

31083

## FORD F-150 &amp; FORD EXPEDITION

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.



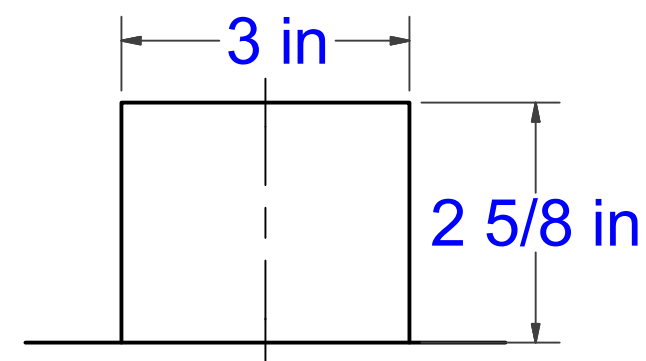
**WARNING: \*\*\* DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY. \*\*\***



## Parts List

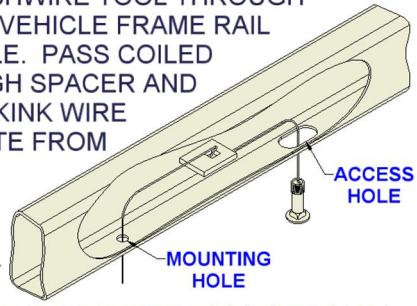
1	4	1/2-13 x 1 3/4, GR8	CARRIAGE BOLT
2	4	CM-SP19	.250 x 1.25 x 3.00" SQUARE HOLE SPACER
3	2	CM-SP32	.188 x 1.50 x 2.00" ROUND HOLE SPACER
4	4	1_2 FISHWIRE	1/2" FISHWIRE
5	4	HFN 1213, GR8	HEX FLANGE NUT

## BUMPER FASCIA TRIM DIAGRAMS



## FISHWIRE TECHNIQUE

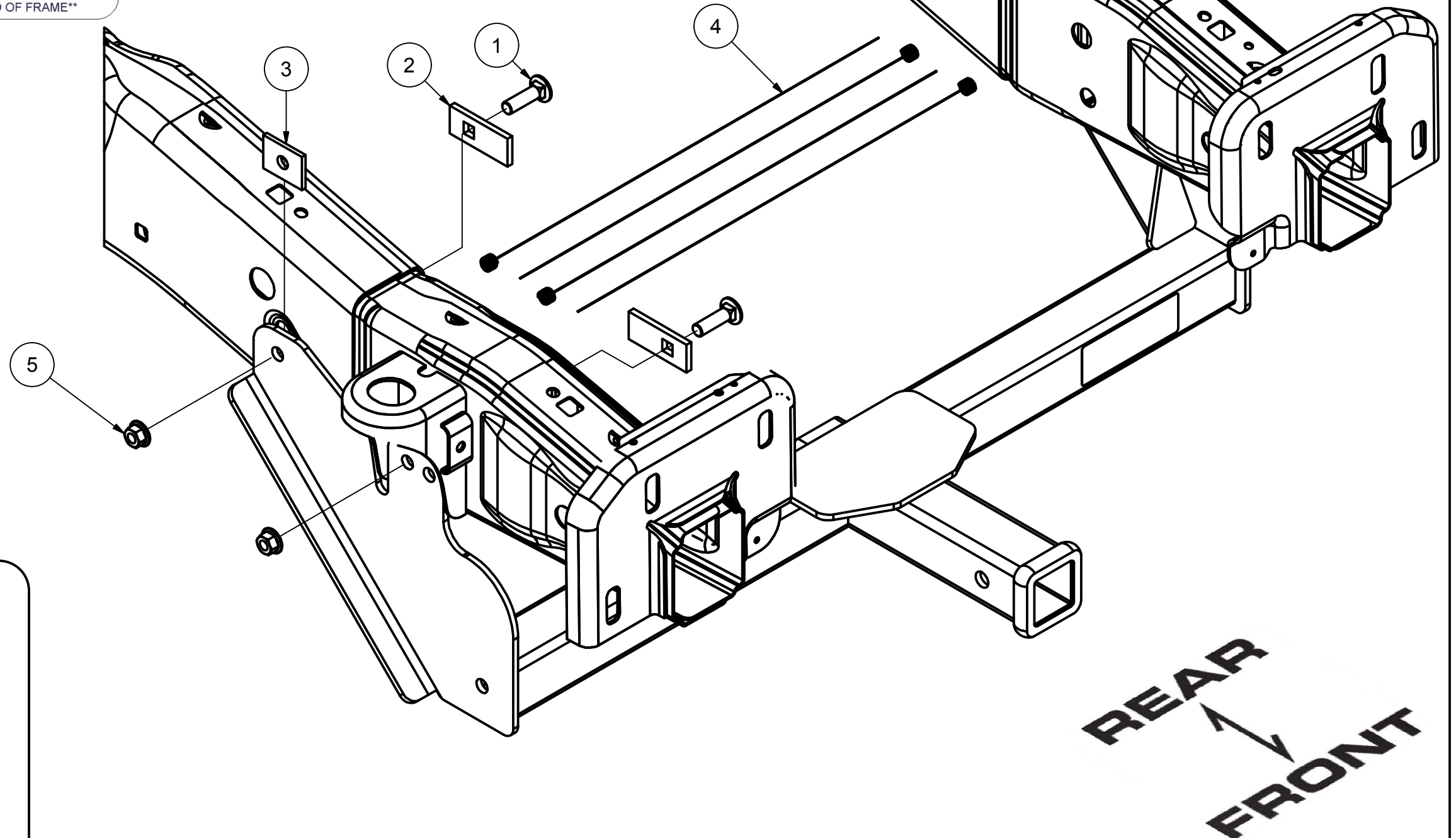
INSERT COILED END OF FISHWIRE TOOL THROUGH HITCH MOUNTING HOLE IN VEHICLE FRAME RAIL AND OUT THE ACCESS HOLE. PASS COILED END OF FISHWIRE THROUGH SPACER AND THREAD BOLT INTO COIL. KINK WIRE TO KEEP SPACER SEPARATE FROM BOLT AS SHOWN. PULL FISHWIRE, SPACER, AND BOLT THROUGH FRAME AND OUT MOUNTING HOLE. 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\*\*

## TOOLS REQUIRED

FLAT HEAD SCREW DRIVER
3/4" SOCKET
TAPE MEASURE
RATCHET
TORQUE WRENCH
AVIATION SHEARS
TAPE
MARKER



HITCH WEIGHT: 43 LBS.

## INSTALL TIME

PROFESSIONAL: 30 MINUTES

NOVICE (DIY): 65 MINUTES

## INSTALL NOTES:

- MAY NEED TO REMOVE AIR DAM
- TRIM LOWER BUMPER FASCIA
- FISHWIRING HARDWARE
- NO DRILLING

## INSTALLATION STEPS

1. Remove lower air dam. Trim the lower plastic bumper fascia as required using the diagram above as a reference only.
2. Tape a CM-SP32 spacer on the outside of the frame over the rear most attachment point on both the driver and passenger side.
3. Fishwire a 1/2" carriage bolt and a CM-SP19 spacer in through the access hole and pull out through the rear and forward most attachment points. **NOTE:** The driver side forward mounting point is the opposite of the passenger side.)
4. Feed the ends of the fishwire through the mounting holes on the hitch, push the carriage bolts into the frame and raise the hitch into position.
5. When the mounting holes on the hitch are aligned with the attachment holes on the frame, pull the mounting hardware through the mounting holes on the hitch and secure the hitch to the vehicle using a 1/2" hex flange nut for each mounting point.
6. Torque all 1/2" fasteners to 110 lb-ft.

**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

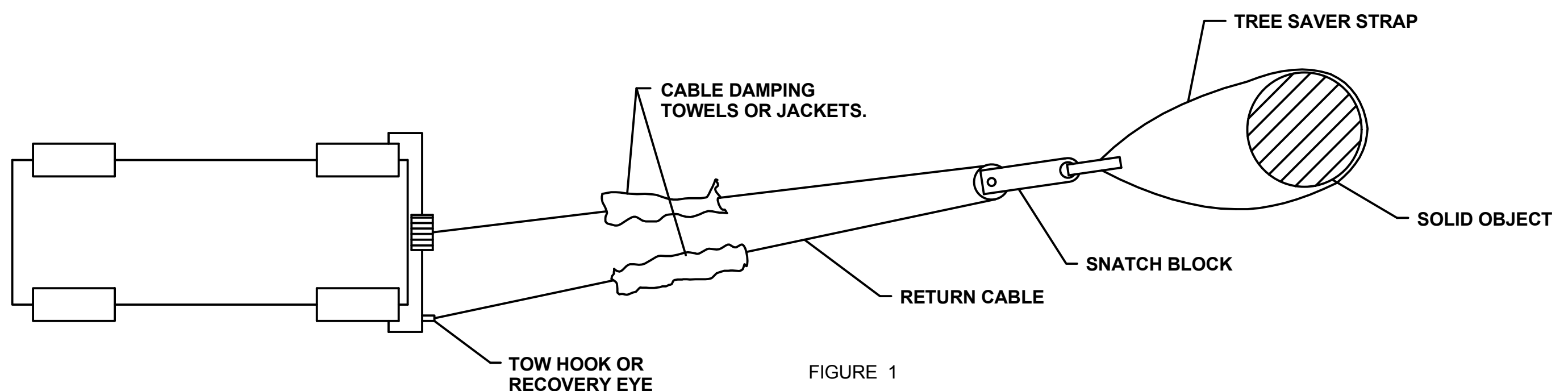
1) Use OEM tow hooks, recovery eyes or a clevis mount for attachment of a tow strap or winch cable.

**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.



## RATING

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.

