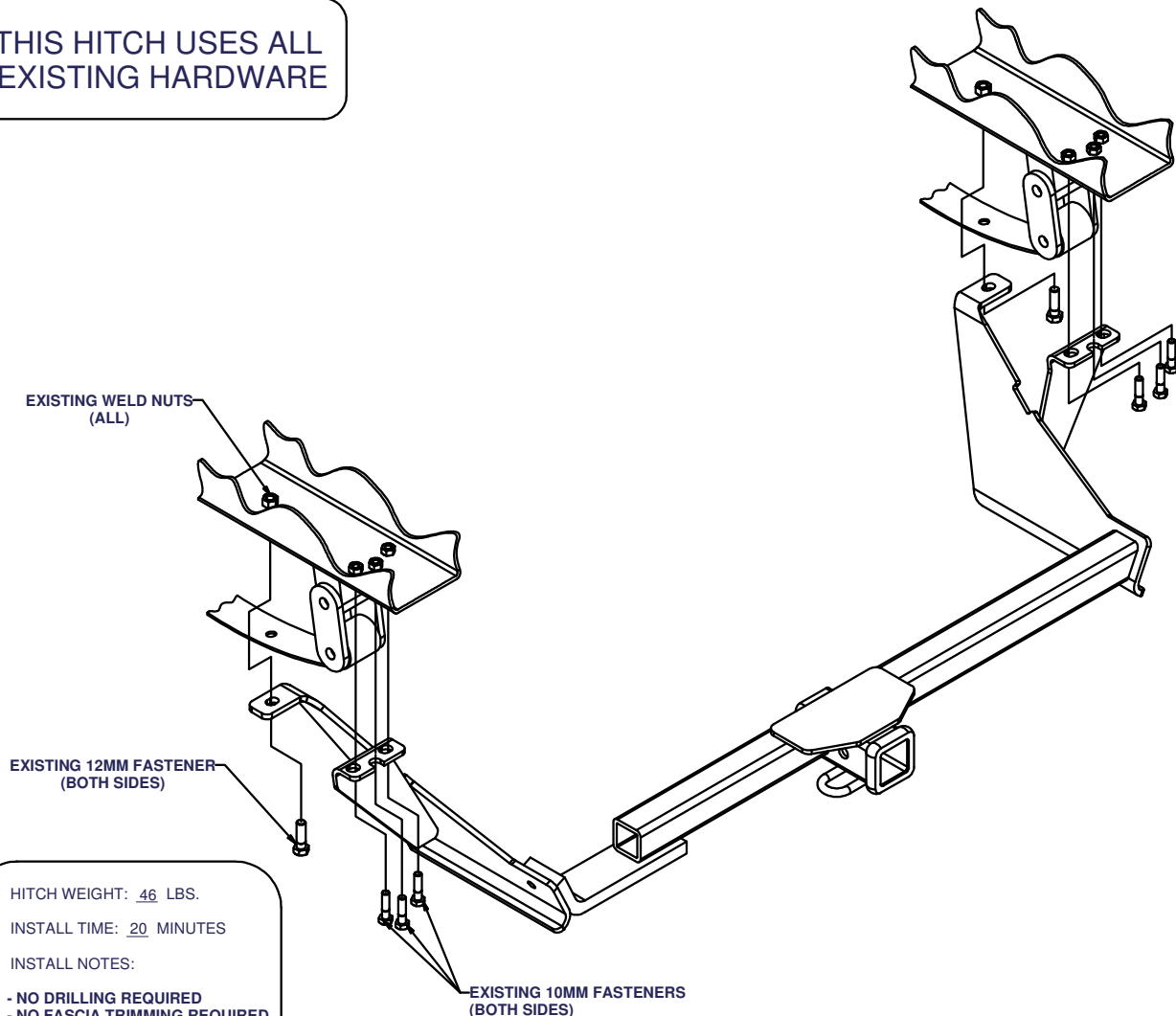


# 13389/757389/RRH13389 04-07 CHRYSLER / DODGE STOW AND GO

7/13/2012

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 3,500 LBS. TRAILER WEIGHT & 350 LBS. TONGUE WEIGHT.  
GROSS LOAD CAPACITY WHEN USED AS A WEIGHT DISTRIBUTION HITCH: 4,000 LBS. TRAILER WEIGHT & 400 LBS. TONGUE WEIGHT  
**\*\*\*DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.\*\*\***

THIS HITCH USES ALL  
EXISTING HARDWARE



HITCH WEIGHT: 46 LBS.

INSTALL TIME: 20 MINUTES

INSTALL NOTES:

- NO DRILLING REQUIRED
- NO FASCIA TRIMMING REQUIRED

## INSTALLATION STEPS

- 1) Remove the three 10mm bolts attaching the rear spring shackle to the vehicle's frame. Also remove the single 12mm bolt from the vehicle just forward of the spring shackle. Save all of these bolts for use later during hitch installation. (Both sides)
- 2) Position the hitch's left mounting tab on the driver side over the leaf spring near the rear axle. Then pull this side of the hitch towards the rear of the vehicle and into position. Repeat this procedure on the passenger side of the vehicle.
- 3) Raise the hitch into position so it contacts the vehicle's frame rail. Align the 3 holes in the hitch with the holes in the vehicle's frame where fasteners were removed. Bolt the hitch in place using previously removed fasteners.
- 4) Torque all 10mm fasteners to 48 lb-ft, and all 12mm fasteners to 86 lb-ft.

**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.

7/13/2012