



Universal Mounting Kit #3340



Installation Instructions

The following instructions cover detailed installation instructions for the following vehicles:

- 1999-2010 Chevy/GMC 2500-3500
- 1999-2007 Chevy/GMC 1500 (except 2007 new body style)
 - 1995-2002 Dodge (except 2002 1/2 ton)
 - 1997-2003 Ford F-150 (not SuperCrew)
 - 1999-2016 Ford F250 & F350

IMPORTANT

DO NOT OPERATE HITCH UNTIL YOU READ THIS SECTION!

1. The SuperGlide hitch was designed to allow the Turntable Cam Arm Assembly to “glide” along two metal tubes, called the Way Tubes. Since it's release in 1998, we have made several advancements in the design, strength, and durability of these components. The Lubrication section of your Owners Manual spans several product releases and design changes. It is *imperative* that you read each section and determine which SuperGlide hitch you purchased, and how to care for it. There have been three major lubrication changes to the SuperGlide hitch:
 - Prior to April 2008, Way Tubes were assembled with either a conventional, quality grade grease or none at all
 - In April 2008, we started coating the Way Tubes with a graphite-based spray lubricant called SlipPlate™
 - November 2009 brings a new innovation from PullRite Towing Systems with the use of plastics. The Turntable Cam Arm Assembly is now equipped with Plastic Wear Plates; see Owners Manual for details (not available for #3600 models)

Depending on when your hitch was manufactured, the Way Tubes of your new SuperGlide hitch will meet one of the above criteria. Each application listed requires some level of maintenance, so it is important that you read the following instructions carefully for the correct lubrication instructions.

Failure to properly lubricate the Way Tubes, as directed in this section, will eventually cause galling between the metals of the Way Tubes and Cam Arm Assembly, which will result in hitch failure. Destruction of various hitch parts is also likely, as well as truck and/or trailer damage, and will not be covered under the Manufacturer's Warranty.

2. **THE TRAILER'S KING PIN BOX MUST BE EQUIPPED WITH A CAPTURE PLATE (UNIVERSAL OR QUICK CONNECT) TO ALLOW THE HITCH TO FUNCTION (MUST BE PURCHASED SEPARATELY). NOTE: IF YOU HAVE PURCHASED A QUICK CONNECT CAPTURE PLATE AND DID NOT RECEIVE INSTRUCTIONS, THEY ARE AVAILABLE ONLINE.**
3. Failure to modify the length of the brake away cable that activates the emergency braking of your trailer, may cause the cable to catch on protruding parts of the hitch. Resulting damage will not be covered by the manufacturers warranty.
4. There should be a minimum of 6” between the truck bed rails and the under side of the trailer for side tilt clearance. It is the customers responsibility to adjust the trailer king pin box for the appropriate amount of clearance.

NOTE: Some truck models are being manufactured with higher bed sides, making it necessary to adjust the height of your trailer's king pin box. If you don't have enough height adjustment available, PullRite produces a 3” Lift Kit that attaches to the rails of your #3100 (ask for part #3108) or #4100, #3300 and #4400 (ask for part #4408; *rated only for 18K when used with model #4400*) SuperGlide models.
5. Some truck beds have contoured bed sides, making the inside bed measurement narrower. Make certain the trailer's king pin box does not contact the inside edge of the bed.
6. Trucks with bed liners may need a tall Mounting Post. See “NOTE” under “Drilling the Bed” for further details.
7. It is the installers and customers responsibility to ensure there is proper clearance between the truck and trailer. There should be a minimum of 2” of clearance as the trailer passes the cab.
8. Read these instructions completely and follow them accurately.
9. The SuperGlide was designed for short bed pickup trucks. The hitch may function in a longer bed truck, but no mounting brackets exist to make the transfer. Some #4100 and #4400 mounting kits may transfer with modification.

4400 EXPLODED VIEW

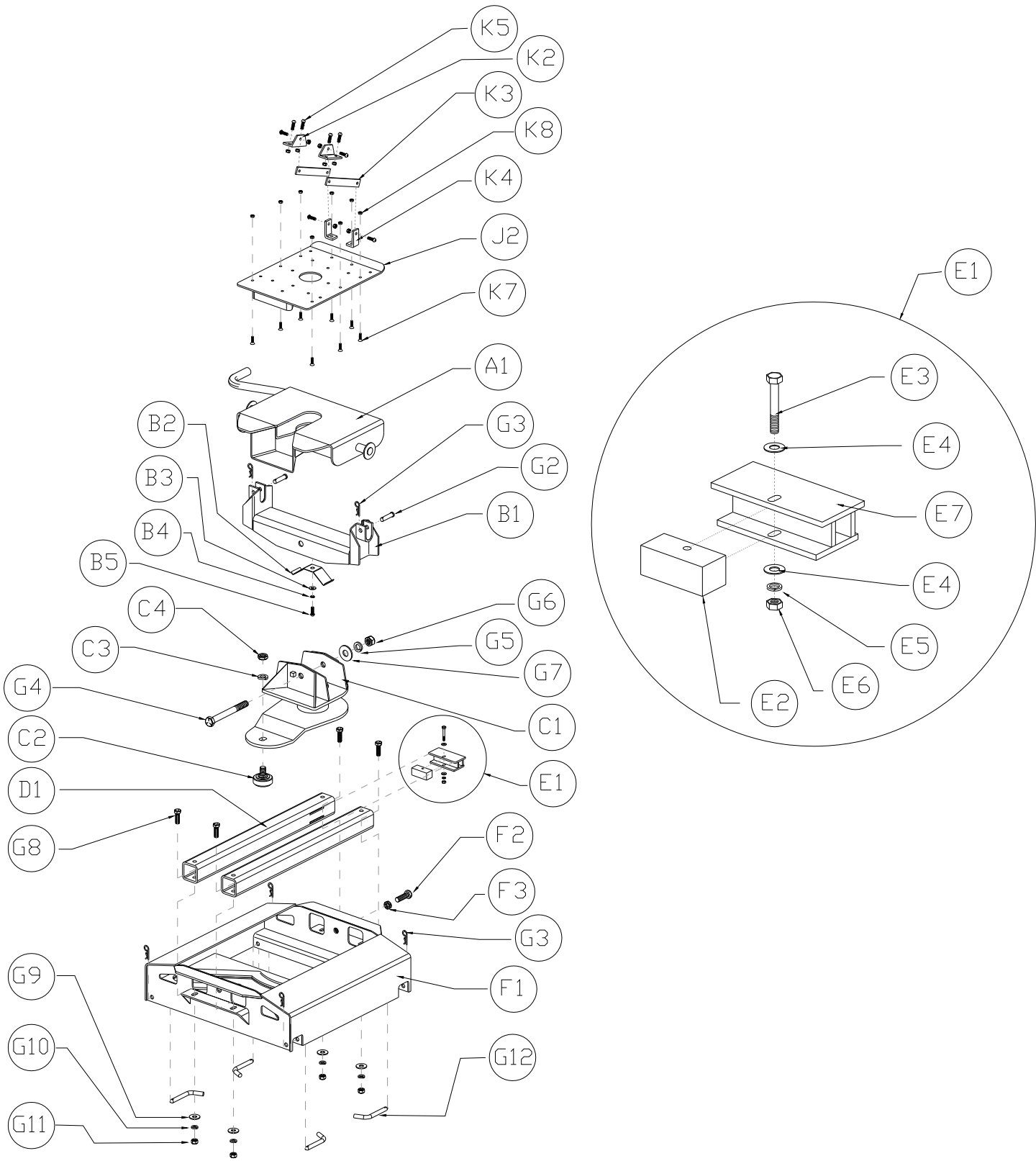


Figure 1

Parts Listing

<u>Item #</u>	<u>Assemblies / Kits</u>	<u>Number</u>	<u>Qty.</u>	<u>Material</u>
A1	5th Wheel Plate Assembly	3601	1	
B1	Rocker Arm Assembly	3302	1	
B2	Rocker Arm Spring	35100001	1	16 GA Spring Steel
B3	5/16" Flat Washer	98250160	1	5/16" Flat Washer
B4	5/16" Lock Washer	98200159	1	5/16" Lock Washer
B5	Rocker Arm Spring Bolt	98010243	1	5/16"-18 x 3/4" Button Head Socket Cap Screw
C1	Turntable Cam Arm Assembly	3303		
C2	Roller	6901	1	
C3	Lock Washer	98200124	1	3/4" Lock Washer
C4	Jam Nut	98150142	1	3/4" Jam Nut
D1	Turntable Ways	3304	2	
E1	Forward Shaft Stop Assembly	3305		
E2	Nylon Stop Block	33050105	1	
E3	Hex Head Bolt	98410238	1	1/4"-20 x 1 3/4" HHCS, GRD 2
E4	Flat Washer	98250130	2	1/4" Flat Washer
E5	Lock Washer	98200160	1	1/4" Lock Washer
E6	Hex Nut	98150209	1	1/4"-20 Hex Nut
E7	Shaft Stop Housing	330501	1	
F1	Base Assembly	3306		
F2	Shaft Stop Set Screw	98010220	1	5/8"-11 x 2"
F3	Set Screw Jam Nut	98150141	1	5/8" -11 Hex Nut
G1	Hitch Hardware Kit	3310		
G2	Rocker Arm Clevis Pin	98410111	2	1/2" x 2" Clevis Pin
G3	Clevis Pin Clip	98410127	6	#3 Cotter Pin
G4	Rocker Arm Pivot Bolt	98010147	1	3/4" - 10 x 7" HHCS
G5	Pivot Bolt Lock Washer	98200124	1	3/4" Zinc Plated Split Lock Washer
G6	Pivot Bolt Hex Nut	98150131	1	3/4" -10 SAE Zinc Hex Nut
G7	Pivot Bolt Flat Washer	98250190	1	3/4" Flat Washer
G8	Way Tube Bolt	98010167	4	1/2" - 13 x 1 1/2" HHCS Grd. 5
G9	Way Tube Flat Washer	98250180	4	1/2" Flat Washer
G10	Way Tube Lock Washer	98200142	4	1/2" Lock Washer
G11	Way Tube Nut	98150153	4	1/2" - 13 Hex Nut
G12	Base Rail Hinge Pins	08060001	4	1/2" CR RD
J1	Universal Capture Plate Kit	3317		Sold Separately
J2	*Capture Plate	331701	1	(*) denotes— included in UCP Kit
K1	*Capture Plate Hardware Kit	331702	1	
K1	Capture Plate Hardware Kit	331702		Included in UCP Kit
K2	Support Angle	35170002	2	3/16" x 1 1/2" x 1 1/2" Angle
K3	Support Bar	35170003	2	3/16" x 1" Flat
K4	Support "L" Bracket	35170004	2	3/16" x 1" Flat
K5	Support Bracket Bolts	98010243	8	5/16"-18 x 3/4" Button Head Cap Screw
K6	Support Bracket Nuts	98150202	8	5/16"-18 Nylock Nut
K7	Capture Plate Mounting Bolts	98010240	10	1/4"-20 x 1 1/4" Flat Head Allen Screw
K8	Capture Plate Mounting Nuts	98410255	10	1/4"-20 Nylock Nut

Parts List For 3340 SuperGlide Universal Mounting Kit

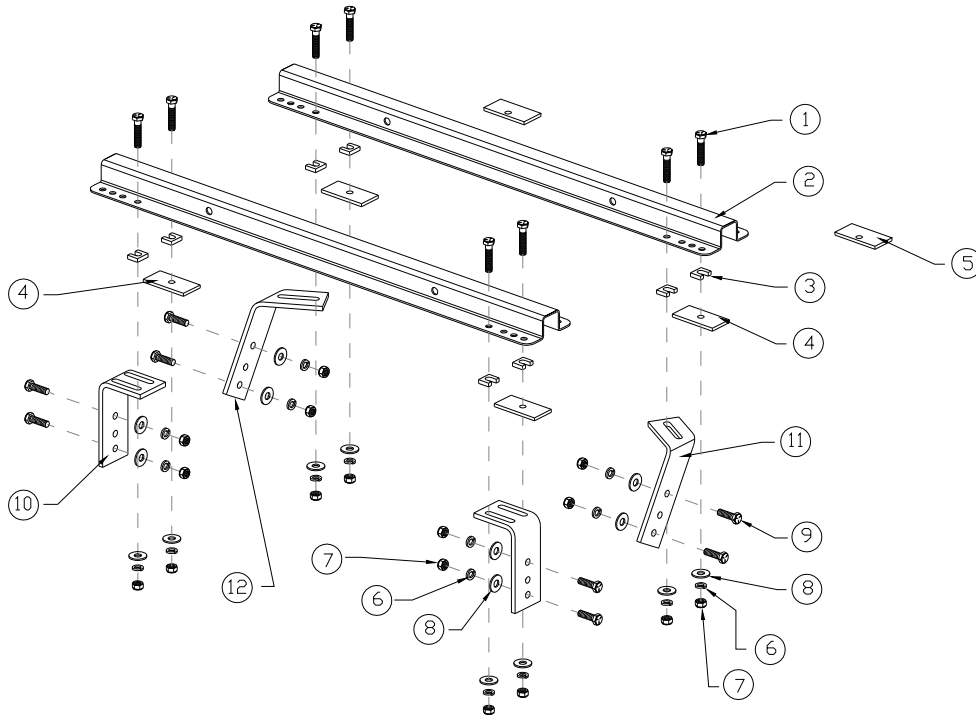


Figure 2

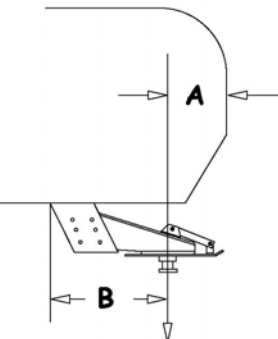
Ref.	Description	Part #	Qty.
1)	1/2"-13 x 2" HHCS Grd. 5, Base Rail Bolts	98050175	8
2)	Base Rails	33400101	2
3)	5/16" Slotted Bed Shim	08070201	8
4)	Center Hole Back-up Plate	05070302	4
5)	Offset Hole Back-up Plate	05070303	2
6)	1/2" Lock Washer	98200142	16
7)	1/2" - 13 Hex Nuts	98150153	16
8)	1/2" Flat Washer	98250145	16
9)	1/2" x 1 1/2" HHCS Grd 5, Frame Bolts	98010167	8
10)	Double Slot UMK Mounting Bracket	08070002	2
11)	Single Slot UMK Mounting Bracket, R.H.	08070003	1
12)	Single Slot UMK Mounting Bracket, L.H.	08070004	1
	Hardware Kit (Fasteners, Spacers & Backing Plates)	332003	
	Universal Bracket Kit (Hardware Kit & Bracket Set)	3320	
	Universal Mounting Kit (Bracket Set, Rails & Hardware)	3340	

Tools Needed For Installation

1/2" Drill Motor	3/4" Socket	1/2" Drive Impact Gun or 1/2"
1/16" Drill Bit	Torque Wrench	Drive Ratchet Wrench
1/2" Drill Bit	Measuring Tape	3/4" Combination Wrench
3/4" Step Drill Bit	Hammer	Felt Tipped Marker

SuperGlide Preparation

Before the SuperGlide is used, the following preparations should be followed:

- 1) There is no assembly required except to attach the **Base Rails** (1) to the base feet of the hitch **Base** (F1) using the four ½” **Base Rail Pins** (G12) and four **#3 Pin Clips** (G3).
 - 2) The **Plate** (A1) and it's moving parts should be lubricated with a light lubricant such as WD-40, 3-in -1 oil, or Silicone Spray Lubricant, before using.
 - 3) The SuperGlide's Way tubes are coated with SlipPlate® at the factory to provide lubrication for ONE TRIP ONLY. You will need to continue using the graphite-based lubricant SlipPlate® or a medium duty grease on the top and inward facing sides of the way tubes. Failure to properly lubricate (see *Operator Instructions for complete lubrication instructions*) the Way Tubes WILL cause galling between the metal of the Way Tubes and the Cam Arm Assembly. When movement of the Cam Assembly is stopped due to galling, damage to the hitch structure WILL take place, resulting in truck/trailer damage. Damages incurred due to lack of proper lubrication are NOT manufacturer defects and WILL NOT be considered a warranty issue.
 - 4) As a general rule, for the SuperGlide hitch to maintain proper clearance to the truck, the leading edge of the trailer (measured at the corner) should be even with the center of the king pin. (**Figure 3**). **Most** truck trailer combinations will allow 102” wide trailers if the king pin is located properly for each application. Narrower trailers will allow the king pin to be “tucked” under the trailer over hang to some extent. For each different vehicle make, the location of the hitch center (king pin location) relative to the center of the vehicle rear axle is different. Included with each individual installation instructions is a table showing the cab clearance of different width trailers. These tables do not take into account radiused corners (which add to clearance) or contours of the trailer that could also add to clearance. **Consult these tables prior to installation of the hitch.**
- 
- 5) Using a trailer that has a long rear slope to the King Pin Box Hangar, (“B” in Figure 3), may cause damage to the trailer or truck bed during turns. **Dimension “B” must be less than one half the width of the inside top edges of the bed.**
 - 6) The SuperGlide hitch is equipped with a side to side pivot feature. **There should be a minimum of 6” between the truck bed rails and the under side of the trailer for side tilt clearance.** It is the customers responsibility to adjust the trailer king pin box for the appropriate amount of clearance depending on the terrain being traveled (example: some State Parks are sloped and unpaved; some driveways are steeply angled). If bed covers are added, care must be taken to allow for additional clearance.

Vehicle Preparation

After blocking the front wheels, place jack stands under the frame so that the rear of the truck is high enough to allow the rear wheels to drop. This will give easy access to the frame area in the rear wheel well.

Remove the spare tire if necessary to allow easy access to the underside of the truck bed.

Trailer Preparation

There are many different trailer King Pin Box configurations and the Universal Capture Plate Kit P/N: 3317 will readily fit most of them. The following instructions will cover the installation of the Capture Plate (J2) for the most commonly found King Pin Boxes. **Proper installation of this kit is important because it is what makes the hitch function properly.** (Universal Capture Plate Kit must be purchased separately)

UNIVERSAL CAPTURE PLATE INSTALLATION

The following instruction should be followed to install the king pin Capture Plate.

FOR KING PIN BOXES WITH A FLANGE: (Figure 4).

1. Place the Capture Plate {J2} over the King Pin, with the guide wedge towards the rear of the trailer (wedge facing down). Align the Capture Plate {J2} square with the king pin box and clamp in place to prevent movement.
2. Mark the holes for drilling through the Capture Plate {J2} onto the King Pin Box flange.
3. Remove the Capture Plate {J2} or use it as a guide and drill $\frac{1}{4}$ " holes through the flange.
4. Re-install the Capture Plate (as in step 1).
5. Use the $\frac{1}{4}$ " bolts provided, to secure the Capture Plate {J2} onto the king pin box flange. A **minimum of 10 bolts** must be used to fasten the plate on. For use with heavy trailers, more bolts may be needed to secure this plate.

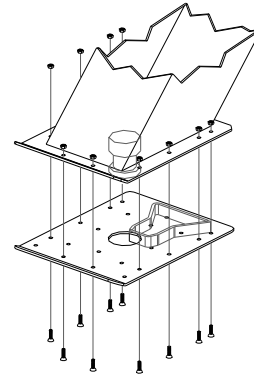
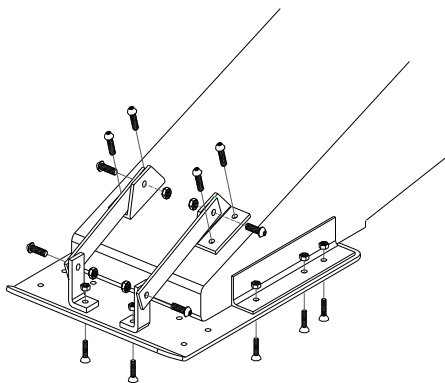


Figure 4

FOR KING PIN BOXES WITHOUT FLANGES: (Figure 5)

1. Place the Capture Plate {J2} over the King Pin, with the guide wedge towards the rear of the trailer (wedge facing down), and hold in place to prevent movement.
2. The Capture Plate {J2} can be secured to the King Pin Box sides by welding angle iron supports to the King Pin Box, or use the procedure in step 3. (Angle iron is not provided).
3. For the holes where you cannot reach the backside, drill holes with a #8 drill and tap with a $\frac{1}{4}$ "-20 tap.
4. If the Capture Plate {J2} extends beyond the King Pin Box, then install the Knee Braces as shown in Figure 4.
5. Install the Capture Plate {J2}, using the $\frac{1}{4}$ " bolts provided, to secure the Capture Plate {J2} onto the King Pin Box. A **minimum of 10 bolts** must be used to fasten the plate on. For use with heavy trailers, more bolts may be needed to secure this plate. The fasteners used in step 4 **do not** count as part of the minimum number of bolts required.

Figure 5



FOR KING PIN BOXES THAT ARE WIDER AND SHORTER: (Figure 6)

1. Place the Capture Plate {J2} over the King Pin, with the guide wedge towards the rear of the trailer (wedge facing down), and measure the distance from the front and rear of the King Pin Box to the respective edges of the Capture Plate {J2} (to the bend of the Capture Plate {J2} in the front). Referring to Figure 6, fashion two plates, 3/16" to 1/4" thick, that will cover the holes of the Capture Plate {J2} showing in front and rear of the King Pin Box.
2. While the capture plate is in position under the King Pin Box, clamp these plates to both the front and rear of the Capture Plate {J2}. Remove the Capture Plate {J2} and drill matching holes in the two support plates with a 1/4" bit using the Capture Plate {J2} as a guide.
3. Fasten the two support plates to the Capture Plate {J2} with the 1/4" Bolts {K7} and Lock Nuts {K8} provided.
4. Replace the Capture Plate {J2} on the king pin box, check for square alignment and weld the support plates to the King Pin Box.
5. Attach the Knee Braces {K2,3 & 4} to the King Pin Box and the Capture Plate {J2}. Braces {k2} may have to be welded on if the interior of the king pin box is not accessible. These fasteners do not count as part of the minimum number of fasteners required to attach the Capture Plate {J2} to the King Pin Plate.

Note: Kit # 331703 consisting of pre drilled support plates are available from PullRite but are not part of the stock Trailer Plate Kit. Kit # 331703 is designed to fit the 8" x 12" Lippert pin box. This method of attaching the Capture Plate {J2} should allow 10 bolts to be used.

CAUTION: When using kit #331703 on trailers with a slightly larger pin box, it may be necessary to trim the plates for proper fit - when installed, the provided Capture Plate Adapter (3317) should be flush against the bottom of the trailer's King Pin Plate.

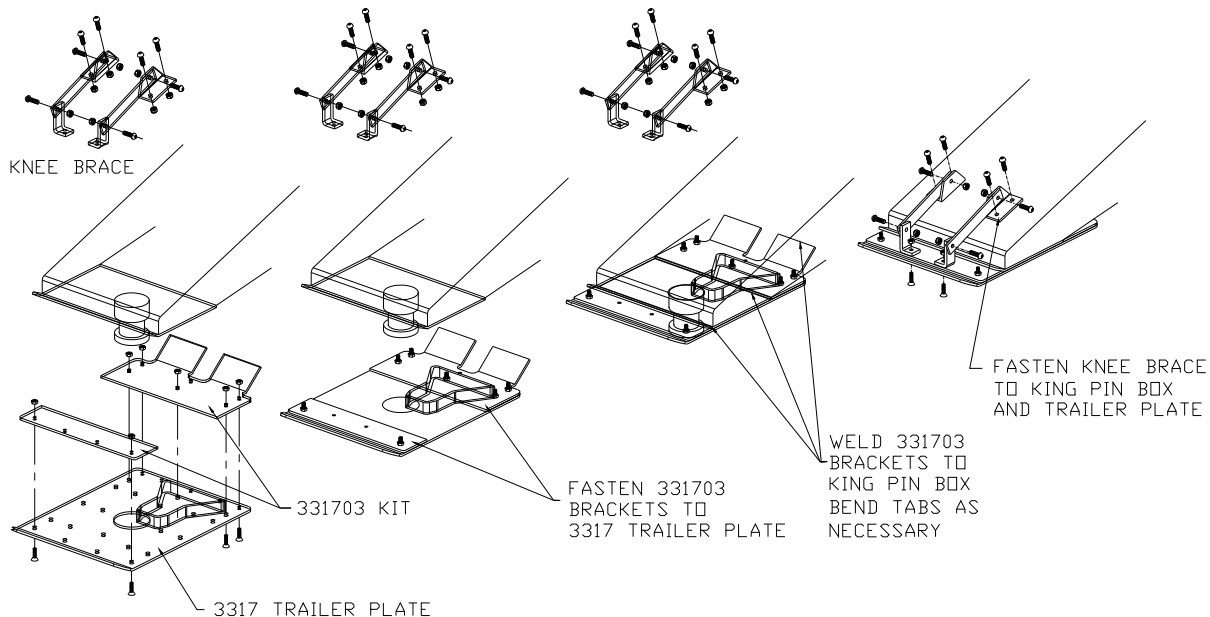


Figure 6

5th Wheel Plate {A1} Operation

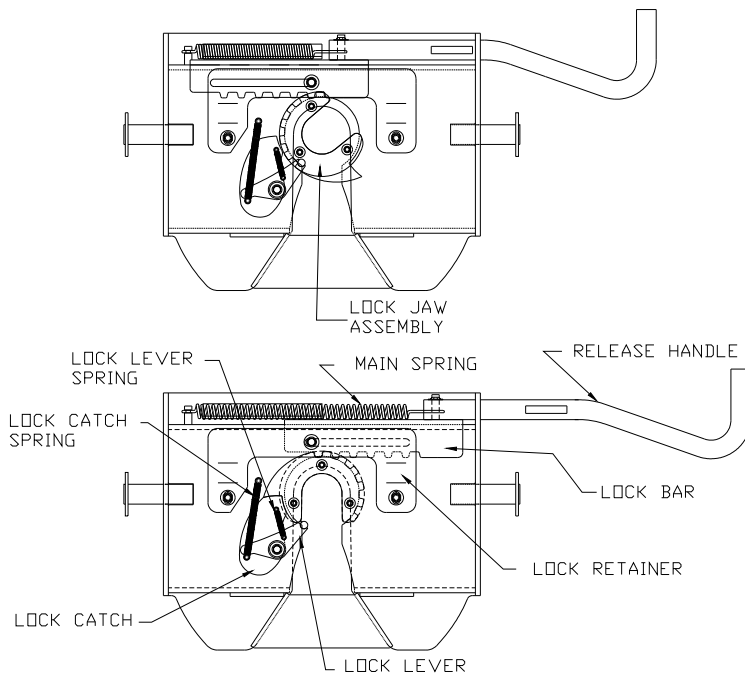
A better understanding of the plates locking and un-locking operation can be obtained by viewing the working parts from the underside of the plate. This information is contained in the "Owner's Instructions" but should be passed on verbally to the customer so that you are sure they will know how to operate it properly. It is also advisable to read the section in the "Owners Instruction" regarding "Hitching and Unhitching" so as to pass that information on as well. The 5th Wheel Plate {A1} can be removed and turned over to view the workings of the mechanism.

Refer to the drawings in (Figure 7) for the parts identification.

1. To open the locking mechanism, lift and pull the Release Handle out until the Lock Catch engages the Lock Jaw Assembly. (**Figure 7**).
2. As the trailer King Pin moves into the plate, it will contact the Lock Lever, forcing the Lock Catch to disengage the Lock Jaw Assembly, allowing the Main Spring to close the Lock Jaw Assembly behind the King Pin (**Figure 7**). The King Pin must be fully engaged in the plate slot or the Lock Jaw Assembly will not seat properly, and the Handle Catch would not then engage the inner side wall of the Plate. To be certain that the Lock Jaw Assembly has closed fully, attempt to pull the Release Handle without first lifting it. To discourage theft or pranksters, place a padlock through the obround hole above the Release Handle.

CAUTION: DO NOT ATTEMPT TO TRIP THE LOCK MECHANISM WITH YOUR HAND, USE A PROBE TO SIMULATE THE KING PIN ACTION.

Latch in LOCKED position



Latch in UNLOCKED position

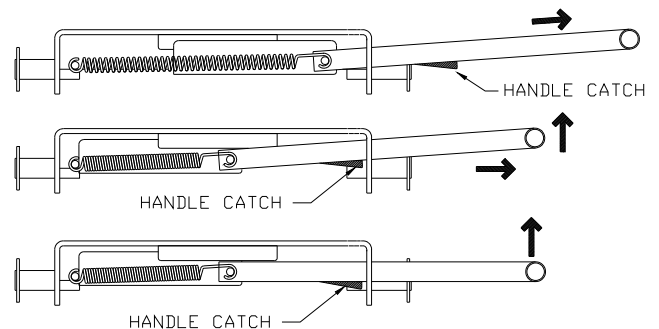


Figure 7

General Installation Instructions

All of the following instructions are for short bed trucks, installation in long bed trucks are rarely encountered but can be done. The distance from the end of the bed to the hitch is the only difference. However, the customer should be cautioned that with an 8' bed truck the hitch can be easily over rotated. **Maximum turn for a SuperGlide is a little past 90 degrees and with a short bed truck the side of the trailer will probably contact the truck cab before damage is done to the hitch, but with an 8' bed truck it is possible to attempt a turn greater than 90 degrees which would damage the hitch before the side of the trailer comes near the cab.**

The following vehicle specific installation locations are not the only hitch locations possible but are intended to give the installer the best hitch locations with the easiest, fastest installation in mind. However, the installer must take the responsibility for confirming their viability if the location is changed. In particular, care must be taken regarding proper truck cab to trailer clearance as covered in step 4 on page 5. To aid the ease of installation, PullRite has made bed Template part number 3340 (not included in this kit) available through your hitch distributor. PullRite also advises serious installers to keep a log of each installation for reference when the same vehicle installation occurs. This log should include truck make, model, bed length, measurement from the end of the bed to the first edge of template 3340 or first row of Base Rail bed holes, also width of trailer and distance from center of the king pin to the front of the trailer as discussed in step 4 on page 5. Any other short cuts that will make future installations faster and or easier should also be noted.

Read the General and Vehicle Specific instructions completely before beginning the installation.

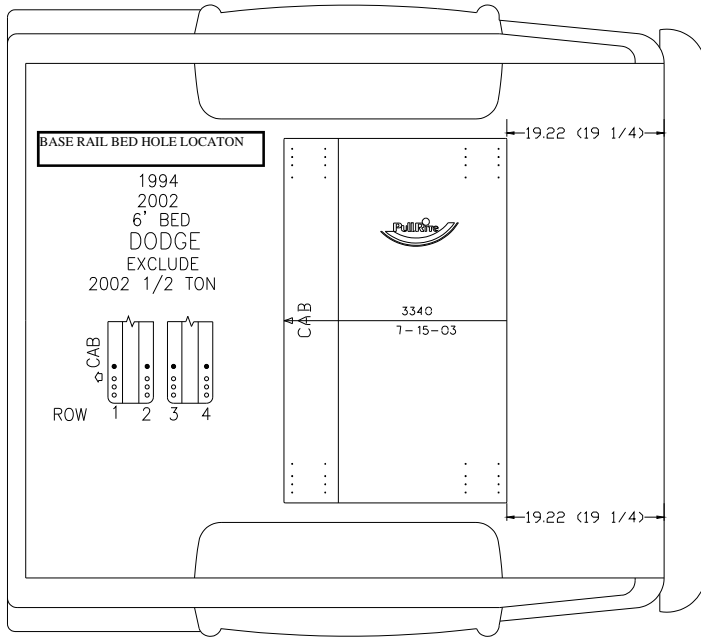
1. Confirm that the part number on the box these instructions were found in is labeled **3340** or **3320**, also that these instructions are labeled for kit numbers **3340** and **3320**.
2. Confirm that the part number on the "hitch" box is labeled **3300**. **This Mounting kit will not work for any other hitch part number.**
3. Check the part quantities in the kit using the parts list and drawing on page 3. Make sure that items (11) and (12) are right and left hand parts (see page 4, Table 2 and Figure 2).
4. Refer to the page(s) labeled for the intended vehicle make and model installation (see table of contents on page 1).
5. If you are **not** using Template 3340, then find and mark the bed using the dimensions for the bed hole locations referenced from the rear edge of the bed, see drawing labeled "Layout Method" located on the vehicle specific instruction pages. Be sure to center the entire hole pattern in the bed from right to left. If you chose to position the hitch in a different location than indicated in the vehicle specific instructions the Base Rail bed hole selection **may** need to be changed as some vehicles have frame rails that are not parallel or have offset frame rails.
6. If you **are** using Template 3340, make a temporary mark on the template next to the Base Rail bed hole locations for your vehicle, see the figure labeled "Base Rail Bed Hole Location" located on the vehicle specific instruction pages. If you chose to position the hitch in a different location than indicated in the vehicle specific instructions the Base Rail bed hole selection **may** need to be changed as some vehicles have frame rails that are not parallel or have offset frame rails.
7. If you **are** using Template 3340, then find the dimension locating the template from the rear edge of the bed, see drawing labeled "Template Method" located on the vehicle specific instruction pages. Position the Template center of the bed from left to right and parallel to the rear edge of the bed.
8. Using the **marked** holes in the Template as a guide or the marked hole locations done in step 5, drill a 1/16" hole through the bed for each bed hole location.
9. Leaving the bit in place, hold the indicated Mounting Bracket in position against the frame and the bottom of the bed with the drill bit lined up with the center of the slot in the horizontal leg of the Mounting Bracket, see drawing labeled "Mounting Bracket Location" found on the vehicle specific instruction pages. Does the Mounting Bracket location match the drawing? Are there any obstructions or obvious reasons why the Mounting Bracket can not be bolted to the frame? If there are no problems with this location perform the same checking procedure for the other three holes where Mounting Brackets are to be positioned. If there are problems with this location then adjust the location of the selected Base Rail holes as needed (see drawing labeled "Bracket Location Check" found on vehicle specific pages). Repeat this procedure until you are satisfied with the results.
10. Using the same small drill bit, drill and check for possible obstructions of those Base Rail hole locations where no Mounting Bracket will be used. Adjust bed hole pattern location as needed, (See Figure 2 and Table 2 on page 4), and note the use of Center Hole and Offset Hole Back-up Plates (4 and 5). These Back-up Plates are simply large washers meant to provide a larger surface contact than a standard flat washer. The Offset Hole Back-up Plate (5) is used where clearance is a problem.

General Instructions (continued)

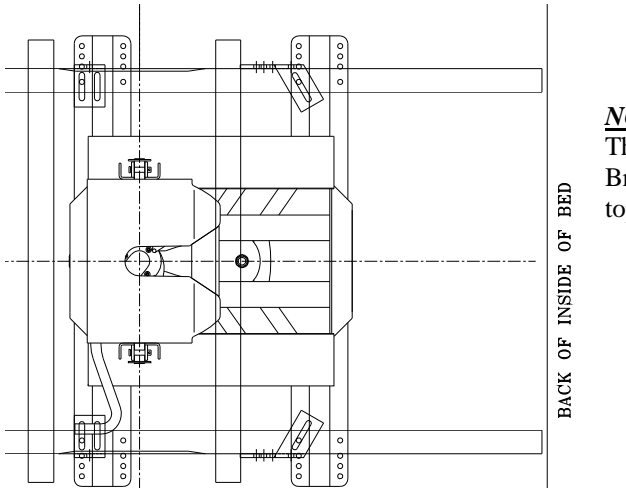
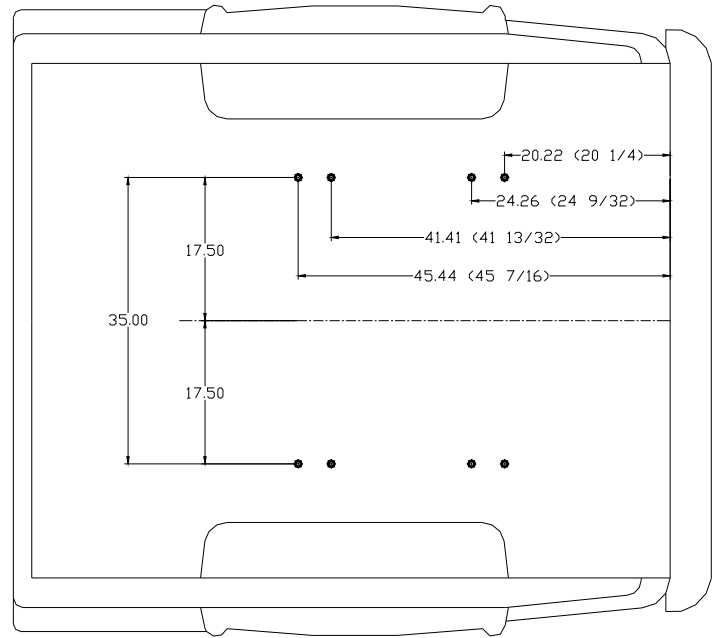
- 11) Drill each of the marked hole locations, preferably using a step drill of at least $\frac{3}{4}$ " diameter. (A step drill is a cone shaped bit that has a variety of gradually larger diameter sizes the deeper the drill is used.) The $\frac{3}{4}$ " holes will be covered by the Base Rails and will make the installation easier than if a $\frac{1}{2}$ " hole is used.
- 12) Place the hitch, with the Base Rails attached, over the top of the drilled holes after removing the drill shavings from the bed and treating the holes with a suitable rust inhibitor.
- 13) Insert a $\frac{1}{2}$ "-13 x 2" Hex Bolt (1) through each bed hole.
- 14) See the figure labeled "Fasteners" on the appropriate vehicle specific pages, fasten the Base Rails and Mounting Brackets, 10, 11 or 12 as shown in figure labeled "Mounting Bracket Location", to the bed using four Bed Shims (3) to fill the bed channel (Bed Shims keep the bed channels from collapsing when the bolts are tightened), four Flat Washers (8), four Lock Washers (6) and four Hex Nuts (7). If necessary, lightly clamp the bracket to the side of the frame to be certain that it will remain flush against it.
- 15) Referring to the same figures used in step 14, fasten the Base Rails (2) to the bed using four Center Hole Back Up Plates (4) or Off Set Hole Back Up Plates (5) if needed, four Bed Shims (3), four Flat Washers (8), four Lock Washers (6) and four Hex Nuts (7). Tighten all Base Rail / Bed bolts to 75 foot pounds.
- 16) Drill two $\frac{1}{2}$ " holes in the frame for each Mounting Bracket (10, 11 & 12) using the pre-punched holes as a guide. Select holes that will result in the widest spread possible. **NOTE:** Before drilling, check the inside of the frame to guard against drilling into the fuel tank, wiring or brake lines.
- 17) Fasten the Mounting Brackets (10, 11 & 12) to the frame as shown in the figure labeled "Fasteners" located on the vehicle specific instruction pages. Use two $\frac{1}{2}$ "-13 $1\frac{1}{2}$ " HHCS (9), two Flat Washers (8), two Lock Washers (6) and two Hex Nuts (7) per Mounting Bracket, then torque to 75 foot pounds.
- 18) Find the vehicle specific drawings and instructions on the following pages or see the table of contents on page one.

Vehicle Specific Instructions For: 1994 – 2002 Dodge Ram 1500 – 2500 (Excludes 2002 1500)

TEMPLATE METHOD

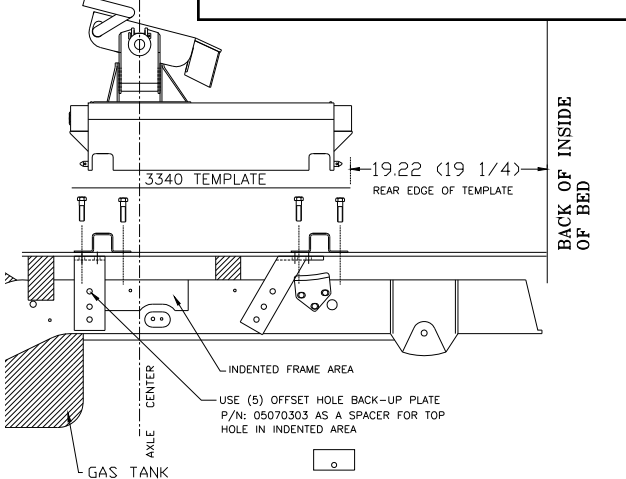


LAY OUT METHOD



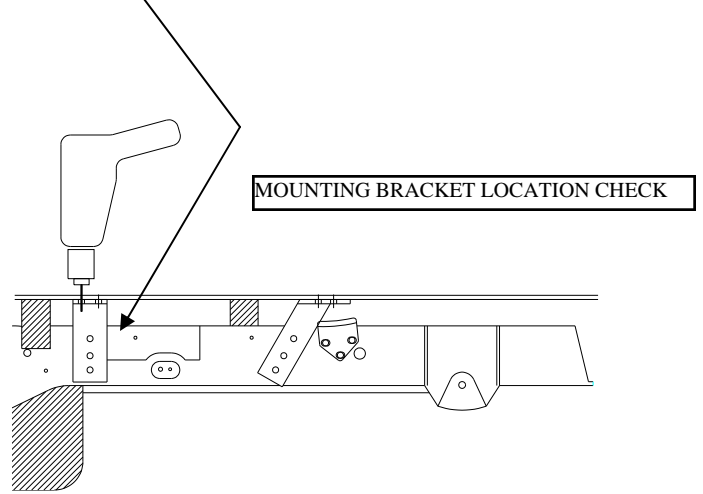
MOUNTING BRACKET LOCATION

HITCH IS LOCATED CENTER OF AXLE



NOTE:

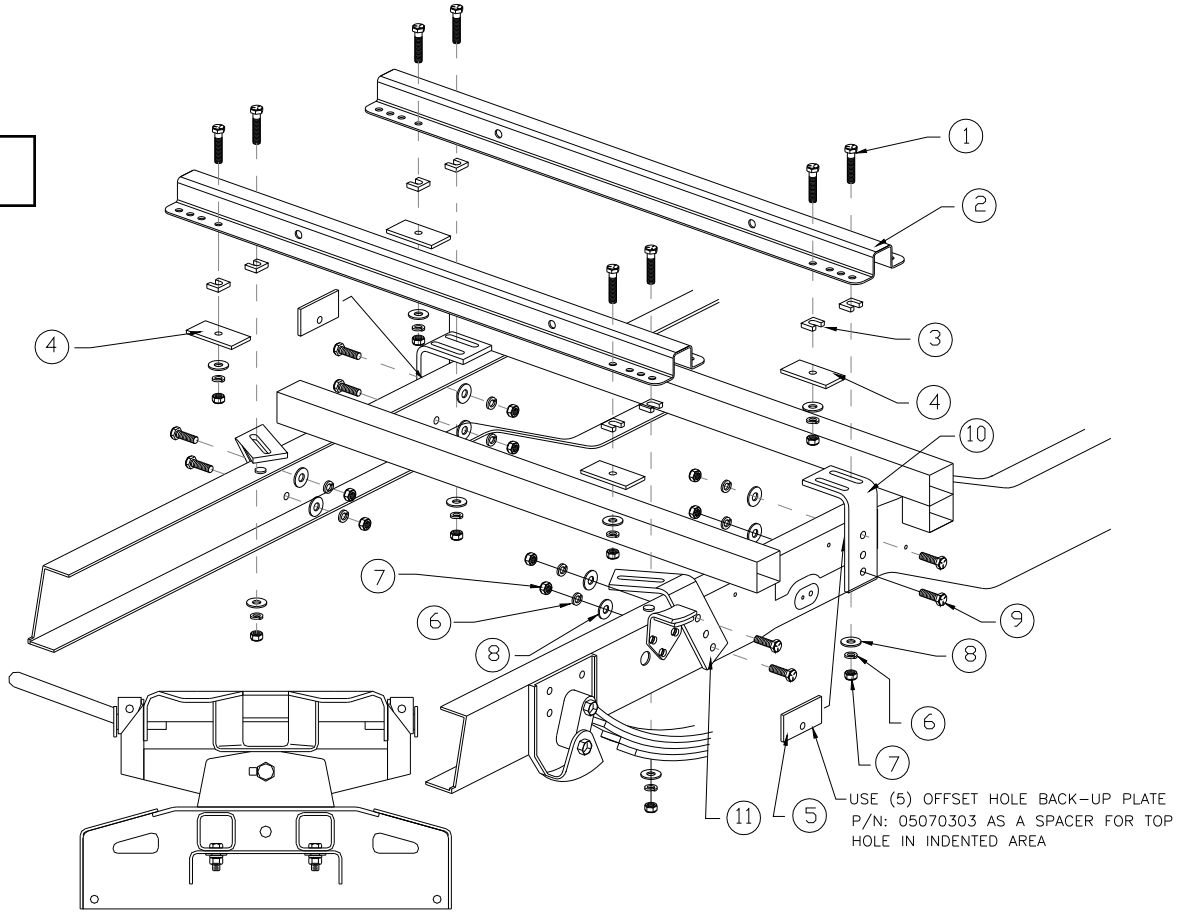
There is an indented section of the frame in the area that the Front Mounting Bracket is located. Use the Offset Hole Back-up Plate (5) as a spacer for the top drill hole location.



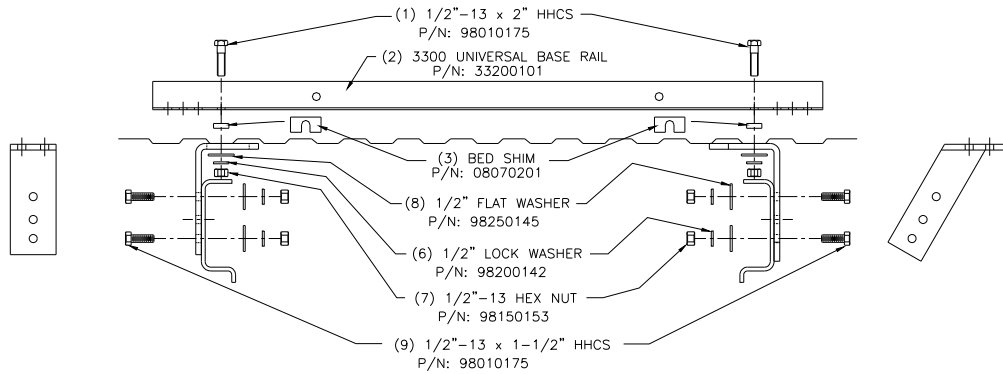
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 8"	2"
102"	+ 2"	2 1/4"

Vehicle Specific Instructions For: 1994 – 2002 Dodge Ram 1500 – 2500 (Excludes 2002 1500)

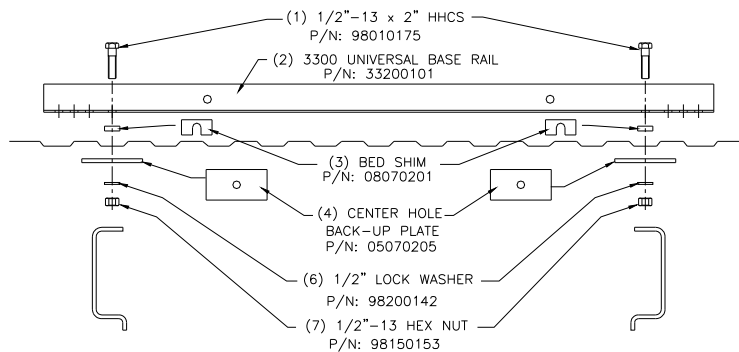
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS WHERE MOUNTING BRACKETS ARE USED

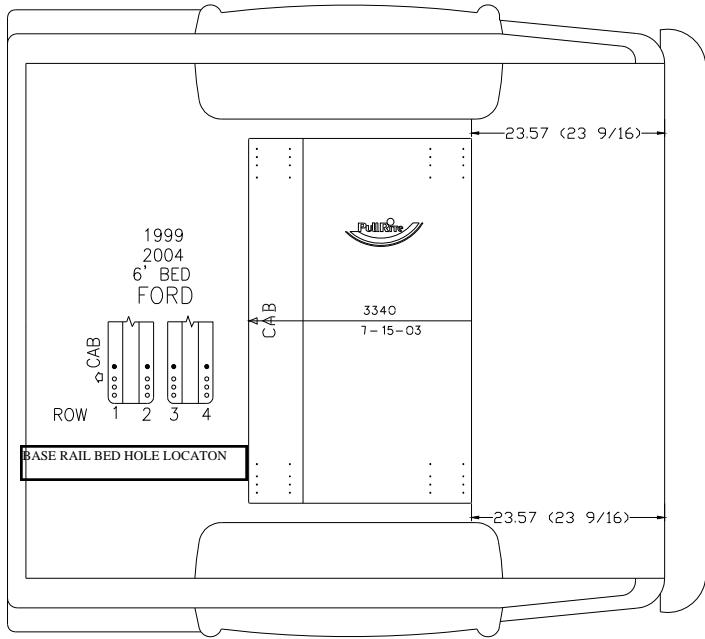


FASTENERS USED FOR BED HOLE LOCATIONS WHERE NO MOUNTING BRACKET IS USED

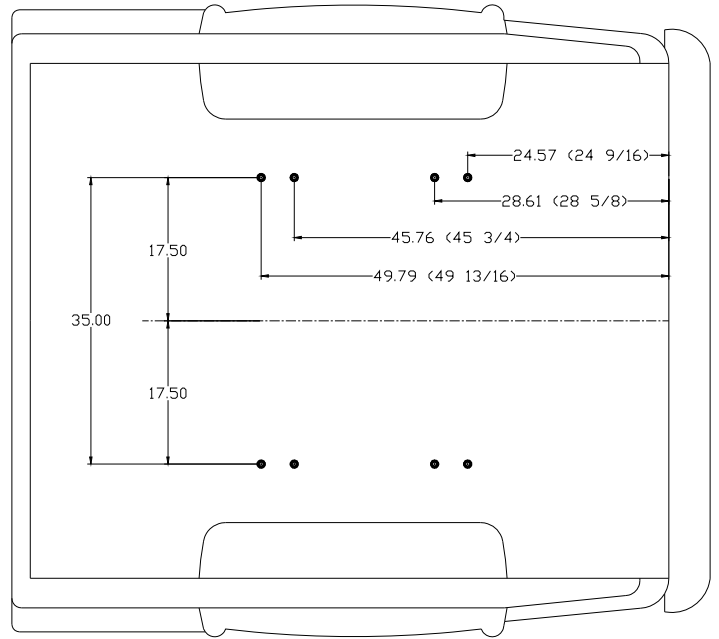


Vehicle Specific Instructions For: 1999 – 2016 Ford Super Duty F250 – F350

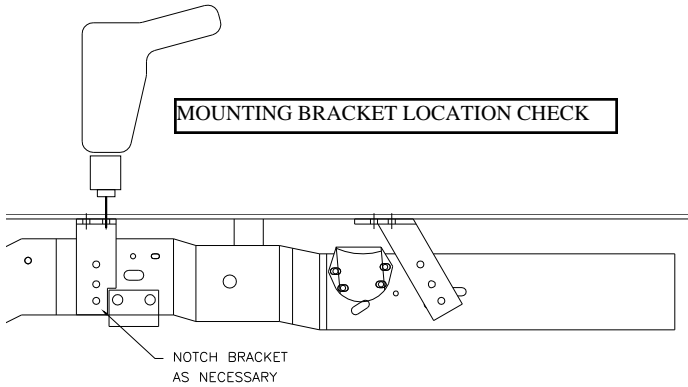
TEMPLATE METHOD



LAY OUT METHOD

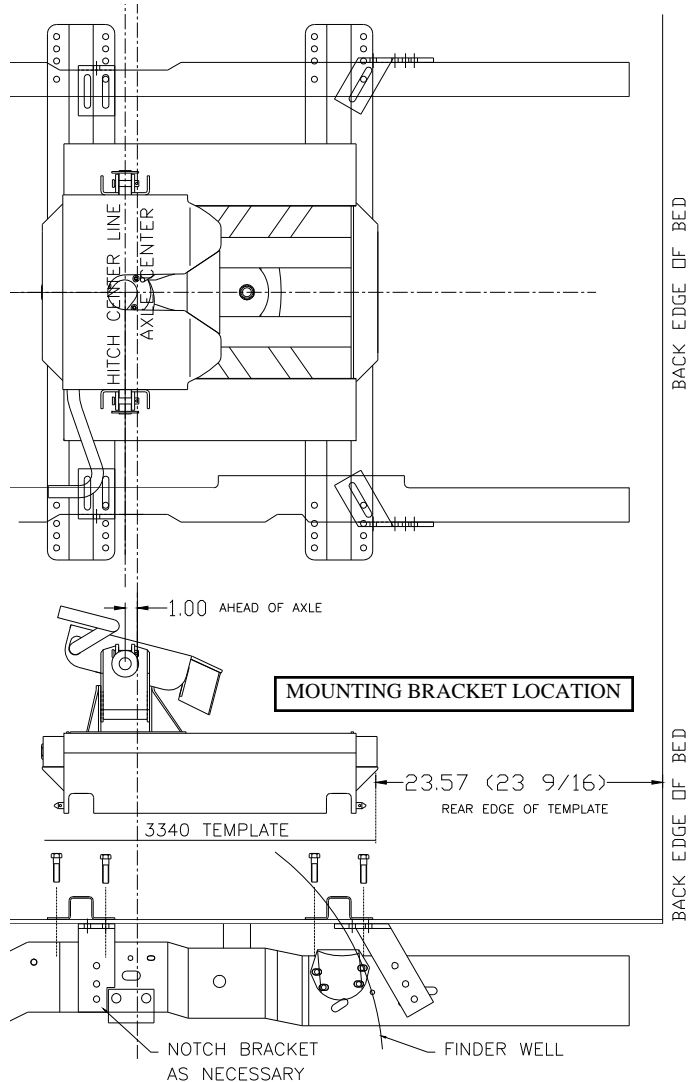


MOUNTING BRACKET LOCATION CHECK



NOTE:

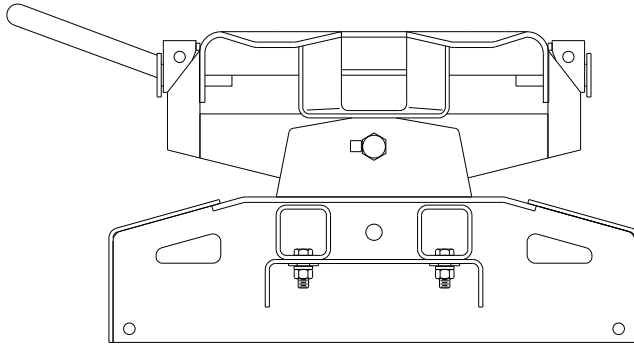
The location of the Double Slot Front Mounting Bracket necessarily mounts over the top of the axle jounce bumper bracket, therefore some modification must be made. One way is to shim the Mounting Bracket out far enough to mount over the jounce bracket, the other is to notch the Mounting Bracket. Notching the Mounting Bracket is allowed provided that the notched edges are no closer than one inch from any mounting hole that is selected for use.



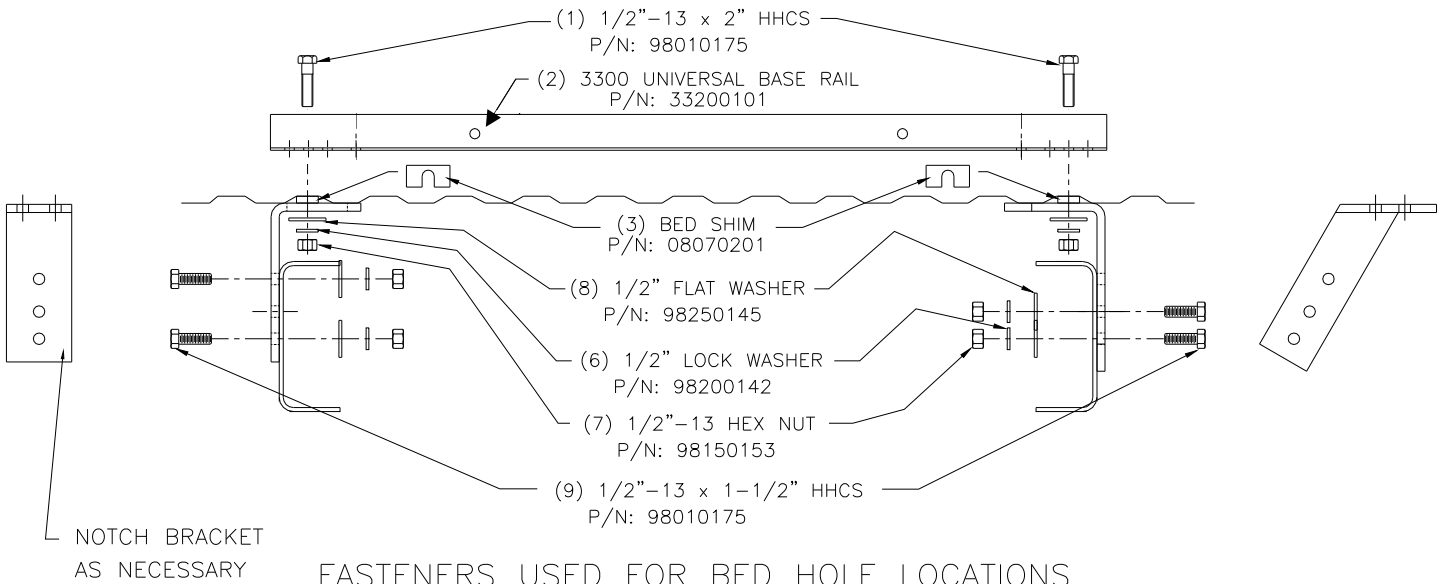
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 6"	2"
102"	+ 4"	2 1/4"

**Vehicle Specific Instructions For:
1999 – 2012 Ford Super Duty F250 – F350**

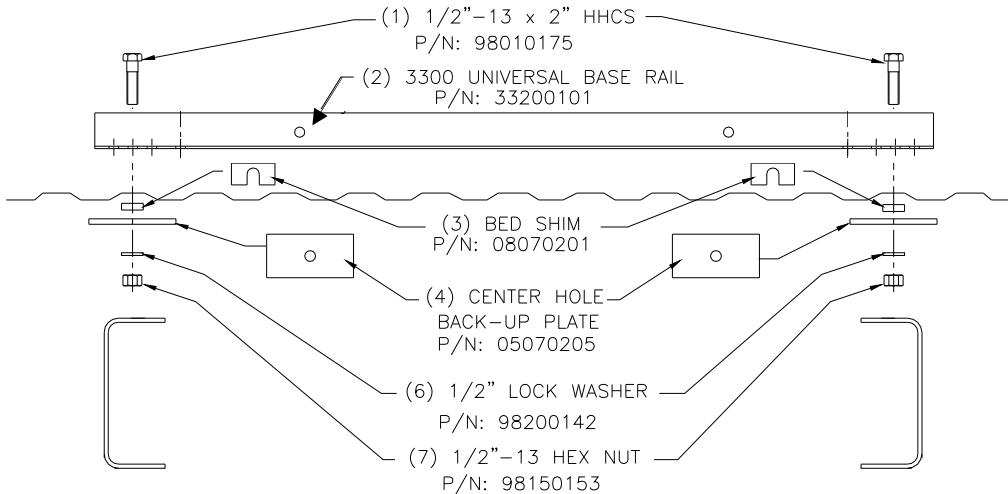
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED

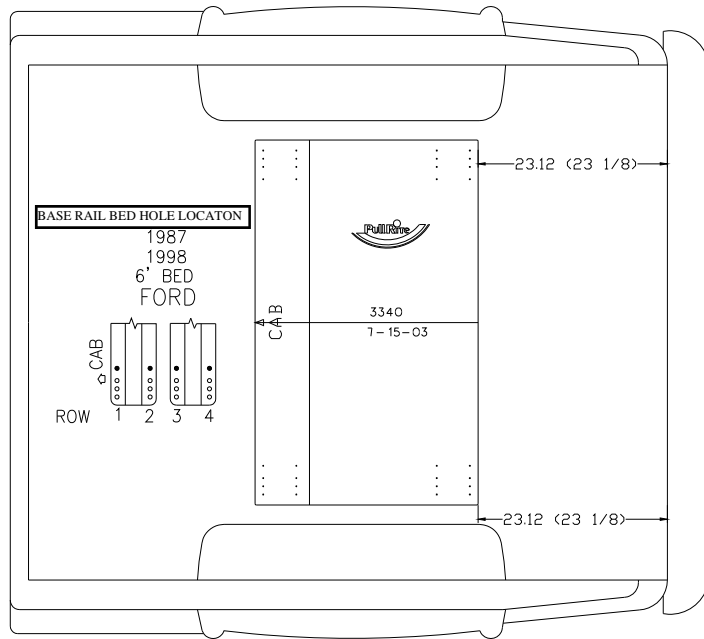


FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED

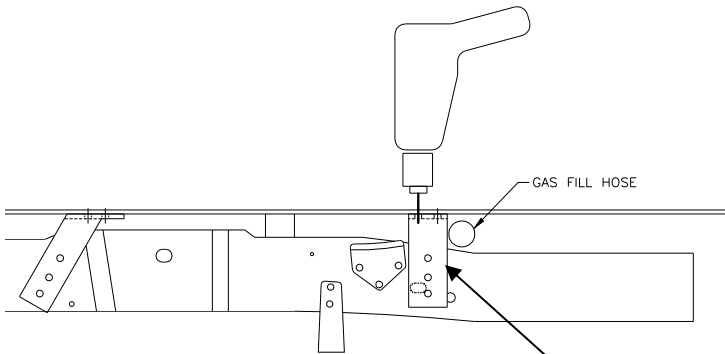
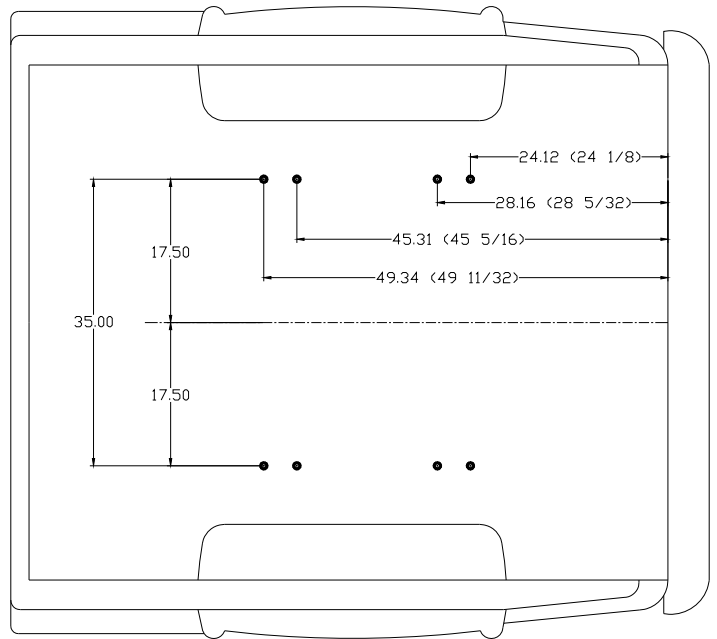


Vehicle Specific Instructions For: 1987 – 1998 Ford Super Duty F150 – F250

TEMPLATE METHOD

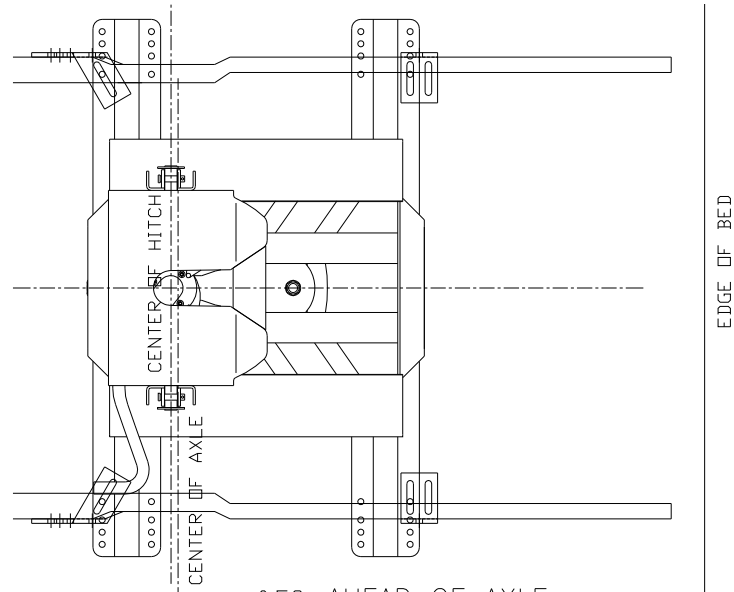


LAY OUT METHOD

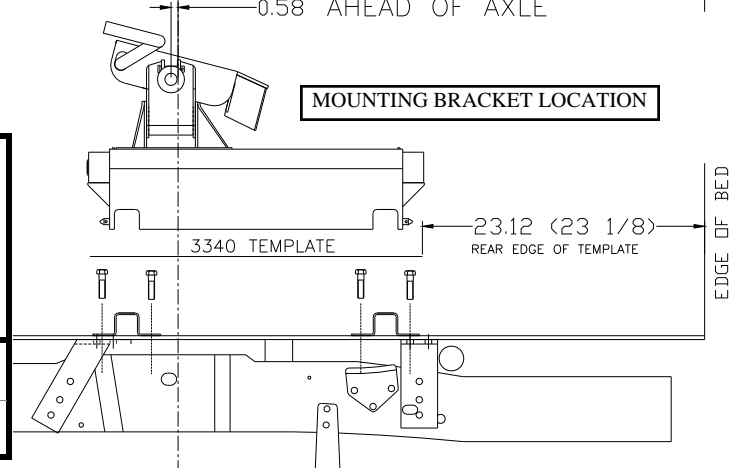


MOUNTING BRACKET LOCATION CHECK

NOTE:
The rear bed hole location must be exact in order for the Double Slot Mounting Bracket to fit between the over load bumper bracket and the gas fill hose. Adjust the bed hole pattern as necessary.



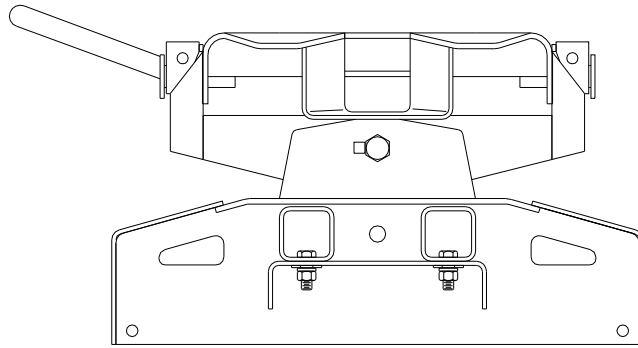
MOUNTING BRACKET LOCATION



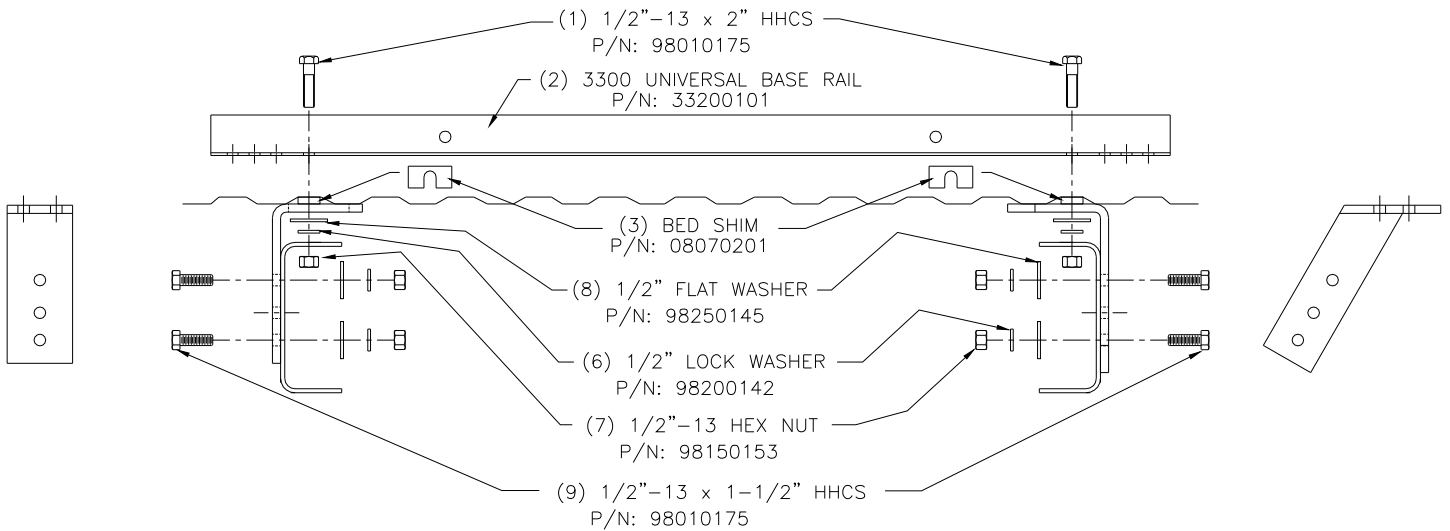
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 8"	2 1/4"
102"	+ 1"	2"

**Vehicle Specific Instructions For:
1987 – 1998 Ford Super Duty F150 – F250**

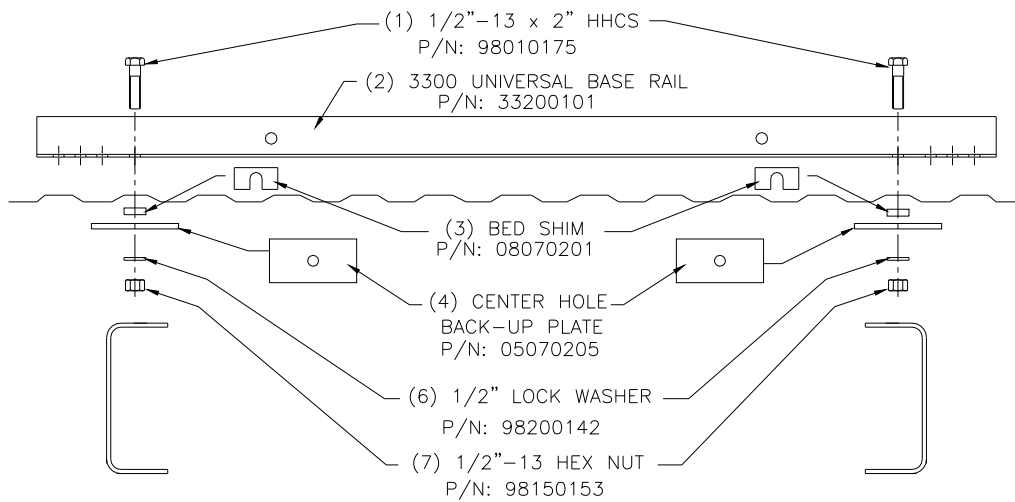
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED

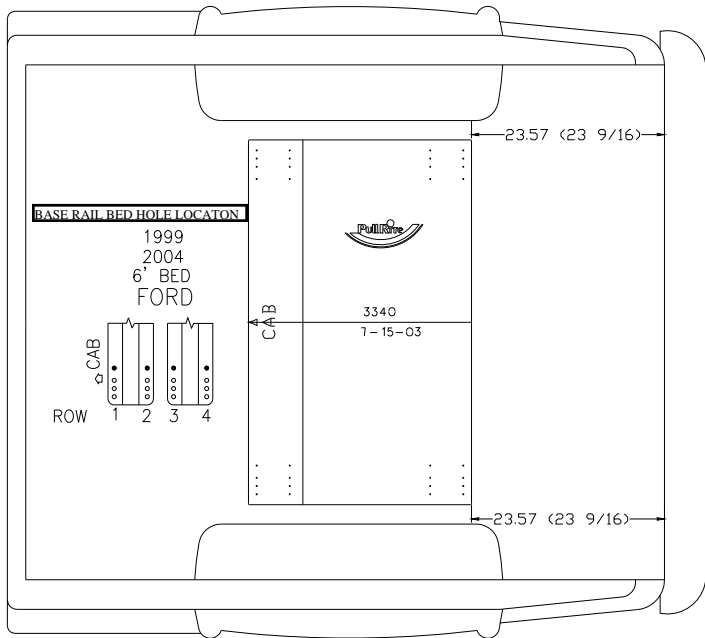


FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED

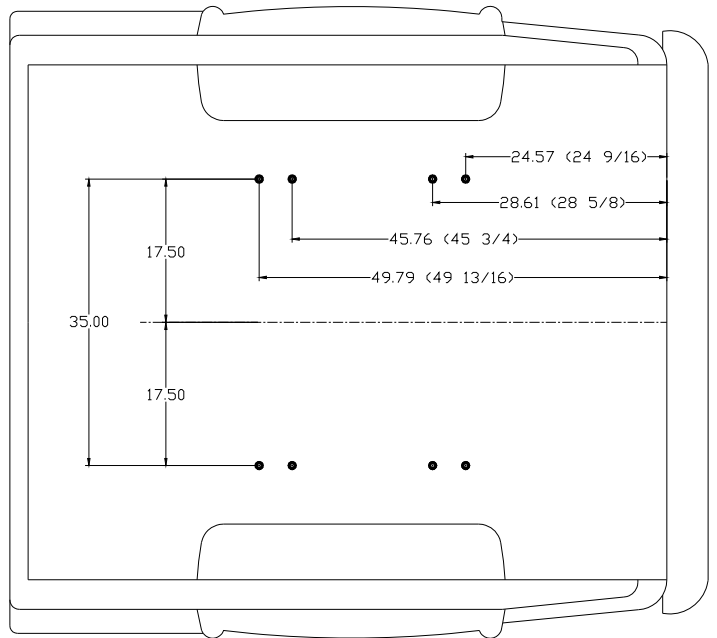


Vehicle Specific Instructions For: 1997 – 2003 Ford Light Duty F150 – F250 With Tapered Frame

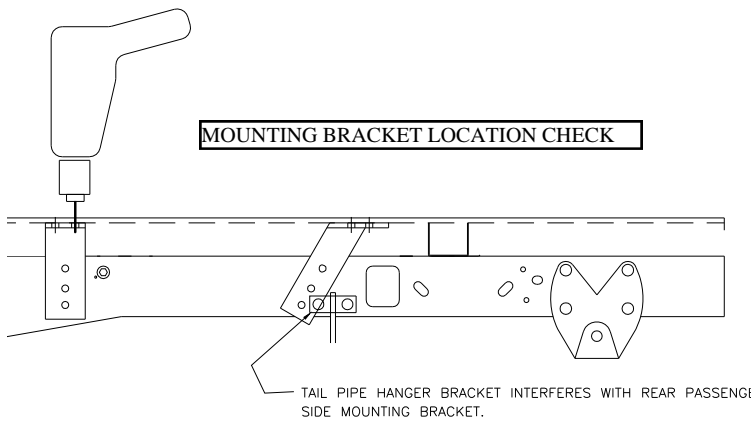
TEMPLATE METHOD



LAY OUT METHOD

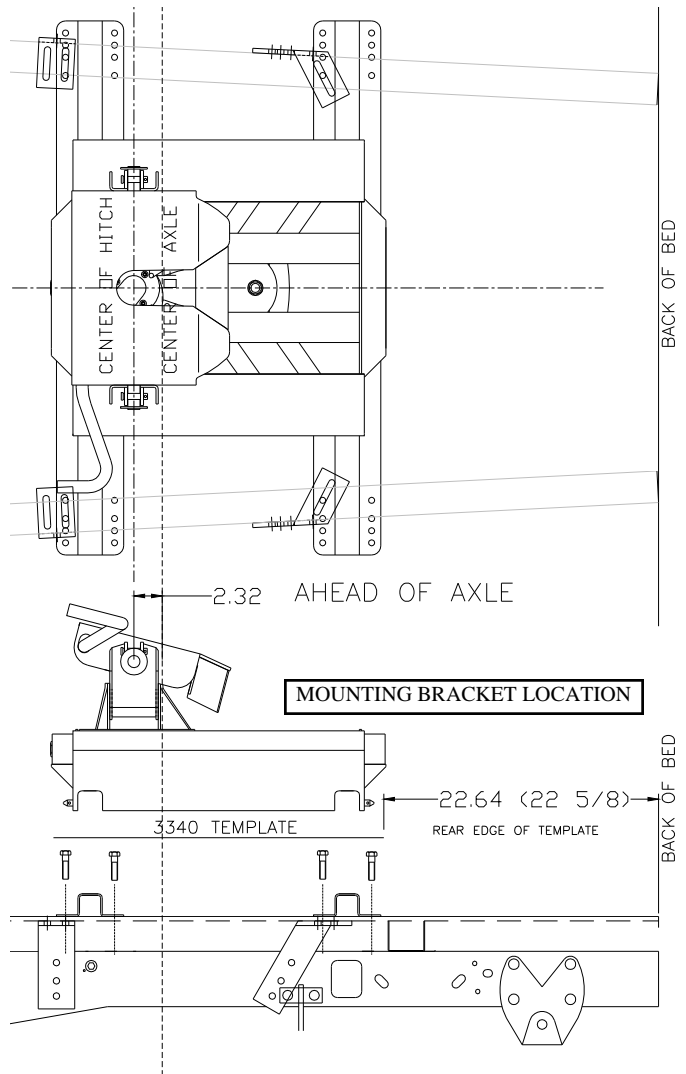


MOUNTING BRACKET LOCATION CHECK



NOTE:

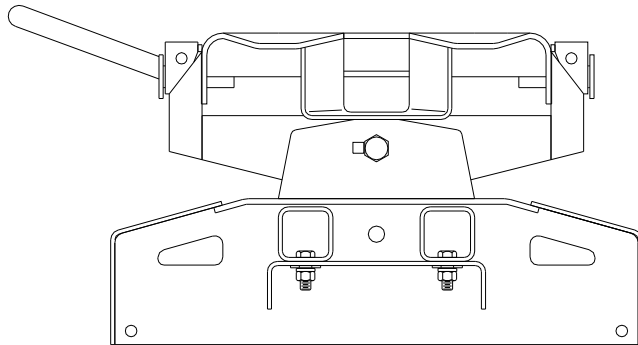
The location of the Single Slot Angled Rear Mounting Bracket necessarily mounts over the top of the tail pipe hanger bracket located on the passenger side, therefore some modification must be made. One way is to shim the Mounting Bracket out far enough to mount over the hanger bracket, the other is to notch the Mounting Bracket. Notching the Mounting Bracket is allowed provided that the notched edges are no closer than one inch from any mounting hole that is selected for use.



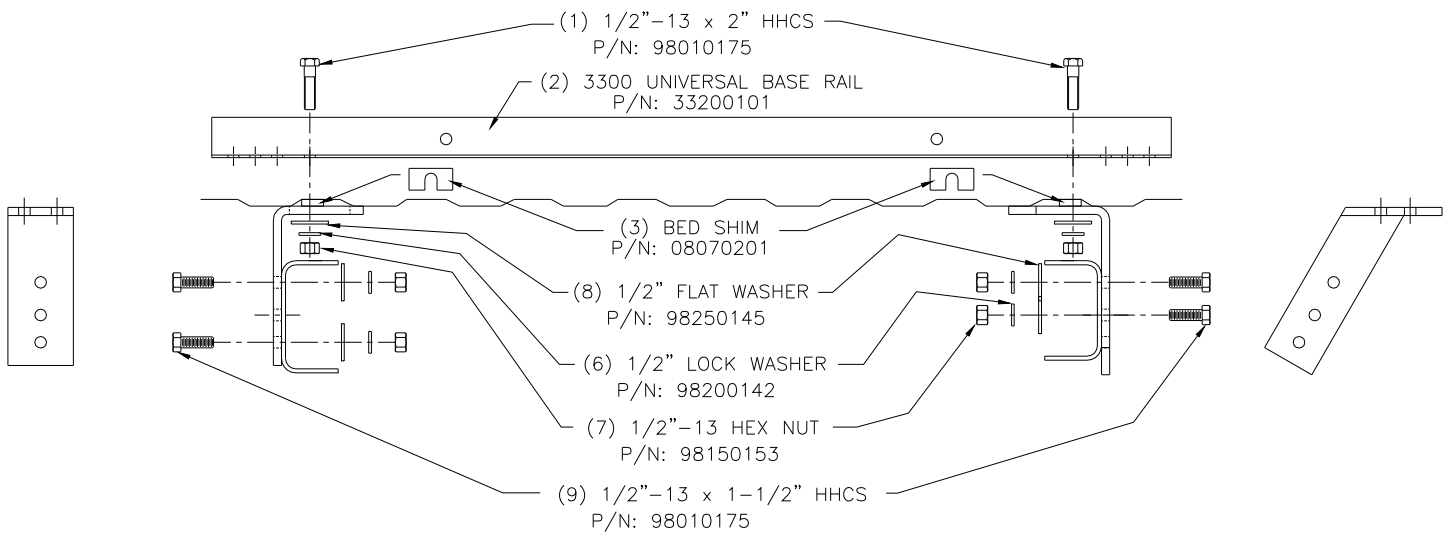
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 4"	2"
102"	+ 11"	2 1/4"

**Vehicle Specific Instructions For:
1997 – 2003 Ford Light Duty F150 – F250
With Tapered Frame**

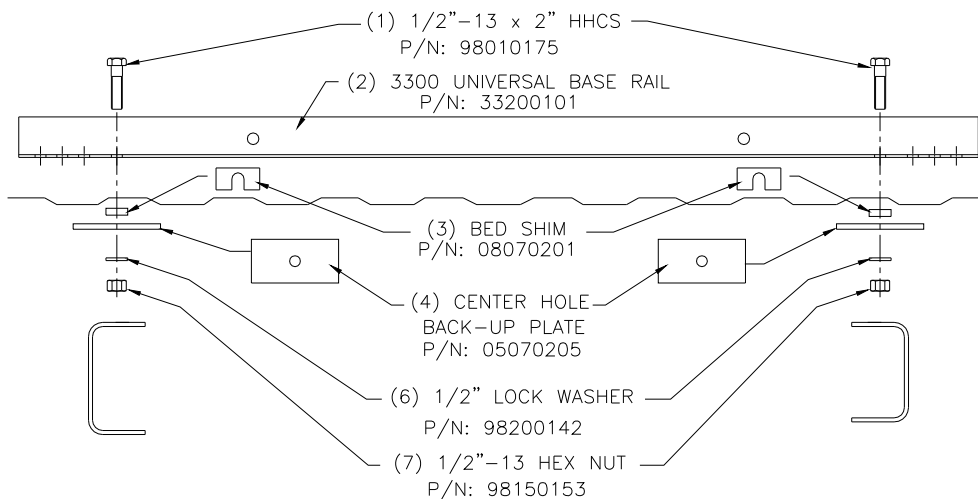
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED

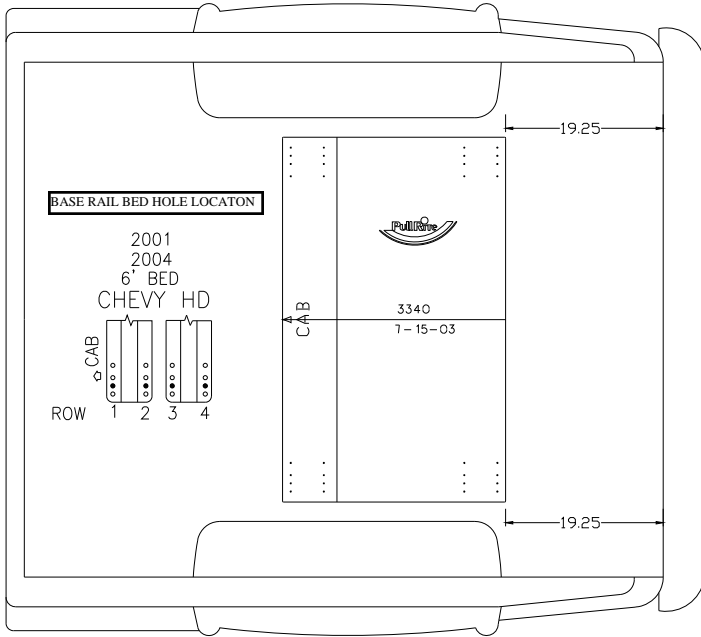


FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED

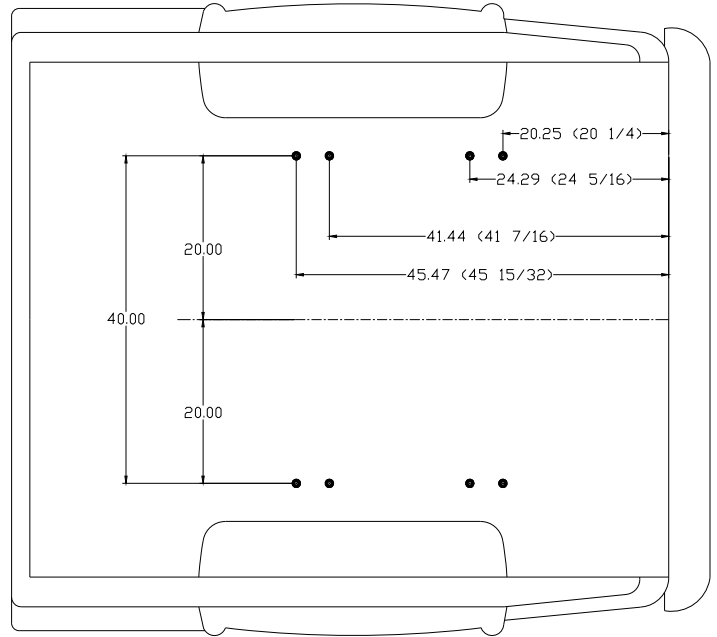


Vehicle Specific Instructions For: 2001 – 2010 Chevy/GMC Heavy Duty

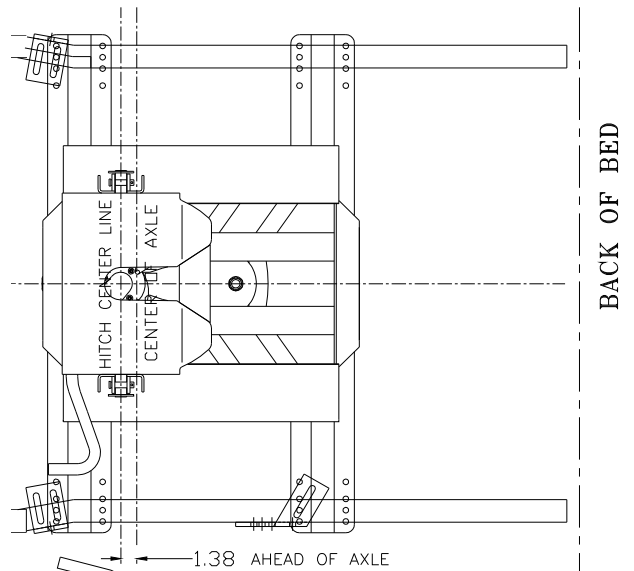
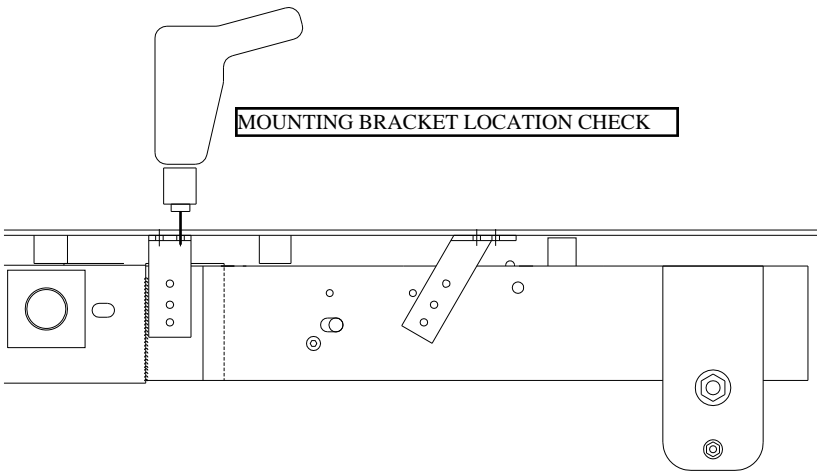
TEMPLATE METHOD



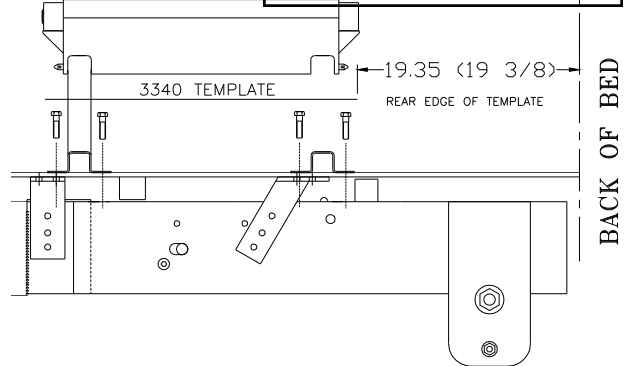
LAY OUT METHOD



MOUNTING BRACKET LOCATION CHECK



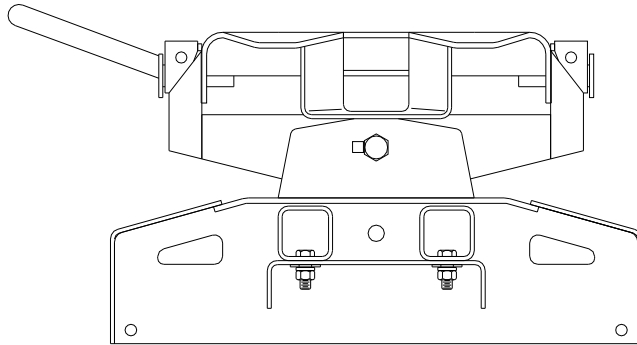
MOUNTING BRACKET LOCATION



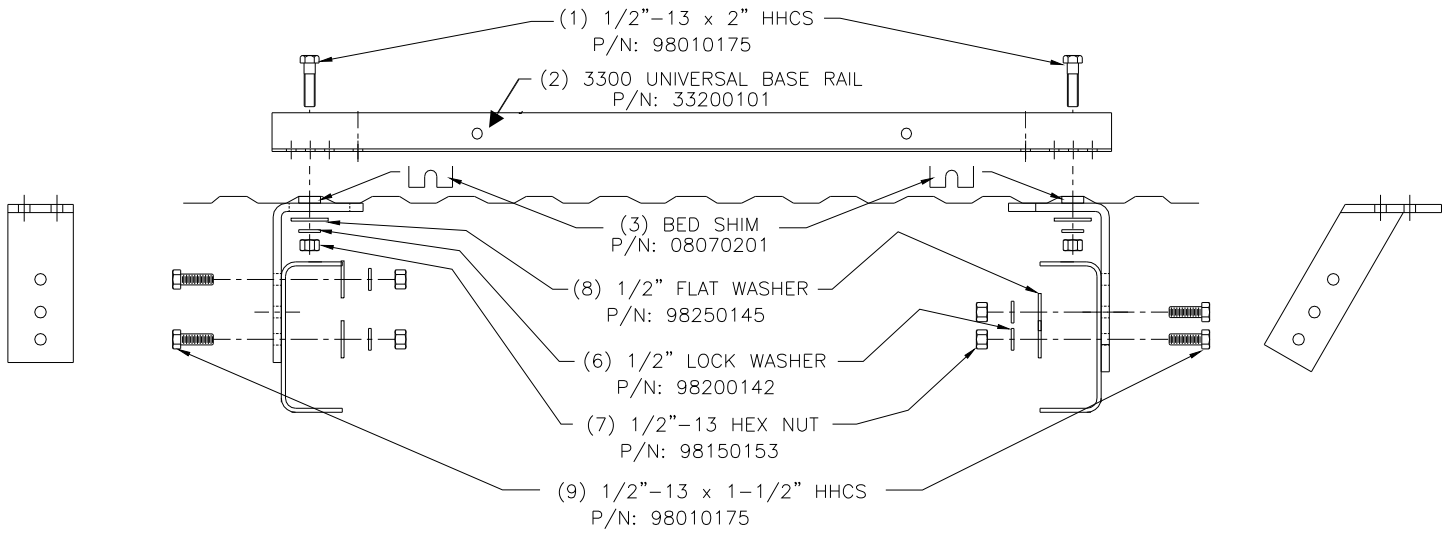
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 15"	2"
102"	- 7"	2 1/2"

**Vehicle Specific Instructions For:
2001 – 2008 Chevy/GMC Heavy Duty**

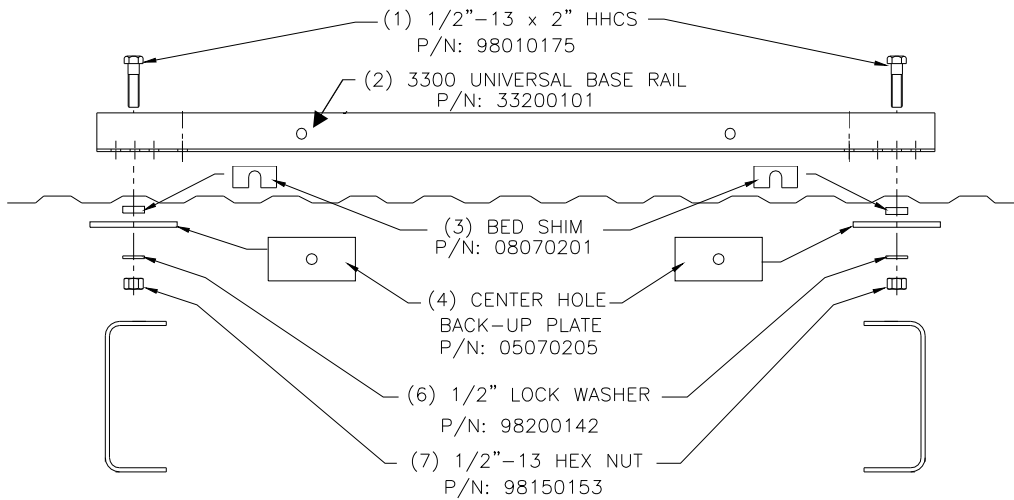
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED

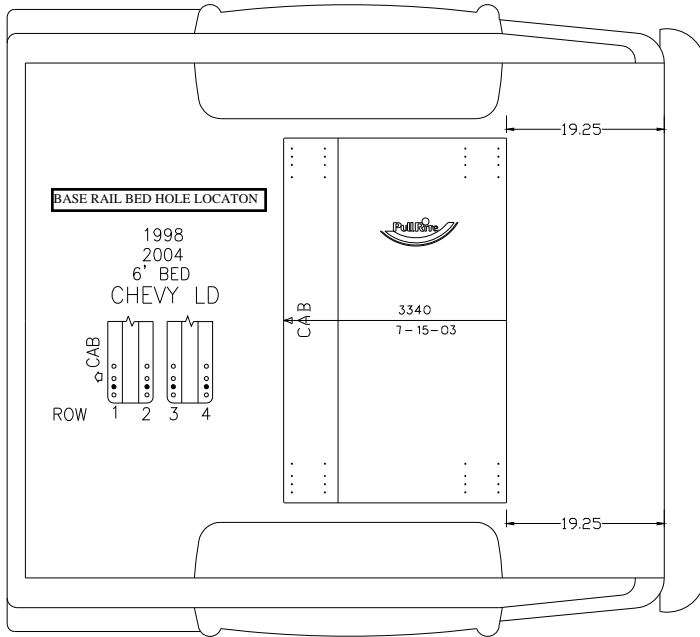


FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED

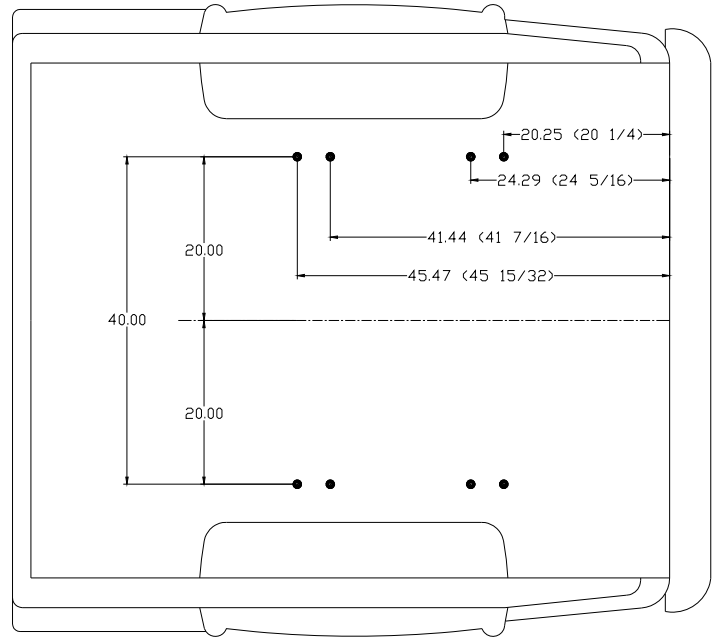


Vehicle Specific Instructions For: 1999– 2007 Chevy/GMC Light Duty

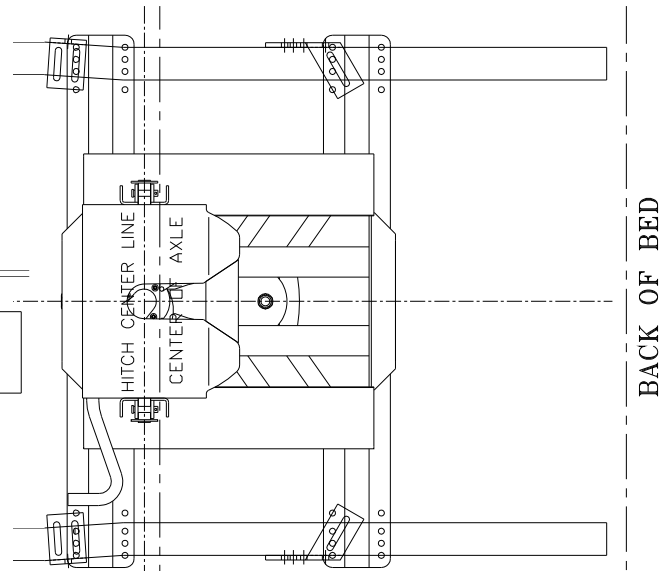
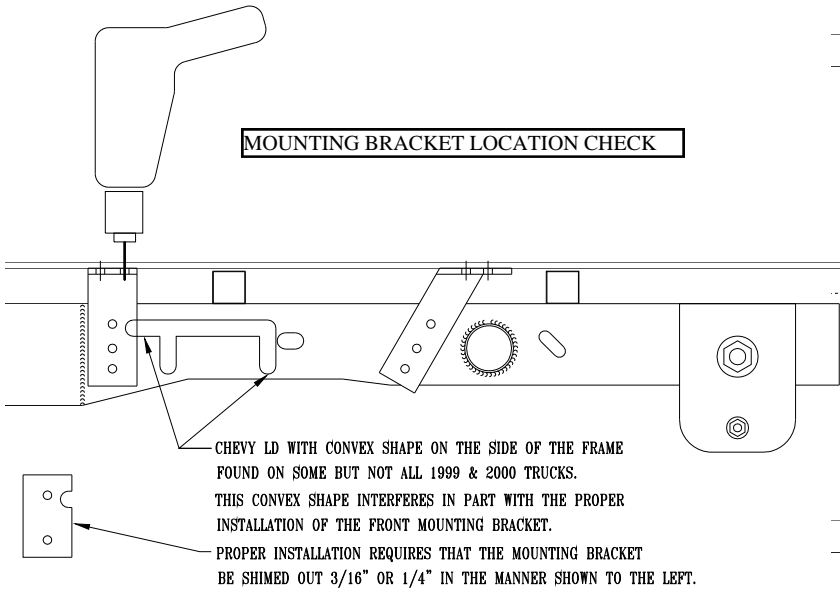
TEMPLATE METHOD



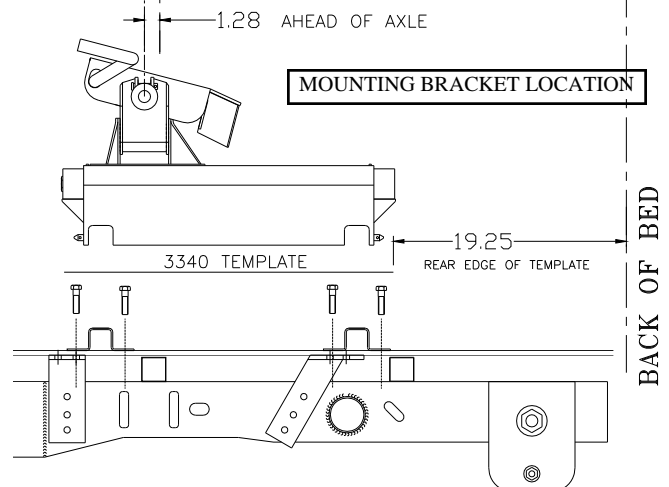
LAY OUT METHOD



MOUNTING BRACKET LOCATION CHECK



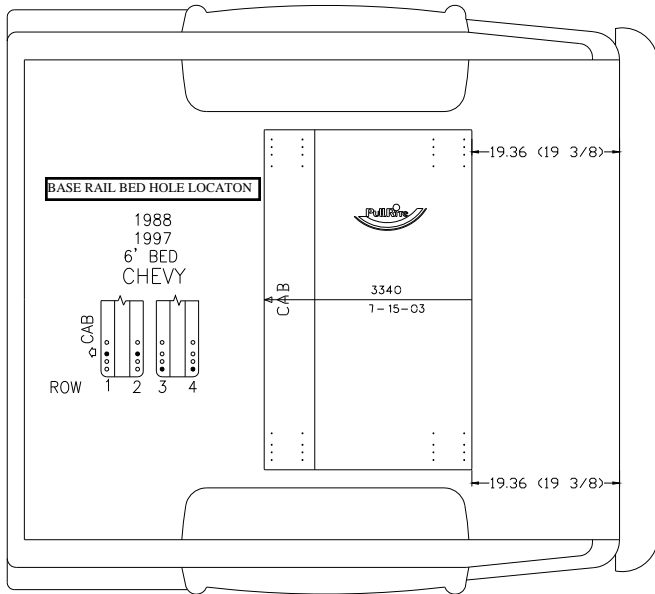
MOUNTING BRACKET LOCATION



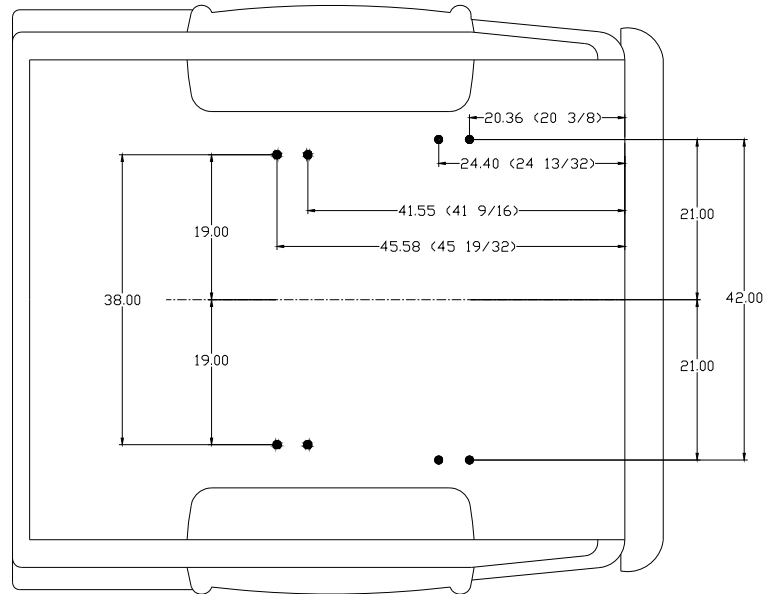
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 15"	2"
102"	- 7"	2 1/2"

Vehicle Specific Instructions For: 1988 – 1997 Chevy/GMC Tapered Frame

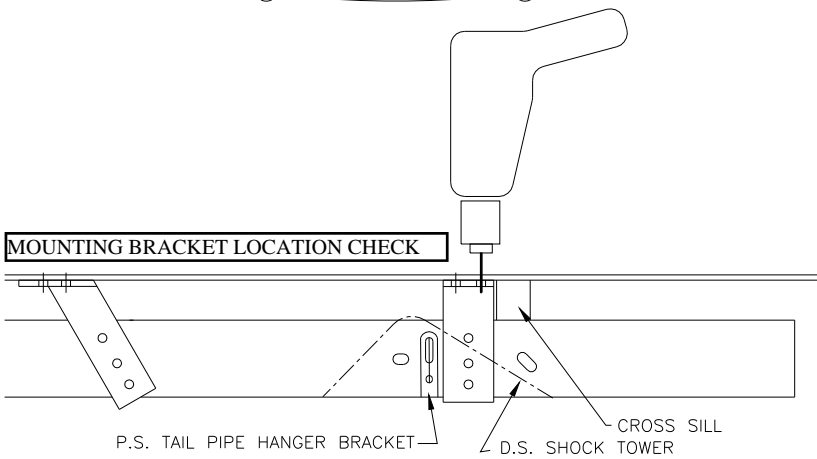
TEMPLATE METHOD



LAY OUT METHOD



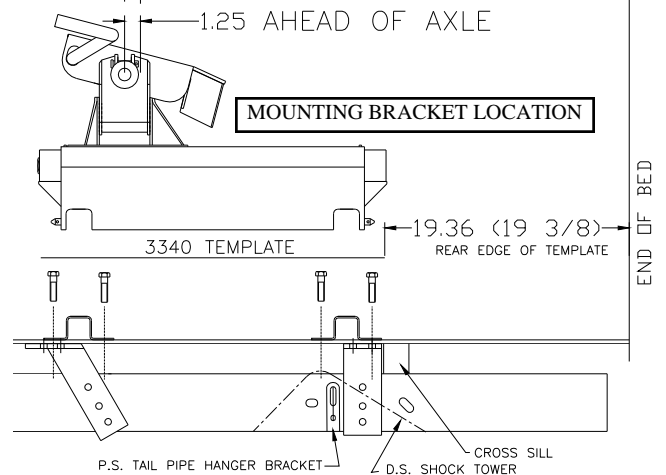
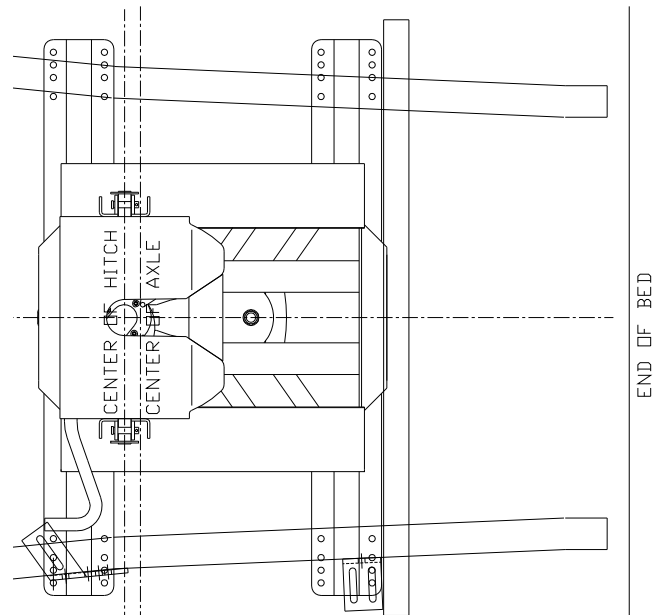
MOUNTING BRACKET LOCATION CHECK



NOTE:

The rear bed hole location must be exact in order for the Double Slot Mounting Bracket to fit between the rear cross sill and the tail pipe hanger frame bracket located on the passenger side. Adjust bed hole pattern as necessary.

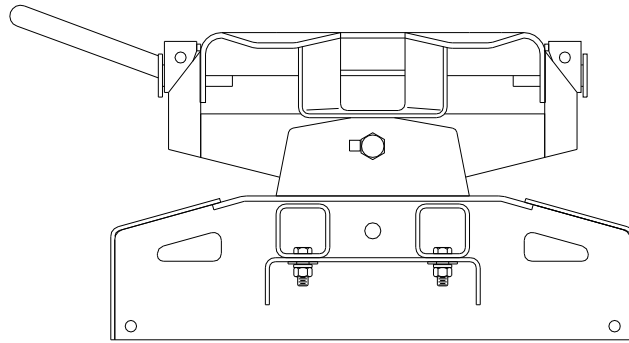
The rear slanting flange of the shock tower located on the driver side should not interfere with the Double Slot Mounting Bracket bolt holes. The flange is coped out in the area near the inside of the frame channel leaving room for the frame holes and fasteners for the Mounting Bracket.



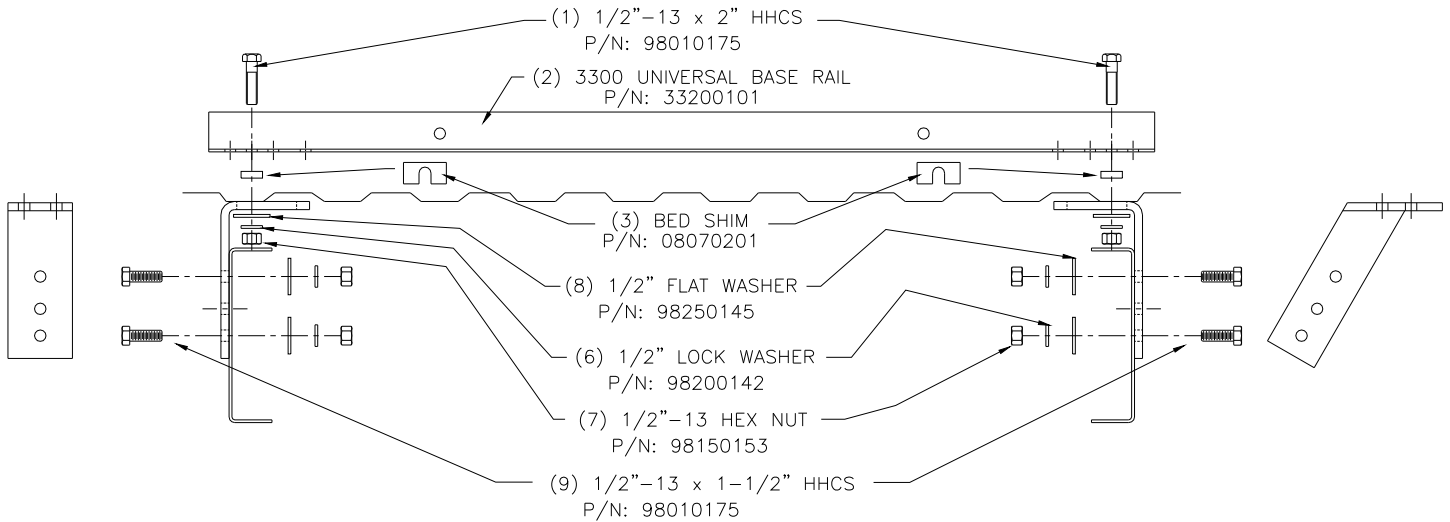
TRAILER WIDTH	DISTANCE FROM CENTER OF KING PIN TO FRONT CORNER OF TRAILER + = ahead, - = behind	CAB CLEARANCE
96"	- 10"	2"
102"	0"	2 1/2"

**Vehicle Specific Instructions For:
1999 – 2007 Chevy/GMC Light Duty**

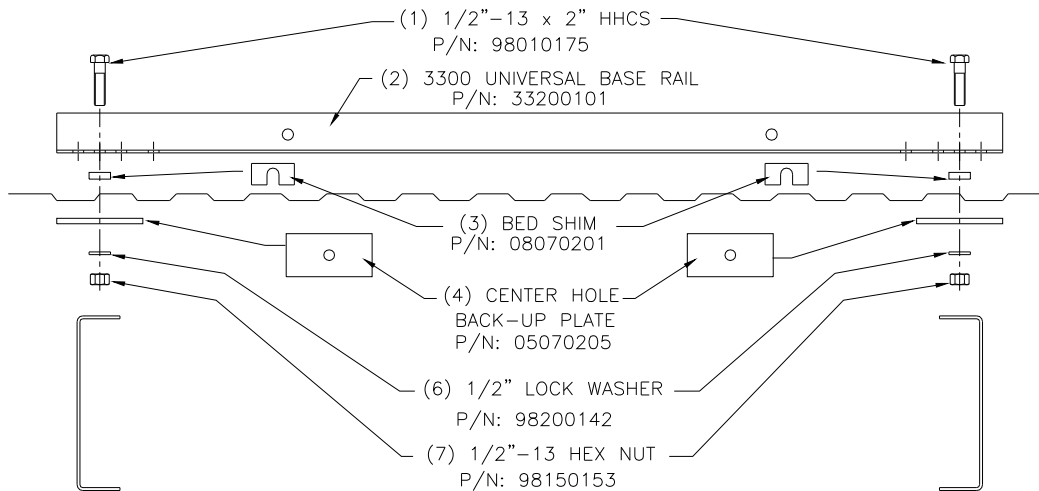
FASTENERS



FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED

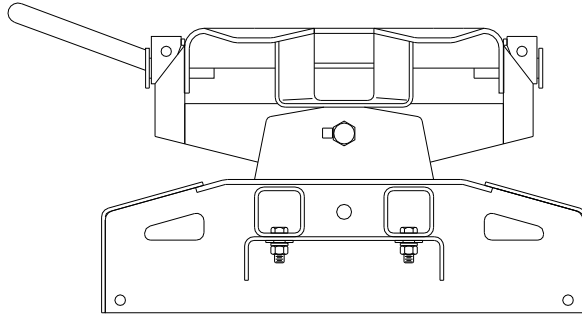


FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED

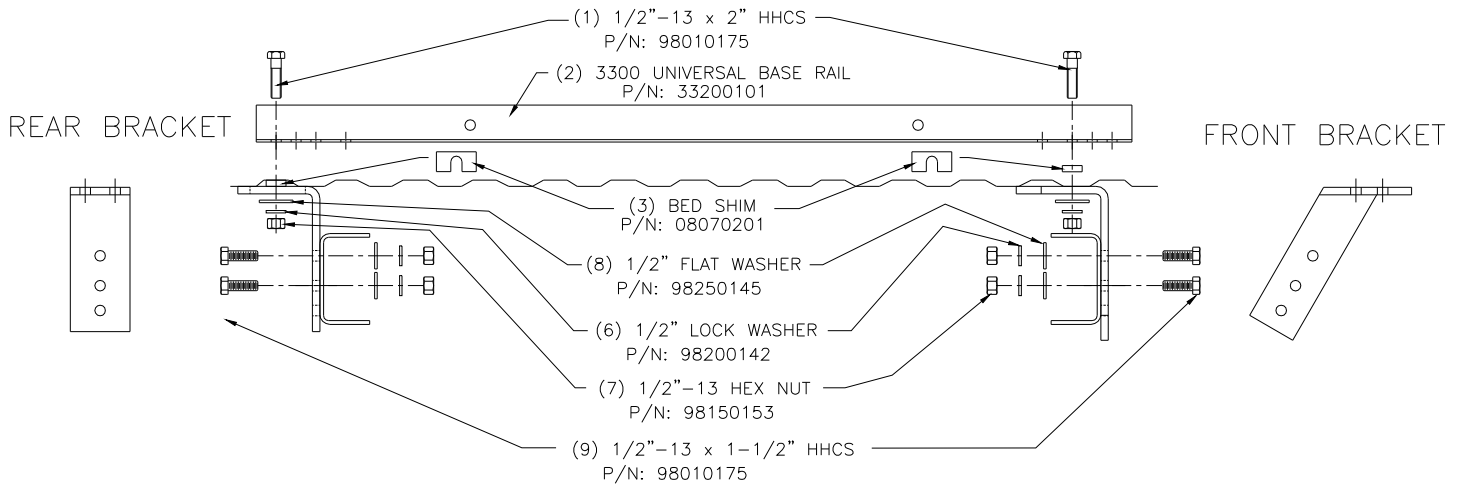


**Vehicle Specific Instructions For:
1988 – 1997 Chevy/GMC Tapered Frame**

FASTENERS



**FASTENERS USED FOR BED HOLE LOCATIONS
WHERE MOUNTING BRACKETS ARE USED**



**FASTENERS USED FOR BED HOLE LOCATIONS
WHERE NO MOUNTING BRACKET IS USED**

