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Straptek® Aftermarket Installation Manual



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STRAPTEK® Aftermarket Installation Manual

Introduction

STRAPTEK® WEIGHT TENSION TECHNOLOGY

Straptek® is an innovative product that simplifies weight distribution hitch systems for RV, cargo, utility, horse/livestock and marine trailer industries. Straptek® employs a ratchet winch and heavy-duty polyester straps instead of traditional chain and snap-up brackets. Consumers can safely adjust weight distribution spring bars with a standard socket wrench.

DISADVANTAGES WITH TYPICAL WEIGHT DISTRIBUTION SYSTEMS (WDS)

Hooking up is difficult: With a typical WDS, the trailer jack and tow vehicle need to be raised several times to correctly set the spring bar. This is not only time consuming, but cranking the jack over and over can be a tiresome task!

Unhooking can be dangerous: WDS spring bars can bear hundreds of pounds of pressure. If too much tension remains on the spring bars when unhooking, they can snap back violently and cause serious injury.

STRAPTEK® ADVANTAGES:

Hook-up faster: Straptek® was designed to allow the spring bars to be set or adjusted without having to raise the tow vehicle. This saves time and energy when hooking and unhooking your trailer. Simply couple the trailer, set the tension and raise the jack.

Safer adjustments: Once your spring bar tension is set, Straptek® can be easily adjusted by simply tightening or loosening the straps using a socket wrench.

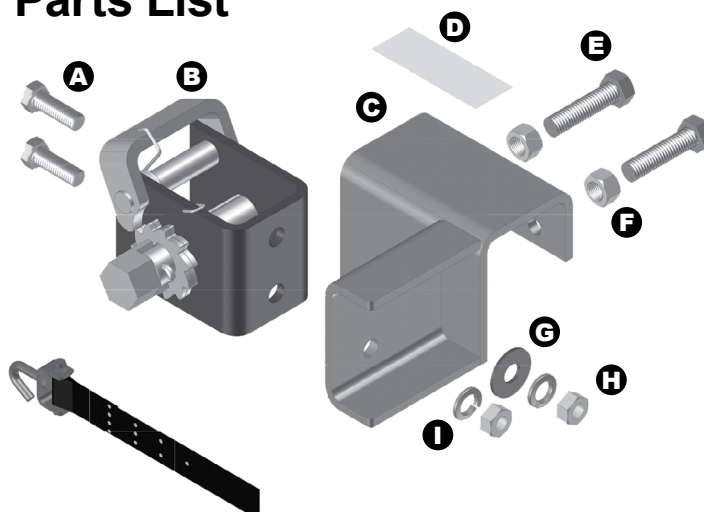
Better sway control: The low profile design allows for superior sway control; only three inches of movement on either side of the trailer. A typical WDS can have as much as 7 1/2 inches of sway on each side.

Low profile, totally silent: There are no chains to worry about. Straptek® is affixed to the A-frame without interference from propane tanks or other accessories. Straptek® is also totally silent. There are no cracking and popping noises from chains or snap-up hooks.

QUICK FACTS

- Integrates with most WDS hitches on the market. Will not function with Equal-i-zer® Sway Control Hitches.
- Attaches to any tubular or C-Channel frame trailers.
- 3/4" socket head attachment required (not included).
- Spring bars and hitch sold separately.

Parts List



Letter	Part#	Description
A	335047	Bolt - 7/16"
B	335091	LH Lashing Truck Tie Down Winch 2"
B	335192	RH Lashing Truck Tie Down Winch 2"
C	335087	LH Ratchet Strap Mount
C	335048	RH Ratchet Strap Mount
D	335234	Straptek Decal
E	123857	Saddle Bolt - 1/2"
F	134401	Nut - 1/2"
G	119079	Washer - 7/16"
H	118249	Lock Nut - 7/16"
I	162838	Lock Washer - 1/2"

NOTE: The strap is not a replaceable part, as it is permanently affixed to the tie down winch. If the strap is damaged, a new tie down winch will need to be ordered.

Preparation

Tools needed:

- Ratchet
- 3/4" socket; and 9/16" socket
- 1/2" wrench
- Torque wrench

1. Connect the trailer to the tow vehicle.
2. Remove any pre-existing weight distribution systems from the trailer's A-frame according to the manufacturer's instructions.
3. If spring bars are not currently installed on the tow vehicle, insert them into the tow vehicle's hitch.

Installation

1. Place Straptek® tensioners on the A-frame. Do not tighten saddle bolts at this time (Fig. 1).

NOTE: There are left and right hand tensioners with Straptek®. Make sure that the winch is facing the opposite direction of the trailer coupler.

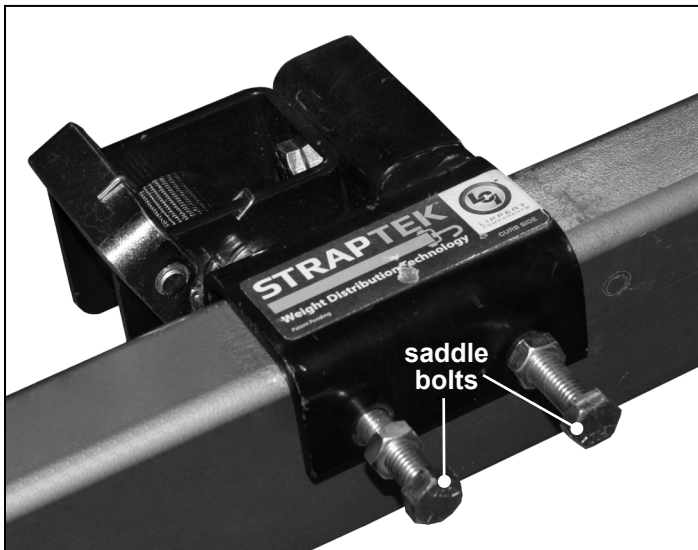


Fig. 1

2. Place the strap hook through the spring bar u-bolts and tighten u-bolt nuts with ratchet and 9/16" socket (Fig. 2).

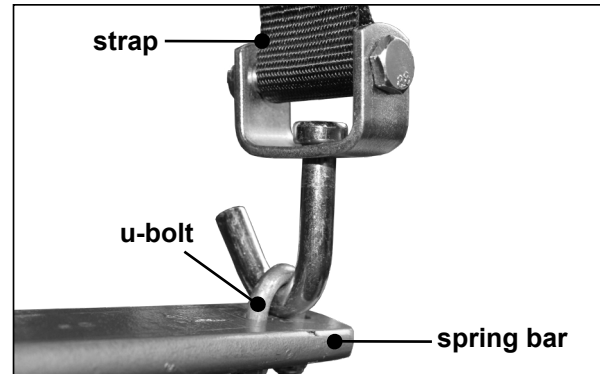


Fig. 2

3. Use a ratchet with a 3/4" socket on the winch to wind the strap until spring bar is parallel to the A-frame (Fig. 3).
4. Adjust the Straptek tensioners on the A-frame until the straps are perpendicular with the A-frame (Fig. 3).

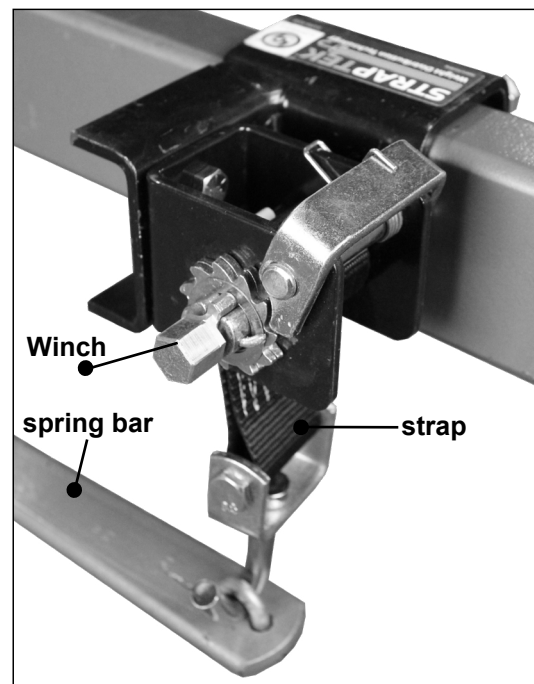


Fig. 3



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5. Finger tighten the saddle bolts (Fig. 1).
6. Use a ratchet with a 3/4" socket to re-tighten strap until spring bar is again parallel to the A-frame (Fig. 4).
7. Once the desired tension is set, check once again to make sure the straps are in proper alignment.
8. Release the tension by pulling back the winch latch and tighten the 1/2" saddle bolts using a torque wrench to 10 ft lbs. Then tighten jam nuts using a 1/2" wrench.
9. Once saddle bolts and jam nuts are properly tightened, use a ratchet with a 3/4" socket to re-tighten strap until the spring bar is again parallel to the A-frame (Fig. 4).

NOTE: Straptek® is designed to control 180° of movement. It is not necessary to disconnect while backing the trailer.

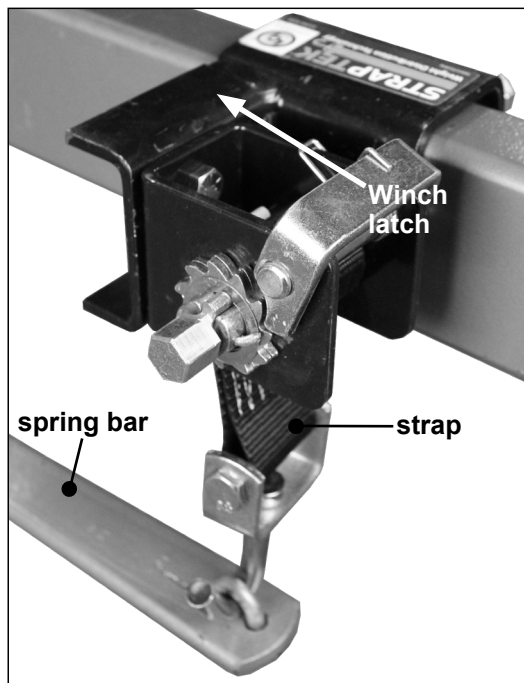


Fig. 4

Adjustments

NOTE: Most spring and trunnion bars pull straight up during tensioning. Due to wear and lubrication factors some pull at a slight angle, 4° to 6°. This "Strap Travel" can cause premature edge wear on the strap. The top bolt that secures the winch to the saddle bracket has a slotted hole (Fig. 5A) for sideways adjustments to keep the strap perpendicular to the A-Frame.

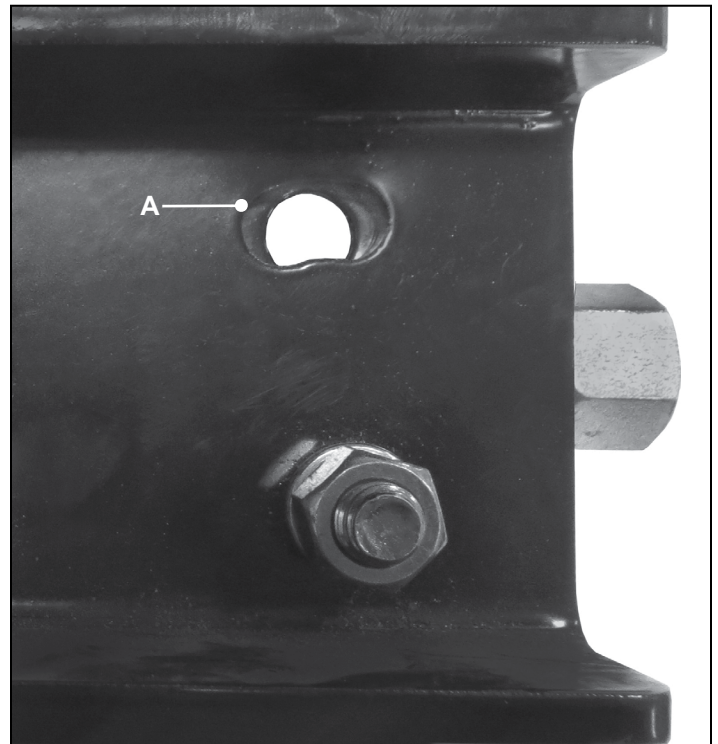


Fig. 5



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