

****DO NOT EXCEED RECOMMENDED VEHICLE TOWING WEIGHT!****

60633

RAM 2500/3500

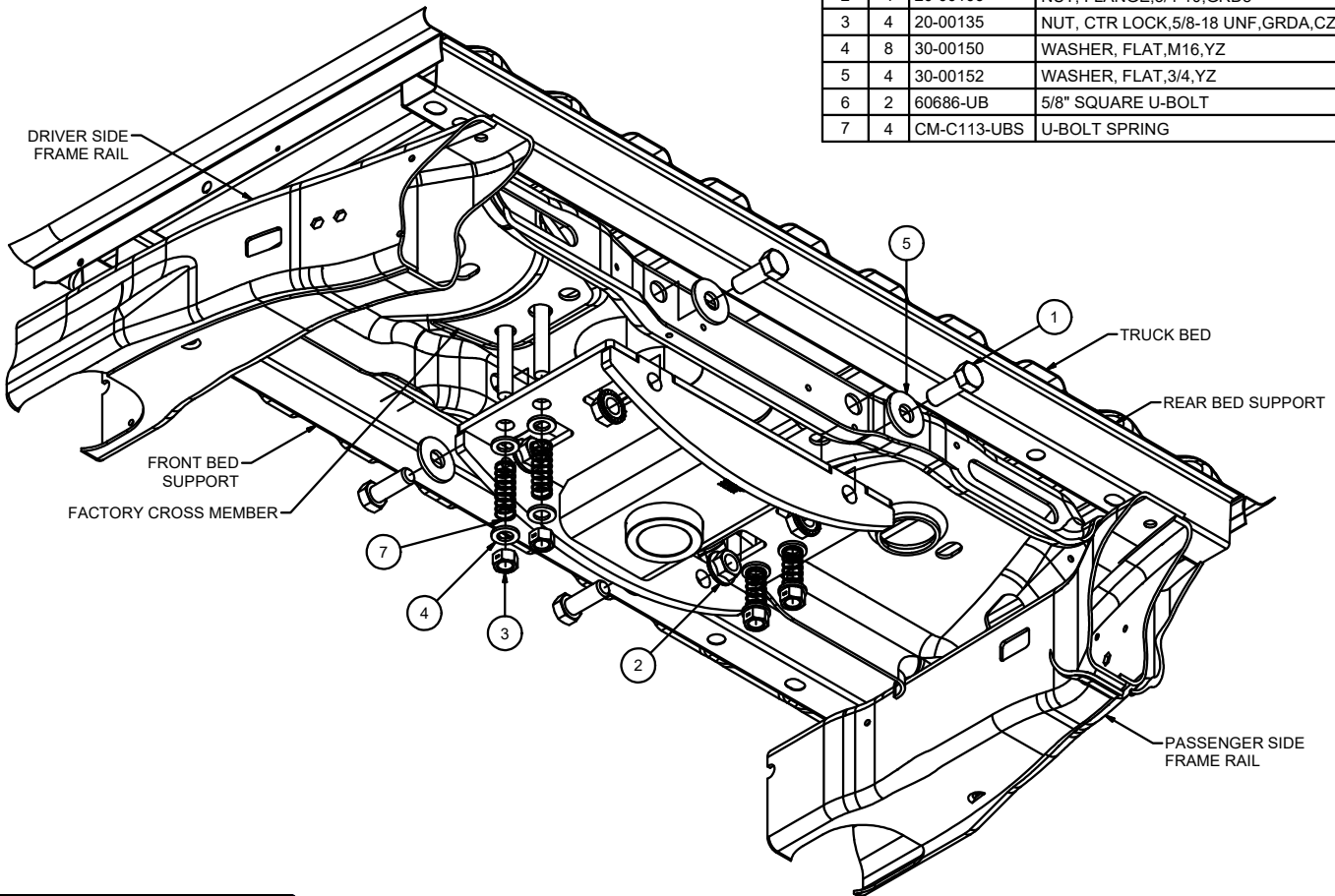
8/16/2021

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WARNING!! BRAKE, FUEL, AND ELECTRICAL LINES MAY NEED TO BE LOOSENED OR REPOSITIONED TO PROVIDE CLEARANCE FOR NEW HARDWARE. ALL MODELS REQUIRE MODIFICATION OR REMOVAL OF HEAT SHIELDS. ON SHORT BED MODELS, CHECK FOR ADEQUATE TURNING CLEARANCE BETWEEN THE FRONT OF ALL TRAILERS AND THE TRUCK CAB.



Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	4	10-10280	HHCS,3/4-10 UNC,2,GRD8,YZ
2	4	20-00106	NUT, FLANGE,3/4-10,GRD8
3	4	20-00135	NUT, CTR LOCK,5/8-18 UNF,GRDA,CZ
4	8	30-00150	WASHER, FLAT,M16,YZ
5	4	30-00152	WASHER, FLAT,3/4,YZ
6	2	60686-UB	5/8" SQUARE U-BOLT
7	4	CM-C113-UBS	U-BOLT SPRING



TOOLS REQUIRED
TORQUE WRENCH
RATCHET
15/16" SOCKET
EXTENSION
DRILL
3-1/4" HOLE SAW
3/16" & 11/16" DRILL BIT
PRY BAR
CUTTING FLUID
RUST INHIBITOR
EAR PROTECTION
SAFETY GLASSES

SUBKIT WEIGHT: 35. LBS.

INSTALL TIME

PROFESSIONAL: 45 MINUTES

NOVICE (DIY): 90 MINUTES

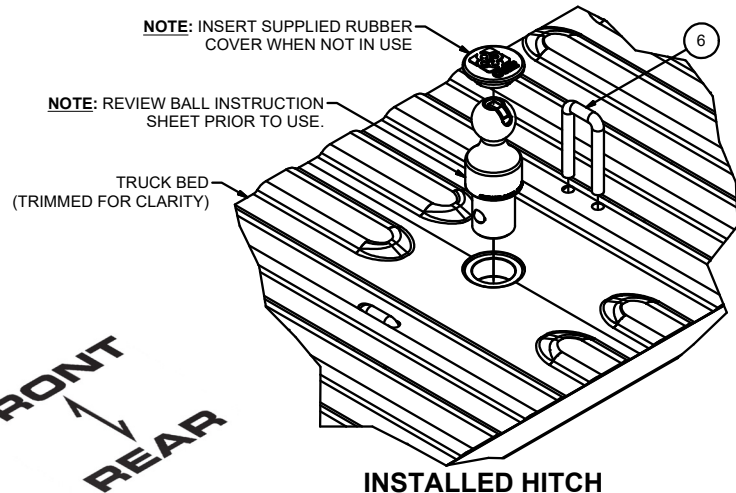
INSTALL NOTES:

LOWER SPARE TIRE

LOWER EXHAUST

NO MEASURING DRILL LOCATIONS

NO DRILLING INTO FRAME



PERIODICALLY CHECK THIS RECEIVER HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.



Scan for more information

CURT Manufacturing LLC., 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 LLC., 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 LLC.'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.

This product complies with safety specifications and requirements for connecting devices and towing systems of the state of New York, V.E.S.C.Regulation V-5 and SAE J684.

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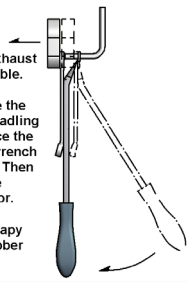
1. Lower exhaust by removing the (3) rear most rubber exhaust hangers, see **rubber isolator removal diagram**.
Note: Removal of spare tire and spare tire heat shield may ease installation.
2. From under the truck lift the gooseneck center section into position with the center locator installed and secure with 3/4-10 x 2" hex flange bolts. Torque all 3/4" fasteners to 320 ft-lbs. **Note:** The rear axle breather hose may need to be temporarily relocated prior to hitch installation.
3. From under the truck drill a pilot hole through the center locator using a 3/16" drill bit. Using the safety chain holes in the gooseneck center section as a drill guide, drill (4) 11/16" holes up through the truck bed.
Note: Drilling a small pilot hole prior to the 11/16" hole will ease this process. Drill must be perpendicular to the cross member and bed.
4. From inside the truck bed finish drilling the 3-1/4" hole, using the existing hole as a guide.
Note: Use cutting fluid to ease this process. Deburr hole and spray exposed metal with rust inhibitor.
5. Install U-bolts from inside the truck bed, ensure that they sit flat when in the lower position and slide easily without binding. Enlarge holes as needed for proper operation. Deburr holes and spray exposed metal with rust inhibitor.
6. From under the truck place a washer (5), a spring (4), a washer (5), and a nut (2) on each of the four U-bolt legs. Tighten the nuts until flush with the bottom of the U-bolt.
7. Reinstall exhaust hangers, heat shield and spare tire if removed in Step 1.

**RUBBER ISOLATOR
REMOVAL DIAGRAM**

This technique can be used if an Exhaust Hanger Removal Pliers is not available.

Using a 5/8" open end wrench, slide the wrench up to the rubber isolator, cradling the hanger rod as shown. Next place the flat edge of a pry bar between the wrench and the hanger stop or hanger rod. Then simply rotate the pry bar toward the wrench to remove the rubber isolator.

Note: Using a spray lubricant or soapy water on the hanger rod and the rubber isolator helps removal.



PERIODICALLY CHECK THIS GOOSENECK HITCH TO ENSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.

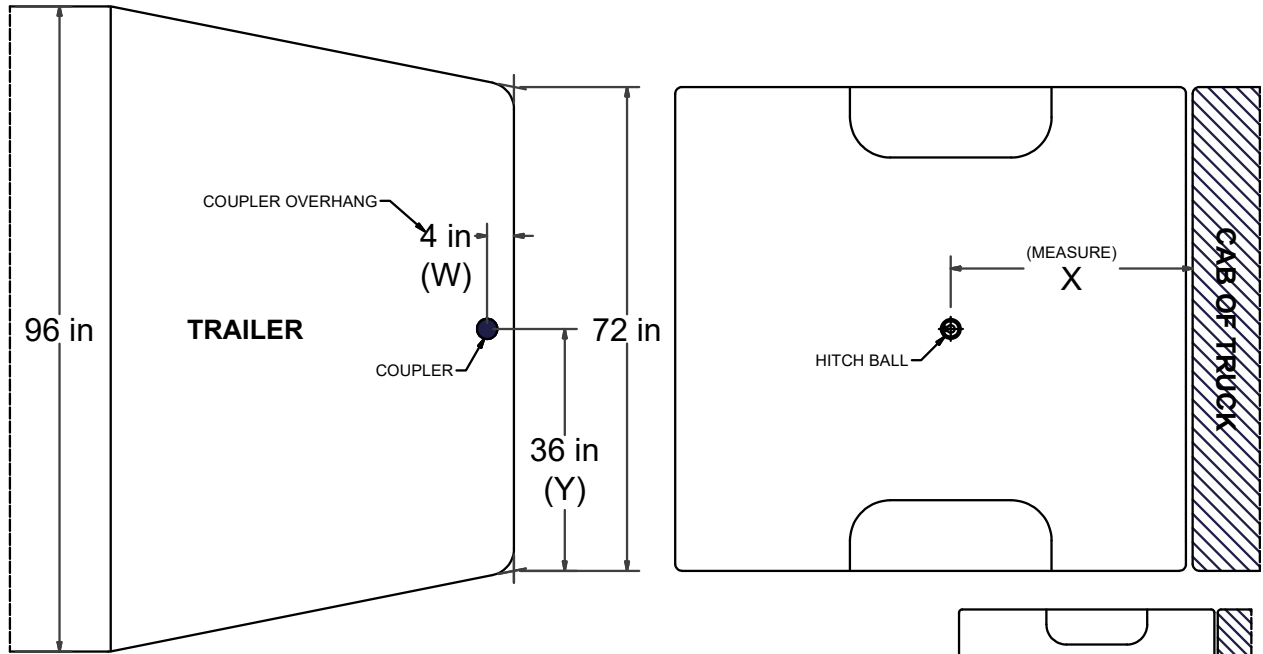
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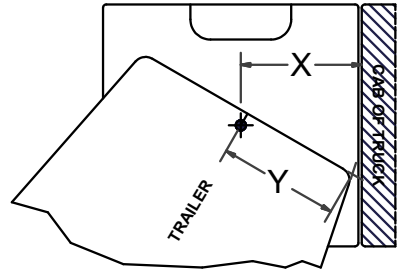
CAB TO TRAILER CLEARANCE

*****DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.*****
 HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-877-287-8634

****REMOVAL OF REAR WINDOW ACCESSORIES MAY BE REQUIRED****



****GENERALLY, TAPERED NOSE TRAILERS ADHERE TO THE FOLLOWING DESIGNS:****
 8 FT. WIDE TRAILERS TAPER TO 6 FT. AT THE COUPLER
 7 FT. WIDE TRAILERS TAPER TO 5 FT. AT THE COUPLER



CLEARANCE CALCULATION

$$\begin{matrix} \text{(CAB TO BALL CENTER)} & - & 1/2 \text{ (TRAILER WIDTH)} & = & \text{(MINIMUM CLEARANCE)} \\ \text{(X)} & & \text{(Y)} & & \text{(Z)} \end{matrix}$$

IF THERE IS AN OVERHANG FROM THE COUPLER THEN THE EQUATION IS:

$$\begin{matrix} \text{[(X) - (W)]} & - & \text{(Y)} & = & \text{(Z)} \end{matrix}$$

*****IF (Z) IS POSITIVE, TRAILER WILL NOT INTERFERE WITH CAB OF TRUCK.*****
IF (Z) IS NEGATIVE, TRAILER WILL INTERFERE WITH CAB OF TRUCK!!!

EXAMPLE:

STANDARD TRAILER

$$\begin{aligned} X - Y &= Z \\ 35 - 36 &= -1 \\ \text{(TRAILER WILL INTERFERE WITH CAB)} \end{aligned}$$

TRAILER WITH OVERHANG

$$\begin{aligned} \text{[(X) - (W)]} - Y &= Z \\ [35 - 4] - 36 &= -5 \\ \text{(TRAILER WILL INTERFERE WITH CAB)} \end{aligned}$$

YOUR CALCULATION:

(CAB TO BALL CENTER) _____

(COUPLER OVERHANG) _____

1/2 (TRAILER WIDTH) _____

(MINIMUM CLEARANCE) _____

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IMPORTANT TOWING INFORMATION

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BEFORE TOWING THE FIRST TIME:

- Verify adequate turning clearance between the truck cab / box corners and trailer(s).
- Check truck box clearance. There should be a minimum clearance of 6" between the bottom of the trailer(s) overhang and the top of the box sides.
- Verify all hardware is torqued to the proper specification.
- Verify the trailer safety chain length. Too much slack in the chain may prevent maintaining control in the event of separation. Leave only enough slack to allow full turning without interference.
- Verify the trailer attachments to the safety chain loops are secure (cannot be shaken free during towing).

MAINTENANCE:

- Keep gooseneck ball, receiver, and trailer coupler lubricated regularly. Use silicone spray or equivalent to prevent wear / rust.
- Keep gooseneck ball, receiver, and trailer coupler free of dirt and other foreign debris.
Note: Failure to maintain your towing system could result in poor performance and/or catastrophic failure.

BEFORE TOWING EVERY TIME:

- Ensure all fasteners are tight and that all structural components are sound.
Note: Do not tow trailer with worn or damaged parts.
- Attach trailer securely to safety chain loops.
- Ensure the trailer weight does not exceed any part of your towing system. Be sure load is heavier towards front of the trailer while not exceeding the hitch tongue weight. Be sure trailer load is secured to prevent shifting and centered from left to right. **Note:** Never load the trailer heavier behind the trailer axle(s).
- Check tires to ensure they are inflated to the proper specification. Follow vehicle and trailer recommendations.
- Verify trailer lights, electric brakes, and breakaway switches are working properly.

WARNING!!

- Vehicle performance (braking, handling, acceleration, turning radius) can be drastically affected by the trailer. Allow additional time / space for stopping, changing lanes, passing and turning.
- Do not tow more than one trailer at a time. This may cause loss of control.
- Severe bumps can damage your towing system. Avoid or drive slowly over rough terrain.

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