

www.hitch-ezy.com.au



The advantages of the HITCH-EZY 5 TONNE coupling are:

- Australian Design Rule compliant for a 5,000Kg trailer behind a 4,500Kg vehicle.
- Articulation is 90 degrees up and down, unlimited to left and right plus 360 degrees rotation in the long axis of the trailer.
- The tow-pillar bolts straight into the 7/8" hole in standard tow-bar tongues.
- When coupling the main-sleeve self-centres onto the tow-pillar.
- An automatic double locking mechanism that is exceedingly easy to release. Can even release with one finger by using the incorporated "arthritis aid".
- Unique "key" allows both hands to be free to operate the jockey wheel while uncoupling.

- O-ring seals keep dust and water out.
- It comes complete with a tow-pillar cover and a “plug” to keep uncoupled parts clean and grease away from your clothing.
- The symmetry of the rotating unlocking “lid” makes operation equally easy from any position.
- Hitch-Ezy has no separate parts to be lost, pilfered or broken.
- A locking mechanism that can be padlocked and the vehicle driven with the padlock in place.
- Coupling height of 117mm permits 4WD rear door opening when the coupling is connected.
- Standard 4 bolt pattern for mounting plus two additional holes for heavier applications. The coupling can also be welded to a draw-bar.
- Urethane bushes in the main shaft provide rattle free operation.
- No adjusting screws needed to avoid clunking as the vehicle and trailer components fit precisely.
- Grease nipple positions avoid personal injury, grease on clothing and damage from flying stones.
- Padlock hole in pillar’s shank doubles as a means of limiting pillar rotation while tensioning nut.
- Hitch-Ezy can be released under any loading. Naturally great care has to be exercised when there is no option but to disconnect while the coupling is under load.
- When operated according to supplied instructions there is no risk of injury from unexpected sudden relative movement between the trailer and the towing vehicle during coupling or uncoupling.
- Tow-pillars are nitrided (case hardened) 4140 steel. This makes them slippery and wear resistant.
- Minimised strain on tow-pillar stem by having a broad based pillar with towing forces applied low down on its cylindrical segment. No towing forces are transmitted via the pillar’s head.
- Tow-pillar can be mounted outside the height limitations applicable to 50mm tow-balls.
- A 1.25 inch pillar shank is an optional extra for buyers who have a tow-bar with this larger hole.
- No cantilevering the point of articulation back from the tow-bar’s ball-mounting hole. This reduces stress on the tow-bar and its attachments to the towing vehicle.
- No cantilevering minimizes risk of inadvertent injury from knocking into an extended tow-bar.
- A unique design ensures there is no tendency for the main-sleeve to grip the tow-pillar and thereby either undo it or snap it from the tow-bar.

- Compatible with level-ride torsion bar systems. Adapters are available to ensure a full range of articulation remains possible when coupling to a level-ride towing tongue that has “wings”. **NB.** level-ride torsion bars can cause vehicle and/or trailer damage if used in off-road conditions. Take them off before tackling significant contour changes.