

# TIME TO MOUNT YOUR TRUCK HITCH

The bumper must be removed temporarily or permanently to prepare the truck chassis frame for hitch mounting. The major hitch mounting angle must be bolted directly to the truck frame, or to structural frame extensions. Bumper brackets are usually not strong enough for carrying the load of the hitch and plows.

If truck frame extensions are required, these should be the largest structural angles or channels which can be bolted inside the truck frame. For instance, two 1/2 x 6 x 4" angles 24" long, are the logical structural angles to provide a 6" to 12" frame extension. The hitch mounting angle is then bolted to the extension.

Before the hitch mounting angle is securely mounted, and when the truck bed is in an unloaded condition, there should be 14" between the ground and the hitch bottom hole. If there is not 14", the hitch mounting angle may have to be relocated up or down on the hitch to provide the 14" dimension. The purpose of the 14" dimension is to permit the plow push frame to be horizontal with the ground, when the truck is loaded. The plow push frame swivel plate can be turned upside down to help accommodate different truck frame heights.

Lower brace arms are provided to attach the bottom of the hitch to the truck frame. Braces may have to be modi-

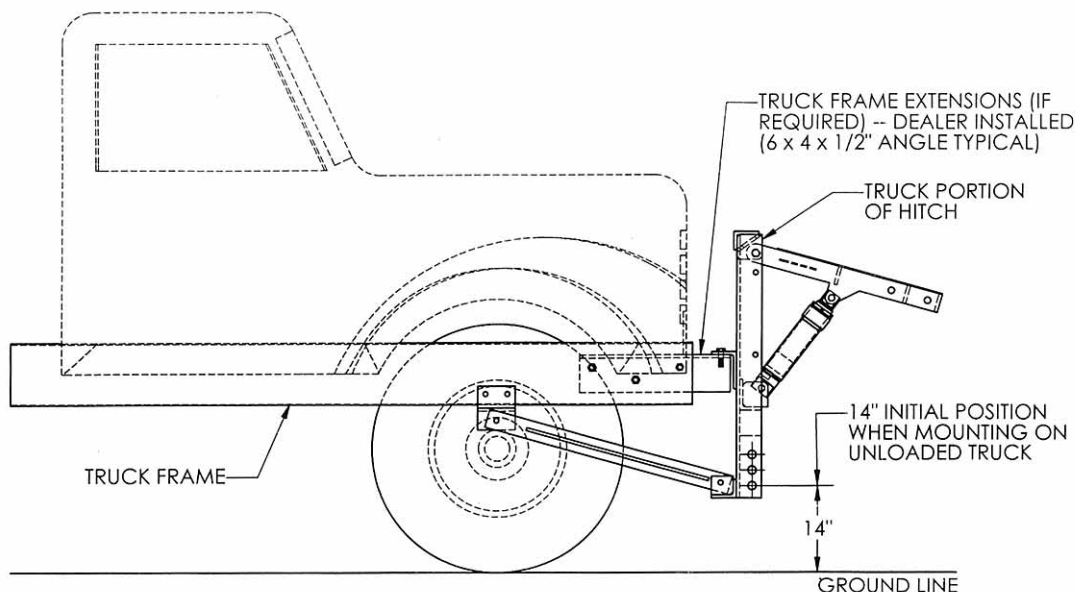
fied to accommodate the specific truck model. In all cases, the rear portion of the braces must be structurally attached to the truck frame. Upper brace arms are also provided for tilt hitches.

**For safety considerations**, please note that the truck portion of this hitch weighs approximately 625 pounds. When it is being positioned on the truck frame prior to bolting, it should be top chained from a crane or forklift so it can not slide forward during installation. Steel on steel slides easily, especially off a narrow surface. The hitch installer must be aware of this potential danger.

After the plow is attached and slightly raised off the ground, putting full load on the truck hitch and front axle, check the following:

1. Inspect all bolts, lockwashers, and nuts for tightness.
2. Inspect brace arms for any deformities (indication of possible misalignment).
3. Check truck front end for overloading.
4. Check to see the plow push frame is horizontal with the ground.

After the first hour of use in plowing conditions, repeat the same inspection sequence as above. Future inspection should be made on a scheduled basis, as vibration could loosen any fastener at any time.



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