

12006

98-04 DODGE INTREPID

10/1/2012

GROSS LOAD CAPACITY WHEN USED AS A WEIGHT CARRYING HITCH: 3,500 LBS. TRAILER WEIGHT & 350 LBS. TONGUE WEIGHT.

DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY.

WARNING: ALL NON-TRAILER LOADS APPLIED TO THIS PRODUCT MUST BE SUPPORTED BY AUXILIARY STABILIZING STRAPS.

** FAILURE TO PROPERLY SUPPORT NON-TRAILER LOADS WILL VOID PRODUCT WARRANTY**

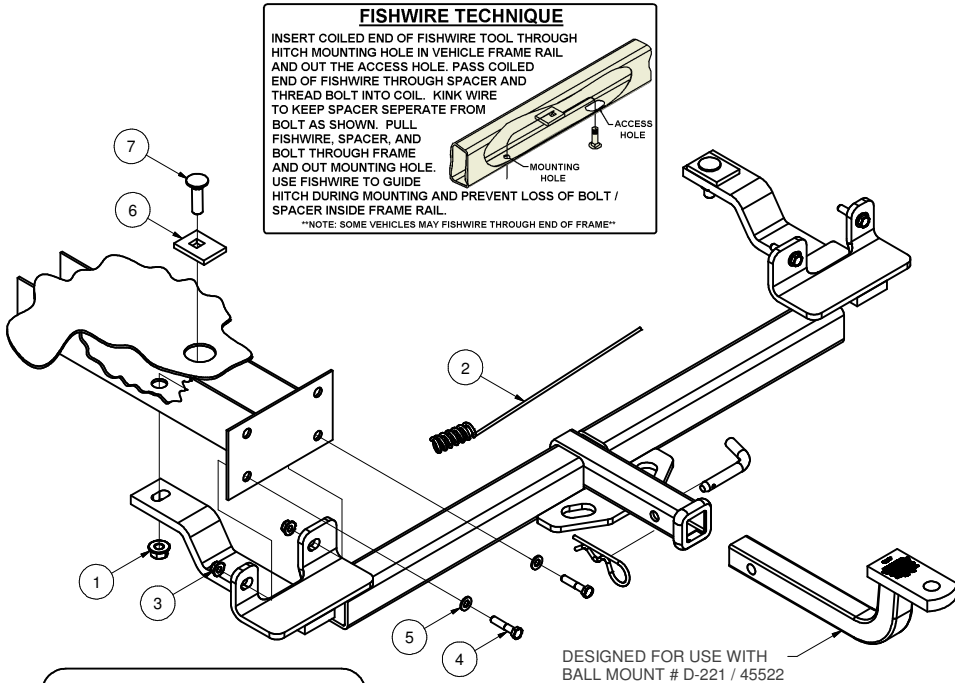
HAVING INSTALLATION QUESTIONS? CALL TECHNICAL SUPPORT AT 1-800-798-0813

Parts List			
ITEM	QTY	PART NUMBER	DESCRIPTION
1	2	HFN 1213	HEX FLANGE NUT
2	1	1/2"	FISHWIRE TOOL
3	4	5/16-18	HEX FLANGE NUT
4	4	5/16-18 x 1 1/2	HEX BOLT
5	4	5/16"	WASHER
6	2	CM-SP1	.250 x 1.50 x 2.00" SQUARE HOLE SPACER
7	2	1/2-13 x 1 3/4	CARRIAGE BOLT

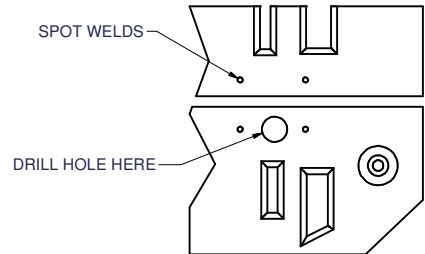
FISHWIRE TECHNIQUE

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.

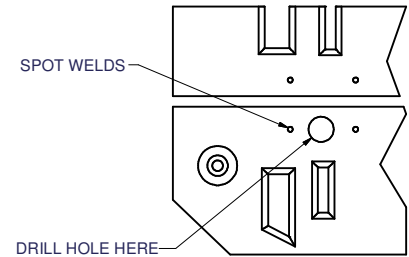
NOTE: SOME VEHICLES MAY FISHWIRE THROUGH END OF FRAME



PASSENGER SIDE TRUNK PAN



DRIVERS SIDE TRUNK PAN

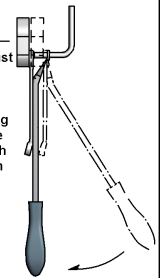


RUBBER ISOLATOR REMOVAL DIAGRAM

This technique can be used if and 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.



HITCH WEIGHT: 28 LBS.

INSTALL TIME

PROFESSIONAL: 45 MINUTES

NOVICE (DIY): 90 MINUTES

INSTALL NOTES:

-DRILLING REQUIRED

INSTALLATION STEPS

- (1) LIFT TRUNK LID AND ROLL BACK CARPETING TO REVEAL TRUNK PAN. USING A 1-1/2" DIA HOLESAW, CUT A HOLE IN THE LOCATION SHOWN IN THE DIAGRAMS ABOVE. MAKE SURE YOU CENTER THE HOLESAW BETWEEN THE SPOT-WELDS AS SHOWN.
- (2) AFTER CUTTING HOLES (1) PER SIDE, FISHWIRE A CARRIAGE BOLT AND SPACER THROUGH THE DRILLED HOLES AND DOWN THRU EXISTING SLOTS IN FRAME RAILS AS SHOWN ABOVE.
- (3) RAISE VEHICLE FOR ACCESS TO UNDERSIDE.
- (4) LOWER EXHAUST TO ALLOW ROOM FOR SECURING FASTENERS TO CARRIAGE BOLT.
- (5) REMOVE THE BOTTOM BOLT FROM THE BUMPER BRACKET AND RETURN TO VEHICLE OWNER. (1) EACH SIDE OF VEHICLE.
- (6) RAISE HITCH INTO POSITION, BE CAREFUL NOT TO PUSH CARRIAGE BOLTS INTO FRAME.
- (7) INSERT THE 8mm SCREWS INTO THE HOLES IN THE BUMPER AND THROUGH THE HITCH ARMS AS SHOWN. POSITION THE STABILIZERS ONTO THE CARRIAGE BOLTS AND SECURE WITH FASTENERS AS SHOWN. SECURE THE 8mm SCREWS WITH FASTENERS AS SHOWN.
- (8) CHECK AND TIGHTEN ALL FASTENERS AS SPECIFIED.
- (9) RAISE AND SECURE EXHAUST BACK INTO POSITION. TORQUE 1/2 FASTENERS TO 110 FT-LBS & 45 FT-LBS FOR 3/8 FASTENERS

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.