

# INSTALLATION INSTRUCTIONS

**NOTE:** CHECK HITCH FREQUENTLY, MAKING SURE ALL FASTENERS AND BALL ARE PROPERLY TIGHTENED. A HITCH OR BALL WHICH HAS BEEN DAMAGED SHOULD BE REMOVED AND REPLACED. OBSERVE SAFETY PRECAUTIONS WHEN WORKING BENEATH A VEHICLE AND WEAR EYE PROTECTION. FOLLOW CAR MAKER'S SPECIFICATIONS FOR MAXIMUM TRAILER WEIGHT AND TONGUE WEIGHT. DO NOT CUT ACCESS OR ATTACHMENT HOLES WITH A TORCH.

## - MAXIMUM RATINGS -

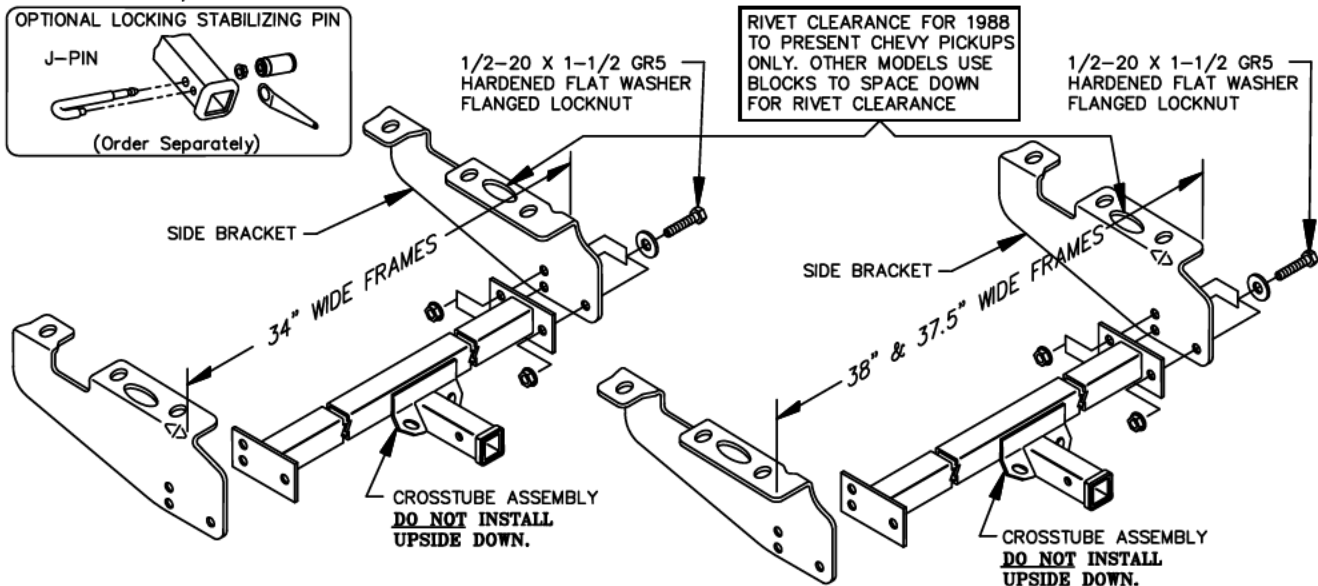
**DO NOT EXCEED LOWER OF TOWING VEHICLE MANUFACTURER'S RATINGS OR THOSE LISTED BELOW:**

WEIGHT DISTRIBUTING	WEIGHT CARRYING
10,000 LBS. GROSS TRAILER WEIGHT	5,000 LBS. GROSS TRAILER WEIGHT
1,000 LBS. TONGUE WEIGHT	500 LBS. TONGUE WEIGHT

### TOOLS REQUIRED:

Drill bits - 3/16" (.1875), 9/32 (.281), 1/2" (.500), and 17/32" (.531)  
Sockets and wrenches - 3/4, 13/16, and 7/8, 13mm, 18mm, 19mm  
Center Punch  
Clamps  
Files - round & flat

HITCH REQUIRES 5/8" PIN AND CLIP IF STABILIZING PIN IS NOT INSTALLED.



1. REMOVE PICKUP TRUCK SPARE TIRE AT END OF FRAME FROM ITS UNDER BED MOUNTING. THIS IS NOT REQUIRED FOR EACH INSTALLATION BUT WILL MAKE RECEIVER INSTALLATION EASIER. IT IS TO BE REINSTALLED WHEN INSTALLATION IS COMPLETE.
2. MEASURE THE OUTSIDE WIDTH OF THE FRAME. IT SHOULD MEASURE APPROXIMATELY 34" OR 37-1/2" OR 38".
3. ASSEMBLE THE SIDE BRACKETS TO THE CROSSTUBE ASSEMBLY AS SHOWN ABOVE. THE BRACKET FLANGES POINT OUTBOARD FOR 37-1/2" AND 38" WIDE FRAMES. THE BRACKET FLANGES POINT INBOARD FOR 34" WIDE FRAMES. SLOTS IN THE CROSSTUBE MUST LINE UP WITH THE HOLES IN THE SIDE BRACKETS. (**CAUTION: DO NOT DRILL NEW HOLES IN ANY RECEIVER PART.**)
4. INSTALL THE 1/2-20 X 1-1/2 GR5 HEX BOLTS, HARDENED FLAT WASHERS, AND FLANGE LOCKNUTS AS SHOWN ABOVE. **DO NOT** SUBSTITUTE REGULAR NUTS FOR THE LOCKNUTS. TIGHTEN TO 95 LB. FT.
5. READ THE **GENERAL NOTES ON PAGE 4** AND THEN CONTINUE INSTALLATION BY FOLLOWING THE INSTRUCTIONS FOR YOUR PARTICULAR VEHICLE APPLICATION WHICH IS LISTED ON THE FOLLOWING PAGES.

**THIS PRODUCT COMPLIES WITH SAFETY SPECIFICATIONS AND REQUIREMENTS FOR CONNECTING DEVICES AND TOWING SYSTEMS OF THE STATE OF NEW YORK AND V.E.S.C. REGULATION V-5.**

# CHEVROLET & GMC PICKUP TRUCKS WITH 34" FRAMES

(DOES NOT FIT UNITS WITH 6' BED OR 4WD WITH HEAVY DUTY SUSPENSION)

1. TIGHTEN THE 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.

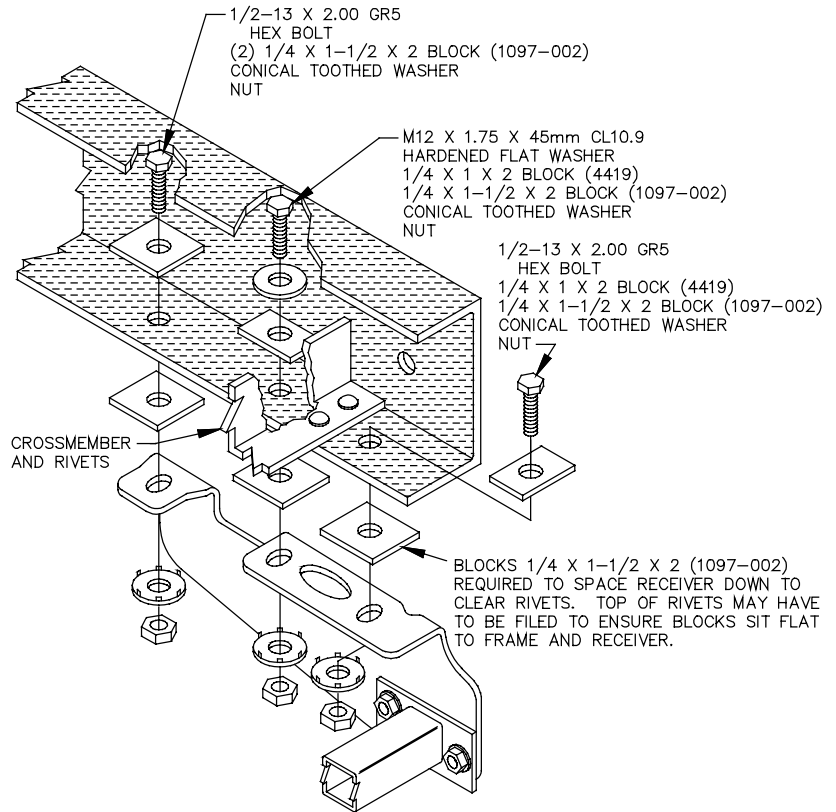
2. **NOTE:** 1981 AND LATER CHEVROLET & GMC APPLICATIONS WITH STEP BUMPERS REQUIRE THE REMOVAL OF SUPPORT BRACKETS TO THE FRAME. THESE BRACKETS MUST BE RETAINED FOR REINSTALLATION UPON REMOVAL OF THE RECEIVER. THE STEP BUMPER SHOULD NOT BE USED FOR TOWING WITH THESE SUPPORT BRACKETS REMOVED.

3. POSITION AND CENTER THE RECEIVER ASSEMBLY ON VEHICLE FRAME. REAR MOST SLOT IN RECEIVER SHOULD NOT BE LOCATED CLOSER THAN 3/4" FROM THE END OF THE FRAME. TO CLEAR RIVETS IN THE FRAME, PLACE A BLOCK BETWEEN SIDE BRACKETS AND VEHICLE FRAME AT EACH ATTACHMENT. CLAMP RECEIVER TO THE FRAME.  
**NOTE:** ON SOME UNITS EVEN WITH THE BLOCK PLACE, THE TOP OF THE RIVETS MAY HAVE TO BE GROUND OR FILED OFF TO ENSURE THAT THE ATTACHING SURFACES SIT FLAT ON THE FRAME.

4. USING THE SLOTS IN THE SIDE BRACKETS AS TEMPLATES, CENTER PUNCH AND DRILL SIX (6) 1/2" DIAMETER HOLES. SEE **GENERAL NOTES** REGARDING THE USE OF EXISTING HOLES.

5. INSTALL FASTENERS IN EACH SIDE AS SHOWN.

TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN M12 X 1.75 CL 10.9 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN 1/2-20 GR5 HEX BOLTS TO 95 LB.-FT.



## 1988 & LATER MODEL CHEVROLET & GMC PICKUP TRUCKS WITH 37-1/2" FRAMES

**NOTE:** ON UNITS EQUIPPED WITH AN EXTENDED CAB AND 6' BED, THE SPARE TIRE WILL HAVE TO BE RELOCATED ELSEWHERE ON THE VEHICLE.

1. ON 6' BED UNITS, REMOVE AND RELOCATE GROUND WIRE AND GROUND WIRE BOLT LOCATED ON DRIVER'S SIDE FRAME RAIL.

2. IF VEHICLE IS EQUIPPED WITH FACTORY INSTALLED STEP BUMPER, REMOVE THE M12 HEX BOLTS FROM EACH END OF THE FRAME AND DISCARD.

3. RAISE RECEIVER INTO POSITION, CENTERING REAR MOST SLOT OVER EXISTING HOLES IN FRAME. ON UNITS WITH A 6' BED, THE LARGE 1" X 2" SLOT WILL BE POSITIONED OVER A BOLT ON THE PASSENGER'S SIDE AND A RIVET ON THE DRIVER'S SIDE.

4. **VEHICLES W/FACTORY INSTALLED STEP BUMPER:**  
INSTALL M12 X 1.75 X 45MM CL10.9 HEX BOLT AND CONICAL TOOTHED WASHER THROUGH SIDE BRACKET INTO FRAME, THREADING INTO EXISTING WELDNUT AS SHOWN.

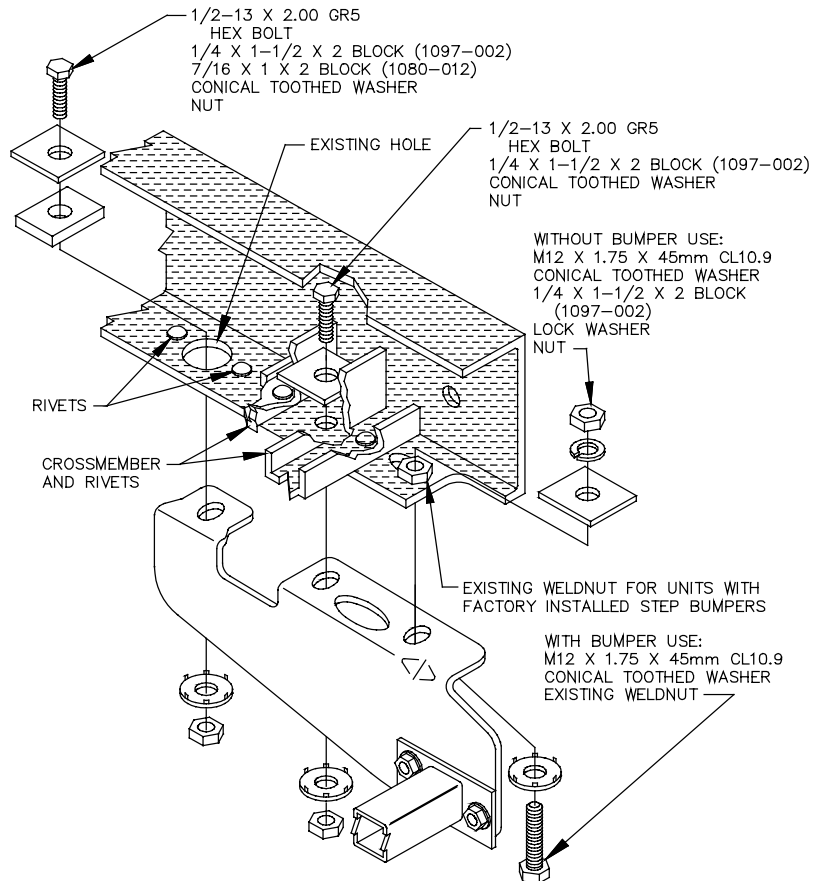
5. **VEHICLES W/O FACTORY INSTALLED STEP BUMPER:**  
INSTALL M12 X 1.75 X 45MM CL10.9 HEX BOLT AND CONICAL TOOTHED WASHER THROUGH SIDE BRACKET AND FRAME AND FASTEN WITH BLOCK, LOCK WASHER AND M12 X 1.75 NUT.

6. CENTER RECEIVER CROSSTUBE ASSEMBLY ON VEHICLE AND TIGHTEN THE 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.

7. DUE TO VEHICLE VARIATION, CENTER ATTACHMENT HOLE IN FRAME MAY HAVE TO BE ENLARGED TO 1/2". SEE **GENERAL NOTES** REGARDING USE OF EXISTING HOLES.

8. INSTALL FASTENERS IN CENTER AND FORWARD HOLES ON EACH SIDE AS SHOWN.

TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN M12 X 1.75 CL 10.9 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN 1/2-20 GR5 HEX BOLTS TO 95 LB.-FT.



## FORD F-SERIES - FULL SIZE PICKUP TRUCKS

**1979 AND EARLIER 34" & 38" WIDE FRAMES  
FORD CAB & CHASSIS**

**NOTE: CAB & CHASSIS ONLY**

TO INSTALL THIS RECEIVER THERE MUST BE 18" OF UNOBSERVED FRAME ALONG WITH CLEARANCE FOR THE CROSSTUBE ASSEMBLY AT THE CENTER OF THE VEHICLE.

1. TIGHTEN THE 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.
2. POSITION AND CENTER THE RECEIVER ASSEMBLY ON VEHICLE FRAME. REAR MOST SLOT IN RECEIVER SHOULD NOT BE LOCATED CLOSER THAN 3/4" FROM THE END OF THE FRAME. TO CLEAR THE RIVETS IN THE FRAME PLACE A BLOCK BETWEEN SIDE BRACKETS AND VEHICLE FRAME AT EACH ATTACHMENT. CLAMP RECEIVER TO THE FRAME.

**NOTE:** ON SOME UNITS EVEN WITH BLOCKS IN PLACE, THE TOP OF THE RIVETS MAY HAVE TO BE GROUND OR FILED OFF TO ENSURE THAT THE ATTACHING SURFACES SIT FLAT ON THE FRAME.

3. USING THE SLOTS IN THE SIDE BRACKETS AS TEMPLATES, CENTER PUNCH AND DRILL SIX (6) 1/2" DIAMETER HOLES. SEE **GENERAL NOTES** REGARDING THE USE OF EXISTING HOLES.
4. INSTALL FASTENERS IN EACH SIDE AS SHOWN.

TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN M12 X 1.75 CL10.9 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN 1/2-20 GR5 HEX BOLTS TO 95 LB.-FT.

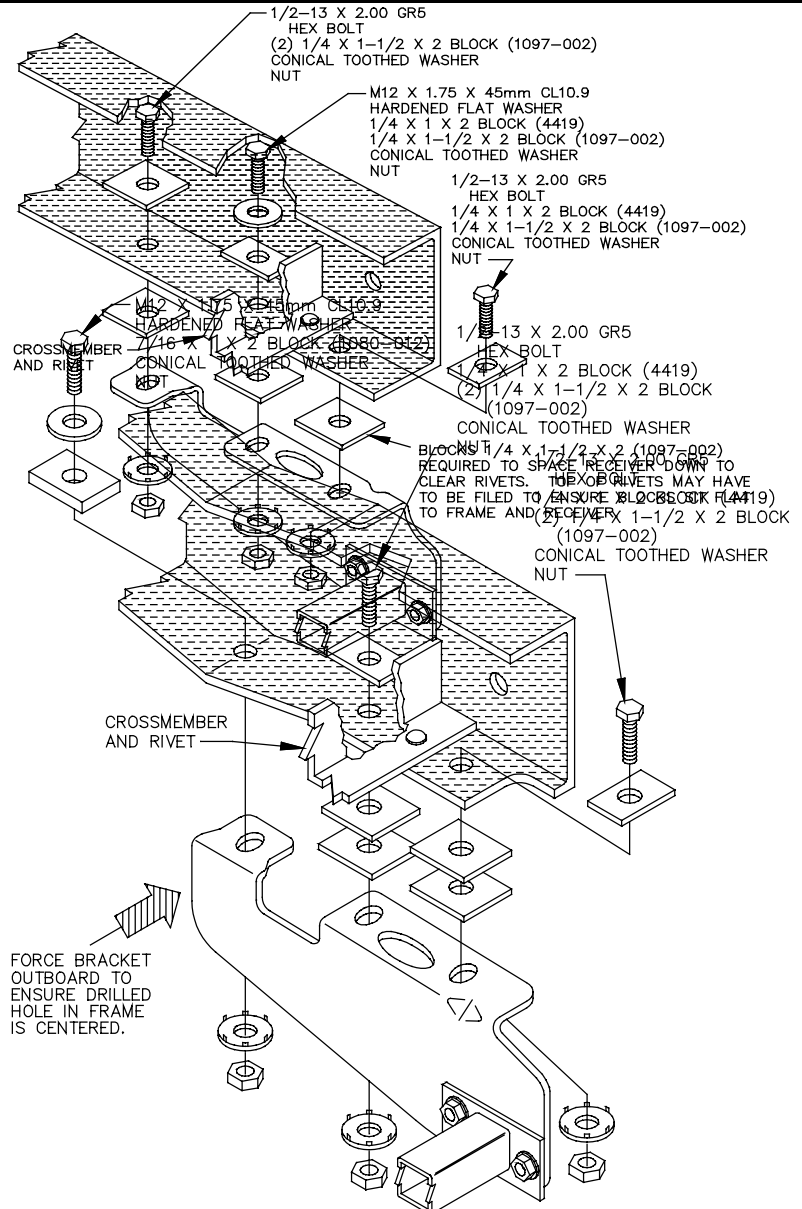
**FORD F-SERIES FULL SIZE PICKUP TRUCKS  
1980 AND**

**LATER 38" WIDE FRAMES  
DOES NOT FIT FLARESIDE UNITS WITH FIBER GLASS  
VALANCE PANELS**

**NOTE: HITCH CANNOT BE INSTALLED WITH 16" SPARE TIRE. SPARE TIRE MUST BE RELOCATED.**

1. POSITION AND CENTER THE RECEIVER ASSEMBLY ON VEHICLE FRAME. TO CLEAR RIVETS IN THE FRAME, PLACE TWO (2) BLOCKS BETWEEN SIDE BRACKETS AND VEHICLE FRAME AT FIRST AND CENTER ATTACHMENTS. CLAMP RECEIVER TO THE FRAME.
2. USING THE REAR MOST SLOTS IN THE SIDE BRACKETS AS TEMPLATES, CENTER PUNCH AND DRILL TWO (2) 1/2" DIAMETER HOLES. SEE **GENERAL NOTES** REGARDING DRILLING HOLES.
3. INSTALL FASTENERS IN REAR MOST SLOT EACH SIDE AS SHOWN MAKING SURE THAT TWO (2) BLOCKS ARE PLACED BETWEEN SIDE BRACKET AND FRAME. TIGHTEN TO 75 LB.-FT.
4. CENTER RECEIVER CROSSTUBE ASSEMBLY ON VEHICLE.
5. WITH BOLTS IN REAR MOST HOLES TIGHTENED, FORCE FORWARD ATTACHMENT FLANGES OUTBOARD SUCH THAT INBOARD PORTION OF THE SLOTS ARE CENTERED ON THE FRAME. USING THE FORWARD ATTACHING SLOTS AS TEMPLATES, CENTER PUNCH AND DRILL TWO (2) 1/2" DIAMETER HOLES. IT IS IMPORTANT THAT DRILLED HOLE IS CENTERED ON THE FRAME FLANGE TO ENSURE ADEQUATE MATERIAL BETWEEN HOLE AND INSIDE EDGE OF FRAME.
6. INSTALL FASTENERS IN FORWARD ATTACHMENT AS SHOWN.
7. USING THE CENTER ATTACHING SLOTS AS TEMPLATES, CENTER PUNCH AND DRILL TWO (2) 1/2" DIAMETER HOLES. INSTALL FASTENERS THROUGH CENTER ATTACHMENT AS SHOWN MAKING SURE THAT THE TWO (2) BLOCKS ARE BETWEEN SIDE BRACKETS AND FRAME.

TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN M12 X 1.75 CL10.9 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN 1/2-20 GR5 HEX BOLTS TO 95 LB.-FT.



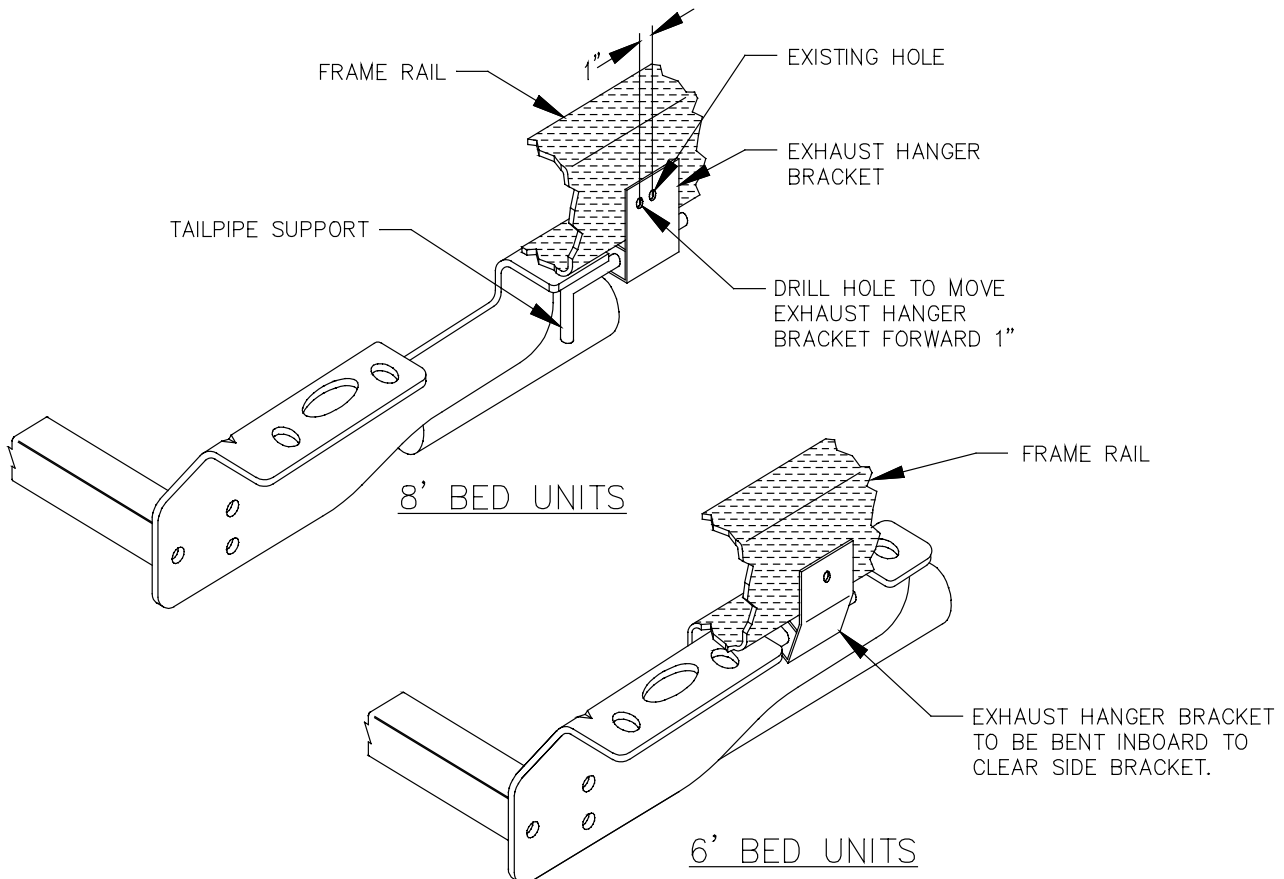
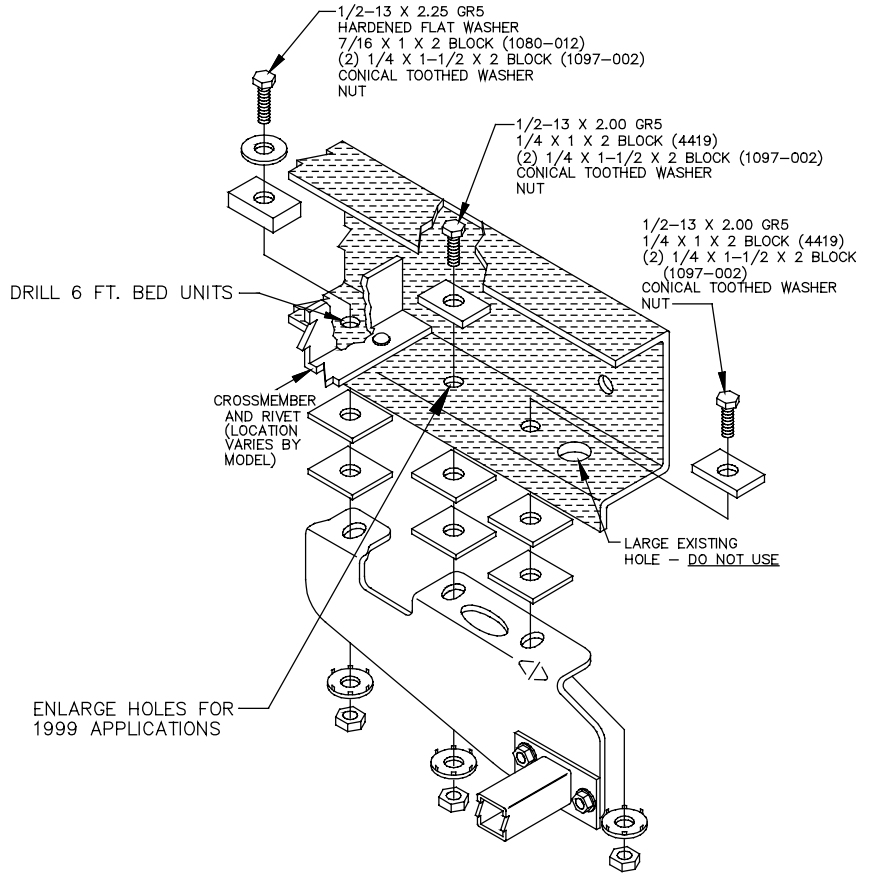
# DODGE RAM PICKUP TRUCK - FULL SIZE - 1994-PRESENT

NO DRILLING FOR 8 FT. BED UNITS; DRILL TWO (2) HOLES FOR 6 FT. BED UNITS

DOES NOT FIT WITH HEAVY DUTY SUSPENSIONS

1. REMOVE EXHAUST HANGER BRACKET FROM SIDE OF FRAME. -NOT REQUIRED AFTER 1997.
2. RAISE RECEIVER INTO POSITION CENTERING REARMOST HOLE OVER EXISTING HOLE (**NOT LARGE HOLE**) AT END OF THE FRAME. TO CLEAR LIP ON BOTTOM OF FRAME, PLACE TWO BLOCKS BETWEEN SIDE BRACKET AND FRAME AT EACH ATTACHMENT POINT. DRILL FORWARD HOLE ON 6 FT. BED UNITS.
3. ON 1999 UNITS, THE CENTER ATTACHMENT HOLE DOES NOT LINE UP WITH THE EXISTING HOLE IN THE VEHICLE FRAME. ENLARGE HOLE IN THE FRAME TO MATCH THE HOLE IN THE SIDE BRACKET.
4. INSTALL 1/2-13 GR5 BOLTS AND FASTENERS IN EACH SIDE BRACKET AS SHOWN.
5. CENTER RECEIVER CROSSTUBE ASSEMBLY ON VEHICLE AND TIGHTEN 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.
6. EXHAUST REINSTALLATION - IF REQUIRED  
8 FT. BED UNITS - DRILL HOLE IN EXHAUST BRACKET TO REPOSITION BRACKET 1" FORWARD AS SHOWN BELOW. REINSTALL BRACKET.  
6 FT. BED UNITS - REINSTALL EXHAUST HANGER BRACKET.

TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
 TIGHTEN 1/2-20 GR5 BOLTS TO 95 LB.-FT.



# DODGE PICKUP TRUCK - FULL SIZE 1967 - 1993

SPARE TIRE CARRIER WILL HAVE TO BE MODIFIED TO RETAIN UNDER VEHICLE STOWAGE.  
SPARE TIRE CAN ALSO BE RELOCATED ELSEWHERE ON THE VEHICLE.

## INSTALLATION DEPENDS ON VEHICLE CONFIGURATION:

**CONFIGURATION 1:** 8' BED, 2 & 4 WHEEL DRIVE, REGULAR & EXTENDED CAB

**CONFIGURATION 2:** 6' BED, 2 & 4 WHEEL DRIVE

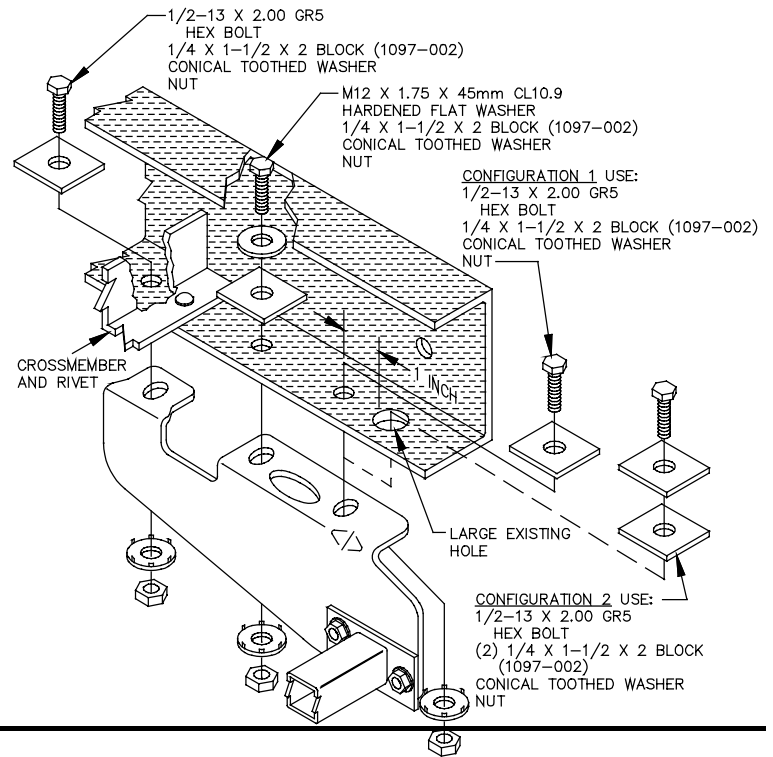
### CONFIGURATION 1 - ALL HOLES REQUIRE DRILLING

1. POSITION AND CENTER THE RECEIVER ASSEMBLY ON VEHICLE FRAME. LOCATE REARMOST SLOT IN RECEIVER 1" FORWARD FROM THE EDGE OF THE LARGE EXISTING HOLE AT THE END OF THE FRAME. THIS IS REQUIRED SO THAT THE FORWARD ATTACHING FLANGE DOES NOT RIDE ON THE CROSSMEMBER RIVET. CLAMP RECEIVER TO THE FRAME.
2. CENTER RECEIVER CROSSTUBE ASSEMBLY ON VEHICLE AND TIGHTEN THE 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.
3. USING SLOTS IN BRACKETS AS TEMPLATES, CENTER PUNCH AND DRILL SIX (6) 1/2" DIAMETER HOLES IN FRAME. INSTALL FASTENERS AS SHOWN FOR CONFIGURATION 1.

### CONFIGURATION 2 - USES EXISTING HOLES

1. POSITION AND CENTER RECEIVER OVER LARGE EXISTING HOLE AT THE END OF THE FRAME. CENTER AND FORWARD SLOTS WILL MATCH WITH EXISTING HOLES. SECURE WITH FASTENERS AS SHOWN FOR CONFIGURATION 2.
2. CENTER RECEIVER CROSSTUBE ASSEMBLY ON VEHICLE AND TIGHTEN THE 1/2-20 GR5 HEX BOLTS INSTALLED AS SHOWN ON PAGE 1 TO 95 LB.-FT.

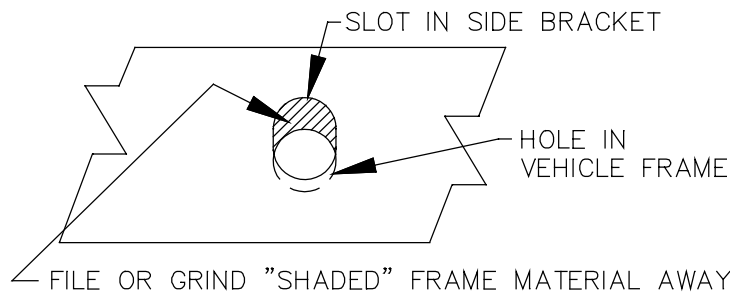
TIGHTEN 1/2-13 GR5 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN M12 X 1.75 CL 10.9 HEX BOLTS TO 75 LB.-FT.  
TIGHTEN 1/2-20 GR5 BOLTS TO 95 LB.-FT.



## GENERAL NOTES

1. ATTACHMENT HOLES MUST BE DRILLED FOR MOST APPLICATIONS. IN SOME CASES EXISTING HOLES IN FRAME MAY LINE UP WITH SOME OF THE HOLES IN THE RECEIVER SIDE BRACKETS. WHEN HOLES DO NOT MATCH PRECISELY, FILE OR GRIND MATERIAL FROM THE VEHICLE FRAME TO MATCH THE HOLE IN THE RECEIVER SIDE BRACKET.

**WARNING:** DO NOT CORRECT HOLE MISMATCH BY DRILLING, BECAUSE DRILL CAN SUDDENLY BIND CAUSING DRILL MOTOR TO "KICK BACK" OR DRILL BIT TO BREAK, POSSIBLY RESULTING IN PERSONAL INJURY.



2. WHEN POSITIONING RECEIVER ON VEHICLE FRAME, MAKE SURE THAT THE CROSSTUBE ASSEMBLY DOES NOT CONTACT ANY GAS TANK SUPPORTS OR SPARE TIRE HANGER BRACKETS IF VEHICLE IS SO EQUIPPED.
3. BE CAREFUL TO AVOID DRILLING INTO THE FUEL TANK, WIRES AND FUEL OR BRAKE LINES THAT ARE SOMETIMES LOCATED INSIDE THE VEHICLE FRAME SECTIONS.
4. DEBURR ALL EDGES OF ANY HOLES DRILLED THROUGH FRAME AND/OR CROSSMEMBERS. PROPER DEBURRING WILL ENSURE THAT FASTENERS AND SIDE BRACKETS WILL SIT FLAT.
5. ALWAYS WEAR SAFETY GLASSES WHEN DRILLING.
6. LICENSE PLATE MOUNTING BRACKET WILL HAVE TO BE RELOCATED ON VEHICLES WITHOUT A FACTORY INSTALLED BUMPER.