

# 60611

# GOOSENECK HITCH

1/30/2013

PAGE 1 OF 3

**WARNING!!** BRAKE, FUEL, AND ELECTRICAL LINES MAY NEED TO BE LOOSENED OR REPOSITIONED TO PROVIDE CLEARANCE FOR NEW HARDWARE. SOME 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. ON TWO WHEEL DRIVE TRUCKS A CLEARANCE CHECK MUST BE PERFORMED WHEN TRUCK IS LOADED AND UNLOADED TO VERIFY THE INVERTED BALL WILL NOT INTERFERE WITH THE TOP OF THE DIFFERENTIAL

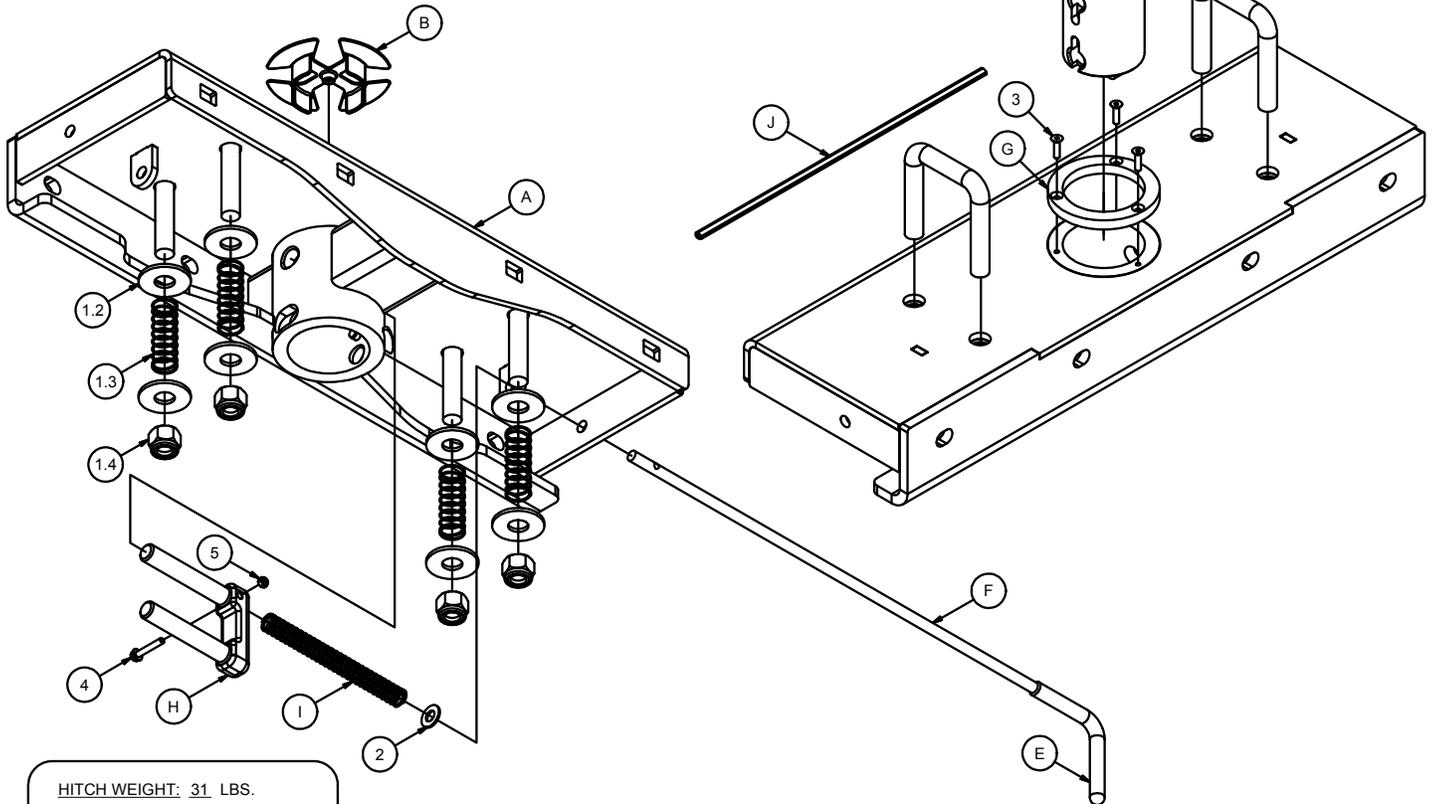
| Hardware List |     |                        |                                  |
|---------------|-----|------------------------|----------------------------------|
| ITEM          | QTY | PART NUMBER            | DESCRIPTION                      |
| 1             | 2   | 60612-CLA              | SAFETY CHAIN LOOP ASSEMBLY       |
| 1.1           | 1   | 60612-UB               | 5/8" - 11 x 2.50" x 3.25" U-BOLT |
| 1.2           | 4   | 5/8"                   | WASHER WIDE                      |
| 1.3           | 2   | CM-C113-UBS            | U-BOLT SPRING                    |
| 1.4           | 2   | 5_8-11 NYLOCK HEX NUT  | 5/8"-11-2B UNC NUT               |
| 2             | 2   | 3/8"                   | WASHER                           |
| 3             | 3   | M5-080 x 20mm          | FLAT HEAD C'SUNK CAP SCREW       |
| 4             | 1   | M5 x 30mm HHFS         | HEX HEAD FLANGE SCREW            |
| 5             | 1   | M5-0.80 NYLOCK HEX NUT | NYLOCK HEX NUT                   |

| Parts List |     |             |                               |
|------------|-----|-------------|-------------------------------|
| ITEM       | QTY | PART NUMBER | DESCRIPTION                   |
| A          | 1   | 60611-WA    | GOOSENECK CENTER SECTION      |
| B          | 1   | 60611-CL    | CENTER LOCATOR / TRIM SHIELD  |
| C          | 1   | 66165       | RUBBER COVER                  |
| D          | 1   | CM-C60-B    | TURNOVER BALL COMPLETE        |
| E          | 1   | CM-C60-H    | VINYL HANDLE GRIP             |
| F          | 1   | CM-C60-R    | .375" HANDLE ROD              |
| G          | 1   | CM-C600-CR  | 3.75 DIA. x .375" CHROME RING |
| H          | 1   | CM-C600-CLP | CAST LOCK PIN                 |
| I          | 1   | CM-C60-CS   | 7.5 LB COMPRESSION SPRING     |
| J          | 1   | CM-UE1      | .300" U-SHAPED EDGING         |

| TOOLS REQUIRED         |
|------------------------|
| SAFETY GLASSES         |
| EAR PROTECTION         |
| RATCHET                |
| 8mm & 15/16" SOCKETS   |
| 8mm END WRENCH         |
| DRILL                  |
| 3/16" & 5/8" DRILL BIT |
| 4" HOLE SAW            |
| #3 ALLEN WRENCH        |
| CUTTING FLUID          |
| RUST INHIBITOR         |

NOTE: A SMALL RIGHT ANGLE DRILL & 3/4" STEP BIT MAY EASE THE INSTALL PROCESS

**WHEN BALL IS INVERTED,  
INSERT SUPPLIED  
RUBBER COVER**



HITCH WEIGHT: 31 LBS.

INSTALL TIME

PROFESSIONAL: 20 MINUTES

NOVICE (DIY): 40 MINUTES

**PERIODICALLY CHECK THIS GOOSENECK 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.

**60611**

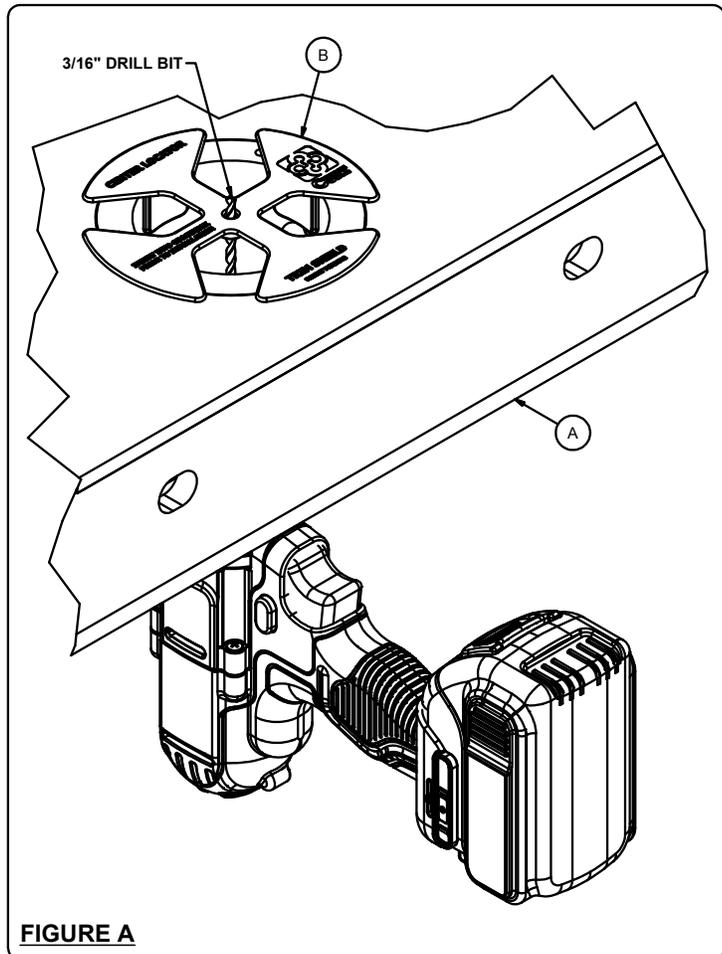
## GOOSENECK HITCH

PAGE 2 OF 3

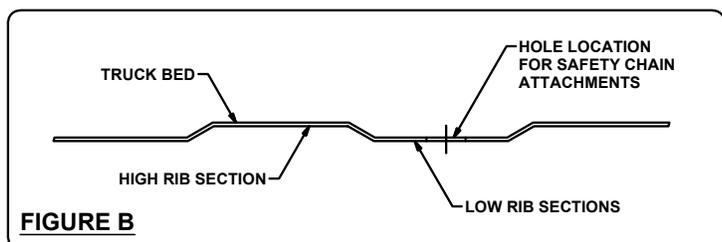
**WARNING!!** BRAKE, FUEL, AND ELECTRICAL LINES MAY NEED TO BE LOOSENED OR REPOSITIONED TO PROVIDE CLEARANCE FOR NEW HARDWARE. SOME MODELS REQUIRE MODIFICATION OR REMOVAL OF HEAT SHIELDS. ON SHORT BED MODELS, CHECK FOR ADEQUATE TURNING CLEARANCE BETWEEN THE FRONT OF ALL TRAILERS AND THE TRUCK CAB. ON TWO WHEEL DRIVE TRUCKS A CLEARANCE CHECK MUST BE PERFORMED WHEN TRUCK IS LOADED AND UNLOADED TO VERIFY THE INVERTED BALL WILL NOT INTERFERE WITH THE TOP OF THE DIFFERENTIAL

### INSTALLATION STEPS: (After subkit installation)

1. Drill pilot hole from underneath the truck bed through the hole in center locator / trim shield (B) using a 3/16" drill bit, see **FIGURE A**.
2. Drill two holes for safety chain loops from underneath the truck bed using a 5/8" hole saw. **NOTE:** A short pilot bit with a small right angle drill will ease the process of drilling over the exhaust. Finish these two holes above the bed. Use the center section (A) as a drill guide. **NOTE:** Drill holes should go through the low rib section in the truck bed, see **FIGURE B**.
3. Drill hole from top of truck using 4" hole saw using caution to not drill through the center locator / trim shield (B). **NOTE:** Use cutting fluid to ease this process. Remove the center locator by pulling it up through the hole.
4. Deburr holes and spray exposed metal with rust inhibitor. OPTIONAL: Insert rubber edging (J) around 4" hole.
5. Place chrome ring (G) into position and fasten with three flat head cap screws (3).
6. Place two U-bolts (1.1) down through the holes drilled in step 2.
7. From underneath the truck place a washer (1.2), a spring (1.3), a washer (1.2) and a nut (1.4) on each of the four U-bolt legs. Tighten the nuts until flush with the bottom of the U-bolt, see **PAGE 1**.
8. Insert cast lock pin (H) into the ball cylinder with handle hole located on top.
9. Insert handle (F) from outside vehicle, through the holes center section, see **PAGE 1**. Handle may be installed on driver or passenger side, depending on preference. **NOTE:** Some models may require use of a pliers to bend the metal flange below the bed outward to allow the handle to move without interference.
10. Slide one 3/8" washer (2) and the compression spring (I) over handle before inserting the handle rod (F) into the lock pin (H). Insert handle into locking pin and secure with hex head flange screw (4) and nylock nut (5), see **PAGE 1**. **NOTE:** If needed, add or remove a 3/8" washer (2) to ensure proper pull length of lock pin.
11. Reinstall spare tire.



**FIGURE A**



**FIGURE B**

**PERIODICALLY CHECK THIS GOOSENECK 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.

**60611**

## **GOOSENECK HITCH**

**PAGE 3 OF 3**

**WARNING!!** BRAKE, FUEL, AND ELECTRICAL LINES MAY NEED TO BE LOOSENED OR REPOSITIONED TO PROVIDE CLEARANCE FOR NEW HARDWARE. SOME 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. ON TWO WHEEL DRIVE TRUCKS A CLEARANCE CHECK MUST BE PERFORMED WHEN TRUCK IS LOADED AND UNLOADED TO VERIFY THE INVERTED BALL WILL NOT INTERFERE WITH THE TOP OF THE DIFFERENTIAL

### **60611 OPERATION:**

1. Place handle in the unlock position by pulling it out as far as possible and rotating it clockwise. **NOTE:** Never operate vehicle with the handle in the unlocked position.
2. Insert ball into the desired position in the cylinder by aligning the ball groove with the cylinder pin. If the groove and pin are not aligned simply rotate the ball until it drops into place.
3. Place handle in the lock position by rotating it counter clockwise until locking pin snaps back into position.

### **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 the inverted ball will not interfere with the top of the differential when hauling heavy loads. This is especially important on two wheel drive models.
- 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).

### **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 both of the safety chain loops.
- Ensure the handle is in the lock position and that the locking pin passes completely through the ball and both walls of the hitch cylinder.
- 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.
- Check trailer tires to ensure they are inflated to the proper specification.
- Verify trailer lights, electric brakes and breakaway switches are working properly.

### **MAINTENANCE:**

- Keep hitch ball, cylinder and trailer coupler lubricated regularly. Use silicone spray or equivalent to prevent wear / rust.
- Keep hitch assembly and trailer coupler free of dirt and other foreign debris.

### **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.

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