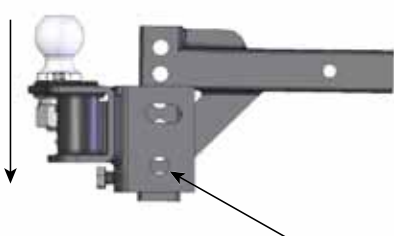


Figure 3a

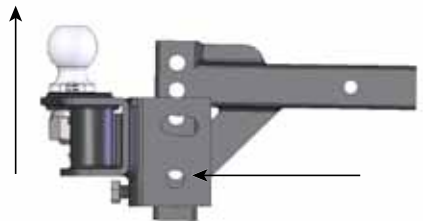


Figure 3b

Insert a shank bolt with a conical washer through bottom hole in bolt channel and shank hole to hold the head at the correct height. Slide a conical washer onto the other side of the bolt, and hand tighten the nylock nut in place. The teeth of the washer should be against the hitch head. See Figure 4.



Figure 4

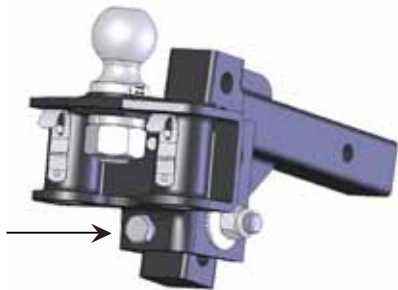


Figure 5a

Tilt the head up and insert the top shank bolt with washer through the top slot of the bolt channel and shank. Thread on washer and hand tighten nylock nut.

Tighten the angle set bolt until it comes in contact with the shank, see

figure 5a, and pushes the head up until both the spacer rivet and angle set bolt are pressed firmly against the shank, see figure 5b. The head should be angled down slightly.

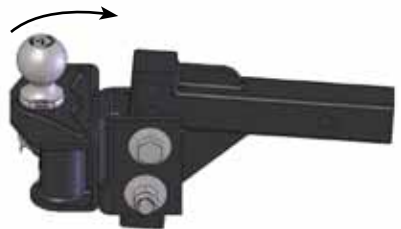


Figure 5b

⚠ CAUTION

Never exceed the specified weight ratings for the trailer, tow vehicle, hitch, hitch ball, or any other towing equipment. Always use a hitch ball with a rating that equals or exceeds the trailer Gross Vehicle Weight Rating (GVWR). Always use a hitch ball size that correctly matches your trailer coupler size and make sure it is coupled securely before towing.

NOTE: Extended bumper guards, truck campers, or rear mounted spare tires can limit turning radius and may lead to a collision between tow vehicle and trailer in a tight turn unless a longer shank is used. If you are not able to turn tightly with the standard length shank, consult with your dealer about purchasing a longer specialty shank.

Step 3.

Sway Bracket Setup:

Back tow vehicle to trailer and lower coupler onto ball. Lock the coupler. Continue to retract the tongue jack until it raises off the ground about 1". Measure the tow vehicle height again exactly above the rear axle, to the same point you measured to earlier when uncoupled. Record this on line B of the Weight Distribution Adjustments table in Step 5 on page 15.

Measure from the center of the coupler along the outside of the trailer frame, and place a mark at 27" on both sides. This is the center mark for the sway bracket assembly. In some cases where there is an obstruction at 27", the link plates may be moved forward up to a distance of 24" from the center of the coupler. See *Figure 6a*.

NOTE: For trailers with an obstruction that does not allow installation at 24"-27"; **if the tongue weight of the trailer is less than 800 lbs.**, the brackets may be moved forward down to a **minimum of 20" on center**.

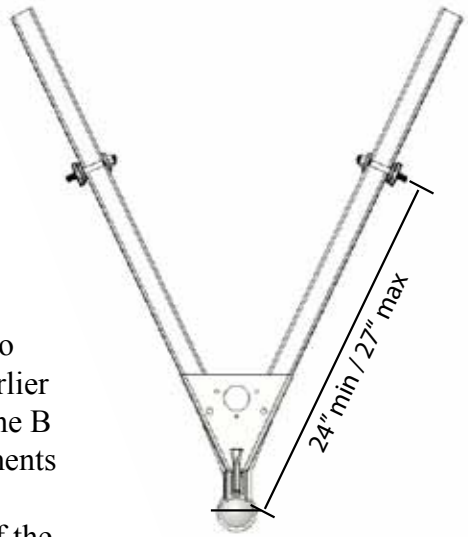


Figure 6a

NOTE CONTINUED: Be aware that moving the bracket assembly forward can alter the stiffness of the ride and the weight distribution set-up. Re-adjust the setup as necessary to get good weight distribution.

If the link bracket assembly is moved forward more than the standard 24" you must also check to make sure the ends of the spring arms will not hit the sides of the trailer frame in a tight turn. See Figure 6b. Also check that the spring arm does not bind between the L-pin and L-bracket. If either of these issues occur, the bracket assembly must be moved backward until there is no binding or frame interference in tight turns.

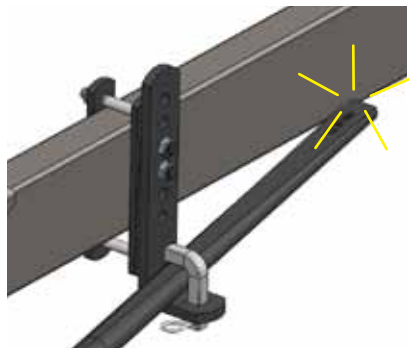


Figure 6b

Once the link plates are located, thread the 3-1/2" bolt through the single hole of the outside and inside link plates. The head of the bolt should be against the outside link plate pointing inward. Thread nut onto end of bolt a few turns. Drop the link plates over the frame so that the L-bracket studs are toward the top of the frame and facing outward. Thread the bottom bolt through the hole closest to the bottom of the trailer frame with the head on the outside, and thread the nut onto it from the back side. See Figure 7a.

For some setups, such as those with bottom mount couplers, it may be necessary to mount the link plates with the L-bracket studs on the bottom. If this is the case, slide the link plates up from the bottom of the frame, and place the top bolt in the link plate hole closest to the top of the frame. See Figure 7b.

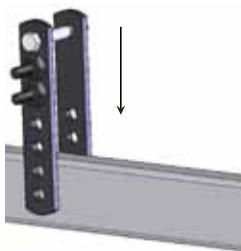


Figure 7a

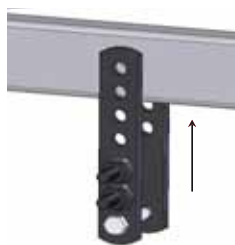


Figure 7b

Pinch the inside and outside link plates tight to the trailer frame so that both lay flat against the frame. Inside link plates are sometimes slightly bowed. If this is the case, the center of the bow should be placed toward the trailer frame. See *Figure 8*. Continue holding them in place while you hand tighten both nuts. Use wrenches to finish tightening the link plate bolts until they are tight (50-70 ft-lbs), alternating from top to bottom 1/2 turn at a time. Improper installation or under tightening may cause link plates to “walk” along the frame.



Correct



Incorrect



Incorrect

Figure 8

Slide the L-brackets onto the link plate studs with the spring arm plate facing away from the trailer. For the initial setup, leave 2 holes showing at the top above the studs and two below. They may need to be adjusted up or down later. Thread on the nylock nuts and tighten them.

Step 4.

Tension Spring Arms:

Insert spring arms into the bottom of the hitch head. Arms are interchangeable and can be installed on either side of the hitch. When installed correctly, they should “snap” and lock into place. Check to make sure each retainer pin has engaged the spring arm. To remove the arms, pull the metal spring tab out or rotate them around toward the front of the tow vehicle until the retainer pin releases.

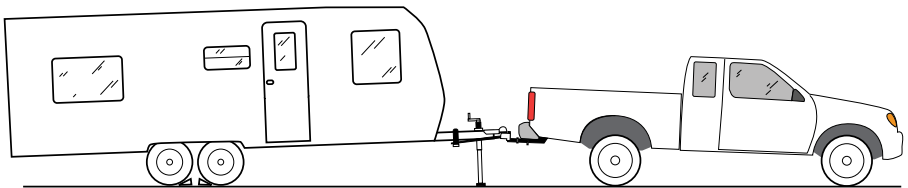


Figure 9

With the tow vehicle still coupled to the trailer, use the tongue jack to lift the vehicles until you can swing the spring arms into place over the L-brackets. *See Figure 9.*

If you reach the top of the jack before the spring arms will swing into position, you can use the Snap-up Lever to lift the spring arms up and onto the L-brackets. Use the L-pins and clips to secure the spring arms on the L-brackets. *See Figures 10-11.*



Figure 10

With the spring arms resting on the L-bracket and the trailer and tow vehicle in line with each other, check to make sure that there is a

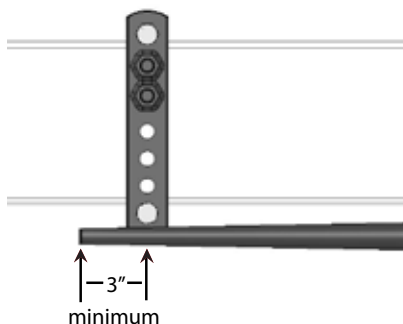


Figure 12

minimum of 3" from the end of the spring arms to the center of the link plates.

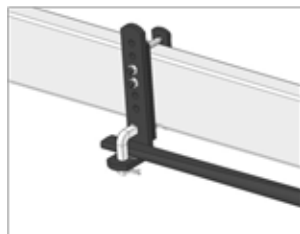


Figure 11

See Figure 12. Move and re-tighten the link plates if necessary.

Retract the tongue jack until the weight of the trailer settles onto the tow vehicle, and the foot of the jack comes off the ground about 1". You will notice

a pronounced bend in the spring arms. This is normal, and indicates that weight is being transferred.

Step 5.

Weight Distribution Adjustments:

Use the following guidelines to set up and adjust your e2 for weight distribution. Good weight distribution is a critical component of the e2 round bar setup. A hitch that is set up poorly for weight distribution will not perform like one that is set up well. Every tow vehicle and trailer combination will react differently to weight distribution. And there is no guarantee that good weight distribution provides good sway control. Refer to Appendix A "Weight Distribution Adjustments" in the back of these instructions for a

more detailed description of factors that influence weight distribution.

Re-measure the tow vehicle heights exactly as done before in step

1. Record these new measurements on line C of the weight distribution setup table.

		Front	Rear
A	Tow vehicle uncoupled wheel well height		
B	Tow vehicle coupled NO WD height		
C	Tow vehicle coupled with WD engaged height		

Good adjustment:

You have most likely achieved good weight distribution adjustment if your measurements show the following:

1.The tow vehicle FRONT measures the same as or less than its unloaded (dry) height. (Line C is less than or equal to line A). It should rarely if ever measure more than the unloaded height.

2.The REAR of the tow vehicle is slightly lower than its unloaded height, but noticeably higher than it is when loaded on the ball mount only, without weight distribution engaged. (Line C is between lines A and B, but likely closer to A. Line C is NEVER HIGHER than line A).



Measuring weight distribution setup well does not ensure safe towing. The operator is responsible for making necessary adjustments to the hitch to optimize weight distribution and sway control. Each trip is different, and the towing performance of the hitch should be evaluated by the operator and adjusted when necessary.

Under or Over adjustment:

If the hitch is transferring too little or too much weight you must make adjustments to the hitch setup. For changes during the initial setup we recommend adding or removing spacer washers first to try and keep the spring arms parallel with the trailer frame. In our experience, this can help reduce the amount of noise the hitch makes during slow, tight turns. It

also gives you more adjustment options if needed later.

Once the maximum (7) or minimum (0) number of spacer washers has been reached, further adjustments can be made by raising or lowering the L-brackets. The spacer rivet must always be used. Minor adjustments later for changes in loading can usually be done by moving only the L-brackets.

NOTE: Tow vehicle wheelbase significantly effects how the tow vehicle reacts to weight distribution adjustments. Shorter tow vehicles move farther up or down than longer ones with the same washer or L-bracket change. You may not notice much movement at all in the front end of a long tow vehicle, while a short tow vehicle may raise or drop significantly.

Under adjustment occurs when there is not enough weight being transferred to the front axles of the tow vehicle. *See Figure 13.*

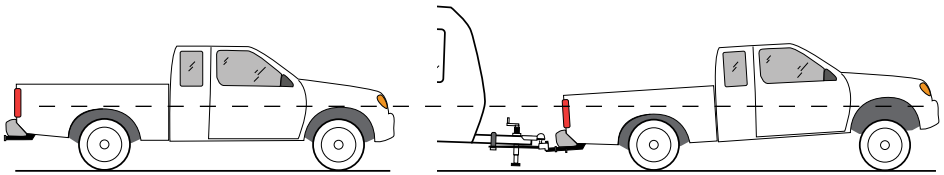


Figure 13

If the front of your tow vehicle is still higher than the unloaded height you are most likely still under adjusted. If the front height of your tow vehicle is just barely below the unloaded height, you may be able to improve handling by increasing the amount of weight you are transferring. With an under adjusted setup your hitch is not giving back as much steering control as it could, nor is it providing as much friction as it could to help reduce trailer sway.

To correct under adjustment you must add more weight distribution force to the hitch by adding spacer washers, or raising the L-brackets.

If this is the initial set up, use the tongue jack to unload the spring arms. Remove the spring arms from the hitch head. Uncouple the trailer and pull tow vehicle forward. Loosen the angle set bolt and add a spacer washer. Repeat steps 4 and 5 to re-adjust and check weight distribution.

If this is the initial set up and you have reached the maximum number of spacer washers, or if adjusting temporarily due to a change in

vehicle loading, use the tongue jack to unload the spring arms. Raise the L-brackets 1 hole. Move the spring arms back over the L-brackets and lower the tongue jack. Re-measure to check for proper weight distribution. Repeat Steps 4 and 5 until the measurements show that the hitch is distributing weight well.

Over adjustment occurs when there is too much weight being transferred to the front axles of the tow vehicle. See Figure 14.

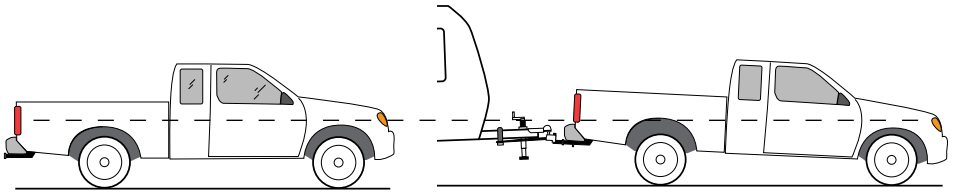


Figure 14

If the tow vehicle raises above the unloaded height at the rear wheel your e2 round-bar hitch is over adjusted. Over adjustment is a rare occurrence, but it is a very dangerous situation where loss of control and jack-knifing is possible, especially in wet or slick road conditions. It is more likely to occur when towing with a very short wheelbase vehicle like an SUV.

To correct over adjustment you must take some of the weight distribution force out of the hitch by removing spacer washers, or lowering the L-brackets.

If this is the initial set up, use the tongue jack to unload the spring arms. Remove the spring arms from the hitch head. Uncouple the trailer and pull vehicle forward. Loosen the angle set bolt and remove a spacer washer. Repeat steps 4 and 5 to re-adjust and check weight distribution.

If this is the initial set up and you have reached the minimum number of spacer washers, or if adjusting temporarily due to a change in vehicle loading, use the tongue jack to unload the spring arms. Lower the L-brackets 1 hole. Move the spring arms back over the L-brackets and lower the tongue jack. Re-measure and check for proper weight distribution.

Repeat Steps 4 and 5 until the measurements show that the hitch is distributing weight well.

WARNING

Never tow with your hitch adjusted incorrectly.

Step 6.

Trailer Angle Adjustment:

After achieving a good weight distribution setup you may need to adjust the attitude (angle) of the trailer. Step back and look at the trailer to see if the front appears to be tipped up or down excessively.

If so, measure the FRONT and REAR of the trailer again at the same points you did when setting the trailer parallel to the ground in Step 1. Record these measurements on the Trailer Attitude Adjustment chart below.

Find the difference in the highest and lowest heights.

Highest Measurement	
Lowest Measurement	—
Difference between highest and lowest	

If the difference between the highest and lowest measurement is 1-1/4" or more, you should try adjusting the hitch ball height. If it is less than 1-1/4" different, complete step 6 and tow a short distance with this setup to see how it handles before making any adjustments.

If the higher measurement is the front of the trailer, move the hitch head down 1 hole position on the shank. If the lower measurement is the front of the trailer, move the hitch head up 1 hole position on the shank.

Adjustments made to ball height directly affect how weight is distributed. Moving it up on the shank slightly reduces the amount of weight distribution you get from a particular setup. Moving it down slightly increases the weight distribution.

After making an adjustment to the ball height, return to Step 5 and check the weight distribution measurements again. Re-adjust the weight distribution if necessary until it falls within the instruction guidelines. Re-check the trailer angle again to see what difference has been made. You may need to try several setups before you get one that shows good weight distribution and trailer angle.

Step 7.

Final Tightening:

When you feel that the number of spacer washers and L-bracket position are giving you good weight distribution, and that the trailer is sitting at a good angle, tighten all of the nuts and bolts securely. With the weight distribution engaged, begin with the angle set bolt, and tighten it until it comes back into solid contact with the shank plus 1/4 turn. Then tighten down both 3/4" shank bolts to 250 ft. lbs. torque. Double check the nuts holding the L-brackets to make sure they are tight, and also the bolts holding the sway bracket assembly to the trailer to make sure they are secure. Check that the spring arms are locked into place with the retaining pins. Check that the L-pins and clips are in place.



Do not tow your trailer until all bolts and nuts have been checked and properly tightened.

You are now ready to take the trailer out for a tow. Remember to connect the safety brake cable, safety chains, and electrical cables. Make sure your trailer brake control is correctly adjusted. Retract the jack completely. Tow carefully at first and pay attention to how it feels. Follow the troubleshooting guide on page 20 which suggests ways that can help improve your towing experience.

Step 8.

Regular Maintenance:

The head ends of the spring bars and their tubes in the head should be kept clean and well lubricated while in use with a good quality lubricant. They should be lubricated before each trip. Check for damage or abnormal wear at the beginning of each towing day and replace if necessary. Use a rag to clean dirt and road grit from both the head tubes and arms regularly.

Do not lubricate the linear friction joint between the L-bracket and spring arm. This is the area that resists movement, and lubrication will reduce the amount of friction at this point.

All nuts and bolts should be checked before each towing day and re-tightened or replaced if necessary.

Pay special attention to the angle set bolt. There is a break-in period for each hitch and towing configuration. This period is not the same for every towing configuration. With use, the spacer washers and rivet may compact slightly leaving a small gap between the angle set bolt and the shank. The bolt should be checked carefully every 100 miles for the break-in period and re-tightened as explained in step 7. You will notice that over time the need to re-tighten the angle set bolt will diminish, but you should still check it regularly before each towing day as part of your hook-up routine.

WARNING

Towing with a loose angle set bolt for an extended period of time can cause abnormal stress on the hitch resulting in accident, severe injury, and property damage.

Store your hitch out of the weather when not in use. Keep it clean and free from rust. From time to time, use a good quality rust inhibiting spray paint to touch up the finish and keep it looking good. Do not paint over the warning stickers. If the warning stickers become worn or unreadable, contact Progress Mfg. Inc. for free replacement.

TROUBLE SHOOTING

Problem	Cause	Correction
Trailer Sway	Not enough Weight Distributed.	Raise L-Brackets or add spacer washers to the spacer rivet.
Remember, trailer sway is not caused by the hitch assembly. It is caused by the trailer configuration or outside forces. If you are unsure what may be causing your sway issues, contact your dealer or a hitch specialist for assistance.	Light Tongue Weight	Assure trailer tongue weight is between 10-15% of Gross Trailer Weight and a minimum of 400 lbs. Try repositioning load in trailer
Tow Vehicle High in the Front.	Not enough Weight Distributed.	Raise L-Brackets or add spacer washers to the spacer rivet.
Front end feels “floaty”	Not enough Weight Distribution.	Raise L-brackets or add spacer washers to the spacer rivet.
Hitch Noise	Dirty Hitch	Clean the inside of the hitch head tubes and re-lube.
	Hitch Break In	Some noise is normal during hitch break in and will normally subside after some time.
	Some noise is normal.	This is a general consequence of positive sway control and the moving parts of the hitch.
Trailer is low or high in the front.	Improper hitch ball height	Adjust the hitch head height on the shank. If necessary use shank with more rise or drop.
Shifting or Moving Link Plates	Bent link plate	Turn inside link plate around so bend faces inward creating a more positive contact.
	Mounted too far back	Check to insure that link plate center is not further than 27” from center of the coupler.

Customer Service:

For customer service, replacement parts, and accessories we recommend that you visit your local dealership that is familiar with Fastway e2™ products whenever possible. If at any time you need customer service and are unable to reach a dealership, please call our toll free customer support line at (877) 523-9103, or visit us online at www.FastwayTrailer.com.

Appendix A – Weight Distribution Adjustments:

You should carefully consider the following items and their effects when setting up initially and when adjusting your hitch before each trip:

- Vehicle wheel base:** Shorter wheelbase vehicles react farther and faster than longer wheelbase vehicles to weight distribution adjustments.

- Vehicle suspension:** Soft suspensions, such as an SUV will react farther and faster to weight distribution adjustments than stiff suspensions like a 3/4 ton pickup. For a smoother ride, some vehicle suspensions are designed to be very soft with the first few pounds of payload, and to then stiffen as the load increases. This means that initially they move a long way with very little weight applied, then later move much less, even with a significant change in applied weight.

- Trailer length:** Longer trailers will force distributed weight forward to the tow vehicle before absorbing it into the trailer suspension. Shorter trailers absorb more of the distributed weight into their suspensions.

- Tongue weight:** To operate effectively, your e2 Round Bar hitch should have a minimum of 400 lbs. tongue weight. This provides the sway resisting friction force on the L-brackets of the hitch that give it the ability to resist movement and thus to resist trailer sway.

- Trailer loading:** This is one of the most significant factors that influences trailer sway. Most trailers are designed to have a tongue weight of between 10% and 15% of the overall trailer weight. Trailers that are “back-end heavy” can often cause trailer sway. Trailer loading changes tongue weight dramatically, and loading can change dramatically from one trip to the next, or even during the course of a short weekend trip.

For example; full water and propane tanks that are tongue weight when you leave can become full waste tanks that subtract tongue weight for the return trip. Shifting just 40 gallons of water from the front to the back of your trailer can change 330 lbs. of positive tongue weight to 330 lbs. of negative tongue weight. Toy haulers without toys are designed to have very heavy dry (empty) tongue weights so that when they are loaded with toys they become a more balanced load.

Cargo carriers, bike racks, and second trailers attached to the rear bumper of a trailer add weight to the rear of the trailer that automatically subtracts tongue weight. We recommend that you do not add weight of any form to the rear bumper of your trailer. We also recommend that you do not tow a 2nd trailer under any circumstance.

•Trailer coupled attitude: Attitude refers to the angle that the trailer is tipped to. It is generally accepted that a trailer should be towed sitting parallel to the ground, or with the front (coupler) tipped slightly down. The front tipped too far up or down may be an indication of improper trailer loading, or a need to adjust the ball height or weight distribution settings.

•Vehicle weight ratings: Each trailer and tow vehicle has a maximum Gross Vehicle Weight Rating (GVWR). Never exceed these ratings. The tow vehicle and towing equipment, including receiver, shank, hitch, and hitch ball all have maximum weight ratings for tongue weight and trailer weight. Never exceed any of these ratings.

Warranty:

Limited 10 Year Warranty: Progress Mfg. Inc. warrants this product against defects in materials and workmanship under normal use and service to the original owner for a period of 10 years from the first date of purchase up to the value of its original purchase price. Wear from normal use and service is not covered. Any instance of towing more than the maximum rated tongue or gross trailer weight automatically voids this warranty. This warranty does not cover any labor costs incurred for installation or removal of hitch, nor any modifications made to the tow vehicle or trailer. Progress Mfg. Inc. shall not be liable under this warranty for damage caused as a result of improper installation, alteration, or unreasonable use including loading the product beyond the factory rated load capacities. This warranty does not cover labor or shipping charges. To the extent allowed by law, Progress Mfg. Inc. shall not be liable for any incidental or consequential damages or breach of any implied warranty of any product. Progress Mfg. Inc. reserves the right to repair or replace a defective part at its discretion. All warranty claims must be pre-authorized by Progress Mfg. Inc. Authorization and warranty procedure may be obtained by calling Progress Mfg. Inc. customer service at (877) 523-9103.

Submit your warranty registration online at *www.FastwayTrailer.com*

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The Fastway® ONEstep™ is the fastest and easiest positive locking tandem axle wheel chock available! Simply step down on the scissor arms to firmly lock your trailer in place, and lean the cable against the tire. To remove, pull up on the cable and the chock slides right out, even if the trailer has shifted slightly. Center pin design quickly adjusts the chock from 16" to 24" to fit most tandem axle trailers. Great for travel trailers, 5th wheels, boats, cargo and horse trailers.



ONEstep™
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The new Fastway® Zip™ breakaway cable system is the best innovation for a trailer brake in years! No dragging and frayed cables dangling over and around your trailer tongue. Cable easily stretches to reach your tow vehicle, and clips on easily with the included snap ring. When not in use, clip it to itself to keep it up off the ground and out of the way. Comes in both 4' and 6' lengths, and with or without a switch. Steel cable is coated with a UV resistant polymer for lasting protection and good looks.

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