



REESE

**HIDDEN
HITCH**

DRAW-TITE

CEQUENT™
A TRIMAR COMPANY

Receiver Hitch Installation





Receiver Hitch Installation

Towing Laws vary from State to State and Province to Province. Please check to confirm safety requirements of the state/province where you are located and towing.

WARNING

Cequent Towing Products (Reese, Draw-Tite and Hidden Hitch) hitches are designed to safely carry the loads specified. Under no circumstances do we recommend exceeding the towing vehicle Manufacturer's recommended vehicle towing capacity.



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Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



- Are OEM Hitches As Good As Aftermarket Hitches?

Receiver Hitch Installation (OEM vs. Aftermarket Hitches)

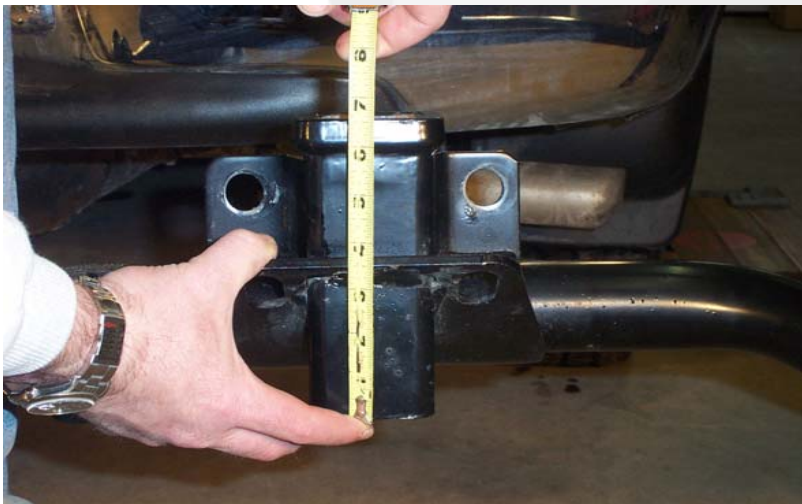
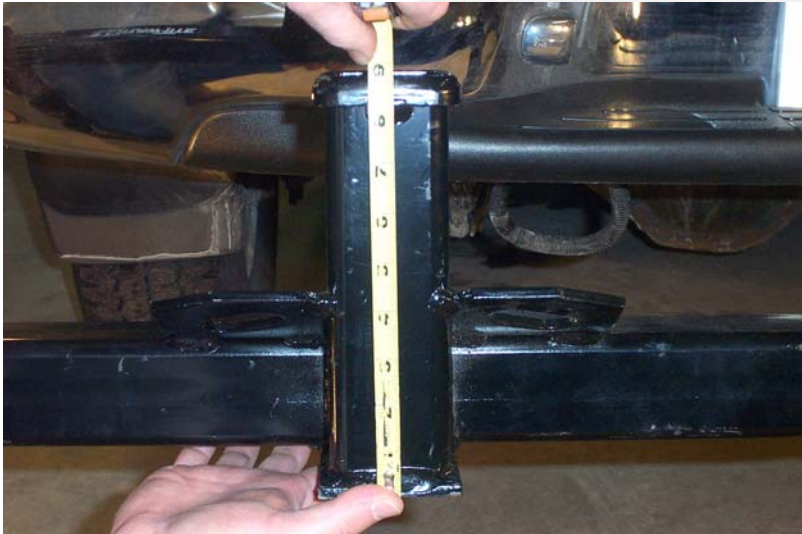


- Ratings May Be The Same, Or Even Higher...

- But Will The Hitch Carry The Load?



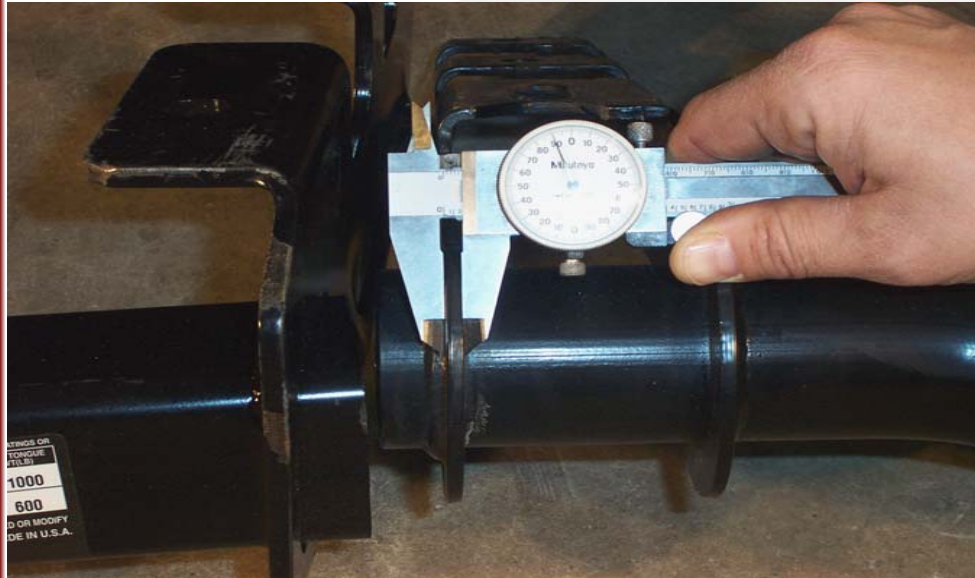
Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



- OE Receiver Tube Is Less Than 7" Long Compared To The 9" Receiver Tube On The Draw-Tite/Reese/Hidden Hitch.
- Deeper Receiver Tube Allows For More Weight Transfer To Receiver, Cross Tube, Side Brackets And Frame.

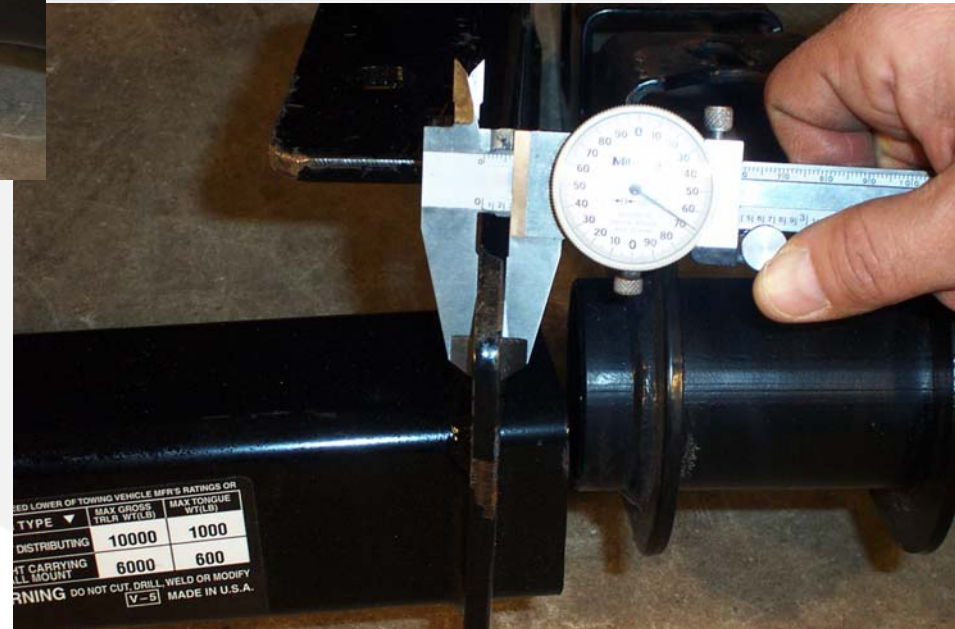


Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



- Note Thicker Side Brackets On Draw-Tite/Reese/HH Hitch (Below).

- Thicker Steel Withstands Stress And Corrosion Better Than Thinner Steel.



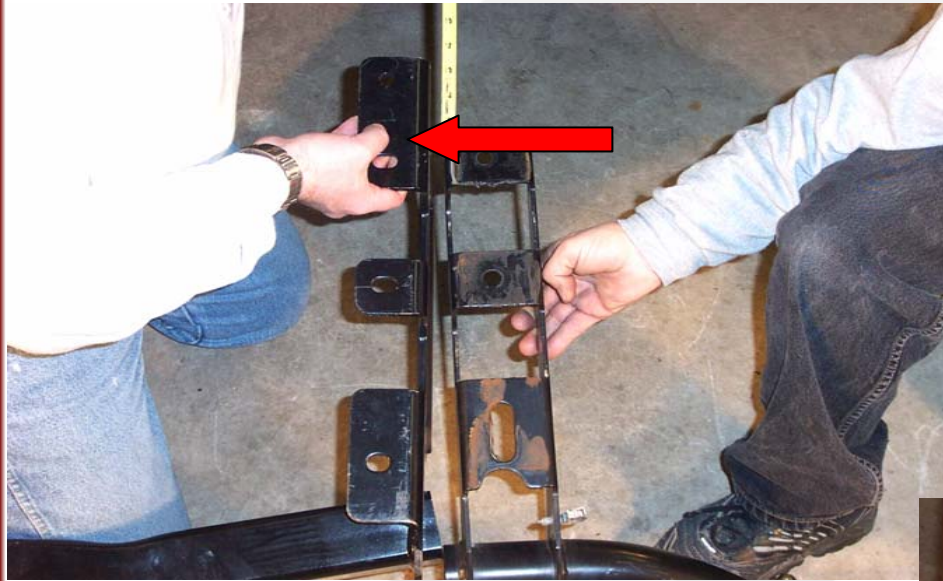


Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



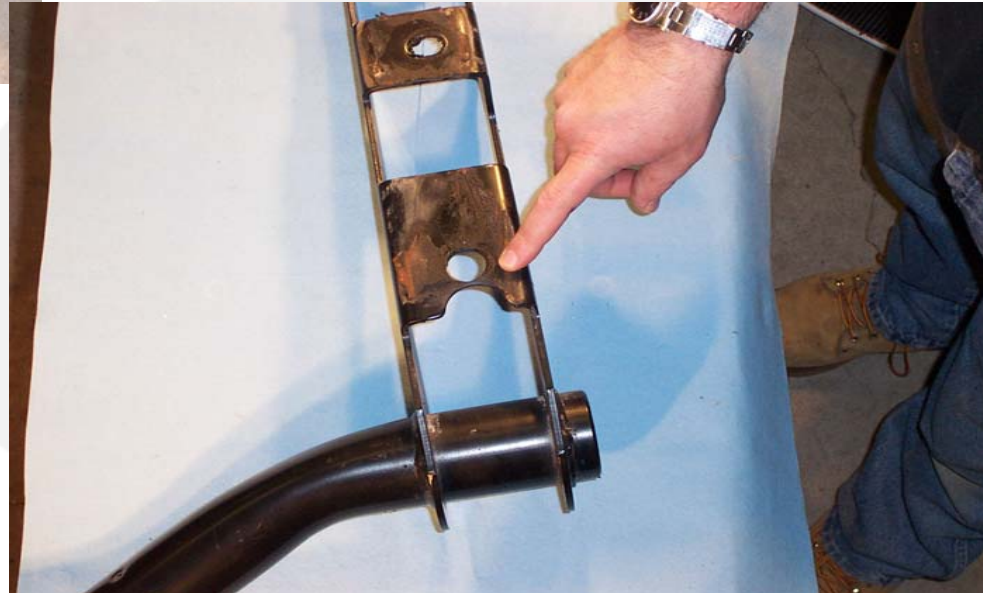
- Thicker, Square Cross Tube On Draw-Tite/Reese/HH Hitch (At Left) Is Stronger Than Thin, Round Cross Tube At Right.

Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



- Draw-Tite/Reese/HH Side Bracket Is Almost 4" longer Than OEM Bracket, And Has 4 Attachment Holes.

• OEM Hitch Has 2 Holes And One Slot. Note How Slot Is Very Close To End Cutout, With Almost No Material Next To It For Support.



Receiver Hitch Installation (OEM vs. Aftermarket Hitches)

- Weight Does Matter!
OEM Hitch At Left
Checks In At 32 Pounds.



- Same-Application Reese, HH And Draw-Tite Hitches Tip The Scales At 49 Pounds!



Receiver Hitch Installation (OEM vs. Aftermarket Hitches)



- Are OEM Hitches As Good As Aftermarket Hitches?
For Light-Duty Towing, OEM Hitches Perform Adequately. OEM Hitches Serve The Needs Of Some Recreational Trailer Towers. For Recreational, Heavy-Duty, Long-Term Or Special-Needs Towing, Aftermarket Hitches Meet the Demands of ALL Trailer Towers.



REESE

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Receiver Hitch Installation

SHEET 1 OF 1 ©1997, 2000 Draw-Itte, Inc. 8-18-UU

VEHICLE	HITCH NO.
FORD F-SERIES PICKUP TRUCK	41920
FORD SUPERCREW PICKUP TRUCK	

INSTALLATION INSTRUCTIONS

EQUIPMENT REQUIRED:
 WIRING ACCESS LOCATION: PU1, PU2
 DRILL BITS: 1/2"
 HITCH REQUIRES 5/8" PIN AND CLIP IF STABILIZING PIN (7651) IS NOT INSTALLED.
 WRENCHES: (TIGHTEN ALL FASTENERS WITH TORQUE WRENCH) 3/4, 13/16, 7/8

DO NOT EXCEED LOWER OF TOWING VEHICLE MFR'S RATINGS OR

HITCH TYPE	MAX GROSS TIRL Wt(LB)	MAX TONGUE Wt(LB)
WEIGHT DISTRIBUTING	12,000	1200
WEIGHT CARRYING BALL MOUNT	10,000	1000

9/16-18 X 2 GR5 HEX BOLT
 HARDENED FLAT WASHER
 REINFORCING BRACKET (S739)
 FLANGED LOCKNUT

1/2-13 X 1-3/4 GR5 HEX BOLT
 HARDENED FLAT WASHER
 REINFORCING BRACKET (S739)
 HARDENED FLAT WASHER
 LOCK WASHER
 HEX NUT

STEP BUMPER

HITCH SHOWN INSTALLED IN PROPER POSITION

9/16-18 X 2 GR5 HEX BOLT
 HARDENED FLAT WASHER
 1/4 X 1-1/2 X 4 BLOCK (1097-047)
 FLANGED LOCKNUT

BUMPER BRACKETS REQUIRES DRILLING

FRAME RAIL

EXISTING SLOT IN FRAME COVERED BY BUMPER BRACKET ON INSIDE OF FRAME

REINFORCEMENT BRACKET

OPTIONAL LOCKING STABILIZING PIN
 J-PIN
 Part No. 7651 (Order Separately)

NOTE: DUE TO VEHICLE AND TIRE SIZE VARIATION SPARE TIRE MAY HAVE TO BE LOOSENED TO INSTALL HITCH.

1. SCRAPE WAX COATING OFF OF FRAME RAILS AROUND THE EIGHT ATTACHMENTS.
2. INSERT HEX BOLT, HARDENED FLAT WASHER, AND REINFORCEMENT BRACKET IN REARMOST ATTACHMENT HOLES IN EACH FRAME RAIL.
3. RAISE HITCH INTO POSITION AND LOOSELY INSTALL FASTENERS AT THE REAR ATTACHMENTS.
4. INSTALL HEX BOLT, HARDENED FLAT WASHER, AND BLOCK THRU FORWARD ATTACHMENTS HOLES AND FASTEN WITH LOCKNUT.
5. USE REINFORCEMENT BRACKET AS A TEMPLATE TO DRILL A 1/2" HOLE THRU THE BUMPER BRACKET INTO THE EXISTING SLOT IN THE FRAME RAIL EACH SIDE.
6. INSERT HEX BOLT, HARDENED FLAT WASHER THRU REINFORCEMENT BRACKET AND FASTEN WITH HARDENED FLAT WASHER, LOCK WASHER AND NUT.

TIGHTEN 1/2-13 GR5 FASTENERS TO 75 LB.-FT.
 TIGHTEN 9/16-18 GR5 FASTENERS TO 110 LB.-FT.

THIS PRODUCT COMPLIES WITH SAFETY SPECIFICATIONS AND REQUIREMENTS FOR CONNECTING DEVICES AND TOWING SYSTEMS OF THE STATE OF NEW YORK AND V.E.S.C. REGULATION V-5.

APPROX WEIGHT (LB.)	HITCH - 67.5	FASTENER KIT NO.
	FASTENERS - 4.2	1130-930

NOTE: Check hitch frequently, making sure all fasteners and ball are properly tightened. If hitch is removed, plug all holes in trunk pan 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. Follow car maker's specs for maximum trailer weight and tongue weight. Do not cut access or attachment holes with a torch.

Canton, Michigan

- This Presentation Is **NOT** Intended To Replace The Installation Instructions!
- Installers **MUST** Read And Follow The Installation Instructions For Each Specific Installation.



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FORD SUPERCREW PICKUP TRUCK	

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EQUIPMENT REQUIRED:
 WIRING ACCESS LOCATION: PU1, PU2
 DRILL BITS: 1/2
 HITCH REQUIRES 5/8" PIN AND CLIP IF STABILIZING PIN (7651) IS NOT INSTALLED.
 WRENCHES: (TIGHTEN ALL FASTENERS WITH TORQUE WRENCH) 3/4, 13/16, 7/8

DO NOT EXCEED LOWER OF TOWING VEHICLE MFR'S RATINGS OR

HITCH TYPE	MAX GROSS TRLR WT(LB)	MAX TONGUE WT(LB)
WEIGHT DISTRIBUTING	12,000	1200
WEIGHT CARRYING BALL MOUNT	10,000	1000

9/16-18 X 2 GR5 HEX BOLT
 HARDENED FLAT WASHER
 REINFORCING BRACKET (5739)
 FLANGED LOCKNUT

1/2-13 X 1-3/4 GR5 HEX BOLT
 HARDENED FLAT WASHER
 REINFORCING BRACKET (5739)
 HARDENED FLAT WASHER
 LOCK WASHER
 HEX NUT

9/16-18 X 2 GR5 HEX BOLT
 HARDENED FLAT WASHER
 1/4 X 1-1/2 X 4 BLOCK (1097-047)
 FLANGED LOCKNUT

BUMPER BRACKETS
 REQUIRES DRILLING

FRAME RAIL

EXISTING SLOT IN FRAME
 COVERED BY BUMPER
 BRACKET ON INSIDE OF FRAME

REINFORCEMENT
 BRACKET

OPTIONAL LOCKING STABILIZING PIN
 J-PIN
 Part No. 7651 (Order Separately)

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DRAW-ITE
 Canton, Michigan

- Read Installation Instructions Thoroughly! They Include All Information Required To Install Receiver.
- Tools Required
- Wiring Access Locations
- Torque Specifications
- Illustration Of Receiver And How It Installs To Specific Vehicle.
- Fastening Hardware Included And Required
- Step-By-Step Install Procedures.

Receiver Hitch Installation



- Tools Required:
- Drill (As Required)
- Drill Bits (As Required)
- Combination Wrenches
- Sockets & Ratchet
- Torque Wrench



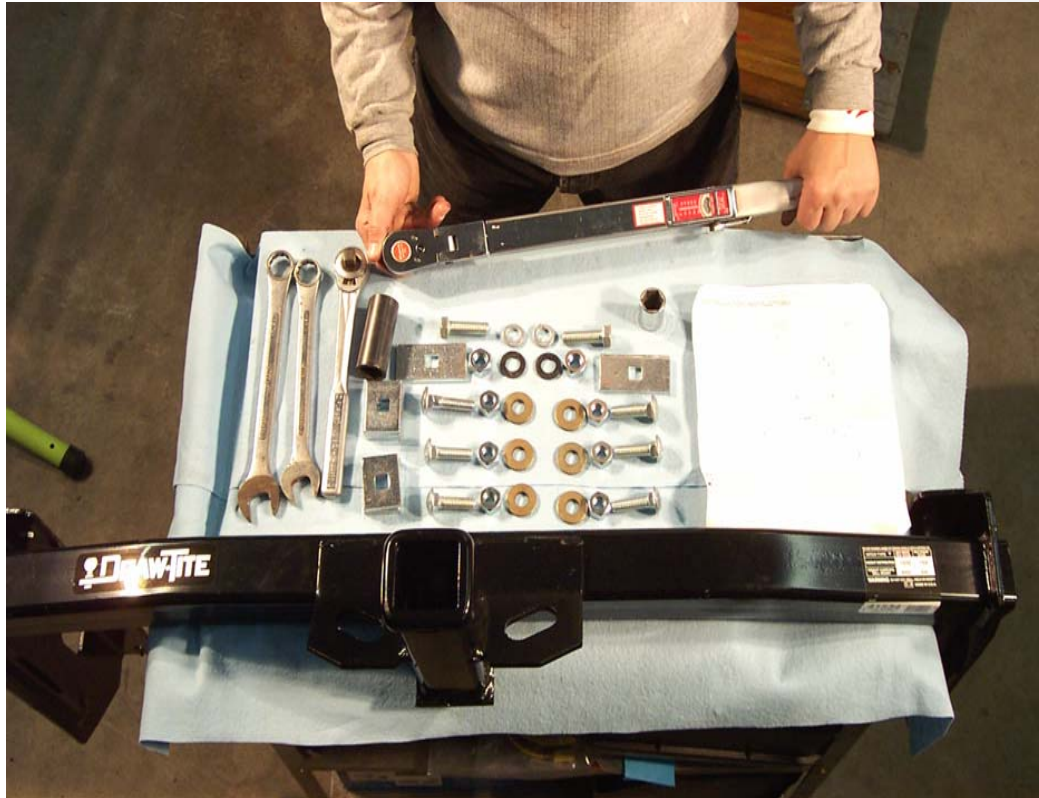
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Receiver Hitch Installation



- Lay Out All Fasteners, Blocks, Washers And Related Parts.
- Check Directions Carefully; Note Attachment Holes And Frame Clearance Holes



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Receiver Hitch Installation



- Multi-Fit Receivers Require Extra Fasteners, Blocks And Washers.
- Check Directions Carefully For Each Particular Application. Note Fasteners Required And Hitch Configuration.



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Receiver Hitch Installation



- For Heavy-Duty Receivers, Note Special Fasteners And Reinforcement Brackets. Bolts May Require Higher Torque Specifications.



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Receiver Hitch Installation



- Raise Receiver Into Position And Loosely Install Fasteners At The Attachment Holes
- Some Vehicles Require The Removal Of The Spare Tire During Installation.

Receiver Hitch Installation



- Many Receivers Use Special Carriage Bolts With Matching Block Washers.
- Do Not Substitute! Bolts Are Grade 5 Or Stronger, And Blocks Are Of Specific Size For Vehicle Frame.



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Receiver Hitch Installation



- Install Fasteners In Frame Attachment Holes Per Directions.
- Be Sure To Orient Block Washers In Proper Direction.



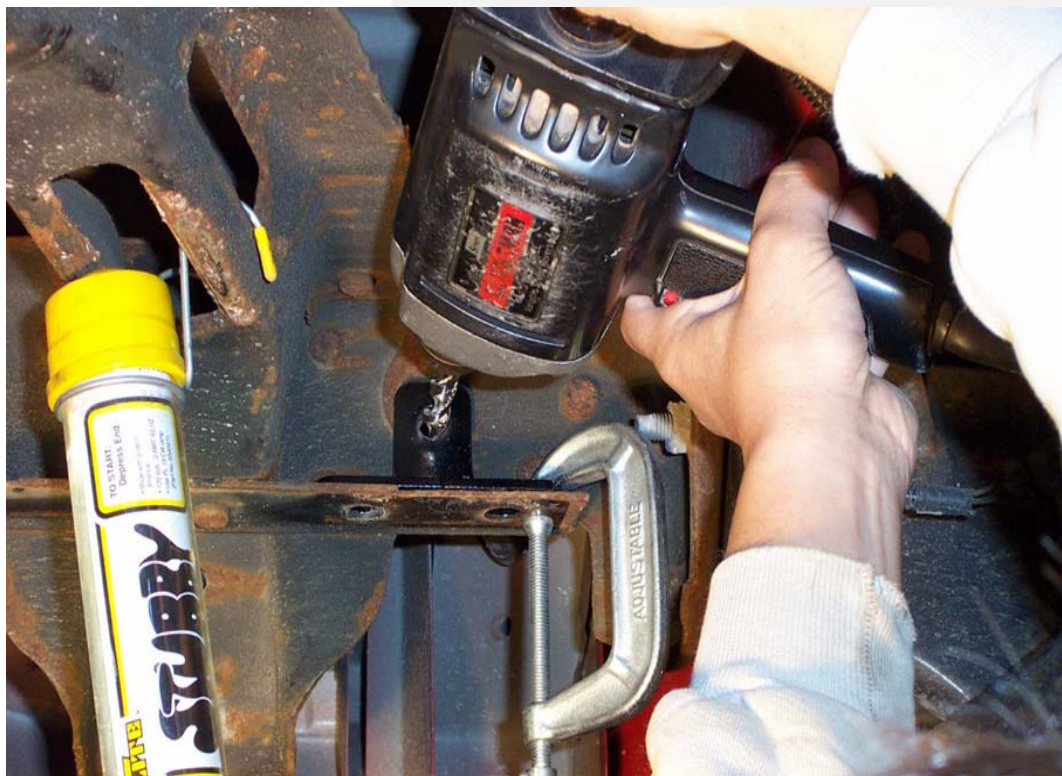
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Receiver Hitch Installation



- (Heavy-Duty Hitches Only): Frame And/Or Bumper Brackets Must Be Drilled To Accommodate Ultra-Frame Reinforcement Brackets.



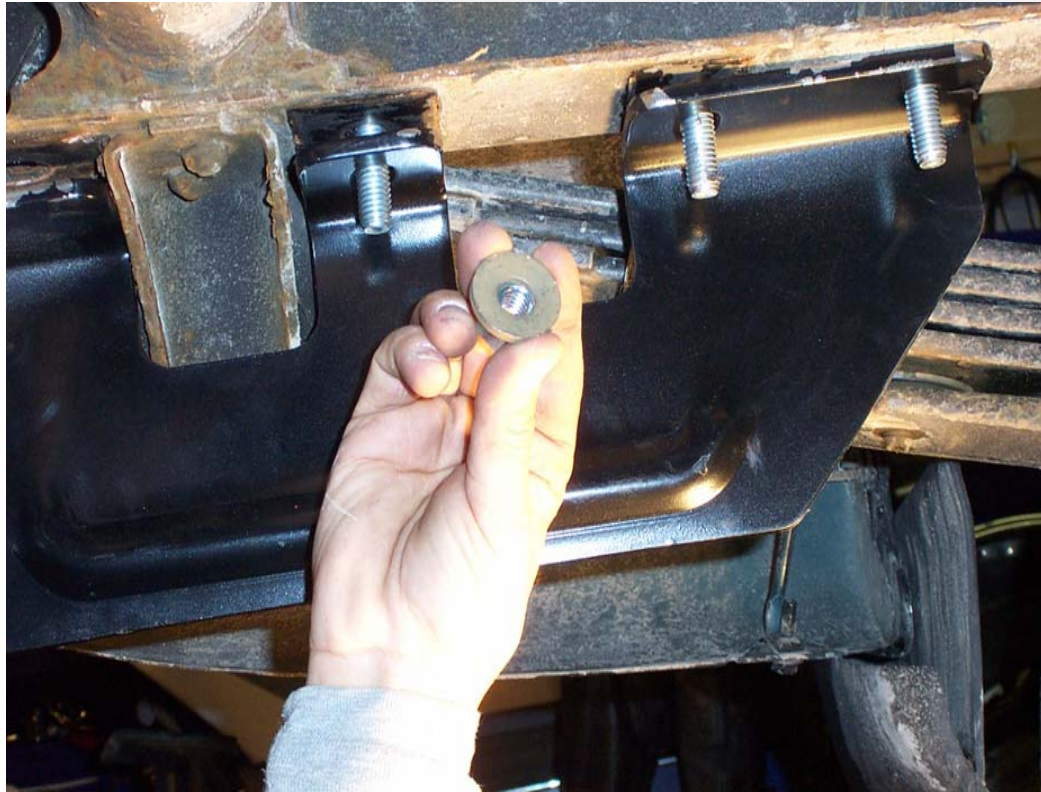
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Receiver Hitch Installation



- Note Special Hardened Conical/Toothed Washers Used On Most Applications.
- Using Correct Hardware Keeps Warranty And Indemnification Policy Intact.



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Receiver Hitch Installation



Tighten All Fasteners Using Ratchet And Socket (Or Air Impact Wrench) And Combination Wrench.



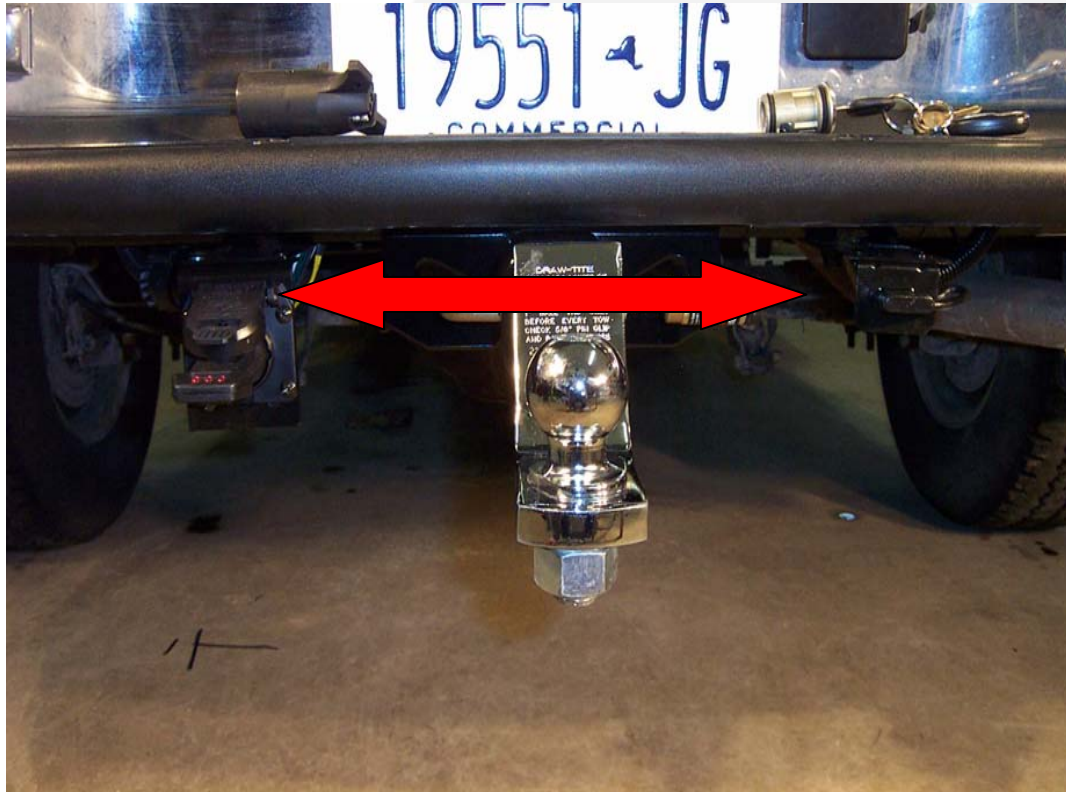
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Receiver Hitch Installation



- Check Alignment And Centering Of Receiver Tube.
- A Ball Mount Inserted In Receiver Tube Makes Checking Easier.



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Receiver Hitch Installation



- Torque All Fasteners To Required Torque Specifications



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Receiver Hitch Installation



- Proper Ball Mount Selection Is Critical To Maintain Level Tow Vehicle And Trailer.
- If Possible, Have Customer Bring Trailer (Or At Least Provide Coupler-To-Ground Measurement).



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Receiver Hitch Installation



- Measure For Correct Ball Mount And Ball For Specific Towing needs.
- Calculate Correct Drop Or Rise Required To Keep Tow Vehicle And Trailer Level.
- Torque Hitch Ball To Required Specifications.



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Receiver Hitch Installation



- Completed Receiver, Ball And Ball Mount Installation Gives Clean, Professional Appearance.
- Optional Stainless Steel Ball Mount And Ball For Maximum Corrosion Resistance And Enhanced Appearance.
- Optional Locking Stabilizing J-Pin Locks In Ball Mount And Eliminates Rattling.



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Front Mount Receiver Installation





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Front Mount Receiver Installation

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VEHICLE	RECEIVER NO.
F150 F250 LIGHT DUTY EXPEDITION NAVIGATOR DOES NOT FIT 1997-1998 2WD F150 & F250LD	65025

FRONT MOUNTED RECEIVER INSTALLATION INSTRUCTIONS

EQUIPMENT REQUIRED: TIN SNIPS

DRILL BITS:
HITCH REQUIRES 5/8" PIN AND CLIP IF STABILIZING PIN IS NOT INSTALLED.

WRENCHES: (TIGHTEN ALL FASTENERS WITH TORQUE WRENCH) 7mm, 8mm, 10mm, 15mm, 7/8

CARGO CAPACITY - DO NOT EXCEED 500 LB. OR VEHICLE FRONT CROSS AXLE WEIGHT RATING. (GAWR) 9000 LB. MAX. WINCH LINE PULL.

RECEIVER SHOWN IN PROPER POSITION

FOR 1997-98 4WD F150, F250LD, & EXPEDITION MODELS
1999 2WD F150 & F250LD MODELS
NAVIGATOR MODELS (BOTH SIDES)

FOR 1999 & NEWER 4WD F150, F250LD & EXPEDITION MODELS (BOTH SIDES)

RECOVERY EYE

RECEIVER

.250" OR GREATER

VEHICLE FRAME

FIGURE 1.

FIGURE 2.

CARRIAGE BOLT 1/2-13 X 1.75 GR5
BLOCK 1/4 X 1-1/2 X 3 (1171)
BLOCK 1/4 X 1-1/2 X 3 (1097-007) *
LOCK WASHER
NUT

OPTIONAL LOCKING STABILIZING PIN
J-PIN
(Order Separately)

1. REMOVE OPTIONAL SKID PLATE IF PRESENT.
2. REMOVE OPTIONAL TOW HOOKS IF PRESENT.
3. FOR 1999 AND NEWER 4WD F150, F250LD AND EXPEDITION MODELS, REMOVE LOWER FASCIA AND RETURN TO VEHICLE OWNER.
4. FOR 1997-1998 4WD F150, F250LD AND EXPEDITION MODELS WITHOUT TOW HOOK OPTION, LOWER FASCIA MUST BE REMOVED OR TRIMMED FOR RECEIVER TUBE CLEARANCE.
NOTE: CONSULT VEHICLE OWNER BEFORE TRIMMING.
5. FOR NAVIGATOR MODELS, REMOVE BOTTOM FASCIA FASTENERS AND REMOVE INTERNAL AIR BAFFLE AND RETURN TO VEHICLE OWNER. REINSTALL BOTTOM FASCIA FASTENERS. REMOVE PLASTIC RIVETS FROM AIR VALVE LOCATED ON PASSENGER SIDE FRAME RAIL.
6. UNCLIP WIRE HARNESS FROM DRIVER'S SIDE FRAME RAIL IF PRESENT. RELOCATE AS NECESSARY.
7. RAISE RECEIVER INTO POSITION. SEE ABOVE FOR CORRECT HOLE PATTERN.
8. FISHWIRE CARRIAGE BOLTS AND BLOCKS THROUGH FRAME AS SHOWN IN FIGURE 1.
- * 9. IF GAP BETWEEN RECEIVER SIDE BRACKET AND VEHICLE FRAME IS .250" OR GREATER, THEN INSTALL 1/4 X 1-1/2 X 3 (1097-007) BLOCKS AS NECESSARY. SEE FIGURE 2.
10. INSTALL REMAINING NUTS AND WASHERS.
11. REINSTALL OPTIONAL TOW HOOKS IF REMOVED. TIGHTEN TOW HOOK BOLTS PRIOR TO TIGHTENING RECEIVER NUTS.
12. FOR NAVIGATOR MODELS, DRILL NEW MOUNTING HOLES NEXT TO RECEIVER FOR AIR VALVE AND REINSTALL PLASTIC RIVETS.
13. REINSTALL OPTIONAL SKID PLATE IF REMOVED. ON 1997-98 MODELS, SKID PLATE WILL HAVE TO BE NOTCHED WHERE IT CONTACTS RECEIVER SIDE BRACKETS.

TIGHTEN ALL M8 CL9.8 FASTENERS TO 25 LB-FT.
TIGHTEN ALL M12 CL9.8 FASTENERS TO 75 LB-FT.
TIGHTEN ALL 1/2 GR5 FASTENERS TO 75 LB-FT.

APPROX WEIGHT (LB.)	33	FASTENER KIT NO.	K65025
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NOTE: Check receiver frequently, making sure all fasteners are properly tightened. A receiver which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection.

WARNING: DO NOT CUT ACCESS OR ATTACHMENT HOLES WITH A TORCH.
DO NOT CUT, WELD, OR MODIFY RECEIVER.

Canton, Michigan
www.draw-tite.com

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Front Mount Receiver Installation

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VEHICLE	RECEIVER NO.
F150 F250 LIGHT DUTY EXPEDITION NAVIGATOR	65025

FRONT MOUNTED RECEIVER INSTALLATION INSTRUCTIONS

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WRENCHES: (TIGHTEN ALL FASTENERS WITH TORQUE WRENCH) 7mm, 8mm, 10mm, 15mm, 7/8"

DOES NOT FIT 1997-1998 2WD F150 & F250LD

CARGO CAPACITY - DO NOT EXCEED 500 LB. OR VEHICLE FRONT GROSS AXLE WEIGHT RATING. (GAWR)

9000 LB. MAX. WINCH LINE PULL

FOR 1997-98 4WD F150, F250LD, & EXPEDITION MODELS
1999 2WD F150 & F250LD MODELS
NAVIGATOR MODELS (BOTH SIDES)

FOR 1999 & NEWER 4WD F150, F250LD & EXPEDITION MODELS (BOTH SIDES)

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1/2-13 X 1.75 GR5
BLOCK 1/4 X 1-1/2 X 3 (1171)
BLOCK 1/4 X 1-1/2 X 3 (1097-007) *
LOCK WASHER
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OPTIONAL LOCKING STABILIZING PIN
J-PIN
(Order Separately)

RECOVERY EYE

RECEIVER

FIGURE 1.

FIGURE 2.

*.250" OR GREATER

VEHICLE FRAME

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2. REMOVE OPTIONAL TOW HOOKS IF PRESENT.
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4. FOR 1997-1998 4WD F150, F250LD AND EXPEDITION MODELS WITHOUT TOW HOOK OPTION, LOWER FASCIA MUST BE REMOVED OR TRIMMED FOR RECEIVER TUBE CLEARANCE. NOTE: CONSULT VEHICLE OWNER BEFORE TRIMMING.
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TIGHTEN ALL M8 CL9.8 FASTENERS TO 25 LB.-FT.
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APPROX. WEIGHT (LB.)	33	FASTENER KIT NO.	K65025
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NOTE: Check receiver frequently, making sure all fasteners are properly tightened. A receiver which has been damaged should be removed and replaced. Observe safety precautions when working beneath a vehicle and wear eye protection.

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DO NOT CUT, WELD, OR MODIFY RECEIVER.

- Read Installation Instructions Thoroughly! They Include All Information Required To Install Receiver.
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- Illustration Of Receiver And How It Installs To Specific Vehicle.
- Fastening Hardware Included And Required
- Step-By-Step Install Procedures.





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Front Mount Receiver Installation



- Lay Out Hitch And Included Hardware:
- Spacer Blocks
- Case Hardened Bolts
- Lock Nuts
- Washers



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Front Mount Receiver Installation



- Front Fascia Cutting Is Required On Some Installations.
- Contact Customer Before Cutting; Replacement Fascia Is Expensive!
- Use Tin Snips, Electric Cutting Tool, Or Razor Knife.



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Front Mount Receiver Installation



- View Of Fascia With Receiver Tube Cutout Completed.



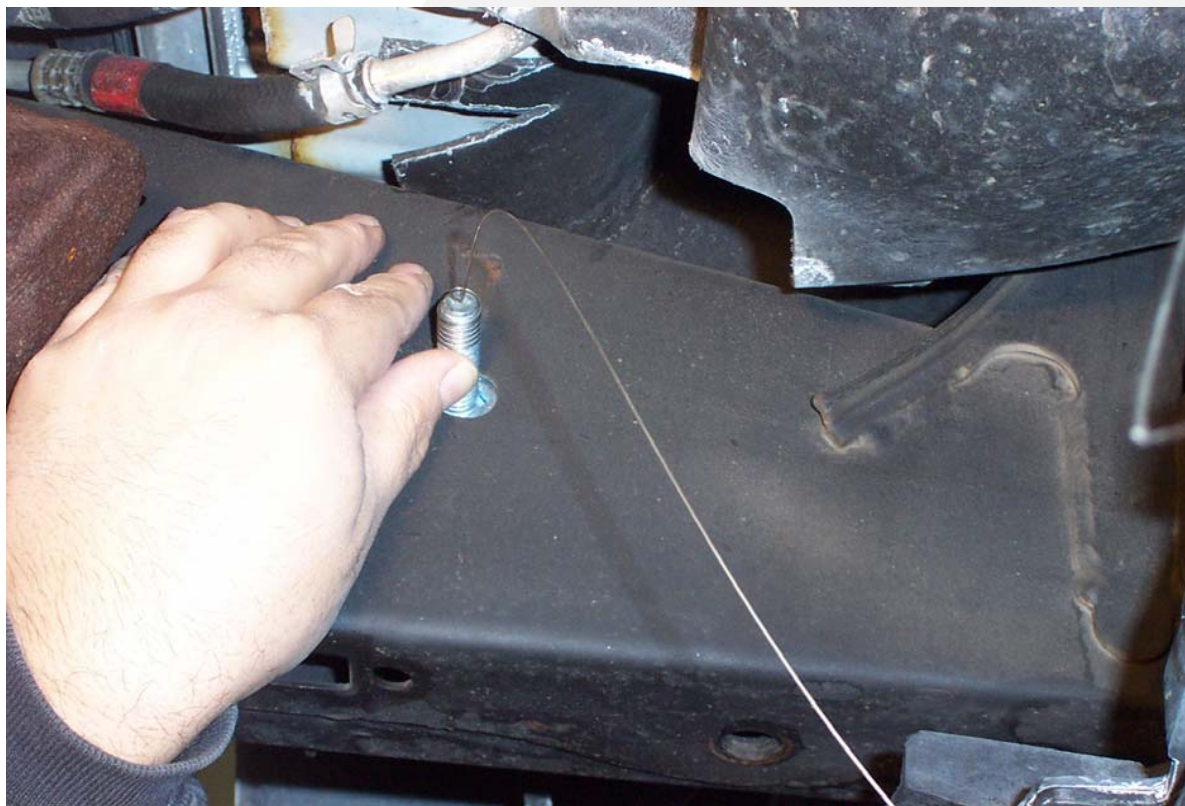
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Front Mount Receiver Installation



- On Vehicles With Closed Frames, Fish Wiring May Be Necessary To Install Attachment Hardware.
- Place Bolt Through Block, Attach Fish Wire, And Fish Bolt Through Frame.



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Front Mount Receiver Installation



- Some FMRs Require Spacer Blocks Between Hitch And Frame.
- Thread Spacer Block Through Fish Wire And Place Over Bolt And Against Frame



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**HIDDEN
HITCH**[®]

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Front Mount Receiver Installation



- Thread Fish Wires Through Attachment Holes In Receiver.



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Front Mount Receiver Installation



- Check Alignment And Centering Of Receiver Tube.
- A Ball Mount Inserted In Receiver Tube Makes Checking Easier.



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Front Mount Receiver Installation



- With Receiver In Position, Pull Bolts Through Attachment Holes Using Fish Wires.
- Detach Fish Wires (One At A Time!), And Install Washers And Nuts On Bolts.
- Tighten Securely, Then Torque To Specification.



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Front Mount Receiver Installation



- Completed Front Mount Receiver Installation With Ball Mount
- Front Mount Receivers Are Great For:
Cargo Carriers,
Bike Racks,
Winch Mounts,
Service Steps
And Spare Tire Carriers