Hide-A-Goose ™

Part Numbers:
9467

Installation Instructions, Ram 2500

IMPORTANT! Do not drill any holes until installer has inspected truck:

This hitch meets all requirements of:
SAE J2638
Society of Automotive Engineers Standard for Fifth Wheel and Gooseneck attachment performance

Do Not Exceed
Lower of Towing Vehicle Manufacturer's Rating or:

20,000 LB (9080 Kg) Max Gross Trailer Weight (GTW)

5,000 LB (2270 Kg) Max Tongue Weight (TW)

Equipment Required:

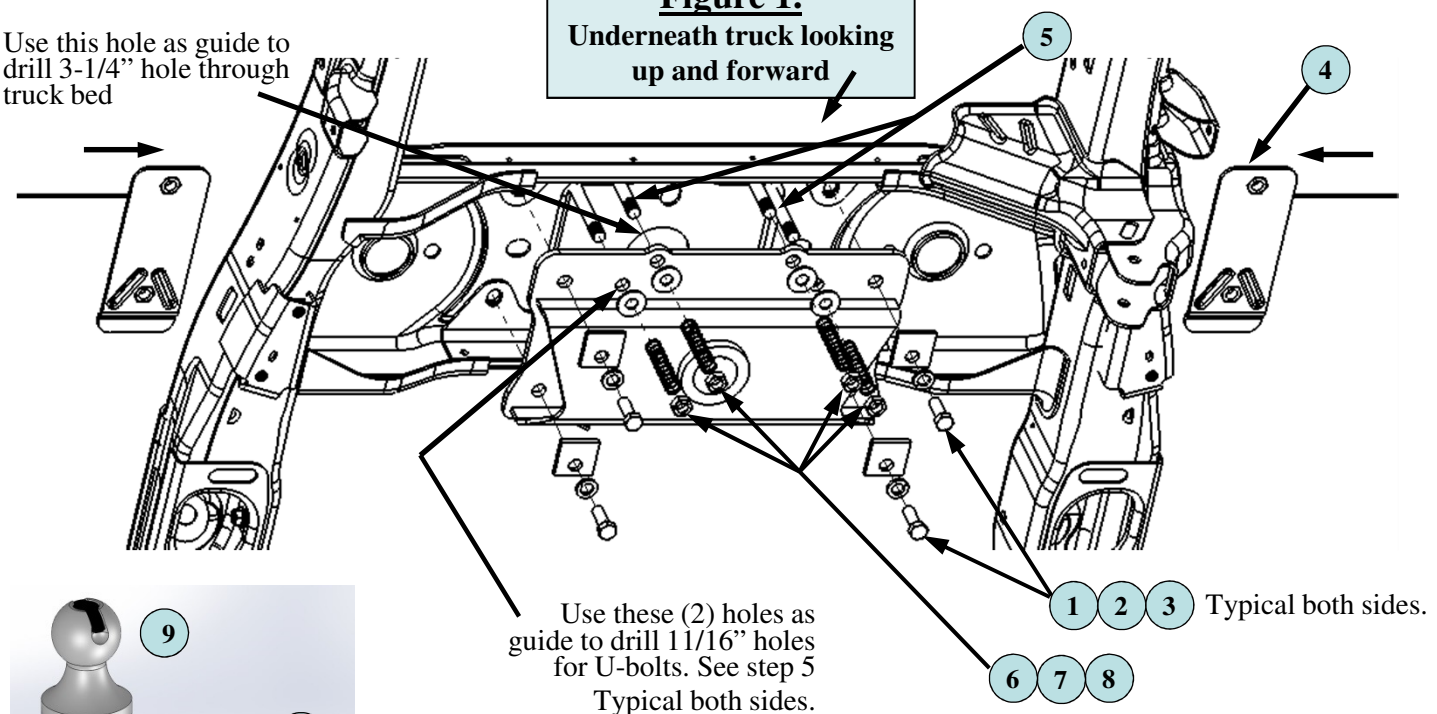
Fastener Kit: 9467F
Wrenches/Sockets: 24mm, 15/16"
Drill Bits: 5/8" and 3-1/4" Hole-Saws
Other Tools: Lubricating spray, exhaust removal tool or pry bar, universal swivel socket & extensions.

IMPORTANT!

Do not drill any holes **until installer has inspected truck:**

Determine that the hitch does not interfere with any under vehicle structure, brake lines, electrical wiring, cables, fuel lines or vents.
(Rear axle vent hose will need to be relocated.)

Figure 1.
Underneath truck looking up and forward



Not to scale

Another fine "***Cequent Performance Products***" hitch

1	Qty. (4)	Bolt, M16 x 1.5 x 45, CL 10.9	6	Qty. (4)	Washer, Flat 9/16"
2	Qty. (4)	Washer, Lock 5/8"	7	Qty. (4)	Spring, Compression
3	Qty. (4)	Blocks 2 x 2 x1/4"	8	Qty. (4)	Nut, Jam 5/8" - 18
4	Qty. (2)	Nut Plate Assembly (1 Left Hand, 1Right Hand)	9	Qty. (1)	Hitch Ball, 2-5/16"
5	Qty. (2)	U-bolt, 5/8" - 18 x 5"	10	Qty. (1)	Cover, Plug

Tighten all M16 x 1.5 Class 10.9 fasteners with torque wrench to 230 lb.-ft. (312 N*M)
Tighten all M12 x 1.5 Class 10.9 fasteners with torque wrench to 92 lb.-ft. (125 N*M)

Note: Check hitch frequently, making sure all fasteners are properly tightened and hitch ball is locking in place. If hitch is removed, plug all holes in truck bed or other body panels to prevent entry of water and exhaust fumes. 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. Do not cut access or attachment holes with a torch.

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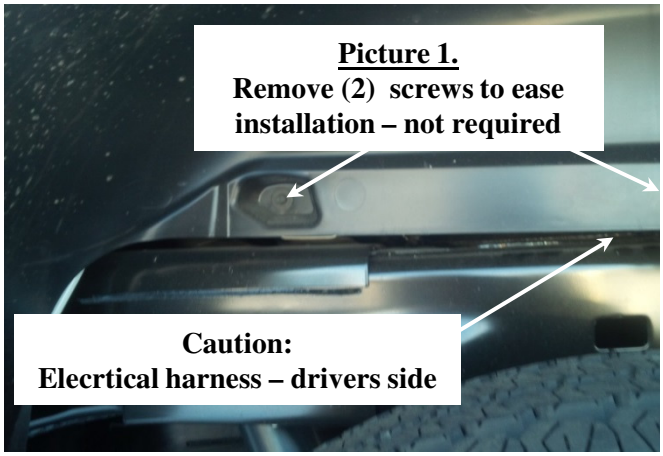
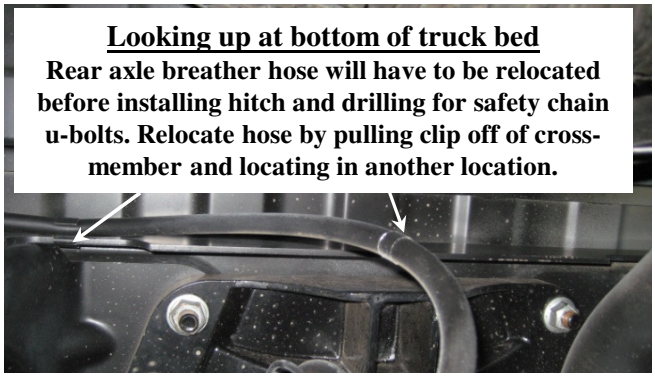
HITCH INSTALLATION:

1. Drop (3) rear exhaust hangers for easier access to tighten bolts. Also drop spare tire to allow room to raise hitch in place.
2. From underneath the truck, locate the large hole in truck cross-member above rear axle. Using this hole as a guide insert the 3-1/4" hole - saw up through and drill so that only the 1/4" pilot bit in the hole-saw drills through truck bed. Then from above the truck bed, drill back down with 3-1/4" hole-saw to enlarge. File edges and touch up with paint or a sealer so as not to rust.
3. Remove retaining screws from rear wheel-wells so as to insert nut plate assembly above truck cross-member below truck bed, typical both sides. Caution: Nut plate to be installed over electrical harness on drivers side **(Picture 1. Below)**
4. From underneath truck, lift head into position and attach with supplied M16 bolts, washers and blocks. **Torque bolts to 230 ft. lbs**. **(Figure 1. Page 1.)**
5. Using the safety chain U-bolt holes in the hitch as a guide, use an 11/16" drill or transfer punch to locate center of holes. Drill a 3/16" pilot hole up thru frame cross member and bed. Make sure drill is straight. From in the bed drill down with an 5/8" drill bit. Touch up all drilled holes with a file and paint or sealer. Drop U-bolts down through these holes from above. **(Figure 2. next page)**
6. From under the truck, install the 9/16" flat washers, springs, and 5/8" jam nuts **(See Figure 1.)**. Before tightening jam nuts lift U-bolts up and down from inside bed to assure smooth operation. If not then enlarge holes as necessary. Tighten jam nuts so a minimum of 3 threads are showing beyond the nuts.
7. Replace retaining screws in wheel well, bend wire handle if necessary. Reinstall exhaust hangers.





Tighten all M16 x1.5 Class 10.9 fasteners with torque wrench to 230 lb.-ft. (312 N*M)

AFTER HITCH INSTALLATION AND BEFORE TOWING:

Connect trailer to the tow vehicle following coupler manufacturer's operating instructions.
The coupler must be adjusted to provide about 6" of clearance between the bottom of the trailer nose and the top of the pickup bed sides. Using another person to view slowly back the trailer to a jackknifed position relative to the tow vehicle in both directions to check for adequate clearances. Between the gooseneck trailer and the rear of the truck and also check to see there is adequate clearance between the forward corners of the trailer and the rear of the truck cab.

GOOSENECK MAINTENANCE: REPLACE WORN OR DAMAGED PARTS IMMEDIATELY.

Use cover to keep hitch free of dirt and debris. Lubricate ball sleeve with oil when ball is installed or removed. Before you tow, check that the hitch ball is locking properly in hitch sleeve every time. Do not leave hitch ball in hitch when not towing. Check bolt torque monthly. Check equipment before towing for worn or damaged parts.

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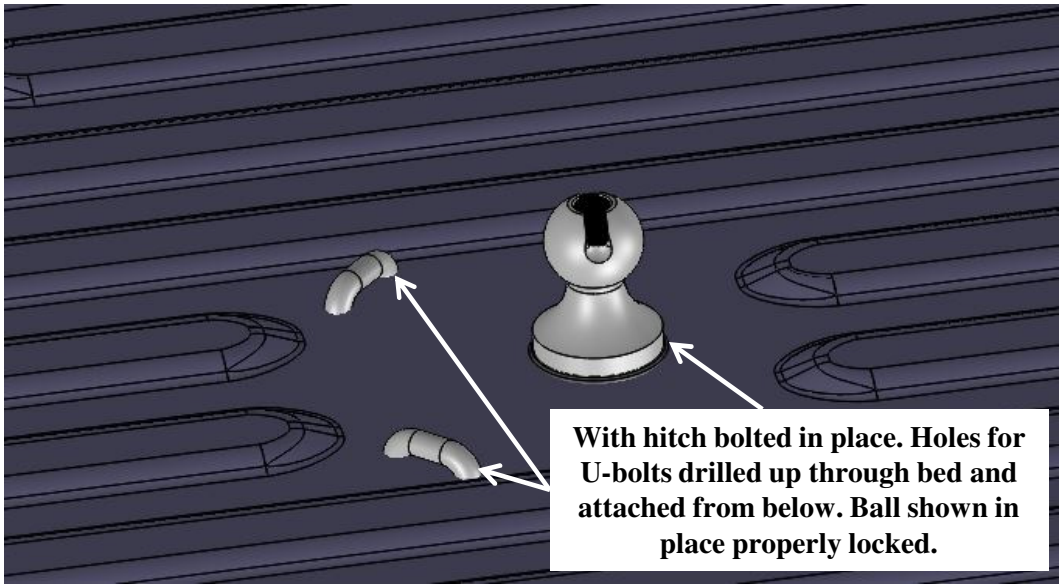
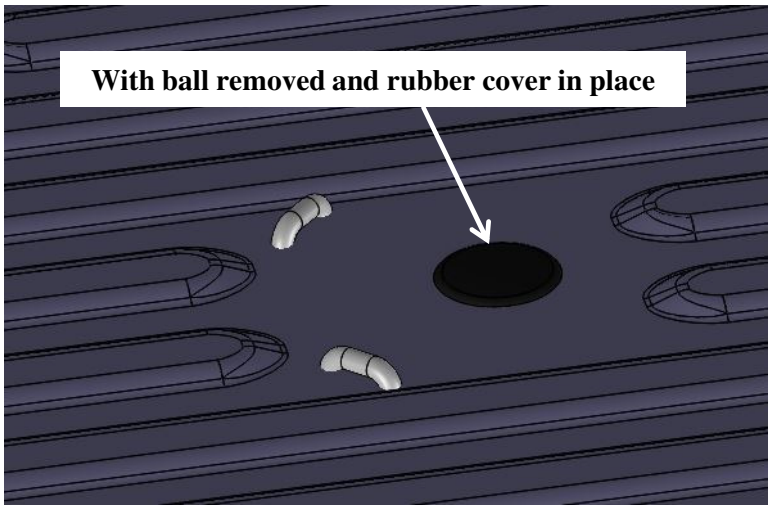
Figure's 2.
Looking down inside bed of truck from above





IMPORTANT INFORMATION ON TOWING

TOWING EQUIPMENT OWNERS: Make sure all operators of your equipment read and understand this information before towing. Save for reference. This will help you properly use and maintain your towing equipment. Refer to owner's manuals for your tow vehicle, trailer and other parts of your towing system. Learn the capabilities and limitations of each part. GROSS TRAILER WEIGHT and VERTICAL LOAD are the two most important items to consider. **THESE WEIGHTS MUST NEVER EXCEED THE LOWEST RATING OF ANY PART OF YOUR TOWING SYSTEM. GROSS TRAILER WEIGHT is the weight of the trailer plus cargo. Measure GROSS TRAILER WEIGHT by putting the fully loaded** trailer on a vehicle scale. **VERTICAL LOAD is the downward force exerted on the ball by the trailer coupler. Use a vehicle scale to measure VERTICAL LOAD with the fully loaded trailer on a level surface and the coupler at normal towing height.**

TRAILER COUPLERS
The coupler should be smooth, clean and lightly lubricated. Adjust per coupler manufacturer's instructions.

SAFETY CHAINS
Connect safety chains properly **EVERY TIME YOU TOW. Attach securely through the U-bolts provided so they can not bounce loose. Leave only** enough slack to permit full turning. Too much slack may prevent chains from maintaining control if other connections separate.

TRAILER LIGHTS, TURN SIGNALS, ELECTRIC AND BREAKAWAY SWITCH CONNECTIONS
Make these safety-critical connections **EVERY TIME YOU TOW, no matter how short the trip. Check operation, including electric brake manual** control, before getting on the road.

OTHER USEFUL EQUIPMENT
AIR SPRINGS, AIR SHOCKS, or HELPER SPRINGS are useful for some applications. A TRANSMISSION COOLER may be necessary for heavy towing. Many states require TOWING MIRRORS on both sides.

TIRE INFLATION
Check often. Follow tow vehicle and trailer manufacturer's recommendations.

CHECK YOUR EQUIPMENT/REPLACE WORN PARTS
Check ball, coupler, chains, and all other connections **EVERY TIME YOU TOW. Re-check at fuel and rest stops.**

NO PASSENGERS IN TRAILER!
Never allow people in the trailer while towing, under any circumstances.

TRAILER LOADING
Place heavy objects on the floor ahead of the axle. Balance the load side-to-side. Secure it to prevent shifting. **NEVER load the trailer rear heavy. LOAD THE TRAILER HEAVIER IN THE FRONT, BUT NOT GREATER THAN TONGUE WEIGHT RATING OF THE HITCH.**

DRIVING
The additional weight of a trailer affects acceleration, braking and handling. Allow extra time for passing, stopping, and changing lanes. A gooseneck trailer requires a large turning radius as the trailer tracks to the inside of turns. Severe bumps can damage your towing vehicle, hitch and trailer. Drive slowly on rough roads. **STOP AND MAKE A THOROUGH INSPECTION IF ANY PART OF YOUR TOWING SYSTEM STRIKES THE ROAD. CORRECT ANY PROBLEMS BEFORE RESUMING TRAVEL.**

WARNING
DO NOT MODIFY. Do not tow one trailer behind another, which may cause loss of control. Failure to heed warnings and follow instructions may result in serious personal injury or death, vehicle crash, and/or property damage.