



13303 INSTALLATION INSTRUCTIONS



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

YEARS: 2016-PRESENT

MAKE: BMW

MODEL: X1

STYLE: SUV



WARNING: NEVER EXCEED YOUR VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY
For more information log onto www.curtmfg.com & for helpful towing tips log onto www.hitchinfo.com

WEIGHT CARRYING:

TRAILER WEIGHT: 3,500 LBS.

TONGUE WEIGHT: 525 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.

PRO INSTALL TIME: 40 MIN.

NOVICE INSTALL TIME: 80 MIN.

IF YOU ARE HESITANT TO UNDERTAKE THIS TASK ON YOUR OWN, CONTACT AN AUTHORIZED CURT INSTALLER FOR ADDITIONAL ASSISTANCE.

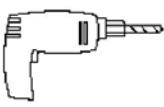

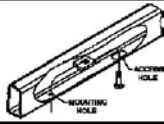
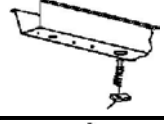

INSTALLATION REQUIRES:

 RATCHET	 TORQUE WRENCH	 POWER DRILL
 8mm 3/4" SOCKET	 6" SOCKET EXTENSION	 DIE GRINDER
 5/16" 9/16" DRILL BIT	 PRY BAR	 MARKER
 SAFETY GLASSES		

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: MODERATE

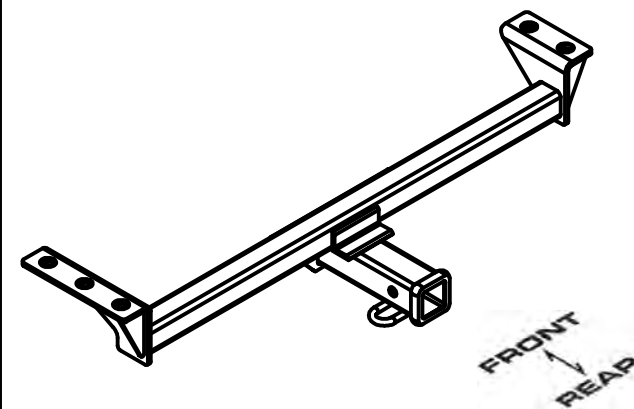
EASY	MODERATE	CHALLENGING
	DRILLING REQUIRED	
	HOLE ENLARGEMENT REQUIRED	
	FISHWIRE TECHNIQUE	
	REVERSE FISHWIRE TECHNIQUE	
	LOWER (2) EXHAUST HANGERS	

VEHICLE PHOTO:



REPRESENTATIVE PHOTO

HITCH ILLUSTRATION:



MAKE SURE YOUR HITCH MATCHES



SCAN FOR
MORE INFO

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

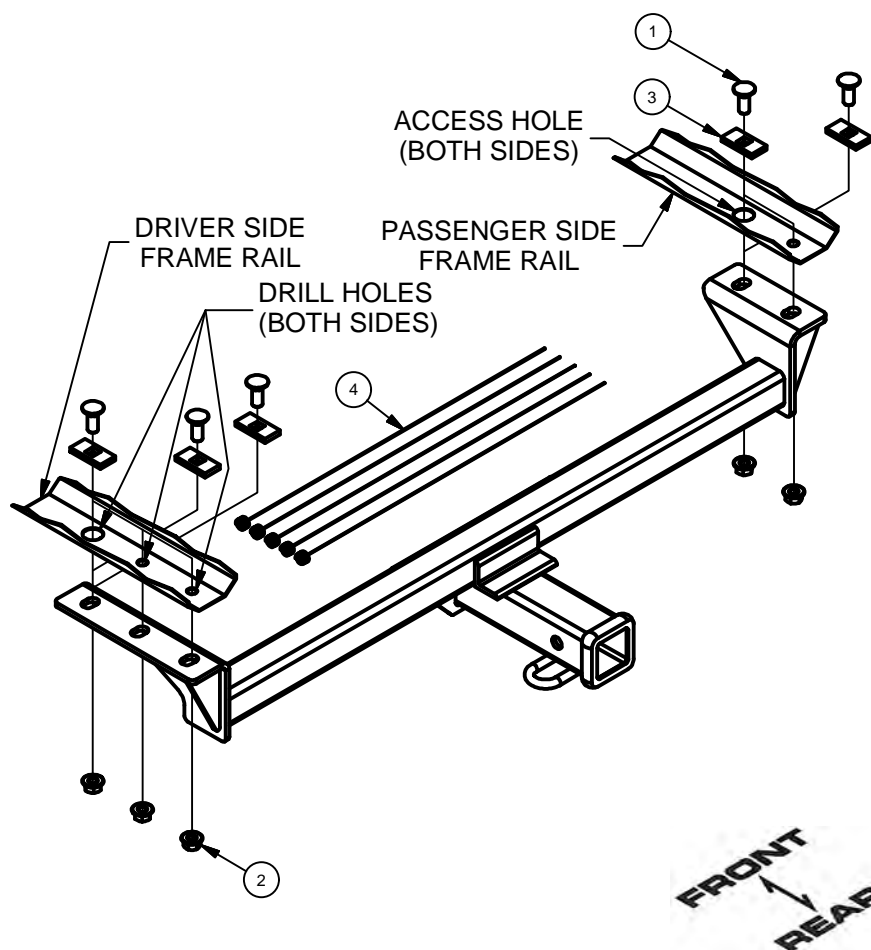
CURT Manufacturing LLC. warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, CURT Manufacturing LLC. may repair or replace the product at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. CURT Manufacturing LLC.'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.

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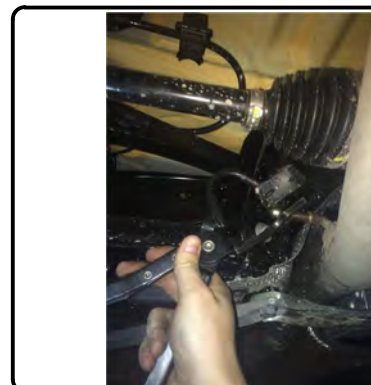
This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C.Regulation V-5 and SAE J684.

INSTALLATION WALKTHROUGH:

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	5	1/2-13 x 1 1/4, GR8	CARRIAGE BOLT
2	5	HFN 1213, GR8	HEX FLANGE NUT
3	5	CM-SP12	.250 x 1.00 x 2.00" SQUARE HOLE SPACER
4	5	1_2 FISHWIRE	1/2" FISHWIRE



1. Lower the exhaust by removing the (2) rearmost rubber exhaust isolators from the frame mounted hangers. Be sure to support the exhaust during installation to prevent damage. (See Rubber Isolator Removal Diagram)

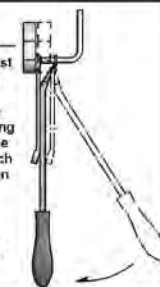


RUBBER ISOLATOR REMOVAL DIAGRAM

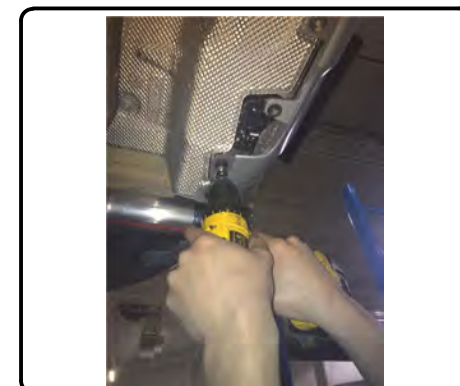
This technique can be used if an Exhaust Hanger Removal Pliers is not available.

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.



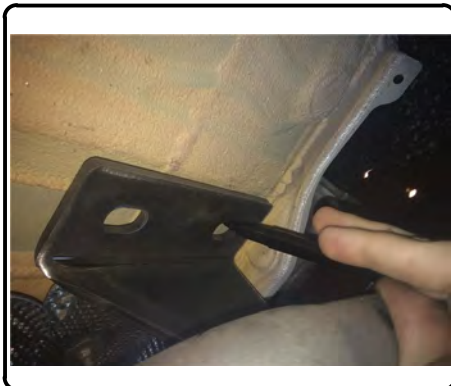
2. Temporarily remove lower fascia by removing (2) push clips (1) on each side using pry tool. Then remove (12) hex head screws along the bottom fascia using 8mm socket. Gently unclip lower fascia, set aside for reinstallation.



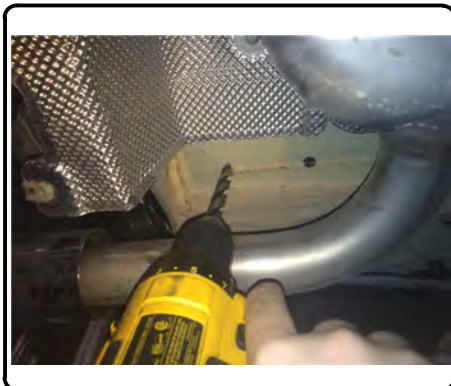
INSTALLATION WALKTHROUGH:

3. Raise hitch into position against back of the frame rail. Using the hitch as a template, center the holes on the frame and use a paint pen to mark out the (5) hole locations.

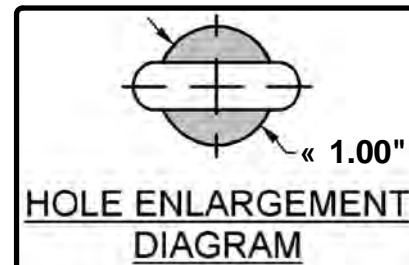
Note: Clearing away caulk could ease installation.



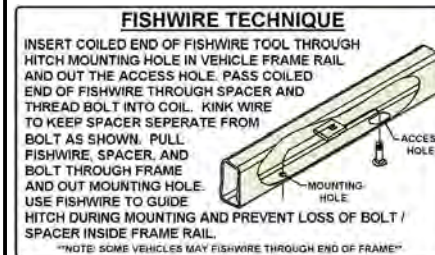
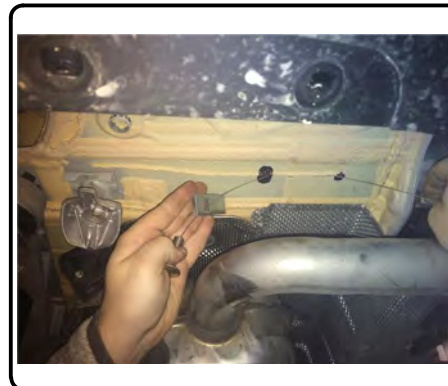
4. Lower the hitch and use a drill and 5/16" drill bit to drill (5) holes located at the marked areas from step 3. Then use 9/16" drill bit to open up the holes to the final size.



5. Use a die grinder to open up the (2) forward most holes (1) on each frame rail.
(See hole enlargement diagram)

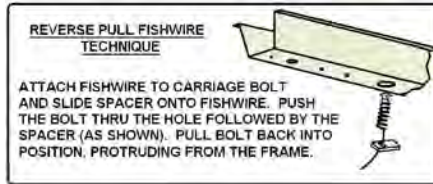


6. Using the forward-most holes that were enlarged in step 5, fishwire 1/2" carriage bolts (2) on driver side (1) on passenger side and CM-SP12 spacers (2) on driver side (1) on passenger side into the rear-most holes. (See fishwire diagram)

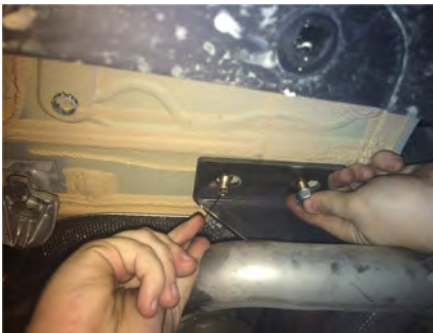


INSTALLATION WALKTHROUGH:

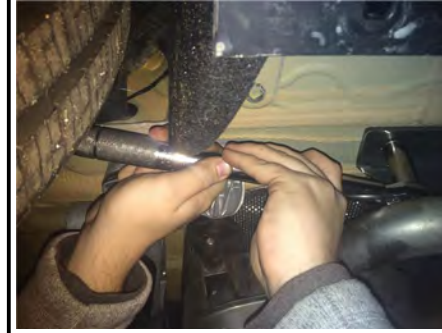
7. Using the forward-most holes that were enlarged in step 5 , reverse fishwire (2) 1/2" carriage bolts and (2) CM-SP12 spacers into the frame.
(See reverse fishwire diagram)



8. Raise hitch into position running the fishwires through the holes on the hitch. Remove fishwires and loosely fasten (5) 1/2" flange nuts.



9. Torque all fasteners to 110 ft-lbs. Raise the exhaust and reinstall the rubber isolators. Reinstall lower fascia removed in step 2.



TOWING SAFETY INFORMATION

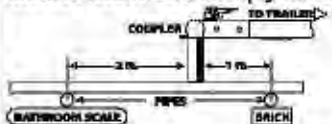
Gross Trailer Weight / GTW

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.

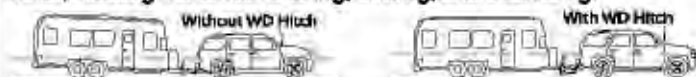


Weight Carrying / WC

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?

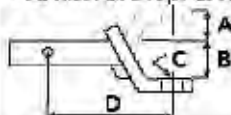
TRAILER TYPE	TONGUE WEIGHT (lb.)									
	Tongue weight should be about 10 to 15 percent of the gross trailer weight.									
	CLASS 1	CLASS 2	CLASS 3	CLASS 4	CLASS 5	CLASS 6	CLASS 7	CLASS 8	CLASS 9	CLASS 10
Coupler										
1100	1200	1300	1400	1500	1600					
2100	2400	2700	3000	3300	3600	3900	4200	4500	4800	
2800	3200	3600	4000	4400	4800	5200	5600	6000	6400	

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:

4-WAY				5-WAY			6-WAY		7-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.

13303

BMW X1

1/20/16

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 3,500 LBS. TRAILER WEIGHT & 525 LBS. TONGUE WEIGHT.



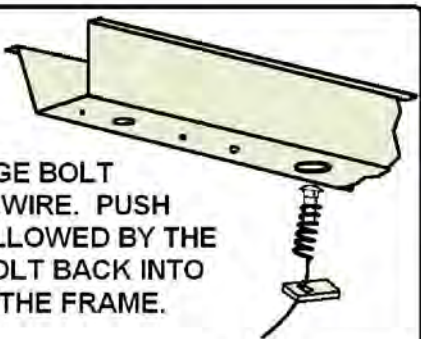
WARNING: *** DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY. ***
FOR MORE INFORMATION LOG ONTO WWW.CURTMFG.COM & FOR HELPFUL TOWING TIPS LOG ONTO WWW.HITCHINFO.COM
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Parts List			
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2	5	HFN 1213, GR8	HEX FLANGE NUT
3	5	CM-SP12	.250 x 1.00 x 2.00" SQUARE HOLE SPACER
4	5	1_2 FISHWIRE	1/2" FISHWIRE

**REVERSE PULL FISHWIRE
TECHNIQUE**

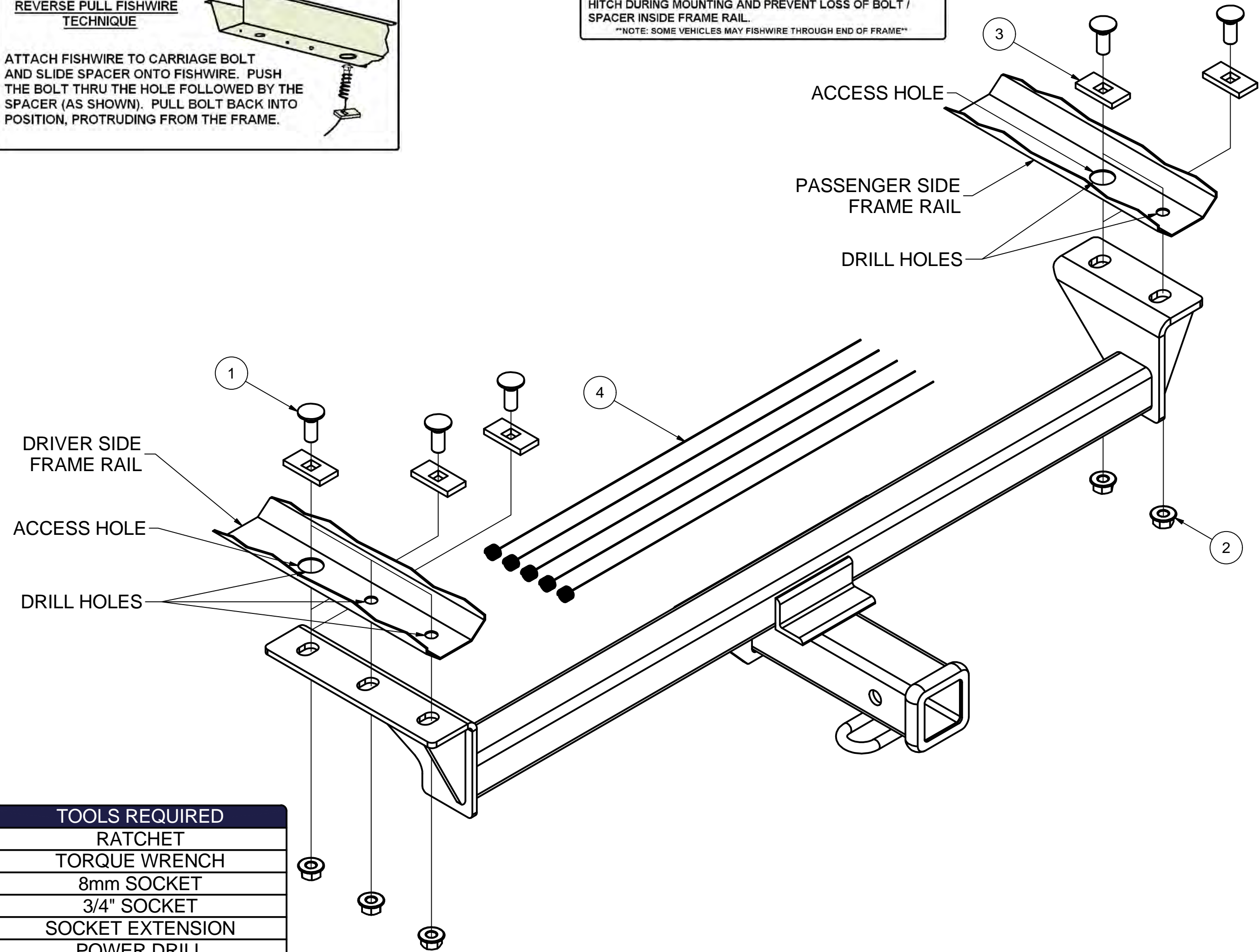
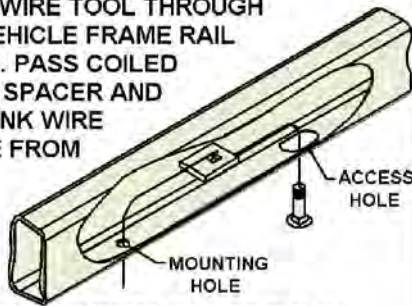
ATTACH FISHWIRE TO CARRIAGE BOLT
AND SLIDE SPACER ONTO FISHWIRE. PUSH
THE BOLT THRU THE HOLE FOLLOWED BY THE
SPACER (AS SHOWN). PULL BOLT BACK INTO
POSITION, PROTRUDING FROM THE FRAME.



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



TOOLS REQUIRED

RATCHET
TORQUE WRENCH
8mm SOCKET
3/4" SOCKET
SOCKET EXTENSION
POWER DRILL
5/16" AND 9/16" DRILL BIT
SAFETY GLASSES
DIE GRINDER
PAINT MARKER
PRY BAR

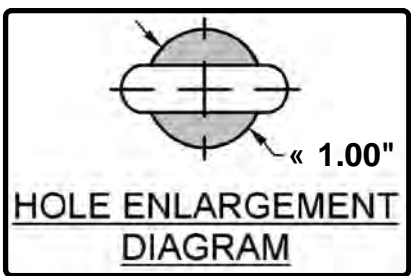
HITCH WEIGHT: 33 LBS.

INSTALL TIME

PROFESSIONAL: 40 MINUTES
NOVICE (DIY): 80 MINUTES

INSTALL NOTES:

-DRILLING REQUIRED
-FISHWIRE
-REVERSE FISHWIRE
-LOWER EXHAUST

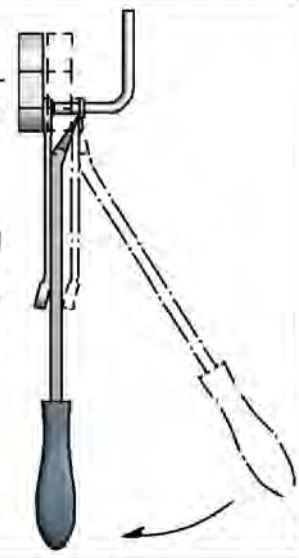


**RUBBER ISOLATOR
REMOVAL DIAGRAM**

This technique can be used if an 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
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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.



FRONT
↑
REAR



Scan
for more
information

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

CURT Manufacturing LLC., 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 LLC., 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 LLC.'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.

This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C.Regulation V-5 and SAE J684.

INSTALLATION STEPS

1. Lower the exhaust by removing the (2) rearmost rubber exhaust isolators from the frame mounted hangers. Be sure to support the exhaust during installation to prevent damage. (See Rubber Isolator Removal Diagram.)
2. Temporarily remove lower fascia by removing (2) push clips (1) on each side using pry tool. Then remove (12) hex head screws along the bottom fascia using 8mm socket. Gently unclip lower fascia, set aside for reinstallation.
3. Raise hitch into position against the back of the frame rail. Using the hitch as a template, center the holes on the frame rail and use a paint pen to mark out the (5) hole locations.
Note: Clearing away caulk could ease installaion.
4. Lower the hitch and use a drill and 5/16" drill bit to drill (5) holes located at the marked areas from step 3. Then, use a 9/16" drill bit to open up the holes to the final size.
5. Use a die grinder to open up the (2) forward-most holes (1) on each frame rail. (See hole enlargement diagram)
6. Using the forward-most holes that were enlarged in step 5, fishwire 1/2" carriage bolts (2) on driver side (1) on passenger side and CM-SP12 spacers (2) on driver side (1) on passenger side into the rear-most holes. (See fishwire diagram)
7. Using the forward-most holes that were enlarged in step 5, reverse fishwire (2) 1/2" carriage bolts and (2) CM-SP12 spacers into the frame. (See reverse fishwire diagram).
8. Raise hitch into position running the fishwires through the holes on the hitch. Remove fishwires and loosely fasten (5) 1/2" flange nuts.
9. Torque all fasteners to 110 ft-lbs. Raise the exhaust and reinstall the rubber isolators. Reinstall lower fascia removed in step 2.

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

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