

EZ Connector Install

2007 Arctic Fox 29-5T

I saw an ad for the EZ-Connector in Trailer Life magazine and after some thought, decided that I would try it and see if it would help with some of the braking problems on our trailer. An examination of the current socket and plug showed corrosion in both, water easily entered the connection, and once I had forgotten to disconnect and almost pulled the socket out of the truck bed.

The EZ-Connector comes in several versions depending on what and how you want to connect it. I chose the easiest, the T connection model. This uses a T-wiring harness to connect the EZ-Connector to the vehicle's 7 pin socket and wiring harness. It is mainly a plug one end into the socket assembly and plug the wiring harness into the other end of the T. The EZ-Connector is mounted in the bed for fifth wheel installation. Other types of installation are available.

The EZ-Connector does away with the little door you have to flip up to plug the trailer cord into the socket on the tow vehicle. It uses strong magnets to hold the connection together along with strong stainless steel springs which push brass connections together. The connection has double O-rings that seal out rain and weather. A plug is provided on each end to keep the connections out of the weather when they are not in use.



This is a picture of the installation in the bed of our 2005 Ford F-250. The plug section is mounted against the side wall of the bed for two reasons. First the plug was too deep to fit in the gap between the inner and the outer walls of the bed. The second is that I wanted the connection to come apart if I forgot to disconnect without damage.

The original hole for the 7 pin socket was used to run the T connection wiring harness.

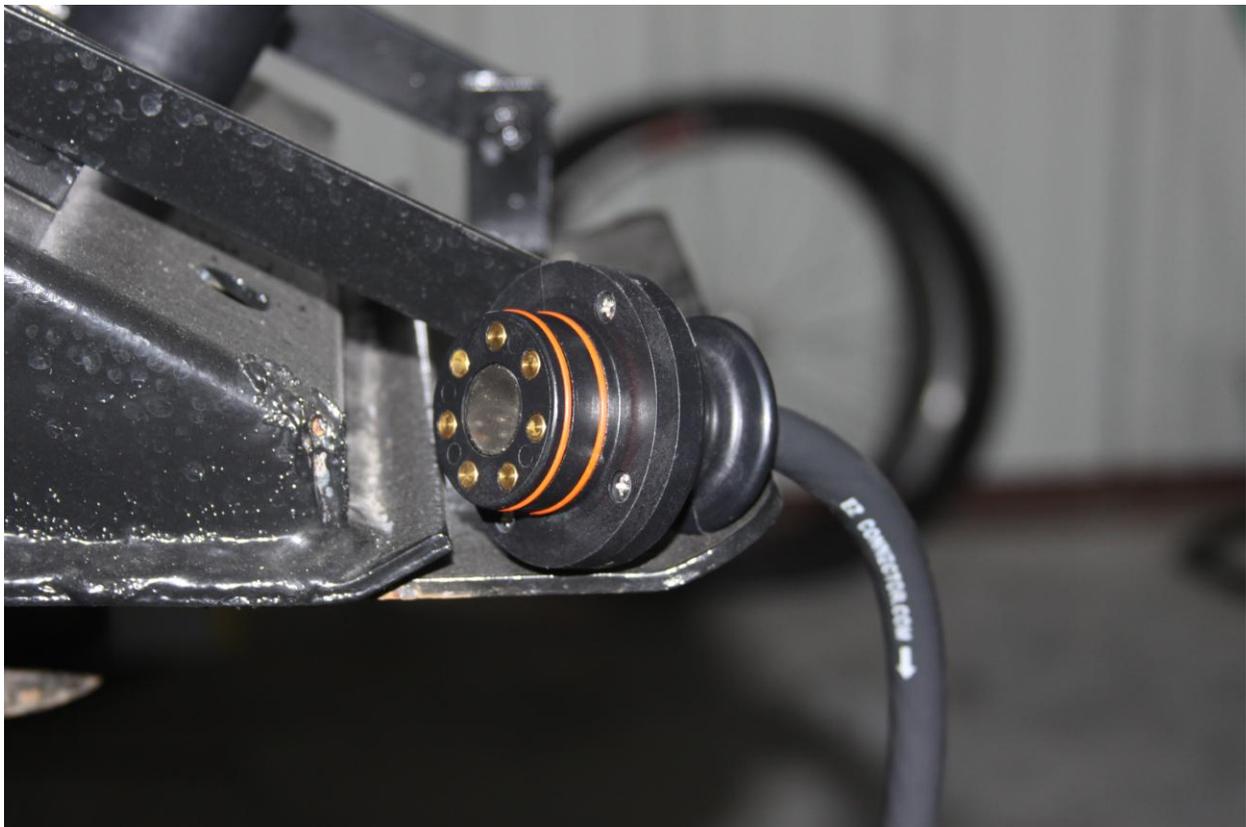
I used a section of 3/8 fuel hose to make the stain relief in the hole for the original socket. The clamp at the top of the loop was fashioned from a plastic box that a chain for a chain saw was shipped in. This configuration allows the trailer plug to pull out in the event that it is not disconnected and you drive away from the trailer.

The black knob in the center of the socket is a weather seal that came with the kit. It is held in place by the magnets that hold the connection together when connected to the trailer. The next picture shows

the weather plug removed from the socket and set on the top rail of the truck bed. Note the double O-rings which provide the weather seal.

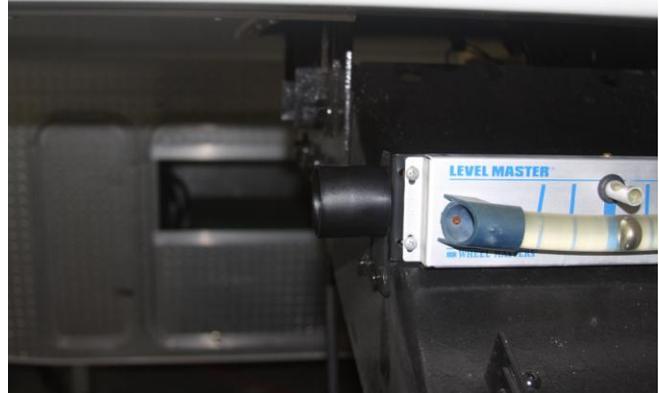


The other picture is the brass pins that make connect with the pins in the plug from the trailer. Stainless steel springs are used to keep the pins in connect. The projection on the side is an index mark required to line up the connection pin to pin relationship. Note that there isn't a center connection. All connections are around the circumference of the socket and plug.



The picture above is a picture of the plug on the trailer end of the connection. Note the brass pins that make contact with the matching pins in the socket. The index mark is out of sight on this picture but is

an indent cut into the edge of the plug to line up with the socket. You can see the O-rings which provide a water tight seal.



The picture on the left above shows the weather tight holder for the plug when it is not in use. The picture on the right shows the holder mounted on the trailer to hold the plug.

All of the connections were redone when the new plug and cord were installed. I used marine quality butt connectors that you heat shrink once they are crimped with a special tool. All of the connections were redone with marine butt connectors to insure watertight and strong connections. The best way to do this is to remove one wire at a time and cleaning the grounds while you are at it. On our trailer, the blue brake wire changed to two black wiring that lead into the trailer frame work by the pin box.

This system gives you peace of mind in that the connection is watertight, strong, and does not have a little plastic door that holds the connection together. The magnets are strong and it takes a little effort to disconnect, but once you get used to it, it is not a problem.

Sources:

<http://www.ezconnector.com/>

Butt Connectors:

<http://www.shipstore.com/SS/HTML/ANC/ANCBUTTCONECTOR.html>

<http://store.hamiltonmarine.com/browse.cfm/crimper-tool-multi-term-for-heat-shrink-159418/4,17352.html>

