

A man with a beard, wearing a camouflage jacket, pants, and a baseball cap, is crouching on a bed of dry leaves. He is focused on adjusting a metal hitch component on the back of a dark-colored truck. The truck has a silver bumper and a black hitch with a 'BW' logo. The background is a blurred forest scene with bare trees.

# 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**

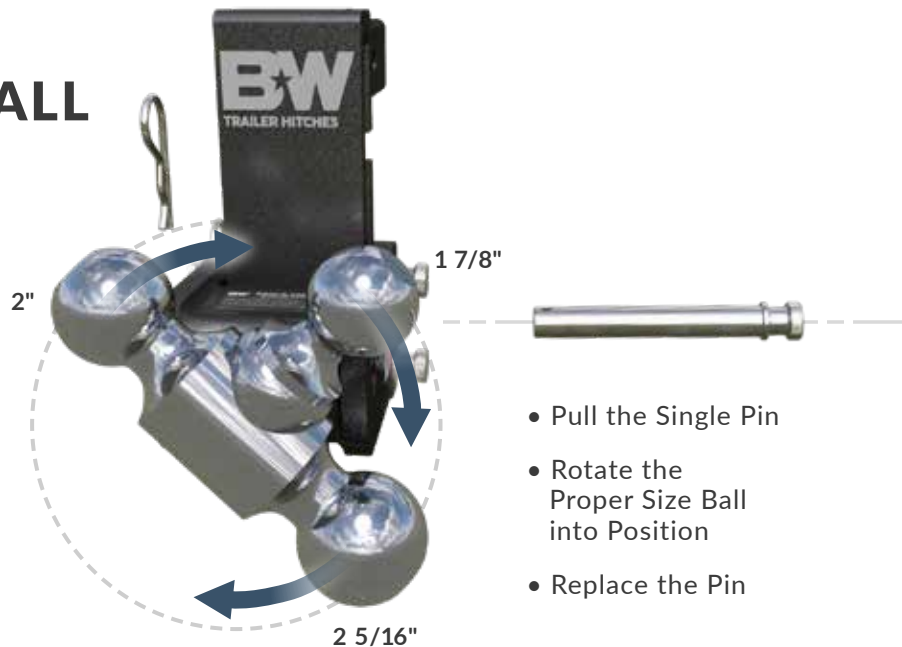


A blue Yamaha RIZZLY utility vehicle is being towed by a trailer on a muddy trail. The vehicle is splashing mud, and the background shows a forest with autumn foliage. The text "BW TRAILER HITCHES" is overlaid on the image.

**BW**  
TRAILER HITCHES

*TOWING ADVENTURE*

# SELECTING THE PROPER SIZED 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.

# ADJUSTING YOUR HITCH HEIGHT



**It's important your trailer be 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.



**MODEL 8  
5" DROP**



**INVERTED POSITION**



**NORMAL POSITION**

# KNOW BEFORE TOWING



We have rated your Tow & Stow hitch to tow 10,000 lbs (14,500 lbs if you have the 2 1/2" shank model; 21,000 lbs if you have the 3" shank model). This is called Gross Towing Weight Rating (GTWR\*). The Vertical Towing Weight Rating (VTWR\*) also called Tongue Weight Rating is 1,000 lbs (1,450 lbs if you have the 2 1/2" shank model; 2,100 lbs if you have the 3" shank model). Both your towing vehicle and your trailer ratings are very important. Instructions on how to find 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.

## 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

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.

**GVWR**

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.

**GCWR**

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).

**Max Tow Rating**

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

**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.



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**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**



	MUST BE MORE THAN	
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**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.





$$\boxed{\phantom{00000}} - \boxed{\phantom{00000}} = \boxed{\phantom{00000}}$$

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



<input type="text"/>	<b>MUST BE MORE THAN</b>	<input type="text"/>
<b>MAX TOW RATING *</b>		<i>your <b>Towing Weight</b></i>

### 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.

$$\boxed{\phantom{00000}} - \boxed{\phantom{00000}} = \boxed{\phantom{00000}}$$

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



<input type="text"/>	<b>MUST BE MORE THAN</b>	<input type="text"/>
<b>VTWR *</b>		<i>your <b>VTW</b></i>

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

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

## 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.**



# 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.



**Apply grease  
to this section**

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

**Here is your first  
grease packet  
to get you started.  
If you need more,  
feel free to contact us at**

**800.248.6564**

**BW**  
TRAILER HITCHES

## **MULTI-PURPOSE WHITE LITHIUM GREASE**

- Lubricates and Protects
- Water Resistant
- Single Use

**LOVE YOUR HITCH  
LONGER!**

Net Wt. 7 g

# 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.

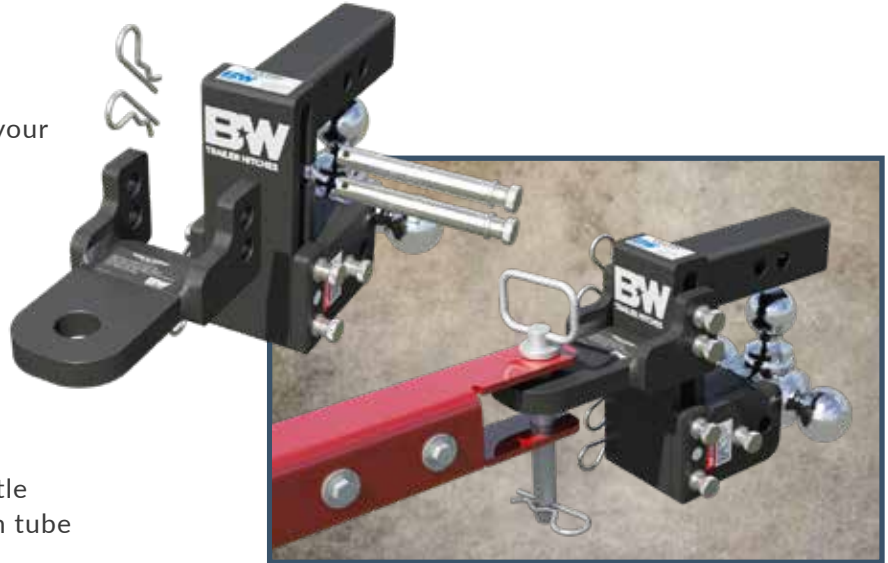
# TOW & STOW ACCESSORIES

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 then visit your local dealer to order.

**bwtrailerhitches.com or call us direct at 800.248.6564.**

## Draw Bar

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



## Silencer Pad

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



## Pintle Hitch

For more specialized towing you may need a pintle hitch.



Use as a Pintle  
16,000 lbs



Use as a Ball  
Mount 10,000 lbs



The Pintle also can  
be Stowed

## 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.





# 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 383,000 sqft. facility. In 2007, Joe began transferring ownership of the company to us, the now 350 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)

