

Flip-Over™

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Installation Instructions

Model 228 R1
Chevrolet / GMC
2001-2008 - 2500HD
2007-2008 - 3500
Does Not fit any other 3500



Model 228 R1 8/08 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 Flip-Over hitch will install. **BEFORE INSTALLATION** identify and examine the location of fuel lines, brake lines and electrical wires. Be sure you will not damage fuel lines, brake lines or electrical wiring when positioning the hitch components, drilling holes or tightening fasteners.

Be Certain To Avoid Fuel Tanks When Drilling Holes.

- Wear Safety Glasses, Gloves and Particle Mask for protection while installing a Flip-Over gooseneck hitch.
- ALWAYS correctly chock tires prior to raising truck with jacking device. For protection in case of jacking device failure ALWAYS use Jack Stands when working under or around a truck which has been raised by a jacking device.
- Be certain the exhaust system is cool prior to installation to avoid possible burns from hot tail pipe and muffler.
- Torque ALL fasteners used in the Flip-Over gooseneck hitch installation as specified in these Installation Instructions.

INSTALLATION PROCEDURE

WARNING: Verify adequate trailer swing clearance between trailer nose and cab of truck, and trailer and rear of truck.

1. Mark and center punch a location from the rear lip of the truck bed (where the tailgate hinges) centered between the wheel wells for the **specific truck** the hitch is being installed in, as stated below:

Short Bed Trucks 44-1/4"

Long Bed Trucks (8' Bed) 49 1/2"

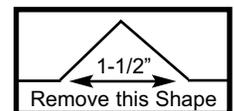
Center a hole in this location using a 3-1/2" hole saw. Smooth the hole with a file and clean all saw tailings from the bed area before proceeding.

2. Remove the spare tire if more room is needed. 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. Remove the entire exhaust heat shield or cut and remove the portion between the bed cross members where the hitch will install. Replace any screws used to secure any sections of heat shield not removed. Cut 1" off of the top of the rearward 4" of the metal shield that protects the fuel tank. This will provide clearance for the Center Assembly.

4. Pass the Rear Cross Member 1" X 2" bar across the top of the frame rails. Using a Crescent wrench, turn the bar up with the threaded holes nearest the bottom side. Center the Cross Member across the frame rails 3" behind the 3 1/2" hole.

5. Cut and remove a notch in the fender lip as shown in the illustration 4" ahead of the truck bed sill located forward of the axle. Pass the Front Angle Cross Member over the frame through the notch with the plain side forward and with the hole side facing the rear of the truck. Center the Cross Member across the frame rails approximately 6" ahead of the 3-1/2" hole.



6. Raise the Center Assembly into position under the truck bed with the ball tube passing into the 3-1/2" hole. Use an overhead lifting device, or a saw horse in the bed of the truck, and cable or rope to hold the Center Assembly firmly against the underside of the bed floor. Do not pull it up so tight that it bows the truck bed.

CAUTION! Do Not Exceed Load Ratings of Truck or Trailer

INSTALLATION PROCEDURE - CONTINUED

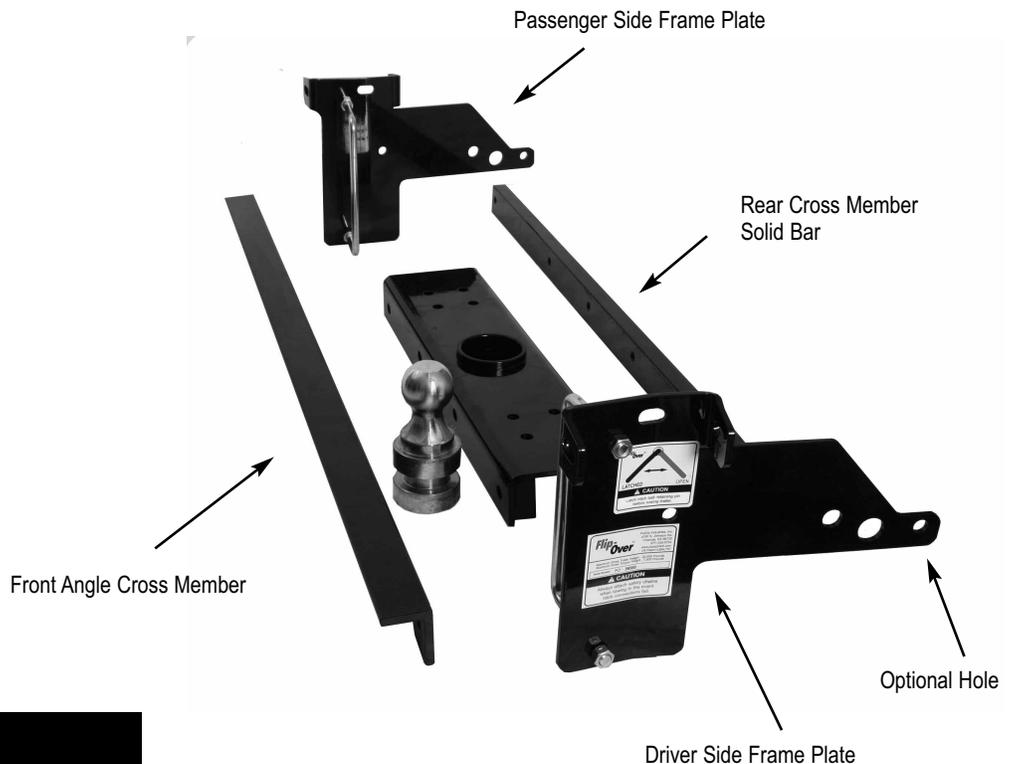
7. Fasten the Center Assembly to the Front and Rear Cross Member using flat washers and 1 1/4" x 1/2" bolts. **Pull the slack out of the bolts but do not tighten at this time.** Square the assembled Cross Members and Center Assembly across the frame.
 8. Fasten the Frame Plate tangs to the Crossmembers using 1 1/4" x 1/2" bolts with flat washers and lock nuts. **Pull the slack out of the bolts but do not tighten at this time.**
 9. Fasten the Frame Plates to the frame by passing a 3/4" bolt with a flat washer through the slotted hole from inside the frame using a flat washer and nut **do not tighten at this time.** Trucks equipped with factory installed brake control, have a sensor blocking the slotted hole. Either relocate the sensor or drill a 1/2" hole using the **Optional Rear Hole** in the frame plate as a guide and install a 1 1/4" x 1/2" bolt and locking nut in that hole. If drilling the optional hole, make that your final step after tightening all the other fasteners so the frame plate won't shift positions while drilling. **NOTE: Most installers prefer to remove one of the bolts holding the sensor and turn the sensor out of the way and re-tighten the other bolt.**
- Pass the 8 5/16" wide u-bolt from inside the truck frame thru the round holes in the frame plate above and below the truck frame. **Pull out the slack using flat washers and lock nuts.** CAUTION: Avoid fuel tank, brake lines and/or wiring.
10. **Tighten the bolts in the following sequence. First tighten the bolts holding the Center Section to the Cross Bar and Angle. Important: Next, release the Center Section from the overhead lifting device. Check to ascertain that the cross angle and bar are resting securely on the frame.** Next tighten the Frame Plates to the frame, then Cross Members to the Frame Plates. Follow the torque guidelines listed below.
 11. From the driver side, pass the Actuating Rod through the the slotted hole between the Frame Plate extensions and into the linkage coupler. Align the Actuating Rod so the set screw seats in the hole provided in the rod, and tighten to 15 foot pounds. Be certain the Actuating Rod rotates freely and moves in and out freely.
 12. Drill four 1/2" holes for the Safety Chain Brackets from under the truck bed. Drill through the two pairs of holes in the Center Assembly that are **nearest to the hitch ball.** 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" nut on each U-bolt leg. Tighten each nut until thread extends through the nut.
 13. Retract the Retaining Pin by rotating the Actuating Rod 90 degrees counter clockwise. Place the Flip-Over ball in the Socket. Rotate the Actuating Rod 90 degrees clockwise to engage the Retaining Pin.
 14. Keep the base of the Flip-Over ball lightly lubricated with lithium grease.
 15. Please read the **SAFE TOWING INSTRUCTIONS** on the Flip-Over WARRANTY sheet.

Torque U-bolts to 50 ft. lbs, 1/2" Grade 8 Bolts to 65 ft. lbs, 3/4" bolts to 170 ft. lbs.

HARDWARE PROVIDED

- 14 - 1/2" X 1-1/4" Grd. 8 Bolts
- 12 - 1/2" Lock Nuts
- 16 - 1/2" Flat Washers
- 2 - 8 - 5/16" U-Bolts
- 2 - 3/4" X 2" Grd. 5 Bolts
- 2 - 3/4" Nuts
- 4 - 3/4" Flat Washers
- 2 - U-Bolts w/springs and nuts

Flip-Over™



Model Number 228 R1
Gross Trailer Weight: 30M lbs.
Gross Trailer Tongue Weight: 7.5M lbs.

Patent 7,168,727