



11077 INSTALLATION INSTRUCTIONS



Safety glasses should be worn at all times while installing this product.

YEARS: 2011

MAKE: HONDA

MODEL: CR-Z

STYLE: HATCHBACK

WARNING: NEVER EXCEED YOUR VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY

WEIGHT CARRYING:

TRAILER WEIGHT: 1,000 LBS.
TONGUE WEIGHT: 100 LBS.

WARNING:

WE RECOMMEND THE USE OF 18050 STABILIZING STRAPS FOR ALL NON-TRAILER (WHEEL-LESS) LOADS. PLEASE SEE THE CURT CATALOG OR VISIT US ONLINE AT WWW.CURTMFG.COM FOR FURTHER INFORMATION.

INSTALLATION TIME: **60 MIN.**

THE INSTALL TIME LISTED IS FOR PROFESSIONAL INSTALLERS. IF YOU ARE HESITANT TO UNDERTAKE THIS TASK ON YOUR OWN, CONTACT AN AUTHORIZED CURT INSTALLER FOR ADDITIONAL ASSISTANCE.

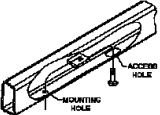
INSTALLATION REQUIRES:

 RATCHET	 3/4" 11/16" SOCKET	 6" SOCKET EXTENSION
 ROTARY TOOL	 SCREW DRIVER	 TORQUE WRENCH
 DIE GRINDER		

INSTALLATION TIPS:

1. BEFORE YOU BEGIN INSTALLATION, READ ALL INSTRUCTIONS THOROUGHLY.
2. TO EASE INSTALLATION, 2 PEOPLE MAY BE REQUIRED.
3. USING PROPER TOOLS WILL GREATLY IMPROVE THE QUALITY OF THE INSTALL AND REDUCE THE TIME REQUIRED.
4. NEED HELP OR HAVE SOME QUESTIONS? CALL TECHNICAL SUPPORT AT 800.798.0813

LEVEL OF DIFFICULTY: HARD

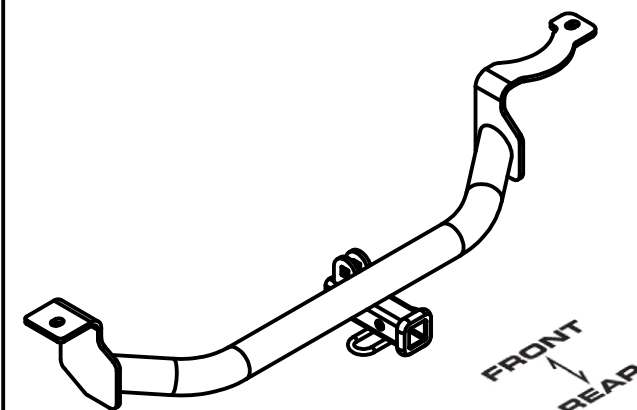
EASY	MODERATE	HARD
	FISHWIRE HARDWARE	
	LOWER EXHAUST	
	ENLARGE HOLES	
	REMOVE AND REINSTALL UNDERBODY PANELS	
	TRIM UNDERBODY PANELS	

VEHICLE PHOTO:



REPRESENTATIVE PHOTO

HITCH ILLUSTRATION:



MAKE SURE YOUR HITCH MATCHES

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE ALL FASTENERS ARE TIGHT AND ALL STRUCTURAL COMPONENTS ARE SOUND

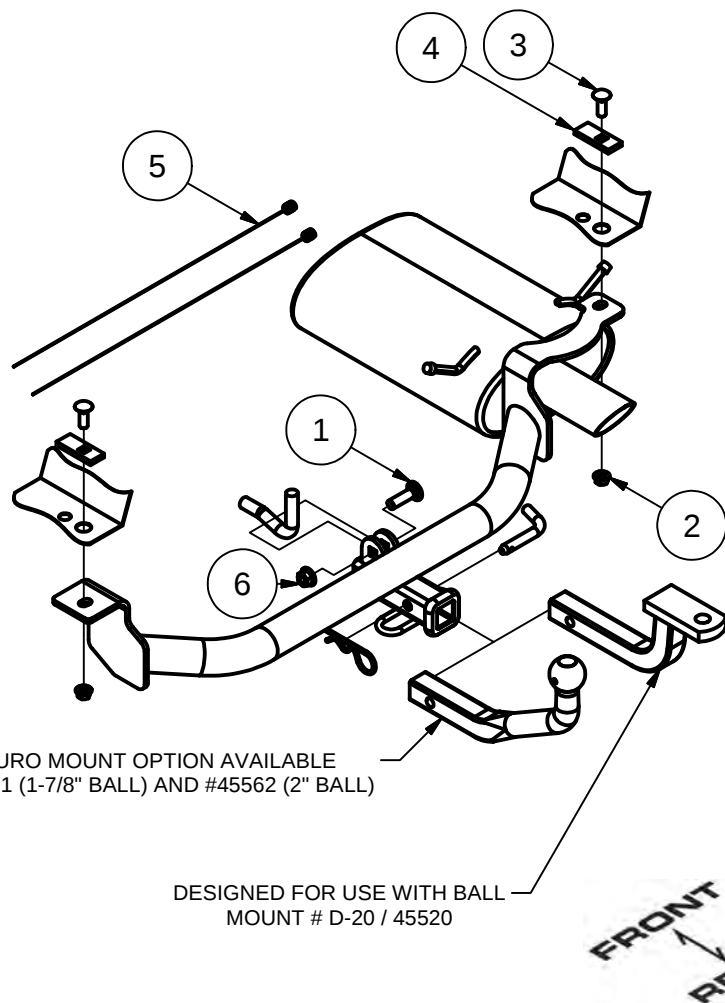
CURT Manufacturing Inc. warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing Inc. may repair or replace the product at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing Inc.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

For more information log onto www.curtmfg.com, & for helpful towing tips log onto www.hitchinfo.com

10/12/2012

INSTALLATION WALKTHROUGH:

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1/2-13 x 1 3/4	CARRIAGE BOLT
2	2	7/16-14	HEX FLANGE NUT
3	2	7/16-14 x 1 1/4	CARRIAGE BOLT
4	2	CM-SP11	.250 x 1.00 x 2.50" SQUARE HOLE SPACER
5	2	7_16 FISHWIRE	7/16" FISHWIRE
6	1	HFN 1213	HEX FLANGE NUT



1. Lower the exhaust by removing the (2) rubber isolators on the muffler.

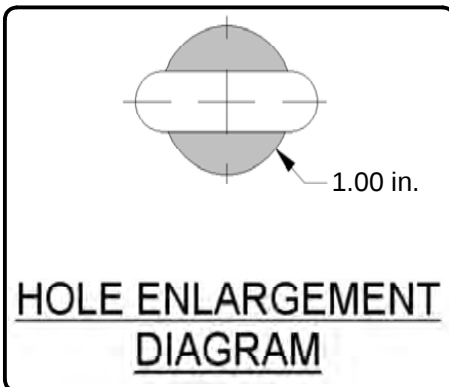


2. Remove the underbody panels from the driver and passenger side rear corners of the vehicle. The panels are held by (3) plastic clips and (2) screws per panels. (1) clip holds the panel to the fascia. The next clip is attached to the frame rail. The last clip is located in the tire well. The first screw is located under the corner of the vehicle. The other screw is on the outside of the tire well. (2) clips will not be reused during the panel reinstallation.



INSTALLATION WALKTHROUGH:

3. Locate the large holes on the driver and passenger side frame rails. Enlarge the front holes to allow the supplied 7/16" carriage bolts and CM-SP11 spacer to pass into the frame rails.



4. Fishwire the 7/16" carriage bolts and CM-SP11 spacers through the enlarged holes and out the rear holes.



5. Raise the hitch into position. Raise the hitch next to the vehicle tow loop and install the 1/2" carriage bolt through the mounting plate and through the tow loop. Secure the hitch with the 1/2" hex flange nut. Install 7/16" hex flange nuts onto the 7/16" hardware fishwired into position in Step 4.



6. Mark and trim the underbody panels to remove the area where the plastic clip attached the panel to the vehicle frame rail. Trim the panel as necessary to provide clearance around the vehicle side plate.



INSTALLATION WALKTHROUGH:

7. Torque 7/16" hardware to 70 lb-ft and 1/2" hardware to 110 lb-ft.



8. Reinstall underbody panels in reverse of order that they were removed.
Raise exhaust back into position.

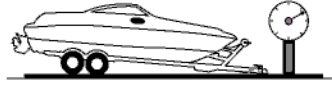


For more information log onto www.curtmfg.com, & for helpful towing tips log onto www.hitchinfo.com

TOWING SAFETY INFORMATION

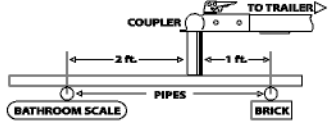
Gross Trailer Weight / GTW

The Gross Trailer Weight is the weight of the trailer & cargo. Measure this by putting the fully loaded trailer on a vehicle scale.



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 with heavier tongue weights, use the method shown and multiply the scale reading by 3.



Weight Carrying / WC

The total weight of both the trailer and the cargo inside. Never exceed the weight capacity of your trailer hitch.

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.



Sway Control

A device used to reduce the lateral movements of the trailer that are caused by the wind. This works in conjunction with a weight distribution hitch. Do not use this on a class 1 or 2 hitch, or with surge brakes.

How Much Can You Safely Tow?

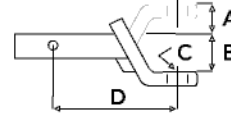
TONGUE WEIGHT	1000	2000	3000	4000	5000	6000	7000	8000	10,000	12,000
Tongue weight should be about 10 to 15 percent of the gross trailer weight.										
TRAILER TYPE										
CLASS 1										
CLASS 2										
CLASS 3										
CLASS 4										
CLASS 5										
Camper	11'	12'	13'	14'	15'	16'				
lbs.	1100	1200	1300	1400	1500	1600				
Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
lbs.	2100	2400	2700	3000	3300	3600	3900	4200	4500	4800
Vacation	14'	16'	18'	20'	22'	24'	26'	28'	30'	32'
lbs.	2800	3200	3600	4000	4400	4800	5200	5600	6000	6400
5th Wheel										

Refer to owner's manual for towing capabilities and limitations.

Ball Mount

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.

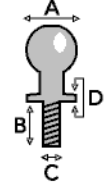
- A: Rise. B: Drop. C: Hole Size. D: Length.



Trailer Ball

The connection from the hitch to the trailer. There are many factors that determine the correct hitch ball:

- Number one 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.
- A: Ball Dia. B: Shank Length. C: Shank Dia. D: Shank Rise.



Coupler

The component that is placed over the trailer ball to connect the vehicle to the trailer. Be sure that the coupler size matches the size of the hitch ball and that the coupler handle is securely fastened. To determine what size hitch ball you need for your application you will need to know the size of coupler that is on the trailer. Be sure your coupler is properly adjusted to the ball you are using.

NOTE: For added security the use of safety devices such as Coupler Safety Pins and Locks is strongly recommended.

Safety Chains

Safety chains are a requirement 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 1: 2,000 lbs. (8.9 kN)

Class 2: 3,500 lbs. (15.6 kN)

Class 3: 5,000 lbs. (22.2 kN)

The strength rating of each length of safety chain or its equivalent and its attachments shall be equal to or exceed in minimum breaking force the GVWR (Gross Vehicle Weight Rating) of the trailer.

Electrical

Trailer lights, Electric Brakes, Break-away systems - Every time you tow, be sure to check that all components are working properly.

Wiring identification by color:

7-WAY						
6-WAY						
5-WAY						
4-WAY						
GREEN	YELLOW	BROWN	WHITE	RED	BLUE	PURPLE
RIGHT TURN & BRAKE	LEFT TURN & BRAKE	TAILLIGHTS	GROUND	AUXILIARY POWER	ELECTRIC BRAKES	BACK-UP LIGHTS

CURT DISCLAIMER: WIRING COLOR SHOWN WORK IN CONJUNCTION WITH CURT MANUFACTURING PRODUCTS.

11077

HONDA CR-Z

10/12/2012

PAGE 1 of 2

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 1,000 LBS. TRAILER WEIGHT & 100 LBS. TONGUE WEIGHT.

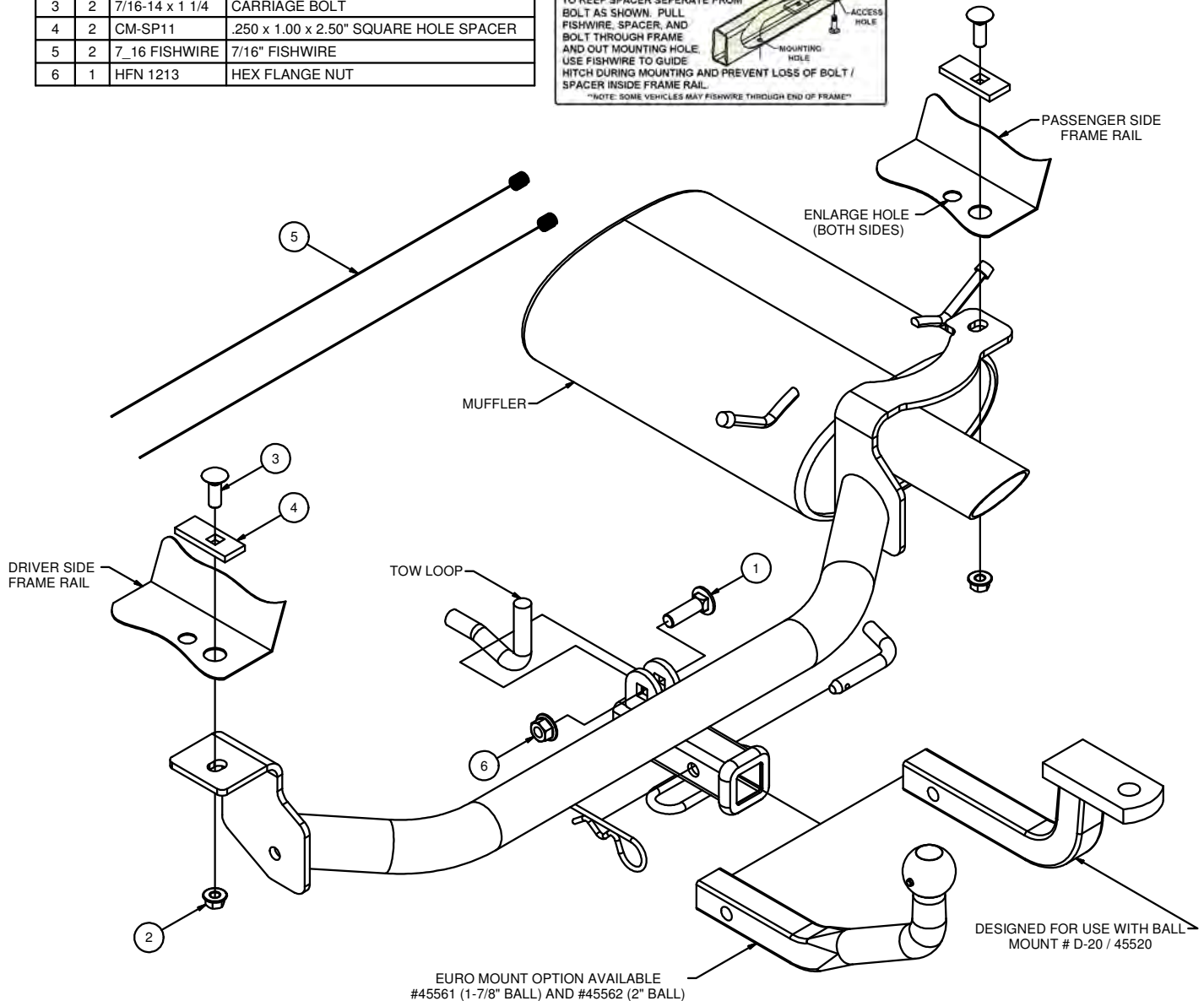
*****DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.*******WARNING: ALL NON-TRAILER LOADS APPLIED TO THIS PRODUCT MUST BE SUPPORTED BY 18050 STABILIZING STRAPS.****** FAILURE TO PROPERLY SUPPORT NON-TRAILER LOADS WILL VOID PRODUCT WARRANTY******HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813**

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	1	1/2-13 x 1 3/4	CARRIAGE BOLT
2	2	7/16-14	HEX FLANGE NUT
3	2	7/16-14 x 1 1/4	CARRIAGE BOLT
4	2	CM-SP11	.250 x 1.00 x 2.50" SQUARE HOLE SPACER
5	2	7_16 FISHWIRE	7/16" FISHWIRE
6	1	HFN 1213	HEX FLANGE NUT

FISHWIRE TECHNIQUE

INSERT COILED END OF FISHWIRE TOOL THROUGH HITCH MOUNTING HOLE IN VEHICLE FRAME RAIL AND OUT THE ACCESS HOLE. PASS COILED END OF FISHWIRE THROUGH SPACER AND THREAD BOLT INTO COIL. KINK WIRE TO KEEP SPACER SEPERATE FROM BOLT AS SHOWN. PULL FISHWIRE, SPACER, AND BOLT THROUGH FRAME AND OUT MOUNTING HOLE. USE FISHWIRE TO GUIDE HITCH DURING MOUNTING AND PREVENT LOSS OF BOLT / SPACER INSIDE FRAME RAIL.

"NOTE: SOME VEHICLES MAY FISHWIRE THROUGH END OF FRAME"



HITCH WEIGHT: 23 LBS.

INSTALL TIME

PROFESSIONAL: 60 MINUTES

NOVICE (DIY): 120 MINUTES

INSTALL NOTES:

- LOWER EXHAUST
- FISHWIRE HARDWARE
- ENLARGE HOLES
- TRIM UNDERBODY PANEL

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.

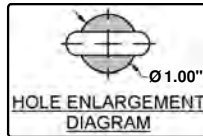
Curt Manufacturing Inc., warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing Inc., may repair or replace the product, at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing Inc.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

**RUBBER ISOLATOR
REMOVAL DIAGRAM**

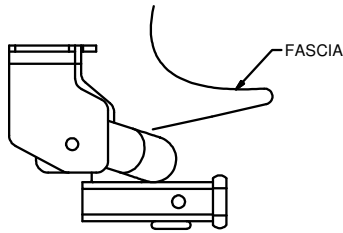
This technique can be used if and Exhaust Hanger Removal Pliers is not available.

Using a 5/8" open end wrench, slide the wrench up to the rubber isolator, cradling the hanger rod as shown. Next place the flat edge of a pry bar between the wrench and the hanger stop or hanger rod. Then simply rotate the pry bar toward the wrench to remove the rubber isolator.

Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.

**TOOLS REQUIRED**

RATCHET
TORQUE WRENCH
6" EXTENSION
3/4" SOCKET
11/16" SOCKET
DIE GRINDER
ROTARY TOOL
CUTOFF WHEEL
FLAT HEAD SCREWDRIVER
PHILLIPS HEAD SCREWDRIVER



INSTALLED HITCH POSITION



UNDERBODY PANEL TRIM DIAGRAM

INSTALLATION STEPS

1. Lower exhaust by removing (2) rubber isolators located on the vehicle muffler.
2. Remove under body panels under corner of the driver and passenger side of the vehicle. The panels are held by (3) plastic clips and (2) screws. (1) clip holds the panel to the rear fascia. The next clips holds the panel to the frame rail. The last clip is located in the wheel well. The first screw is located under the rear corner of the vehicle and the other screw is in the outside of the wheel well. Remove the panels and save the hardware for reinstallation. (2) clips will not be used for the panel reinstall.
3. Locate the (2) large holes in the rear of each frame rail. Enlarge the front holes to allow the 7/16" carriage bolts and CM-SP11 spacers to pass into the frame rails.
4. Fishwire the supplied 7/16" carriage bolts and CM-SP11 spacers through the enlarged holes and out the rear holes as shown.
5. Raise the hitch into position against the vehicle tow loop. Install the supplied 1/2" carriage bolt through the mount attached to the hitch and through the tow loop. Secure the hitch with the 1/2" hex flange nut as shown.
6. Install 7/16" hex flange nuts onto the carriage bolts fishwired into position from Step 4.
7. Mark the underbody panels to trim off the section of the panel where the plastic clip attached the panel to the vehicle frame rail. Trim the panel as necessary to provide clearance around the hitch side plates.
8. Torque 7/16" hardware to 70 lb-ft and 1/2" hardware to 110 lb-ft.
9. Reinstall the underbody panels in the reverse order that they were removed.
10. Raise the exhaust back into position.

PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.