

A man in camouflage clothing and a cap is kneeling on the ground, working on the hitch of a truck. The truck is partially visible on the right side of the frame. The background shows a wooded area with bare trees. The text "TOW & STOW" is overlaid in large white letters, with "YOUR TOWING ADVENTURE BEGINS" in smaller white letters below it.

# TOW & STOW<sup>®</sup>

YOUR TOWING ADVENTURE BEGINS

# DON'T WORRY YOUR HITCH WAS MADE RIGHT HERE.

You've got a lot riding on your hitch and the only thing keeping your truck and your trailer connected are those relatively small pieces of engineered steel. The hitch matters to your safety and the safety of our roads.

That's why we treat the manufacture of your trailer hitch with the respect it deserves. For one, we insist on American-made steel, like the sheet steel we buy from U.S. Steel out of Gary, Indiana or the round bar that becomes the gooseneck ball made at a mill in Norfolk, Nebraska. Where the strength and flexibility of the steel can mean life or death, we trust the U.S. steel mills with their finely controlled processes and specifications we can trust.

A hitch is only as good as the welds holding it together. We insist on making those welds under our roof. And the hard-working, skilled Americans that make the welds do so according to the American Society for Testing and Materials Welding Standards.

Thank you for putting your trust in us.

**- Joe Works**



**BW**

*TOWING ADVENTURE*

## DO YOU HAVE THE CORRECT SHANK SIZE?



Remove any reducer sleeves (smaller tubes) from the receiver tube and measure the opening as shown. Using reducer sleeves can decrease the tow rating of your hitch and create additional noise while towing.

Choose the 2", 2½" or 3" Tow & Stow that is the size of your receiver.

# DOES YOUR HITCH HAVE THE PROPER DROP?



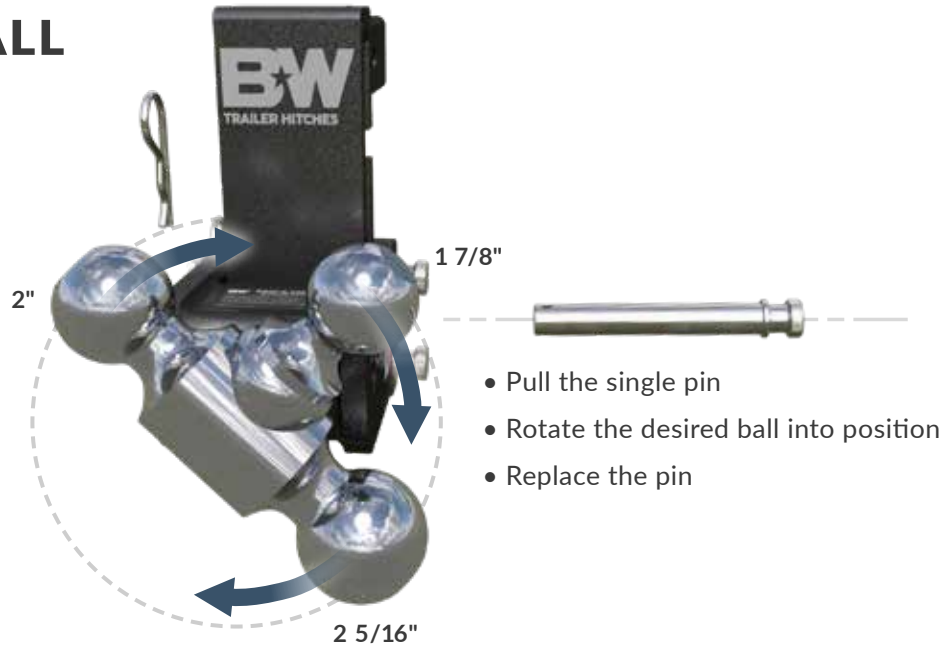
Ensure that you have chosen a hitch that provides enough vertical adjustment to allow your trailers to tow as level as possible while providing enough ground clearance.

We recommend a minimum of six inches of clearance between the ground and the lowest part of the hitch, see the figure provided.

Without adequate ground clearance, the hitch may hit the ground or other objects such as steep driveways or curbs. Striking any obstacle may cause damage to the hitch that could affect its integrity.

*If you do not feel that you have chosen the optimum hitch for your vehicle, contact Customer Service at 1-800-248-6564 and we will help you find the best fit.*

## ROTATING THE BALL



## STOWING YOUR HITCH

Keep your hitch handy, but out of the way. When you're not towing, just rotate the hitch under your vehicle, lock the pins, and your Tow & Stow is stowed safely away. Stow in a manner that gives you the most clearance to avoid impacts.

# ADJUSTING YOUR HITCH HEIGHT

It's important your trailer is level when towing.



Along with proper weight distribution of the cargo and staying away from loads that exceed the capacity of the trailer, keeping your trailer level helps to maintain good handling characteristics while driving.

Keeping your trailer level may mean using your Tow & Stow in an inverted position. When you need more rise for the ball, simply turn the Tow & Stow upside down in the receiver socket.



# SAFETY CHAINS ARE REQUIRED ON OUR HIGHWAYS



If the trailer coupler and ball size are properly matched and the coupler is correctly attached to the ball and locked in place, there is almost no chance the two will ever separate under normal driving conditions.

If the trailer coupler separates from the Tow & Stow for whatever reason, those safety chains are your insurance for keeping your trailer from rolling off into the ditch, or worse, into oncoming traffic.



# ANTI-THEFT DESIGN

When the Tow & Stow hitch is installed in most receiver hitches, the adjustable arm of the hitch cannot be removed. By locking the hitch to the receiver, the whole hitch is secure.



## Anti-Theft Plate

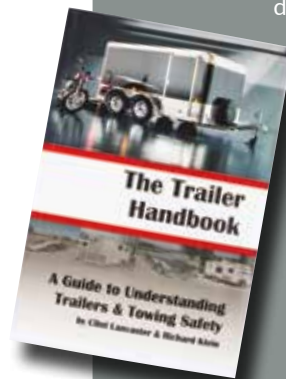
A few receiver hitch assemblies provide enough clearance to allow the adjustable arm to be removed. If yours can be removed, contact customer service for an anti-theft plate.

# KNOW BEFORE TOWING

We have rated your 2" Tow & Stow hitch to tow 10,000 lbs. This is called Gross Towing Weight Rating (GTWR\*). The Vertical Towing Weight Rating (VTWR\*) also called Tongue Weight Rating is 1,000 lbs. Both your towing vehicle and your trailer ratings are very important. Instructions on how to find and use these ratings are on the next few pages of this book.

All of our Tow & Stow hitches are tested for both strength and endurance according to SAE J-684, the latest standard for bumper pulled hitches.

Without proper knowledge, towing can be a dangerous activity. If you are new to towing, we recommend



***"The Trailer Handbook:  
A Guide to Understanding  
Trailer and Towing Safety"***

from the National Association of Trailer Manufacturers. This booklet is available by going to [NATM.com](http://NATM.com).

## WEIGHT RATING FOR 2" SHANK

### 2 5/16" BALL

|       |            |
|-------|------------|
| GTWR* | 10,000 lbs |
| VTWR* | 1,000 lbs  |

### 2" BALL

|       |           |
|-------|-----------|
| GTWR* | 7,500 lbs |
| VTWR* | 750 lbs   |

### 1 7/8" BALL

|       |           |
|-------|-----------|
| GTWR* | 3,500 lbs |
| VTWR* | 350 lbs   |

## WEIGHT RATING FOR 2 1/2" SHANK

### 2 5/16" BALL

|       |            |
|-------|------------|
| GTWR* | 14,500 lbs |
| VTWR* | 1,450 lbs  |

### 2" BALL

|       |           |
|-------|-----------|
| GTWR* | 7,500 lbs |
| VTWR* | 750 lbs   |

### 1 7/8" BALL

|       |           |
|-------|-----------|
| GTWR* | 3,500 lbs |
| VTWR* | 350 lbs   |

## WEIGHT RATING FOR 3" SHANK

### 2 5/16" BALL

|       |            |
|-------|------------|
| GTWR* | 21,000 lbs |
| VTWR* | 2,100 lbs  |

### 2" BALL

|       |           |
|-------|-----------|
| GTWR* | 7,500 lbs |
| VTWR* | 750 lbs   |

### 1 7/8" BALL

|       |           |
|-------|-----------|
| GTWR* | 3,500 lbs |
| VTWR* | 350 lbs   |

# FINDING MANUFACTURER WEIGHT LIMITS

Information for 2010 and newer truck models can be found on B&W's website, [HowMuchCanITow.com](http://HowMuchCanITow.com).

Locate your **Gross Vehicle Weight Rating (GVWR)**.

This is the maximum allowable weight of the fully loaded vehicle.

You can find this, most likely, on the sticker inside your driver's side door.

You should also locate your **Gross Combined Weight Rating (GCWR)**

from your truck manufacturer. This is the maximum allowable weight of the tow vehicle and the loaded trailer including all cargo and passengers.

Find this in your owner's manual or by calling your truck dealer.

And finally, locate your **Max Tow Rating**.

It is sometimes located in the truck owner's manual or look for it at [trailerlife.com/trailer-towing-guides](http://trailerlife.com/trailer-towing-guides).

B&W recommends that your **Vertical Towing Weight Rating (VTWR)**

for your hitch be no more than 10% of your truck's Max Tow Rating.

Make this calculation:  $\text{Max Tow Rating} \times .10 = \text{VTWR}$

GVWR

GCWR

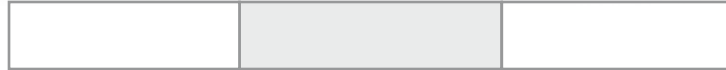
Max Tow Rating

VTWR

Once you have located your truck manufacturer's weight ratings, transfer them into the corresponding boxes on the next two pages.

# FINDING YOUR ACTUAL WEIGHTS

Take your loaded truck and loaded trailer to a scale at a truck stop, quarry or material supply center. For a small fee you can weigh your tow vehicle and trailer on their scale.



**GVWR \***

*your GVW*

## 1. Find your GVW (Gross Vehicle Weight)

Weigh just your truck with a full tank of gas, all your passengers and items in the cab and truck bed with your trailer loaded and attached, but not on the scale.

**Do Not Exceed Your Truck Manufacturer's GVWR**



**GCWR \***

*your GCW*

## 2. Find your GCW (Gross Combined Weight)

Weigh your fully loaded truck and trailer including all cargo, a full tank of gas and passengers.

**Do Not Exceed Your Truck Manufacturer's GCWR**

\* Transfer Manufacturer's Ratings from previous page.



### 3. Find your **Towing Weight**

Weigh your loaded truck without the trailer attached. This is your truck weight.

Subtract your **Truck Weight** from your **GCW**. This is your towing weight.

$$\boxed{\phantom{0000}} - \boxed{\phantom{0000}} = \boxed{\phantom{0000}}$$

*your GCW*      *your Truck Weight*      *your Towing Weight*



|  |                          |  |
|--|--------------------------|--|
|  | <b>MUST BE MORE THAN</b> |  |
|--|--------------------------|--|

**MAX TOW RATING** \*

*your Towing Weight*

### 4. Find your **VTW** (Vertical Tow Weight) also known as Tongue Weight

Subtract your **Truck Weight** from your **GVW**.

$$\boxed{\phantom{0000}} - \boxed{\phantom{0000}} = \boxed{\phantom{0000}}$$

*your GVW*      *your Truck Weight*      *your VTW*



|  |                          |  |
|--|--------------------------|--|
|  | <b>MUST BE MORE THAN</b> |  |
|--|--------------------------|--|

**VTWR** \*

*your VTW*

**IMPORTANT!**

Even though you may be under your vehicle's Max Towing Rating, when your Gross Vehicle Weight (GVW) goes up, (more passengers, more cargo) your ability to tow the Max Towing Rating may not be possible, because:

**THE GROSS COMBINED WEIGHT RATING (GCWR) MUST NOT BE EXCEEDED.**

# TOW & STOW ACCESSORIES

We are always looking for ways to make your towing experience better. That's why we offer accessories for customers that might need a little something extra to get them on their way. Check them out on our website or visit your local dealer to order.

## Receiver Lock

Easily lock your Tow & Stow in your receiver hitch to prevent theft. As long as the pin is in the first shank hole when the hitch is locked, the swing arm cannot be removed.

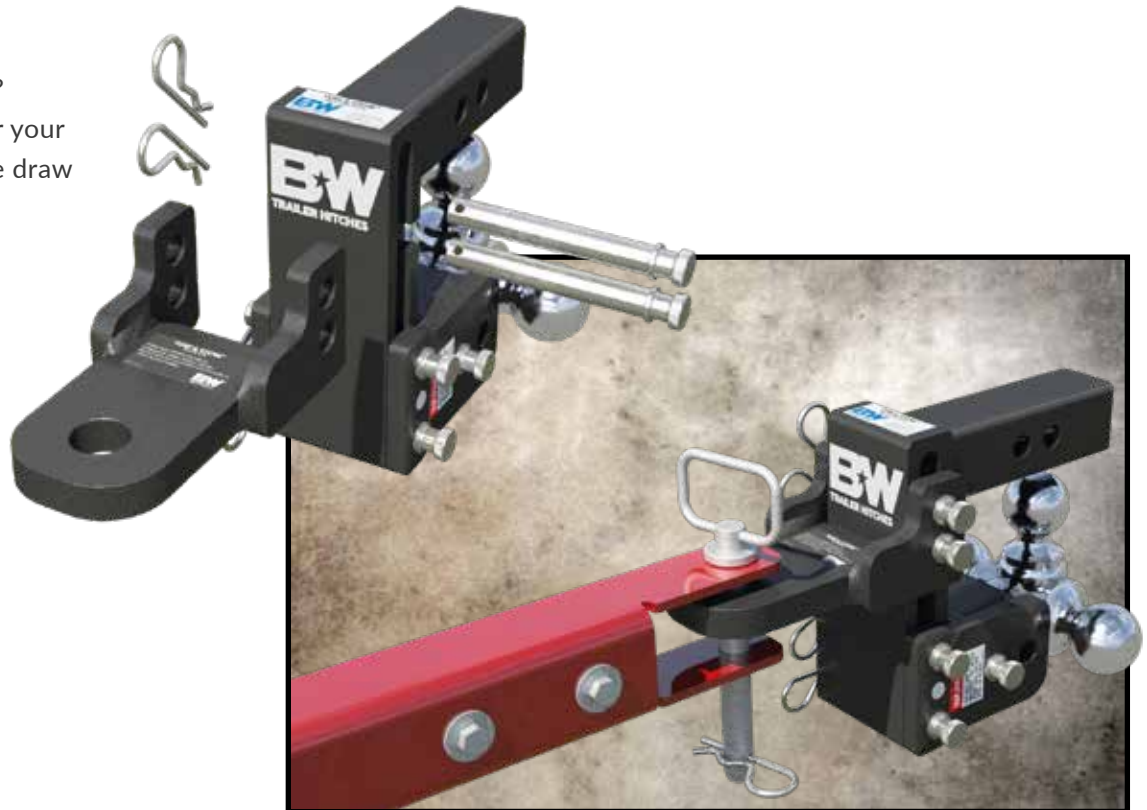


## Silencer Pad

Quickly silence that rattle from your receiver hitch tube with this neoprene pad.

## Draw Bar

Towing with a clevis?  
Stow the hitch under your  
vehicle and place the draw  
bar in position.



# ARE YOU HARD ON YOUR HITCH?

The Tow & Stow is built and tested to provide you with years of towing adventures.

**For your safety, follow these guidelines.**

- Only use the Tow & Stow for towing a trailer.  
Never use ropes or chains with your hitch.
- Avoid situations where the Tow & Stow could drag or impact the ground.
- Regularly inspect your hitch for any damage. If you are unsure if your hitch is safe to use, contact us, and we will help.





# BW<sup>®</sup>

## TRAILER HITCHES

### MULTI-PURPOSE WHITE LITHIUM GREASE

- Lubricates and Protects
- Water Resistant
- Single Use

**LOVE YOUR HITCH  
LONGER!**

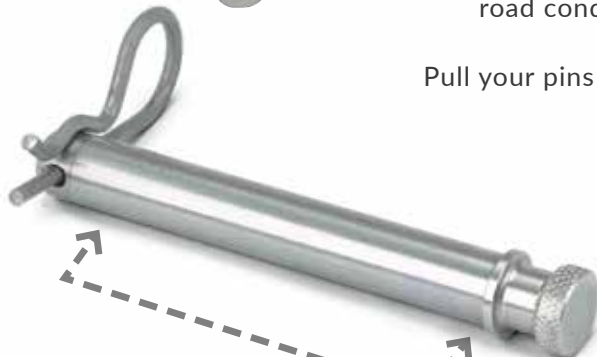
Net Wt. 7 g



## KEEP YOUR HITCH WORKING SMOOTHLY

Although there isn't a lot of maintenance required for the Tow & Stow, it's a good idea to get into the habit of checking your pins. Metal parts in contact with one another that are exposed to the elements and varying road conditions will eventually corrode.

Pull your pins on a regular basis, clean them off and apply a thin coating of White Lithium Grease.



**Apply grease  
to this section**

**WARNING:** For your safety, only use B&W manufactured pins. If one is lost, replacements are available on our website.



# OUR APPROACH TO WARRANTY

It is our policy to stand behind the products we build.

We are confident that our products are made without design or quality defects. However, if you believe that one of our products doesn't live up to our standards, we would make it right with you, our customer.

If your product suffers damage because of an accident or misuse on your part, we would work with you to get you back on the road with as little cost and hassle to you as possible, because that is just being a good neighbor.

We can't keep your product in 'new' condition and your product and the finish will age through normal wear and tear. You should only use our products in the manner intended in their design. Most of our products require some routine maintenance to continue to work as they did when they were new.

We appreciate it when our customers register their products with us. However, we offer our warranty regardless.

To register your product with us,  
please go to [www.bwtrailerhitches.com/warranty](http://www.bwtrailerhitches.com/warranty)  
or call us at **800-248-6564**.



# OUR AMERICAN DREAM STORY

Like many, ours began in a garage in 1987, with two men and an idea. Roger Baker and Joe Works (the 'B' and the 'W') began building custom truck beds and quickly recognized a way to improve the inconvenience of a gooseneck ball permanently welded in the bed. They designed a gooseneck hitch with the mounting hardware underneath the bed and a ball that turned over and stowed where it was used. The Turnoverball® Gooseneck Hitch was born.

A few years later, they applied the same concepts to fifth-wheel hitches. Using the same under-bed mounting hardware and hole in the bed, they designed the Companion® with a single-point attachment that was removable when not towing. They also designed the Companion to be quiet and smooth when towing.

While competitors take manufacturing to China and Mexico, Joe (Roger retired in 1999) remains committed to using American-made raw materials and American Labor.

***“You don’t work for me, you work for the customer. We can compete in this global economy by designing better, using technology, and truly caring about our customers,” Joe affirmed.***

Our product line now includes all types of towing products manufactured under the 497,000 sqft. facility. In 2007, Joe began transferring ownership of the company to us, the now 425 employee-owners.





**BIKER BAR™**  
MOTORCYCLE TRAILERING SYSTEM



**LIKE THE QUALITY OF YOUR TOW & STOW?  
CHECK OUT OUR OTHER PRODUCTS**

Request our Product Catalog by calling 800-248-6564 or at [www.bwtrailerhitches.com](http://www.bwtrailerhitches.com)



**B & W GEAR**  
BECAUSE YOU CAN'T  
WEAR A TRAILER HITCH



**WE'D LOVE TO HEAR FROM YOU!**

B&W Trailer Hitches | 1216 Hawaii Road | Humboldt, KS 66748

**800.248.6564**

Live chat with us on our website  
[bwtrailerhitches.com](http://bwtrailerhitches.com)

