

Installation Instructions

Model 114 Chevy/GMC

Fits 1988-2000 **Classic Body Style**
SHORT BED ONLY- 1/2, 3/4 & 1 Ton

Does Not Fit 1988-1991 Crew Cab

SHORT BED ONLY



PopUpTM
Retractable Hitch Ball

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Chanute, KS 66720
800-837-8578
US Patent 6,447,000

MODEL 114

FOR THE SAFEST INSTALLATION

WARNING Most pick up trucks have **FUEL LINES** and/or **BRAKE LINES** and/or **ELECTRICAL WIRING** positioned along the truck frame rails where your PopUp hitch will install. **BEFORE INSTALLATION** identify and examine the location of fuel lines, brake lines and electrical wires. Do not damage fuel lines, brake lines or electrical wiring when positioning PopUp hitch components, drilling holes or tightening fasteners. **Avoid Fuel Tanks When Drilling Holes.**

- Wear Safety Glasses, Gloves and a Particle Mask while installing a PopUp gooseneck hitch.
- ALWAYS correctly chock tires prior to raising truck with jacking device.
- ALWAYS use Jack Stands when working under or around a truck which has been raised by a jacking device.
- Allow the exhaust system to cool prior to installation to avoid possible burns from hot tail pipe and muffler.

INSTALLATION PROCEDURE

CAUTION: If larger after-market tires have been installed verify adequate Actuating Rod clearance.

NOTICE: Verify adequate trailer swing clearance between trailer nose and cab on Shot Bed Trucks.

1. Mark and center punch a location 48" from the rear of the truck bed (tailgate end) centered between the wheel wells. Use a 3" hole saw to cut a hole in the bed floor centered at this location. Clean all saw tailings from the bed area before proceeding. Remove the spare tire.
2. If using a vehicle hoist, raise the truck at this time. If using a jacking device Chock the front tires to prevent the truck from rolling. Jacking against the rear bumper or frame, lift the rear of the truck approximately 10". It is not necessary to lift the rear tires off the ground. Properly position jack stands under the rear frame of the truck to protect against jack failure.
3. If there is a heat shield located above the tail pipe at the rear axle it must be removed. Replace any screws used to secure any sections of heat shield not removed.
4. Identify the Front Cross Member (2), the longest of the two angles. With the plain side (2" leg) up and with the slotted side (2-1/2") facing the rear of the truck, slide the Cross Member across the frame rails of the truck. Position the Cross Member across the frame rails about 4" forward of the 3" hole.
5. Place the Rear Cross Member (1) across the frame rails similarly, with the plain side (2" leg) up and with the slotted side facing forward. Position the Rear Cross Member about 4" behind of the 3" hole.
6. With the ball down, and with the cam facing the front of the truck, raise the Ball Assembly (Part 3) into position between the Cross Members with the protruding tube passing into the 3" hole. Place the Eye Bolt (provided) in the threaded hole in the top of the hitch ball and secure it to an overhead lifting device, or to a saw horse in the bed of the truck, and use cable or rope to hold the Ball Assembly firmly against the underside of the bed floor. Fasten the Ball Assembly to the Cross Members by passing eight 1/2" X 1-1/2" bolts from inside the Ball Assembly channel, and fitting with a flat washer and nut over the slot holes in the Cross members. Tighten the fittings in the Front Cross Member, leave the fittings in the Rear Cross Member very loose at this time.
7. Square the assembled Cross Members and Ball Assembly across the frame. Identify the driver side (4, with labels) and passenger side (5) Frame Plates. Position the Frame Plate extensions between the Cross Members. Fasten the Front Cross Member to the driver side Frame Plate by passing the 1/2" Carriage Bolt from the Frame Plate through the Front Cross Member and securing with a 1/2" nut. Fasten the other Frame Plate locations to the Cross Members using three 1/2" X 1-1/2" bolts with flat washers passed from the Frame Plate side through the Cross Members and securing with 1/2" nuts. Do not fully tighten at this time.
8. Fasten the Frame Plates to the frame by aligning two of the holes lower in the Frame Plate with existing holes in the truck frame. **Note:** On some trucks factory holes may be missing and it may be necessary to drill 1/2" holes in the truck frame. Pass 1/2" X 1-1/2" bolts with flat washers from inside the frame and secure with 1/2" nuts. Do not fully tighten at this time.
9. Tighten the fasteners holding the Rear Cross Member to the Ball Assembly. Square the assembly across the frame and tighten the fasteners holding the Frame Plates to the frame and tighten the fasteners holding the Cross Members to the Frame Plates. Torque all fasteners to 65 foot pounds.
(over)

INSTALLATION PROCEDURE - CONTINUED

10. In the driver side wheel well, mark a location 4" forward of the Actuating Rod hole located above the rectangular hole between the Frame Plate extensions and mark a location 4" rearward of the Actuating Rod hole on the 3/4" lip created where the fender liner and truck bed floor are welded together. Use a sawsall to remove the lip. (Or use a muffler cutter or tin snips and make a vertical cut at each marked location 3/4" deep. Fold the lip section between the two cuts inward and upward to a position level with the bottom of the bed floor. Use vise-grips and/or a prying bar levered against the top of the Frame Plate.)

11. Pass the Actuating Rod (6) through the 1/2" hole above the rectangular hole between the Frame Plate extensions on the driver side and through the slotted hole in the end of the Ball Assembly and into the linkage coupler. Align the Actuating Rod so the set screw seats in the hole in the rod, and tighten to 7 foot pounds. The rod should only extend about 1/4" through the Frame Plate.

12. Drill four 1/2" holes for the Safety Chain Brackets from under the truck bed. Drill through the **INNER** four holes in the Ball Assembly through the truck bed floor. Place a U-bolt in each pair of holes from the top side of the bed. From under the bed place a spring and 1/2" lock nut on each U-bolt leg. Tighten each nut until thread extends through the nut.

13. Be certain all hitch fasteners are torqued as specified in these installation instructions.

HITCH BALL OPERATION

WARNING: ALWAYS WEAR GLOVES FOR PROTECTION WHEN RAISING OR LOWERING HITCH BALL.

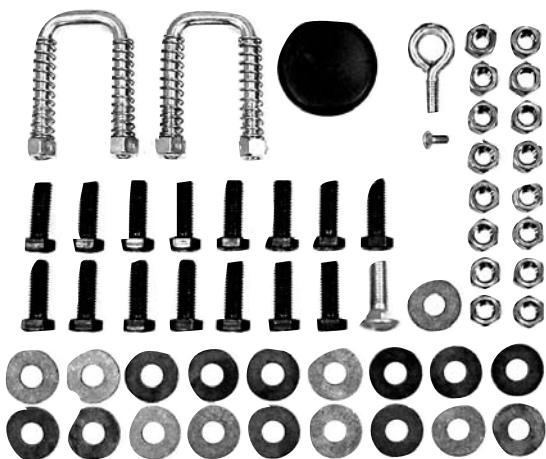
1. Read the **SAFE TOWING INSTRUCTIONS** on the PopUp **Warranty** sheet.

2. Raise and Retract the hitch ball with the Actuating Rod located in the driver side rear wheel well. Raise the hitch ball by firmly pulling the actuating rod to its maximum extension. **Note: Always make certain the Actuating Rod is Fully Extended and the Hitch Ball is Fully Raised before coupling to a trailer.** When the hitch ball is fully raised, a line cut around the neck of the hitch ball is visible at the tube. Retract the hitch ball by pushing the Actuating Rod to its seated position. (A sharp blow on the Actuating Rod will release the ball/detent latching the raised hitch ball so the Actuating Rod can be returned to its fully seated position.)

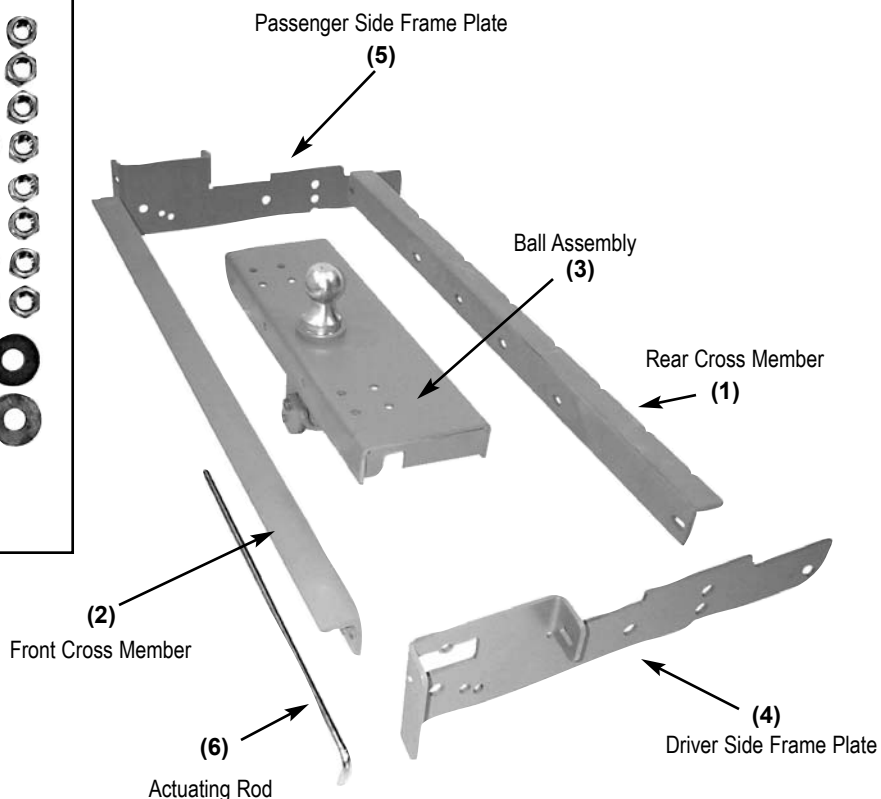
3. Retract and Raise the hitch ball frequently. The cam/ball mechanism is best lubricated with a spray of silicone lubricant.

4. Insert the Plastic Cap (provided) into the tube for protection from accumulation of debris. Plastic Cap will pop out when the ball is raised. Protection from debris can also be achieved by leaving the ball in the raised position when a level bed is not required.

5. It may be necessary to remove debris allowed to accumulate in the top of the tube while the hitch ball is retracted and not protected with the Plastic Cap. Insert the Eye Bolt in the ball and lift the ball using a screw driver to displace debris and free the ball.



PopUp does not use lock washers.
Torque all fittings as specified.



Model Number 114 (1141112555)
Gross Trailer Weight: 30M lbs.
Gross Trailer Tongue Weight: 7.5M lbs.