

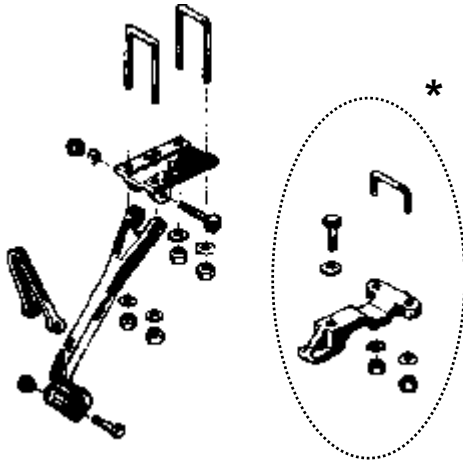
REESE

You *can* take it with you.

INSTALLATION INSTRUCTIONS DUAL CAM SWAY CONTROL

Product No.
26000
26001

ELKHART, IN., OAKVILLE, ONT.



SNAP-UP BRACKET

FRAME "U" BOLT

BALLMOUNT

SPRING BAR & TRUNNION

CLEVIS

7/16" TALL NUT

PIVOT BRACKET

CAM ARM

DUAL CAM SWAY CONTROL COMPONENTS

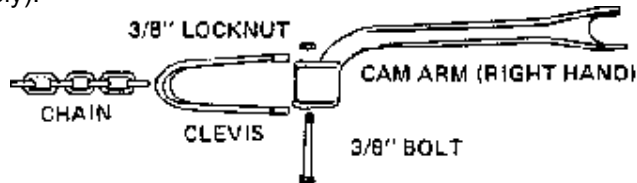
(* BOLT-ON CAM NOT USED WITH "INTEGRATED CAM" SPRING BARS)

DUAL CAM SWAY CONTROL PROPERLY INSTALLED

(SHOWN WITH REESE HIGH PERFORMANCE WEIGHT DISTRIBUTION)

ASSEMBLY:

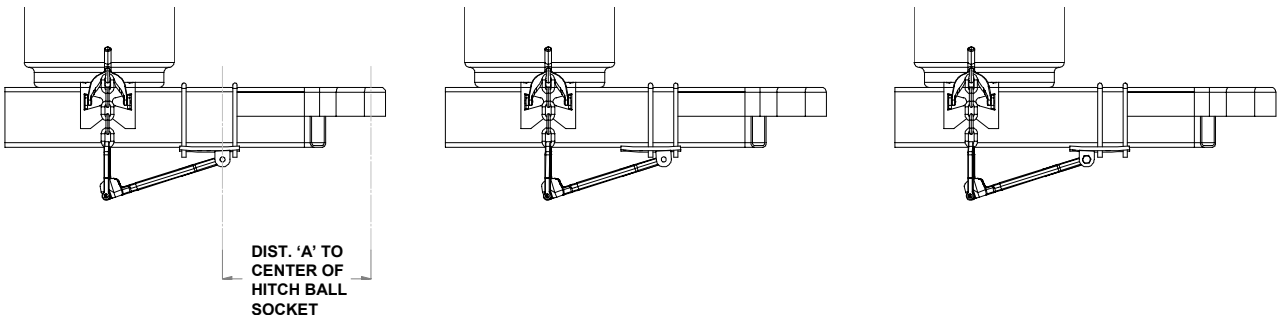
1. Assemble clevis through chain. Attach clevis to cam arm assembly with 3/8" bolt and 3/8" locknut as shown (Make sure clevis can move freely).



2. Attach pivot brackets to each side of trailer frame using four U-bolts only. Install eight 7/16" tall nuts.

NOTE: Dual Cam designed for use on frames with a maximum width of 2". If frame is open on one side ("C" channel), install a reinforcing plate in the open side where the pivot brackets are attached.

CAUTION: BE SURE U-BOLTS ARE AT LEAST 2-1/2" APART - 5" IS PREFERRED.



3. Distance 'A' will vary with spring bar length. Use the guide lines below as a reference:

Distance 'A' for **Reese High-Performance** spring bars is approximately 18-1/2".

Distance 'A' for short bars (28") is approximately 16-1/2".

SPRING BAR CAM

NOTE: If your spring bar has the **Integrated Cam** feature, skip the following step.

4. Attach cam to small end of spring bar using 1/2" bolt and lockwasher, and 5/16" U-bolt with two nuts and lockwashers. Torque 1/2" bolt to 70 ft. lbs. Tighten U-bolt nuts. Torque nuts to 25 ft. lbs.

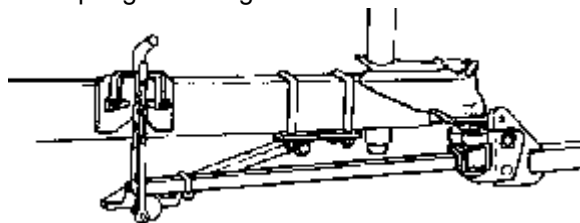
NOTE: Cam must be mounted on bottom side of spring bar.



HOOK-UP

NOTE: Set-up and adjust weight distribution system per Reese Installation Instructions for Weight Distribution.

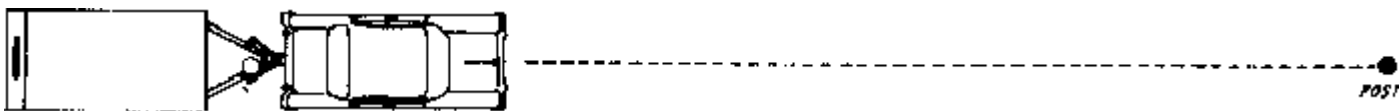
1. Connect trailer to car. Raise trailer tongue and rear of car with jack. Install spring bar trunnion in ball mount. Place bottom trunnion into lower socket first. Spring bars may be used on either side. Mate spring bar and cam to cam arms. Pull chain vertical and place link on hook of snap-up bracket.
2. Place snap-up in up position. Install safety pin. Install second spring bar using the same number of chain links.



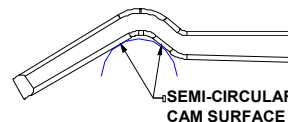
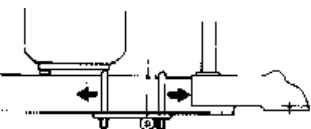
3. Lower jack.

CAM ARM ADJUSTMENT:

1. Loosen eight 7/16" tall nuts. Drive car and trailer in a straight line. This is important. Sight down the center of hood, drive approximately 100 feet toward a distant point.



2. Check mating of **Integrated Cam** with cam arm or **Bolt-On Cam** with cam arm (as appropriate for your style spring bar). If not mated squarely, rap pivot brackets with hammer to obtain alignment (see below).



BOLT-ON CAM

INTEGRATED CAM

3. Make sure U-bolts are straight, and tighten eight 7/16" tall nuts. Torque each nut to 60 ft. lbs., but do not distort frame.

NOTE: From time to time it may be necessary to use a different chain link to properly level car and trailer due to weight changes in car or trailer, or trunnion wear. Level car per Reese Installation Instructions for Weight Distribution. Recheck alignment periodically.

MAINTENANCE:

9. **DO NOT GREASE THE CAM AND CAM ARMS.** The Dual Cam was designed to use metal-to-metal friction. Heavy greasing of the cam and cam arm surfaces will affect performance. If noise is offensive, a very light coating of lubricant, such as Vaseline, may be used. Tongue weights over 1,200 lbs. may require a light coating of grease to reduce friction and prevent excessive wear.

10. Check for excessive wear on any contact surfaces and replace if necessary.