Hiniker Company
58766 240th St.
P.O. Box 3407
Mankato, MN 56002

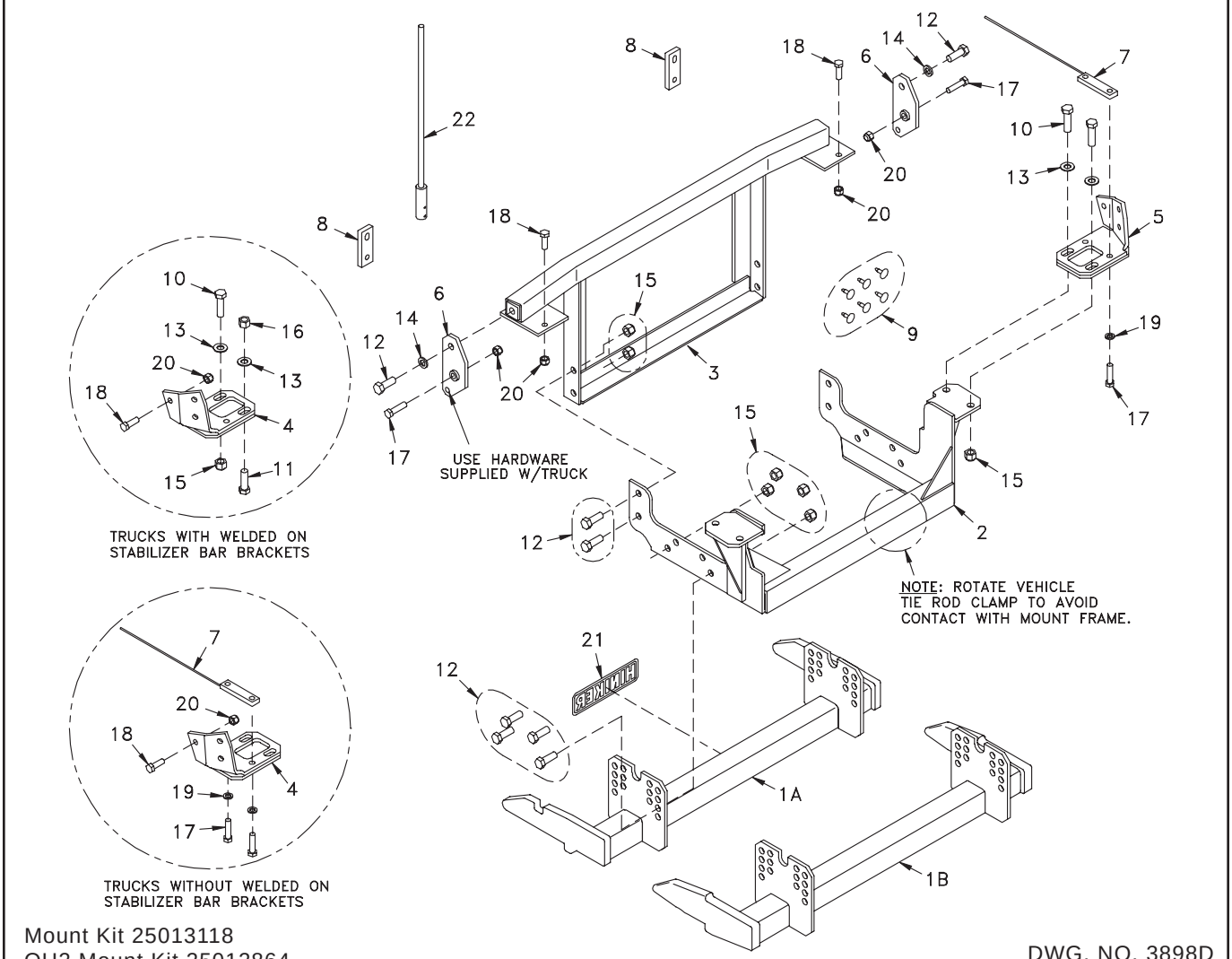
VEHICLE INSTALLATION INSTRUCTIONS
FORD 4 x 4: 1999 - 2004 SUPER DUTY
F250-350-450-550

INSTRUCTION SHEET NO: 25013172

April 4, 2012

IMPORTANT: Read the Snowplow Operator's Manual before assembling this kit.

MINIMUM VEHICLE RECOMMENDATIONS	REAR BALLAST - 500 lbs. when plow is attached. Secure Weight Behind Rear Wheels.
MFR Snowplow Prep Package	



Mount Kit 25013118
QH2 Mount Kit 25012864

DWG. NO. 3898D

REF. NO.	PART NUMBER	DESCRIPTION	QTY.	REF. NO.	PART NUMBER	DESCRIPTION	QTY.
1A	25010177	Prong Weldment	1	12	950-001-132	Hex Head Cap Screw 5/8-11 x 1 3/4 Gr. 5	14
1B	25012896	Prong Weldment - QH2	1	13	952-003-003	SAE Flat Washer 5/8 Inch	4
2	25012895	Mount Frame Weldment	1	1 4	952-001-005	Lock Washer 5/8 Inch	2
3	25013134	Front Frame Weldment	1	15	060756	Lock Nut 5/8-11 Nylon Insert	15
4	25010558	LH Rear Bracket Weldment	1	16	951-005-044	Lock Nut 5/8-11 2-Way	1
5	25010559	RH Rear Bracket Weldment	1	17	950-001-112	Hex Head Cap Screw 1/2 -13 x 2 Gr. 5	6
6	25010560	Side Plate Weldment	2	18	950-001-125	Hex Head Cap Screw 1/2-13 x 1 1/2 Gr. 5	8
7	25010942	Nut Bar Weldment	2	19	952-001-004	Lock Washer, 1/2 Inch	4
8	25010610	Spacer	2	20	951-003-009	Lock Nut 1/2-13 Nylon Insert	10
9	25010499	Trim Panel Retainer	6	21	25010008	Hiniker Decal	1
10	950-001-185	Hex Head Cap Screw 5/8-11 x 2 1/4 Gr. 5	3	22	25010552	Drill Bit Extension (Not Included In Kit)	1
11	950-001-023	Hex Head Cap Screw 5/8-11 x 2 Gr. 5	1		25011160	Bolt Bag	1

All hardware should be tightened only enough to ensure safety during assembly. Fully tighten all hardware after entire assembly is completed.

GRADE 5 TYPE B & F LOCK NUT TORQUES

Size	Ft-lbs.	N-m
5/16”	13-18	17-25
3/8”	23-33	31-44
1/2”	58-82	79-112
5/8”	117-165	158-223

GRADE 5 BOLT TORQUES*

Size	Ft-lbs.	N-m
1/4”	8-12	11-16
3/8”	29-41	39-56
1/2”	73-103	99-140
5/8”	146-206	198-279
* applications without lock nuts		

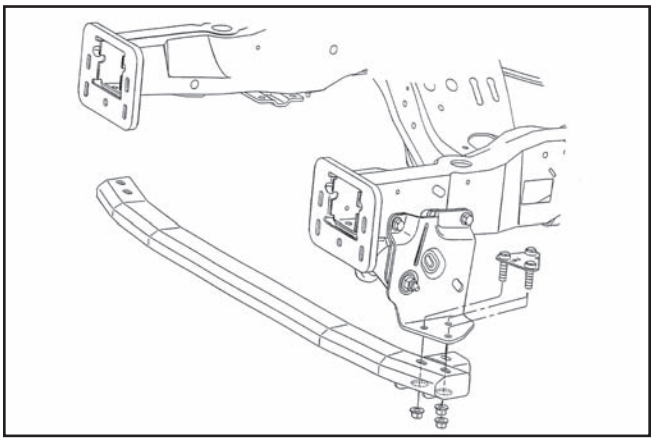
1. Remove the front bumper from the truck by first removing six plastic retainers that hold the rubber splash shield to the fan shroud and disconnecting the engine block heater cord from the back of the bumper. The splash shield can remain attached to the bumper.

   Unbolt four nuts to remove the bumper from the vehicle and retain the hardware for reinstallation.

NOTE: Six trim panel retainers are supplied in this kit to reattach the rubber splash shield if the original retainers are damaged during disassembly.

   Remove both tow hooks for easier access to lock nuts inside the rails.

   On trucks with a front Blocker Beam, unbolt six fasteners, as illustrated, to remove the Blocker Beam.



DWG NO. 4239

   The Blocker Beam should be packaged and supplied to the customer, along with reinstallation instructions, so the truck can be returned to its original configuration if the snowplow mount kit is removed in the future.

2. Place the front frame weldment on top of the vehicle rails and slide forward against the back of the bumper plates.

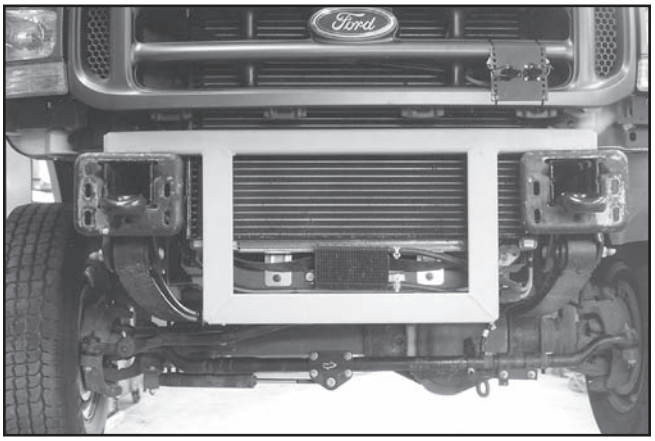


PHOTO NO. 3725

   Center the frame between the vehicle rails and clamp in place. Use a long 17/32 inch drill bit or a drill extension to drill a 17/32 inch diameter hole into the top of each rail through the top holes of the front frame.

PHOTO NO. 3726

Secure the frame to the vehicle with 1/2 inch x 1 1/2 inch hex bolts and lock nuts.

3. Loosely fasten the two side plate weldments to the front frame weldment at location 1 with 5/8 inch x 1 3/4 inch hex bolts and lock washers.

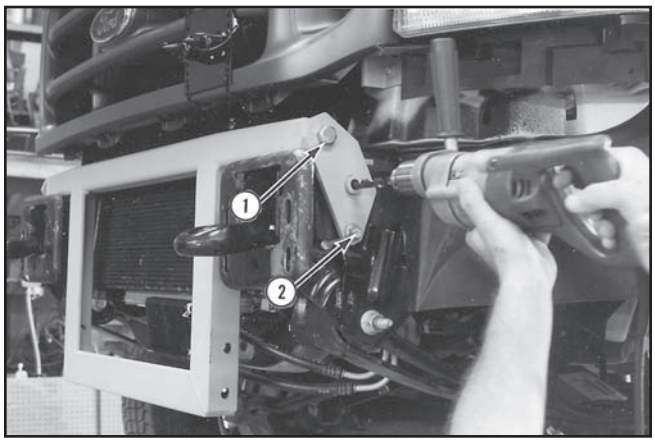


PHOTO NO. 3727

Reassemble the vehicle bolts at location 2 through holes in the side plates.

Drill 17/32 inch diameter holes into the vehicle through each side plate and fasten with 1/2 inch x 2 inch hex bolts and lock nuts.

4. On vehicles with stabilizer bar brackets welded to the bottom of the rails, ream the holes in both brackets to 21/32 inch diameter.

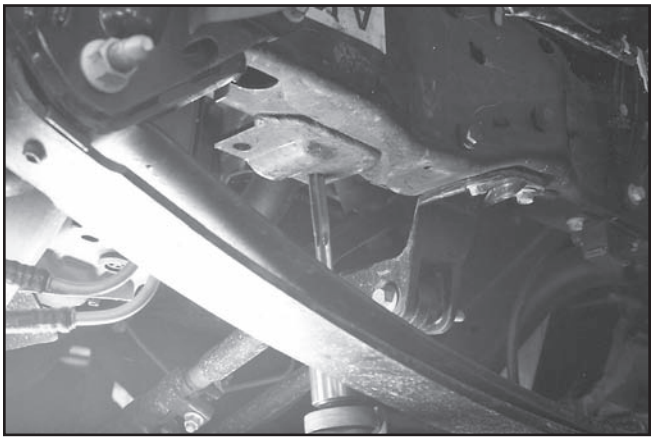


PHOTO NO. 3728

Bolt the mount frame weldment to the front frame weldment with four 5/8 inch x 1 3/4 inch hex bolts and lock nuts.

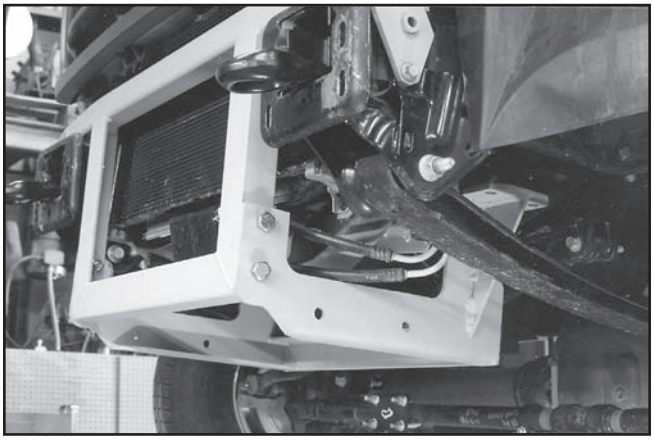


PHOTO NO. 3729

The rear holes in the mount frame should match the reamed holes in the stabilizer bracket.

Check for clearance between the vehicle tie rod clamp and the back angle iron of the mount frame. Rotate the clamp, if necessary.

5. Bolt the RH rear bracket to the mount frame with 5/8 inch x 2 1/4 inch hex bolts and lock nuts. Bolts should also go through reamed holes in the stabilizer bar bracket, if brackets are on the vehicle.

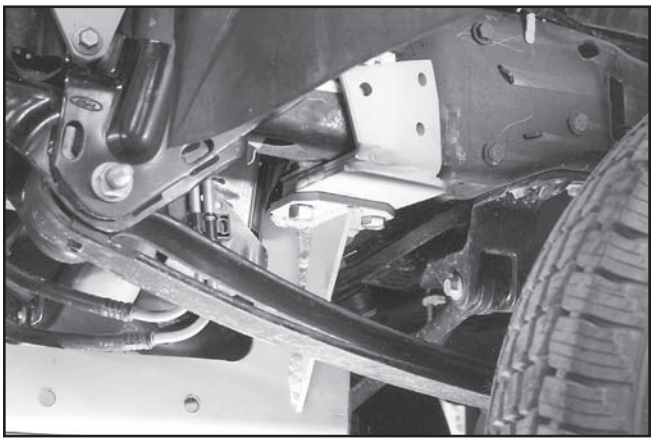


PHOTO NO. 3730

Likewise, bolt the LH rear bracket to the mount frame with one 5/8 inch x 2 1/4 inch bolt, one 5/8 inch x 2 inch bolt and two lock nuts. To avoid interference above the bracket, use the 2 inch long bolt and shorter 2-way lock nut through the rear hole. Install the bolt from the bottom up for better clearance.

Drill three 17/32 inch diameter holes into the side of each vehicle rail through the holes in the rear brackets.

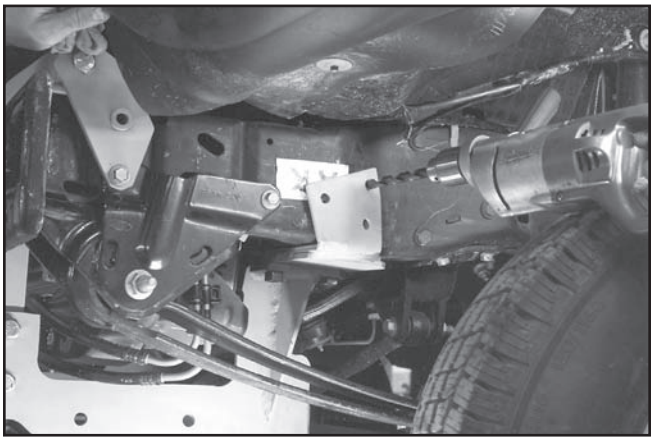


PHOTO NO. 3731

Fasten the rear brackets to the vehicle with 1/2 inch x 1 1/2 inch hex bolts and lock nuts.

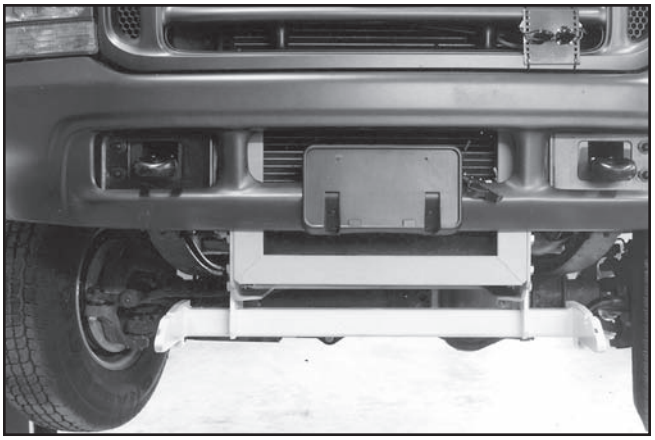
On vehicles without welded stabilizer bar brackets, drill two 17/32 inch diameter holes into the bottom of each frame rail through holes in the brackets. Insert a nut bar into the vehicle frame to match the drilled holes, and bolt brackets in place with 1/2 inch x 2 inch hex bolts and lock washers.

6. Reassemble the tow hooks to the vehicle and reattach the front bumper to the truck with the four bolts removed earlier.

   Install spacers between the bumper and truck frame for more clearance between the bottom of the bumper and front frame weldment.

   Route the engine block heater cord to an accessible area inside the bumper and fasten the rubber splash shield to the fan shroud with the six original fasteners or with the retainers provided in this kit.

7. Fasten the mount plates of the prong weldment to holes in the mount frame weldment with eight 5/8 inch x 1 3/4 inch hex bolts and lock nuts.



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Bottom edges of the prongs should measure about 10 inches above the ground. Ideally, the prongs should lift the plow frame slightly when driving into the plow.

8. Fully tighten all hardware to specified torques.