

**31310****1992-1996 FORD F-250 & F-350 4WD MODELS ONLY  
1997 FORD F-250HD & F-350HD 4WD MODELS ONLY****GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 5,000 LBS. TRAILER WEIGHT & 500 LBS. TONGUE WEIGHT.****GROSS LOAD CAPACITY WHEN USED AS A STRAIGHT LINE PULL: 9,000 LBS. MAX. LINE PULL.****\*\*\* DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY. \*\*\*****Parts List**

ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	1_2 FISHWIRE	1/2" FISHWIRE
2	2	9_16-12 FLANGE NUT	HEX FLANGE NUT
3	2	9/16-12 x 1 3/4	HEX BOLT
4	2	CM-SP22	.250 x 1.50 x 1.50" ROUND HOLE SPACER

**TOOLS REQUIRED**

TORQUE WRENCH
RATCHET
19mm SOCKET
13/16" SOCKET
13/16" WRENCH

**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 SEPARATE 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\*\*

ACCESS HOLE FOR  
13/16" WRENCH  
UNDERSIDE OF FRAME

EXISTING M12  
HEX NUTS  
(BOTH SIDES)

DRIVER SIDE  
FRAME RAIL

FRAME BRACKET

BUMPER  
BRACKET

EXISTING M12 BUMPER  
BRACKET BOLTS  
(BOTH SIDES)

BUMPER

FRAME RAIL

BUMPER

INSTALLED HITCH POSITION

HITCH WEIGHT: 42 LBS.

INSTALL TIME: 30 MINUTES

INSTALL NOTES:

- NO DRILLING REQUIRED
- FISHWIRE HARDWARE
- BUMPER REMOVAL OPTIONAL

**INSTALLATION STEPS**

1. Remove (4) M12 hex nuts from bumper mounting bolts.

**CAUTION:** THE BUMPER IS NOW LOOSE FROM THE VEHICLE. PROVIDE PROPER SUPPORT.

**NOTE:** The bumper may be removed for easier access into frame for hex bolts & spacers.

2. Raise hitch into position aligning holes in hitch with holes in frame and existing bumper bolts.
3. Fishwire CM-SP22 spacers and 9/16-12 hex bolts through ends of frame rails, frame, and out through hitch. Secure with 9/16" hex flange nuts.
4. Reinstall bumper (if applicable) and secure with M12 hex nuts removed in step (1).
5. Torque all 9/16" fasteners to 150 ft-lbs. Torque all M12 fasteners to 86 ft-lbs.

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



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#### FRONT MOUNTED ACCESSORIES

1) Do not exceed front axle Gross Weight Rating (GAWR). Consult owners manual or specification plate located on driver's door frame. Measure gross front axle weight by placing front wheels of loaded vehicle on a scale.

**WARNING:** Exceeding GAWR may overload the front axle and/or suspension. This could result in **accident, property damage and personal injury.**

- 2) Reposition front mounted license plate if obstructed.
- 3) Do not obstruct vehicle lights.
- 4) Allow free air flow into grille opening.
- 5) Rear wheel traction may be reduced. This could effect handling. Reduce speed and drive with caution.
- 6) Accessories extend front of vehicle. This may reduce approach angle. Use caution when parking and maneuvering.
- 7) Do not obstruct driver view.

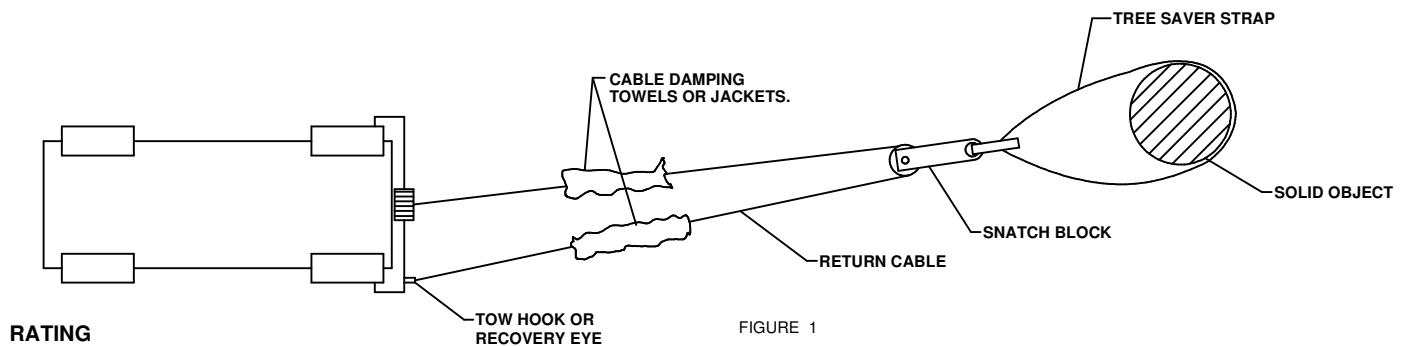
#### VEHICLE RECOVERY AND WINCHING TIPS

1) Use OEM tow hooks, recovery eyes or a clevis mount for attachment of a tow strap or winch cable.

**WARNING: NEVER** use a ball and/or ball mount as an anchor point for tow strap or winch cable. Severe personal injury or death could result.

- 2) Observe winch manufacturer's recommendations, cautions and warnings.
- 3) Attach return cable to tow hook or recovery eye when using a snatch block (See figure 1).

**CAUTION:** Do not attach return cable to winch mount. This may overload winch mount and/or front mounted receiver.



For **Maximum** line pull rating, winch cable must not exceed:

- 15 degree angle up or down from horizontal (See Figure 2).
- 45 degree angle left or right from straight ahead (See Figure 3).

**CAUTION:** Exceeding the maximum line pull rating may over load winch, winch mount, and/or front mounted receiver.

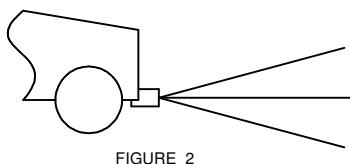


FIGURE 2

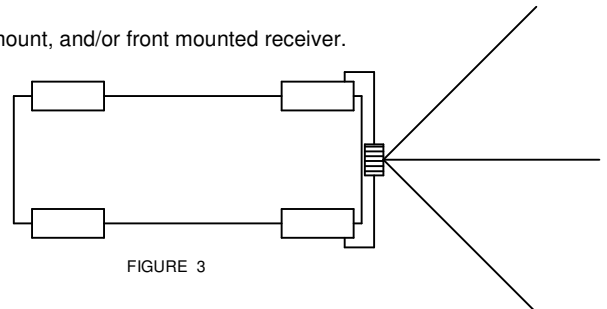


FIGURE 3