STEP 1 – MARKING AND CUTTING 4 INCH HOLE IN TRUCK BED

Begin by measuring for the correct hole location in the truck bed floor. Measure from the tail gate end of the truck bed floor by hooking a tape measure over the end of the truck box and mark the flioting point at 47°. Next find the center point between the wheel wells, where these marks intersect with the first measurement will be the center point of your four inch hole. This Location is critical to the correct installation of the B & W Turnover Ball so measure, mark and saw carefully. Make a four inch hole at this location. B & W recommends using a four inch hole saw, however the hole can be done with a hand saw with care. You will need to take into account when you are measuring to add the thickness of the applied liner that has been sprayed over the end bed floor. If you have a Drop-in plastic bed liner, you may saw through both, but it is more difficult to accurately locate the midline between the fender wheel wells, and to be sure that the bed liner does not move when sawing the hole. Once you have the four inch hole in the bed use a deburring tool or a die grinder and carefully remove the burr from the side of the bed around the hole.

STEP 2 – HEAT SHIELD REMOVAL

Remove the heat shield located above the rear axle under the truck cab.

STEP 3 – BRAKE CABLE & FUEL LINE BRACKET

On 2004 and older trucks the emergency brake cable located on the outside of the driver’s side frame will have to be relocated. Knock the mounting stud out of the frame and discard. A relocating bolt is furnished in the kit and will be installed later.

On trucks equipped with a gasoline engine it may be necessary to relocate the fuel line bracket. If the oval hole in the driver’s side frame will have to be relocated. Knock the mounting stud out of the frame and discard. A relocating bolt is furnished in the kit and will be installed later.

On trucks equipped with a gasoline engine it may be necessary to relocate the fuel line bracket. If the oval hole in the driver’s side frame will have to be relocated. Knock the mounting stud out of the frame and discard. A relocating bolt is furnished in the kit and will be installed later.

STEP 5 – BED FLANGE MODIFICATION

Some models of trucks will allow the crossmembers to slide between the frame and bed without modification. If this is not possible a small notch needs to be made in the flange on the driver’s side of the truck. (see diagram) Locate the front truck bed cross member in the wheel well. Measure from the back of the cross member and make a mark 2 1/8” from the bed floor. This measurement is important. This will be the center point for the notch that is needed. Mark and cut a 1/8” wide by 2 1/8” tall notch.

STEP 6 – CROSS MEMBER INSTALLATION

The 1108 mounting kit is supplied with two angle crossmembers. The rear crossmember has three notches and will be installed first. Slide the rear crossmember in place. Mark the location of the fuel lines, brake lines, and electrical wires before installing. To do this use the notch cut into the bed flange in step 5. Make certain the leg of the angle with the oval holes is facing toward the cab. After sliding the angle into the frame, if the inside of the angle will need to be installed of the other frame as shown on the frame (see picture). Guide the study on the clamping strap through the hole in the top sideplate a ¼” lock washer and nut. Next install a 5/16” flat washer, lock was her and nut. Repeat the process for the passenger side.

STEP 7 – INSTALL THE CENTER SECTION

Raise the center section into position between the cross members from beneath the truck, with the latch pin release handle on the driver side. A lifting device, as described on page 1 will help. The round hitch receiver that protrudes from the top of the center section must fit in the 4” hole in the bed floor. Next take the driver side sideplate and slide the bottom side of the bracket over the bolt, replace the nut and tighten. The angle legs with the holes should be facing the rear. Next using the notch over the shock bracket for clearance, roll the angle iron over the shock bracket while sliding it toward the rear. It is important to hold the driver’s side of the crossmember upward against the bed floor and forward against the bed crossmember. Continue to slide it back until it is about four inches behind the four inch hole that has been drilled in the bed. Next install the front angle in the same manner except for the leg of the angle with the oval holes should face the rear of the truck during installation. Slide it rearward just behind the shock bracket and leave until needed for installation. When installed correctly the two angle legs with the holes should be facing each other.

STEP 10 – INSTALL LATCH PIN RELEASE HANDLE

Install the handle from underneath the truck by inserting it through the slot in the end of the center section toward the driver’s side rear tire as shown. Attach the handle to the latch pin as shown with the handle on the “cab side” of the square tab welded to the pin. The emergency brake cable bracket on the side of the nut and tighten.

STEP 4 – EXHAUST BRACKET REMOVAL

On 2005 and newer trucks equipped with a diesel engine the tail pipe will need to be lowered. First remove the tail pipe bracket just behind the rear tire on the passenger side. This will be reattached later.

WARNING

Most trucks have FUEL LINES and/or BRAKE LINES and/or ELECTRICAL WIRES located along the frame rails where B & W Turnover Ball will need to pass during installation. Loosen or relocate fuel lines, brake lines and electrical wires before positioning hitch components, drilling holes, tightening fasten ers, and lowering and lifting the truck bed. The fuel tank vent, located on top of the gas tank, can be easily damaged during the installation. Care must be taken when positioning the front crossmember and center section components.

WARNING

On Short bed trucks, BEFORE INSTALLING THIS HITCH, check for adequate turning clearance between the front of all of your trailers and the truck cab.

DO NOT invert the ball in the socket when carrying heavy loads on 2 wheel drive trucks. The ball may hit the top of the differential.

INSTRUCTION INSTRUCTIONS

BRAKE CABLE & FUEL LINE BRACKET

On 2008 and newer trucks we recommend removing the emergency brake cable bracket. Next you will need to install the clamping strap and side plates on the driver side of the truck. Take a side plate and slide it into position around the frame approximately 6 1/2” in front of the slotted hole on the side of the frame. Next take the driver side sideplate and slide the bottom side of the bracket over the bolt, replace the nut and tighten. The angle legs with the holes should be facing the rear. Next using the notch over the shock bracket for clearance, roll the angle iron over the shock bracket while sliding it toward the rear. It is important to hold the driver’s side of the crossmember upward against the bed floor and forward against the bed crossmember. Continue to slide it back until it is about four inches behind the four inch hole that has been drilled in the bed. Next install the front angle in the same manner except for the leg of the angle with the oval holes should face the rear of the truck during installation. Slide it rearward just behind the shock bracket and leave until needed for installation. When installed correctly the two angle legs with the holes should be facing each other.

**** HAND TIGHTEN ALL HARDWARE IN STEPS 7 AND 8 ****

INSTALLATION INSTRUCTIONS

BRAKE CABLE & FUEL LINE BRACKET

On 2008 and newer trucks we recommend removing the emergency brake cable bracket. Next you will need to install the clamping strap and side plates on the driver side of the truck. Take a side plate and slide it into position around the frame approximately 6 1/2” in front of the slotted hole on the side of the frame. Next take the driver side sideplate and slide the bottom side of the bracket over the bolt, replace the nut and tighten. The angle legs with the holes should be facing the rear. Next using the notch over the shock bracket for clearance, roll the angle iron over the shock bracket while sliding it toward the rear. It is important to hold the driver’s side of the crossmember upward against the bed floor and forward against the bed crossmember. Continue to slide it back until it is about four inches behind the four inch hole that has been drilled in the bed. Next install the front angle in the same manner except for the leg of the angle with the oval holes should face the rear of the truck during installation. Slide it rearward just behind the shock bracket and leave until needed for installation. When installed correctly the two angle legs with the holes should be facing each other.

**** SAFETY NOTICE****

2008 – 2008 F250 AND F350 SHORT AND LONG BED SUPER DUTY’S & F450 with Factory Installed Bed = 47”

REMOVE SPARE TIRE BEFORE INSTALLING HITCH.

Bed Floor Flange in Driver’s side wheel well

Approx. cut line
**WARNING**

We recommend reading instructions before beginning the installation.

---

**Model 1108R**

Ford Super Duty (1999 -2010)

3/4 & 1 Ton, Short & Long Bed

F-450 w/Facory Installed Bed

---

**Parts List**

- 1 - Front Crossmember
- 2 - Rear Crossmember
- 3 - Center Section
- 4 - Driver's Side Sideplate
- 5 - Passenger's Side Sideplate
- 6 - Safety Chain U-Bolts
- 7 - Latch Pin Handle
- 8 - Turnover Ball
- 9 - Clamp Strap
- 10 - Springs
- 11 - 1/2" Lock nuts

---

**Hardware Kit**

- 12 ea. - 1/2" X 1 1/2" bolts
- 2 ea. - 3/4" X 2 1/2" bolts
- 10 ea. - 1/2" flat washers
- 2 ea. - 3/8" flat washers
- 14 ea. - 1/2" lock washers
- 2 ea. - 3/4" lock washers
- 14 ea. - 1/2" nuts
- 2 ea. - 3/4" nuts
- 2 ea. - pipe spacers
- 3 ea. - 5/16 x 1" Carriage bolts
- 3 ea. - 5/16 flange nuts
- 1 ea. - Fuel line bracket
- 1 ea. - Exhaust bracket extension

---

**Safety Chain Kit**

- 2 ea. - 1/2" U-bolts
- 4 ea. - 1/2" lock nuts
- 4 ea. - springs
- 1 ea. - 3/8"x3/4" Bolt

---

**STEP 11 – INSTALL SAFETY CHAIN U-BOLTS**

To install the safety chain U-bolts it is necessary to drill four ½” holes through the truck bed floor. Drill the holes from beneath the truck, through the two holes located on each side and closest to the round receiver tube in the center section. This will locate the safety chain U-bolt in the lowest point of the floor corrugation. After you drill the four holes clean the burrs from around the holes in the top of the bed then drop a U-bolt through each pair of holes. Place a spring and lock nut on each of the four legs. Tighten the nuts until flush with the bottom of the U-bolts.

**STEP 12 – RE-ATTACH EXHAUST**

On 2005 to present Ford Super Duty Trucks with a diesel engine, the exhaust will have to be lowered to allow clearance for the Turnover Ball Hitch.

**2005 to 2007 Model Trucks**

On 2005 through 2007 Ford Super Duty Trucks with a diesel engine, the exhaust will have to be lowered at the rear exhaust bracket to allow for clearance for the Turnover Ball Gooseneck Hitch. See Diagrams 12A, 12B and 12C.

**STEP 13 – RE-ENGAGE LATCH PIN HANDLE**

Retract the latch pin by pulling the handle all the way out until it stops and then rotate it clockwise. Place the Turnover Ball in the hitch receiver. Engage the latch pin by rotating the handle counterclockwise. Be certain the latch pin passes through the holes in the Turnover Ball and fully engages through the hitch receiver. Remove and grease the square base of the Turnover Ball.

**STEP 14 – Reinstall the spare tire heat shield and spare tire.**

---

**Copyright 2010**

**B&W Custom Truck Beds, Inc.**

**ALL RIGHTS RESERVED**

1108R-04 05 2010