

13373

2004-05 FORD F-150
COMPATIBLE WITH TOMMYGATE

12/07/2012

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GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 6,000 LBS. TRAILER WEIGHT & 600 LBS. TONGUE WEIGHT.
GROSS LOAD CAPACITY WHEN USED AS A WEIGHT DISTRIBUTION HITCH: 10,000 LBS. TRAILER WEIGHT & 1,000 LBS. TONGUE WEIGHT

*** DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY. ***

HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813

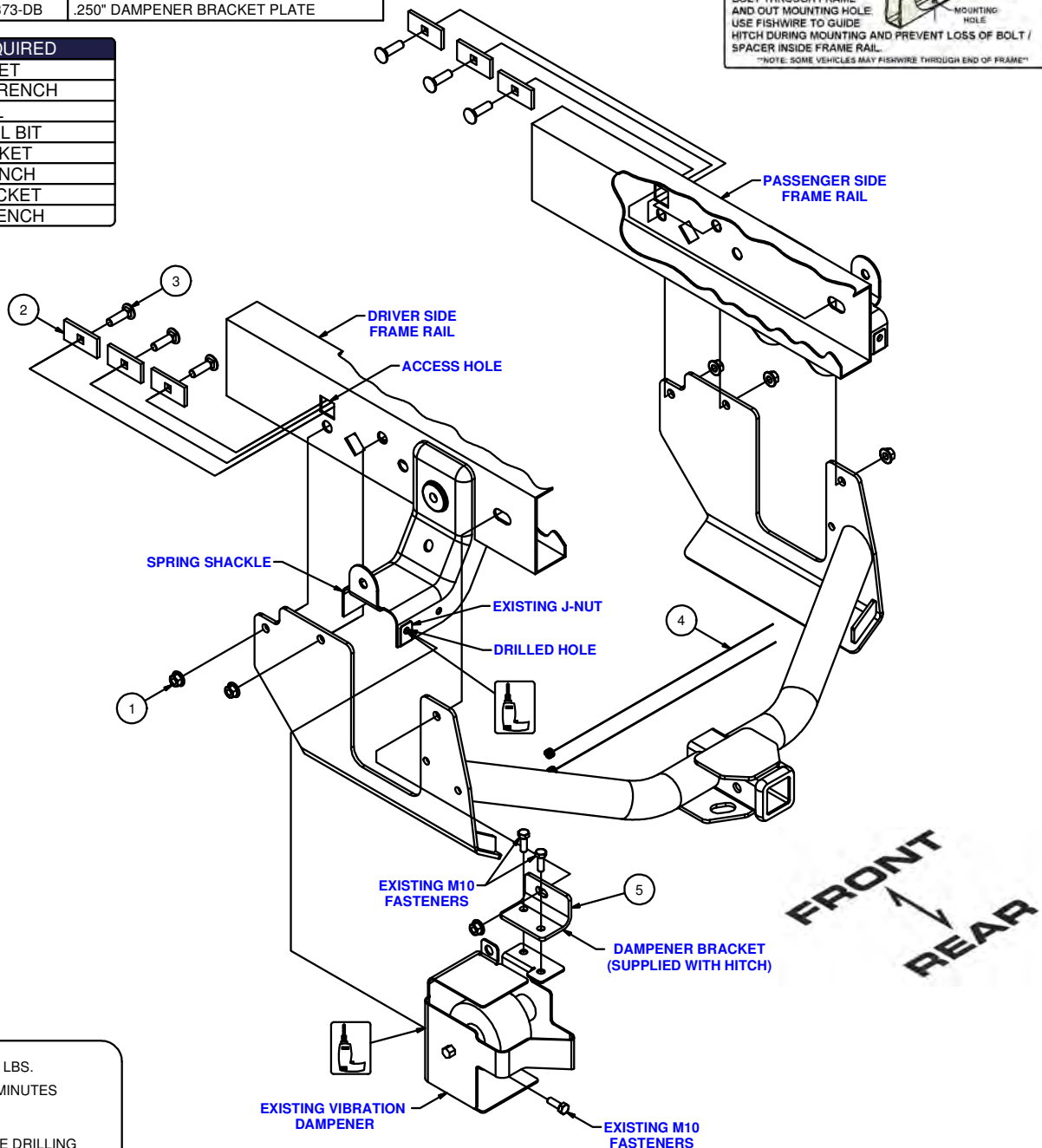
Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	6	HFN 1213	HEX FLANGE NUT
2	6	CM-SP4	.250 x 1.50 x 3.00" SQUARE HOLE SPACER
3	6	1/2-13 x 1 3/4	CARRIAGE BOLT
4	2	1_2 FISHWIRE	1/2" FISHWIRE
5	1	CM-13373-DB	.250" DAMPENER BRACKET PLATE

TOOLS REQUIRED	
RATCHET	
TORQUE WRENCH	
DRILL	
7/16" DRILL BIT	
3/4" SOCKET	
3/4" WRENCH	
17mm SOCKET	
17mm WRENCH	

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



HITCH WEIGHT: 52 LBS.
 INSTALL TIME: 30 MINUTES
 INSTALL NOTES:
 - MAY REQUIRE DRILLING
 - FISHWIRE HARDWARE
 - LOWER EXHAUST

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.

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NOTE: Use Instructions "A" for truck without vibration dampener.
Use Instructions "B" for truck with vibration dampener.

Instructions "A"

1. Lower exhaust for ease of installation by removing exhaust hanger from frame.
2. Raise hitch into position aligning holes in hitch with holes in frame.
3. Fishwire SP4 spacers and 1/2" carriage bolts through access hole in frame rail, frame, and out holes in hitch. Secure with 1/2" flange nuts.
4. Torque all 1/2" fasteners to 110 ft-lbs.
5. Reinstall exhaust lowered in Step (1).

Instructions "B"

NOTE: Re-installation of vibration dampener is optional.

1. Lower exhaust for ease of installation by removing exhaust hanger from frame.
2. Remove vibration dampener by removing (3) M10 fasteners and (1) J-Nut. Retain dampener and fasteners for re-installation.
3. Attach dampener bracket provide to vibration dampener using existing M10 fasteners as shown.
4. Raise hitch into position aligning holes in hitch with holes in frame.
6. Fishwire SP4 spacers and 1/2" carriage bolts through access hole in frame rail, frame, and out holes in hitch. Fishwire the rearmost drivers side hole last and leave fishwire attached. Secure with 1/2" flange nuts, except bolt with fishwire still attached.
7. Raise vibration dampener and run fishwire through dampener bracket. Remove fishwire and secure with 1/2" flange nut as shown.
8. Drill 7/16" hole through vibration dampener and into spring shackle as shown.
9. Attach existing J-Nut to spring shackle over hole drilled in step (8).
10. Secure existing M10 bolt through holes drilled and into J-Nut.
11. Torque all 1/2" fasteners to 110 ft-lbs. Torque all M10 fasteners to 45 ft-lbs.
12. Reinstall exhaust lowered in Step (1).

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ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.**