

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 2,000 LBS. TRAILER WEIGHT & 200 LBS. TONGUE WEIGHT.

DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.

WARNING: ALL NON-TRAILER LOADS APPLIED TO THIS PRODUCT MUST BE SUPPORTED BY 18050 STABILIZING STRAPS.

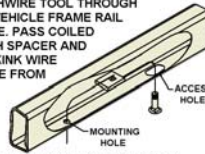
** FAILURE TO PROPERLY SUPPORT NON-TRAILER LOADS WILL VOID PRODUCT WARRANTY**

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	7/16-14	HEX FLANGE NUT
2	1	7/16-14 x 1 1/4	CARRIAGE BOLT
3	1	CM-SP2	.250 x .88 x 2.25" SQUARE HOLE SPACER
4	1	7_16 FISHWIRE	7/16" FISHWIRE
5	1	7/16-14 x 1 1/2	HEX BOLT
6	1	7/16	WASHER
7	4	M10 - 1.25 x 30	HEX BOLT
8	4	3/8"	CONICAL TOOTHED WASHER

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

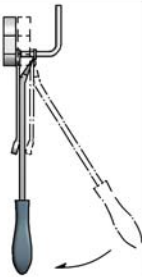


RUBBER ISOLATOR REMOVAL DIAGRAM

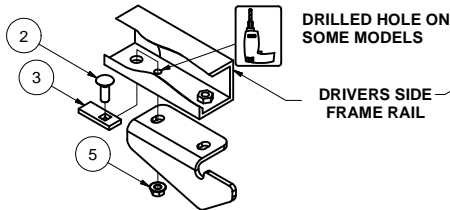
This technique can be used if and Exhaust Hanger Removal Pliers is not available.

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.

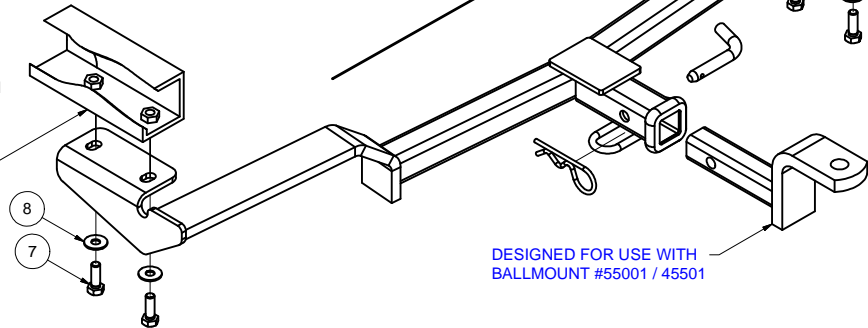
Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.



HARDWARE FOR DRILLED HOLE



FRONT
↓
REAR



DESIGNED FOR USE WITH
BALLMOUNT #55001 / 45501

HITCH WEIGHT: 22 LBS.

INSTALL TIME

PROFESSIONAL: 25 MINUTES

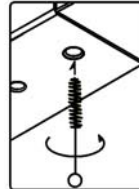
NOVICE (DIY): 50 MINUTES

INSTALL NOTES:

- DRILLING REQUIRED ON SOME MODELS
- LOWER EXHAUST
- ENLARGE HOLES
- FISHWIRE HARDWARE

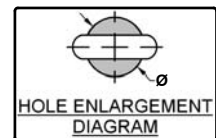
TOOLS REQUIRED

SOCKET WRENCH
TORQUE WRENCH
17mm, 5/8 in SOCKETS
DRILL
1/2" DRILL BIT
FILE OR DIE GRINDER



WELDNUT CLEANING

To remove debris from weldnuts in frame, spray lubricant or compressed air into hole. For heavy debris, use a small wire brush. (Be careful not to damage threads).



HOLE ENLARGEMENT
DIAGRAM

INSTALLATION STEPS

1. On rear frame rails remove tie down brackets. Lower exhaust for ease of installation. (See RUBBER ISOLATOR REMOVAL DIAGRAM)
2. Front hole on the drivers side needs to be drilled on some models (if existing weldnut is offset). If a drill hole is required use the hitch as a template to mark hole and drill using a 1/2" drill bit. Enlarge access hole to allow the 7/16" carriage bolt and spacer to pass through. (See HOLE ENLARGEMENT DIAGRAM)
3. If hole was drilled, fishwire 7/16" carriage bolt and square hole spacer through the access hole. (See FISHWIRE TECHNIQUE diagram)
4. Position hitch over existing weldnuts in frame. Hitch is to pass over the car's exhaust tips on driver's side.
5. Bolt the hitch to car's frame rails using M10-1.25 hex bolts, as shown above. If drill hole was required, fasten 7/16" carriage bolt (which was fishwired through frame) with 7/16" hex flange nut as shown.
6. Torque all 10mm hardware to 36 lb.-ft and all 7/16" hardware to 50 lb.-ft.
7. Raise exhaust back into position.

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

Curt Manufacturing Inc., 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 Inc., 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 Inc.'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.