

Flip-Over™

Installation Instructions

Model 210
Ford Classic Style
Fits 1980 - 1998
Long & Short Bed - 1/2, 3/4 & 1 Ton



Model 210

FOR THE SAFEST INSTALLATION

WARNING Most pick up trucks have **FUEL LINES** and/or **BRAKE LINES** and/or **ELECTRICAL WIRING** positioned along the truck frame rails where your Flip-Over hitch will install. **BEFORE INSTALLATION** identify and examine the location of fuel lines, brake lines and electrical wires. Be sure you will not damage fuel lines, brake lines or electrical wiring when positioning the hitch components, drilling holes or tightening fasteners. **Be Certain To Avoid Fuel Tanks When Drilling Holes.**

- Wear Safety Glasses, Gloves and Particle Mask for protection while installing a Flip-Over gooseneck hitch.
- ALWAYS correctly chock tires prior to raising truck with jacking device. For protection in case of jacking device failure ALWAYS use Jack Stands when working under or around a truck which has been raised by a jacking device.
- Be certain the exhaust system to cool prior to installation to avoid possible burns from hot tail pipe and muffler.
- Torque ALL fasteners used in the Flip-Over gooseneck hitch installation as specified in these Installation Instructions.

INSTALLATION PROCEDURE

WARNING: Verify adequate trailer swing clearance between trailer nose and cab of truck, and trailer and rear of truck.

FOR 1/2 TON TRUCK: Cut notches in front and rear Cross Members 1/2" deeper.

1. Mark and center punch a location 50" from the rear of the truck bed (tailgate end) centered between the truck wheel wells. Use a 3-1/2" hole saw to cut a hole in the bed floor centered at this location. Remove all saw tailings from the bed area.

2. If using a vehicle hoist, raise the truck at this time. If using a jacking device Chock the front tires to prevent the truck from rolling. Jacking against the rear bumper or frame, lift the rear of the truck approximately 10". It is not necessary to lift the rear tires off the ground. Properly position jack stands under the rear frame of the truck to protect against jack failure. Remove the spare tire.

3. The heat shield located above the tail pipe at the rear axle must be removed. Discard. Replace the forward screws.

Power Stroke Diesel requires loosening the tail pipe bracket forward of the rear axle and strapping between the highest section of tail pipe and axle to hold the tail pipe low enough to install hitch components. After the hitch is installed place a 1/4" shim in the tail pipe bracket and tighten.

4. Identify the Rear Cross Member (1), the angle with the deepest notches. With the plain side (2" leg) up and with the slotted side (2-1/2") facing the front of the truck, slide the Cross Member across the frame rails from the driver side wheel well forward of the rear axle. Slide the Cross Member rearward onto the highest part of the frame rails. Position the Cross Member approximately square across the frame rails and about 4" behind the hole in the bed floor.

5. Slide the Front Cross Member (2) across the frame rails similarly, with the plain side (2" leg) up and with the slotted side facing rearward. Position the Forward Cross Member about 3" forward of the hole in the bed floor.

6. Position the Center Assembly (3) between the Cross Members with the pin retractor facing the driver side and inserting the 3-1/2" tube in the hole cut in the bed floor. Secure it to an overhead lifting device or a saw horse in the truck bed to hold it firmly against the underside of the bed floor. Fasten the Center Assembly to the Cross Members with eight 1/2" X 1-1/2" bolts and lock nuts, placing flat washers over the slotted holes. Do not fully tighten at this time.

(over)

INSTALLATION PROCEDURE - CONTINUED

7. Square the assembled Cross Members and Center Assembly across the frame. Mount the Frame Plates (4 & 5) on the outside of the truck frame rails by passing a 3/4" bolt with flat washer from inside the truck frame through the large hole in the truck frame. Insert two 1/4" thick spacer washers between the outside of the truck frame and the Frame Plate, and complete the fastening with a 3/4" nut and flat washer outside the Frame Plate. Do not fully tighten at this time. This will position the Frame Plate extensions between the Cross Members. Pass 1/2" X 1-1/2" bolts with flat washers from the slotted holes in the Frame Plate extensions. Secure with 1/2" nuts. Snug these fasteners at this time, but do not torque.

8. Use a 1/2" drill bit to center a location in the frame rail at the slotted hole in the Frame Plate. Drill a 1/4" pilot hole and complete with a 1/2" drill bit. Pass a 1/2" X 1-1/2" bolt from inside the frame rail and fasten with a flat washer and nut.

Torque All Fasteners at this time: Torque 3/4" fasteners to 70 foot pounds and 1/2" fasteners to 65 foot pounds.

9. From the driver side, pass the Actuating Rod (6) through the 1/2" hole (NOT the slotted hole) between the Frame Plate extensions and into the linkage coupler. Align the Actuating Rod so the set screw seats in the hole provided in the rod, and tighten to 7 foot pounds. **Be certain the Actuating Rod rotates freely and be certain it moves in and out freely.**

NOTE: On 1/2 Ton Trucks ONLY: For **ACTUATING ROD CLEARANCE** it may be necessary to form or cut a notch in the lip where the inner fender and the bed floor join.

10. Drill four 1/2" holes for the Safety Chain Brackets from under the truck bed. Drill through the **OUTER** four 9/16" holes in the Ball Assembly through the truck bed floor. Remove all tailings. Place a U-bolt in each pair of holes from the top side of the bed. From under the bed place a spring and 1/2" lock nut on each U-bolt leg. Tighten each nut until thread extends through the nut.

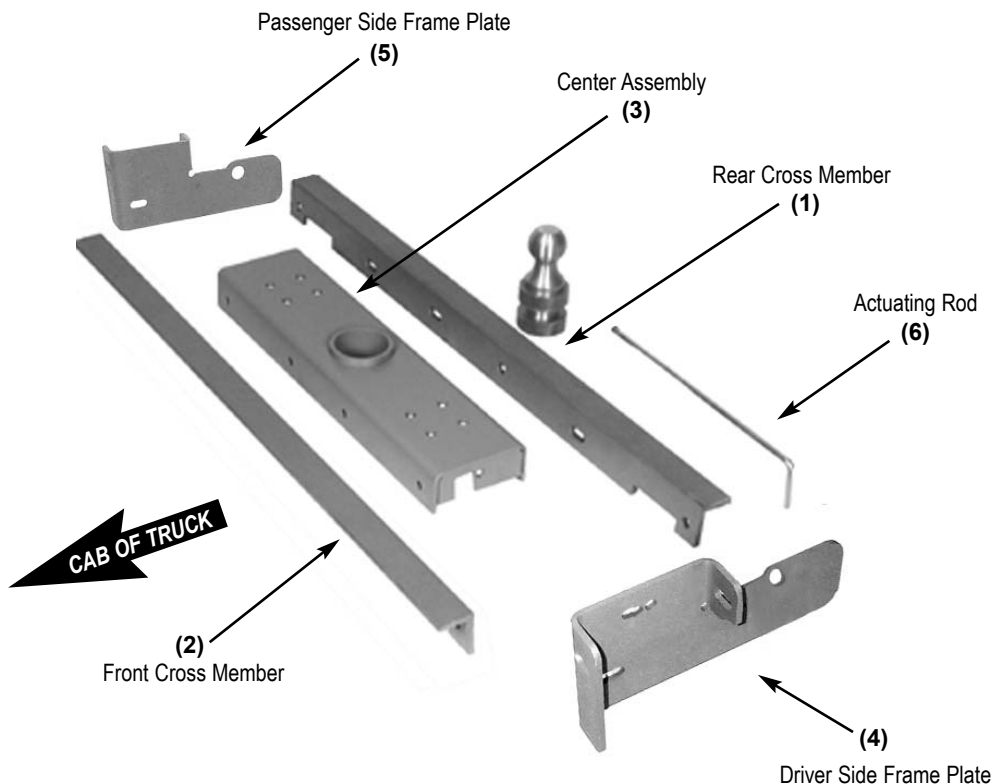
11. Retract the Retaining Pin by rotating the Actuating Rod 90 degrees counter clockwise. Place the Flip-Over ball in the Socket. Rotate the Actuating Rod 90 degrees clockwise to engage the Retaining Pin.

12. Keep the base of the Flip-Over ball lightly lubricated with lithium grease.

13. Please read the **SAFE TOWING INSTRUCTIONS** on the Flip-Over WARRANTY sheet.

HARDWARE PROVIDED

- 14 - 1/2" X 1-1/2" Grd. 8 Bolts
- 14 - 1/2" Lock Nuts
- 14 - 1/2" Flat Washers
- 2 - 3/4" X 2" Grd. 5 Bolts
- 2 - 3/4" Nuts
- 4 - 3/4" Flat Washers
- 4 - 1/4" Thick 3/4" Spacers
- 2 - U-Bolt/Spring/Nut Assemblies



Flip-Over™

Patent Pending

Model Number 210
Gross Trailer Weight: 30M lbs.
Gross Trailer Tongue Weight: 7.5M lbs.