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The **FIRST** Name  
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# QUICK GOOSE II GOOSENECK

## INSTRUCTION MANUAL



Installer: Read and understand this manual. Fully instruct and demonstrate the operation of this gooseneck hitch to the end user. Include the importance of observing all warnings. Provide this manual in its entirety to the end-user.

2/23/2011

KEEP IN VEHICLE FOR FUTURE REFERENCE

**WARNING DO NOT** invert ball when carrying heavy loads on 2 wheel drive trucks. The ball may hit the top of the differential, brake lines, or sensors. **(Note: Do not invert ball on any Toyota Tundra models)**

**Warning!!** Brake, Fuel, and Electrical lines may need to be loosened or repositioned to provide clearance for new hardware. The installation of this hitch may require modification to heat shields.

### **Installing the 60640 Quick Goose 2**

- 1) The 60640 Quick Goose 2 has been totally assembled, cycled, and partially disassembled for packaging and shipment. The Quick Goose Ball should be in its lower position upon arrival. The Ball is under spring pressure forcing the Ball upward. For this reason, the Choker (secured with a nylon tie strap) is holding the Ball in the location described. **EXTREME CAUTION SHOULD BE EXERCISED WHILE HANDLING AND INSTALLING THE 60640. INJURY MAY OCCUR IF THE BALL SHOULD SPRING UPWARD. KEEP FINGERS, HANDS, AND FACE CLEAR OF THE BALL AND ITS MECHANISMS.**
- 2) Position the 60640 Quick Goose 2 over the rear axle and up to the rear cross arm with the cylinder offset towards the front of vehicle. If the rear cross arm is manufactured from angle iron, insert (4) 1/2 - 13 UNC Carriage Bolts through the cross arm first and continue through the 60640. Install (4) 1/2" Flange Nuts finger tight. **DO NOT TIGHTEN AT THIS TIME.** If the rear cross arm is manufactured from solid steel and has threaded holes, install (4) 1/2 - 13 UNC Bolts equipped with Lock Washers and Flat Washers. Insert the Bolts through the 60640 first and thread into the solid cross arm. **DO NOT TIGHTEN AT THIS TIME.**
- 3) Move the front cross arm back towards the 60640 Quick Goose 2. As in step 2, use the appropriate Hardware combination to secure the hitch.
- 4) Torque all 1/2" Hardware to 75 ft-lbs.

### **Installing the 60640 Pull Rods**

**NOTE: In some applications a notch may need to be cut in the fender wall between the bed supports for rod operating clearances.**

- 1) **Carefully** cut, remove, and dispense the nylon tie strap securing the Choker. **DO NOT ALLOW THE CHOKER TO BE REMOVED FROM ITS PRESENT LOCATION UNTIL STEP 2).**
- 2) Using suitable tooling, hold the mechanisms and linkages stationary to prevent the Ball from immediately moving upward while removing the Choker.
- 3) Remove the Choker and slowly allow the Ball to travel upward. Replace the Choker with the Ball in its upward position.
- 4) Apply a small amount of multi-purpose grease inside the Choker Pull Rod hole. Place the Compression Spring between the Inner Rod Guide and the Choker. Ensure the Compression Spring is fully seated in the Choker Counterbore. **SEE FIGURES 1 and 2 OF ASSEMBLED UNIT ON PAGE 2.**
- 5) Insert the Pull Rod with the Red Vinyl Grip through the driver's side fenderwell as required. Continue into and through the Outer Guide. To continue into the Inner Guide, rotate the Pull Rod as required to pass the first Hardened Dowel Pin through the Guide Tube. Continue through the Compression Spring and seat fully into the Choker. Insert the M6 x 1 x 35mm Hex Bolt as shown and secure with a M6 x 1 Nylon Lock Nut. Tighten securely. **NOTE: If required, this Pull Rod may be shortened by cutting with a hacksaw at the scribed line. Lightly file sharp edges after cutting and install as described above.**
- 6) Install the Pull Rod with the Black Vinyl Grip through the other holes of the Outer and Inner Guides. Attach to Linkages as shown using another M6 x 1 x 35mm Hex Bolt and M6 x 1 Nylon Lock Nut. **Lightly tighten Lock Nut and back off a minimum of 1/2 turn. Linkages must not be compressed against Pull Rod. Threads must extend past Nylon Lock.** **NOTE: This Rod may be shortened if required by simply installing the M6 x 1 x 35mm Hex Bolt in the second hole from the end of the Pull Rod. Detach Extension Spring from its current location and reattach through the hole at the end of the Pull Rod.**

### **IMPORTANT:**

- 1) Check that all 60640 hardware has been torqued as specified.
- 2) Check that all side plate hardware has been torqued. Some Hardware listed will not apply to your application.  
(3/8" Hardware 30 ft-lbs / 1/2" Hardware 75 ft-lbs / 5/8" Hardware 150 ft-lbs / 3/4" to 1" Hardware 250 ft-lbs)

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NOTE: ALL M6 x 1 x 35mm BOLTS ARE INSTALLED FROM THE MIDDLE OF THE UNIT AND POINT OUTWARD.

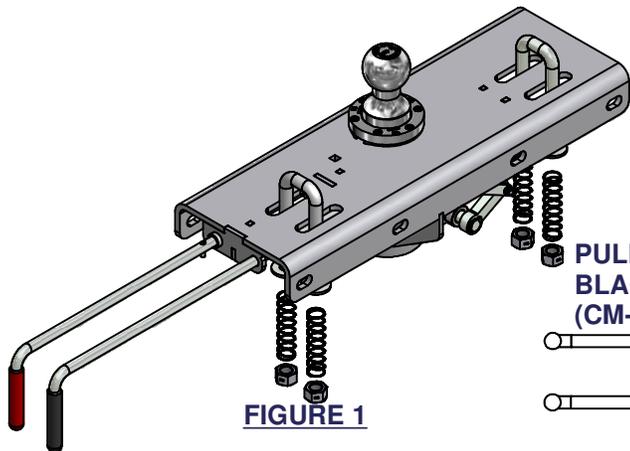


FIGURE 1

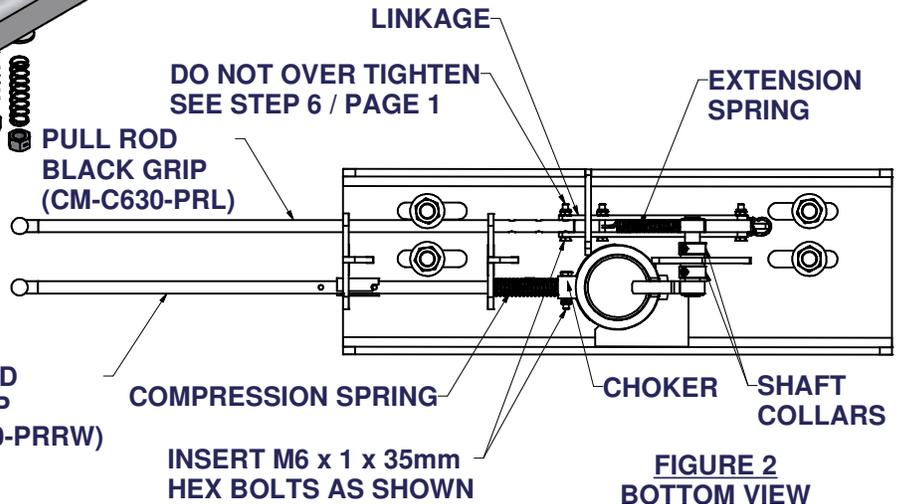


FIGURE 2  
BOTTOM VIEW

**Installing U-Bolt Kit**

- 1) After the 60640 is centered and torqued to specifications, from under the bed, using the 60640 as a template, mark (4) holes within the (4) slots to be drilled for the Safety Chain U-Bolt Kit attachment.  
NOTE: BE SURE HOLES ARE MARKED AND DRILLED IN THE LOWER RIB SECTION OF THE TRUCK BED / SEE FIGURE 3.

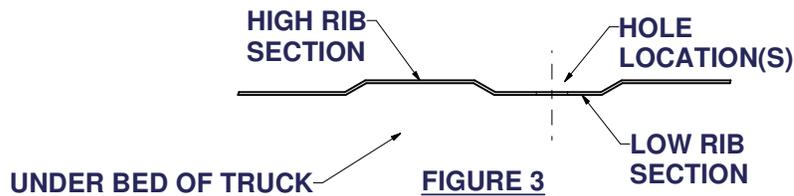


FIGURE 3

- 2) The Safety Chain U-Bolts are 16mm [0.629 in.] diameter, size and drill holes accordingly.
- 3) SEE FIGURE 4 FOR CORRECT INSTALLATION OF THE SAFETY CHAIN U-BOLTS AND THEIR HARDWARE.

**IMPORTANT:**  
A MINIMUM OF 3 FULL THREADS OF THE U-BOLT MUST EXTEND PAST THE M16 x 1.25 CENTERLOCK NUT.

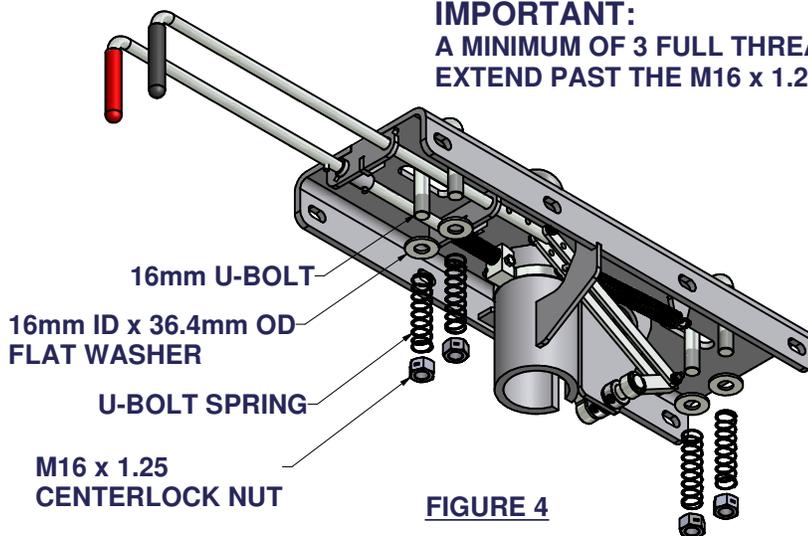


FIGURE 4

Curt Manufacturing LLC., warrants this product to be free of defects in material and/or workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, Curt Manufacturing LLC., may repair or replace the product, at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing LLC.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

## **60640 OPERATION**

- 1) To raise Ball to the towing position, rotate the Red Grip Choker Pull Rod 45 degrees clockwise and pull to its full extension. Spring tension should raise the Ball. Typically further assistance is not required, however, in the event assistance is required, push in on the Black Grip Linkage Pull Rod while maintaining the Red Grip Choker Pull Rod at its full extension.
- 2) When the Ball rises, allow Red Grip Choker Pull Rod to retract inward while still maintaining its 45 degree orientation. Full locking of the Choker is **ONLY** accomplished when the Pull Rod retracts to its full Choker insertion position. When this occurs, rotate the Choker Pull Rod 45 degrees counterclockwise back to its **POINTING DOWNWARD POSITION**. This ensures the Choker is fully inserted and locked. **UNDER NO CIRCUMSTANCES HOOK-UP TO THE BALL UNLESS THE PULL ROD IS FULLY ENGAGED AND ROTATED AS DESCRIBED.**
- 3) To lower the ball after uncoupling the trailer, once again rotate the Red Grip Choker Pull Rod 45 degrees clockwise and pull to its full extension. While maintaining full extension, pull outward on the Black Grip Linkage Rod. The Ball will drop to its lower position.
- 4) While maintaining full extension of the Black Grip Linkage Pull Rod, allow the Red Grip Choker Pull Rod to retract inward while maintaining its 45 degree orientation. Once again, rotate the Pull Rod 45 degrees counterclockwise to its pointing downward position. Release the Black Grip Pull Rod. The Ball is now locked in its downward position.
- 5) Insert Rubber Logo Dust Cap when ball is down (not towing).

## **60640 Coupling Inspection**

- 1) Raise Hitch Ball and lock as previously described. Connect trailer to the Hitch Ball. Check clearances. There should be a minimum of 6 inches of clearance between the bottom of the trailer overhang and top of the bed sides. Verify clearance between lower front of trailer and corner of bed or bumper and between the upper front corner of the trailer and the rear of the cab.

## **60640 Maintenance**

### **1) IMPORTANT...**

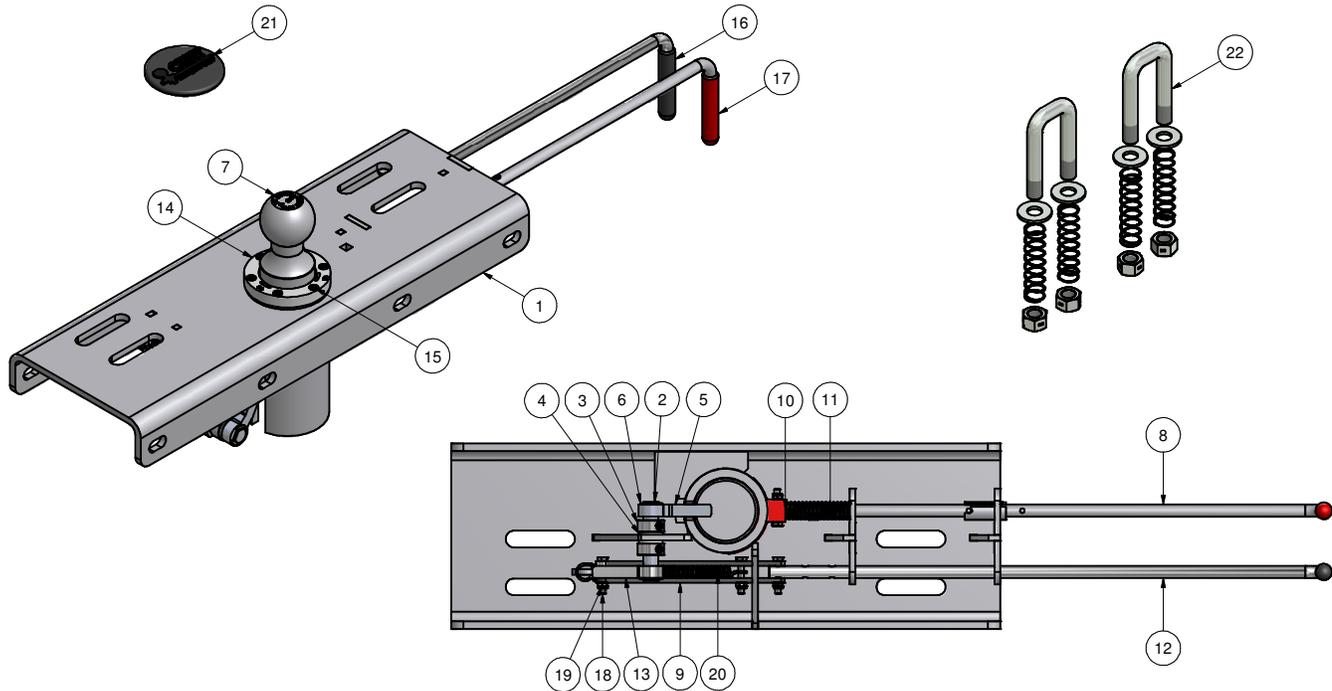
Keep clean and lubricated to ensure proper functioning. For your convenience, the Red Grip Choker Pull Rod has a secondary locking position. **DO NOT HOOK TRAILER TO BALL WHEN PULL ROD IS IN THE FOLLOWING POSITION. THE BALL IS NOT LOCKED / DO NOT TOW. SERIOUS DAMAGE TO EQUIPMENT AND POSSIBLE INJURY, INCLUDING DEATH MAY RESULT.**

- 2) To position Red Grip Pull Rod for maintenance purposes, raise the Ball as previously described. While pulling the Red Grip Pull Rod at its 45 degree clockwise orientation, and when full extension has been achieved, and when the Ball is at its full upward travel, rotate the Red Grip Pull Rod an additional 45 degrees clockwise and release. The handle will remain in its fully extended position. The handle will be oriented at a full 90 degrees clockwise and pointing towards the front of the truck. **DO NOT HOOK UP TRAILER / DO NOT TOW.**
- 3) In this configuration you can service the Ball and its Receiver Tube from inside the bed. The ball can be pushed down with your hand, your foot, or any suitable blunt object. While cleaning and lubricating you can cycle the Ball up and down without leaving the bed. Apply a lubricant when the ball is pushed downward or simply add lubricant through the Oil holes machined into the Chrome Trim Ring.
- 4) Once the Ball and Receiver Tube have been serviced and are functioning properly, return to the Pull Rods and release the Red Grip Pull Rod by rotating 45 degrees counterclockwise. Continue with normal operating procedures.
- 5) Lubricate all moving parts once a month. Keep assembly free of dirt and other foreign matter. Use cover when not in use. Check all fasteners for tightness (**Including Shaft Collar Set-Screws / See Figure 2, Page 2**) before each use. Inspect Ball and all moving parts for wear before each use. **DO NOT TOW TRAILER WITH WORN OR DAMAGED PARTS.**

**PERIODICALLY CHECK THIS HITCH TO INSURE THAT ALL FASTENERS ARE TIGHT AND THAT ALL STRUCTURAL COMPONENTS ARE SOUND.**

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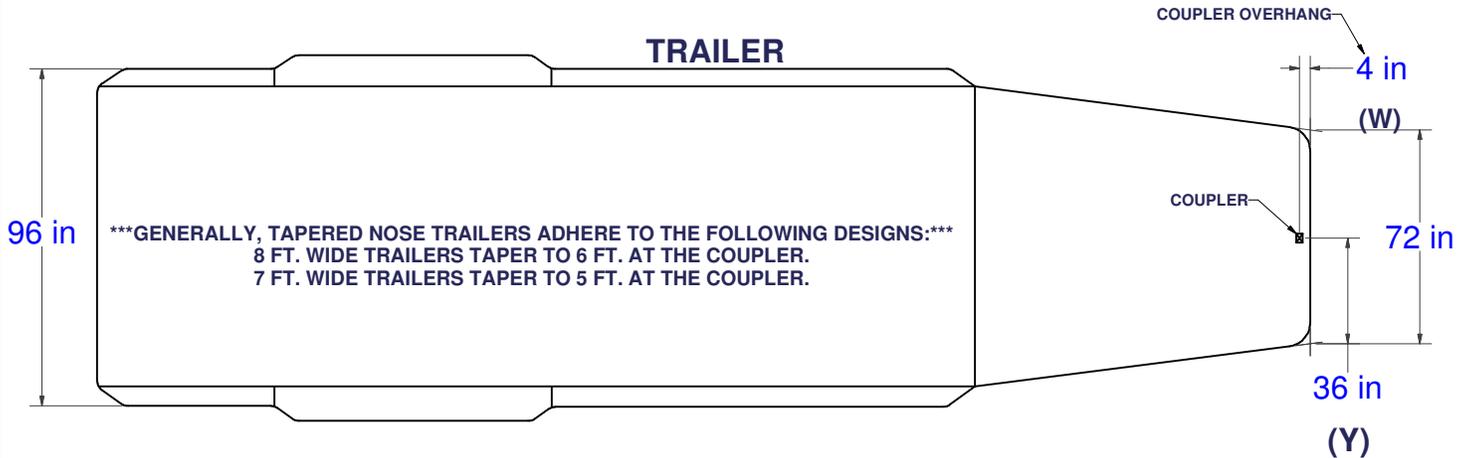


Parts List

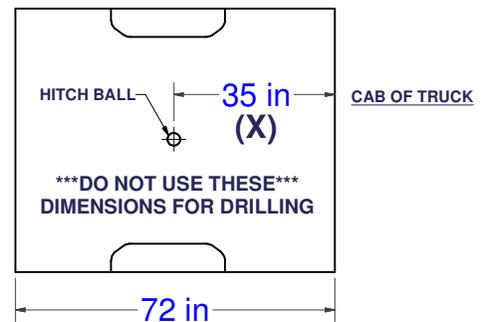
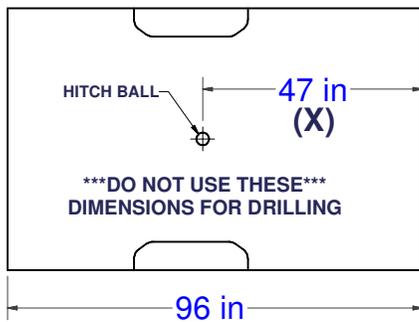
| ITEM | QTY | PART NUMBER       | DESCRIPTION  |
|------|-----|-------------------|--|
| 1    | 1   | CM-C640-TPW       | TOP PLATE WELDMENT / CARBIDE BLACK                     |
| 2    | 1   | CM-C630-FLS       | FLIPPER LEVER SHAFT / CLEAR ZINC WITH SUPERSEAL        |
| 3    | 2   | 16 ID x 12_7-SSCA | 16mm SOLID SHAFT COLLAR WITH SET SCREW / CLEAR ZINC    |
| 4    | 2   | 16_2 ID x 3-NW    | 16.2mm ID x 3mm TH WHITE UHMW NYLON WASHER             |
| 5    | 1   | CM-C630-BFL       | BALL FLIPPER LEVER / CLEAR ZINC WITH SUPERSEAL         |
| 6    | 2   | 12mm x 1_3-SEC    | 12mm DIA. x 1.3 THICK SHAFT E-CLIP / BLACK OXIDE       |
| 7    | 1   | CM-C630-QGBA      | QUICK GOOSE BALL ASSEMBLY                              |
| 8    | 1   | CM-C630-PRRW      | PULL ROD RIGHT WELDMENT / CLEAR ZINC WITH SUPERSEAL    |
| 9    | 2   | CM-C630-L         | LINKAGE / CLEAR ZINC WITH SUPERSEAL                    |
| 10   | 1   | CM-C640-CH        | C640 CHOKER / HARDENED / CLEAR ZINC WITH SUPERSEAL     |
| 11   | 1   | CM-LC-072J-12MW   | COMPRESSION SPRING                                     |
| 12   | 1   | CM-C630-PRL       | PULL ROD LEFT / CLEAR ZINC WITH SUPERSEAL              |
| 13   | 1   | CM-C630-LFL       | LINKAGE FLIPPER LEVER / CLEAR ZINC WITH SUPERSEAL      |
| 14   | 1   | CM-C630-CCR       | CHROME CYLINDER RING / MIRROR FINISH                   |
| 15   | 6   | M5 x 0_8-CSS      | M5 x 0.8 x 20mm FLAT HEAD C'SUNK SCREW / CHROME PLATED |
| 16   | 1   | CM-C630-BRG       | BLACK ROD GRIP   |
| 17   | 1   | CM-C630-RRG       | RED ROD GRIP   |
| 18   | 4   | M6 x 1 x 35-HB    | M6 x 1 x 35 HEX BOLT / GRADE 8.8 / CLEAR ZINC          |
| 19   | 4   | M6 x 1-TNLN       | M6 x 1 THIN NYLON LOCK NUT / CLEAR ZINC                |
| 20   | 1   | CM-LE-093G-7MW    | EXTENSION SPRING / CLEAR ZINC                          |
| 21   | 1   | CM-C-145          | RUBBER COVER   |
| 22   | 1   | CM-C630-UBK       | U-BOLT KIT   |

2/23/2011

\*\*REMOVAL OF REAR WINDOW ACCESSORIES MAY BE REQUIRED.\*\*



**LONG & SHORT TRUCK BEDS**



**\*\*WARNING REFERENCE CLEARANCE CALCULATOR BEFORE TOWING\*\***

**CLEARANCE CALCULATION**

(CAB TO BALL CENTER) - 1/2 (TRAILER WIDTH) = (MINIMUM CLEARANCE)  
 (X) - (Y) = (Z)

IF THERE IS AN OVERHANG FROM THE COUPLER THEN THE EQUATION IS:

[(X) - (W)] - (Y) = (Z)

\*\*\*IF (Z) IS POSITIVE, TRAILER **WILL NOT** INTERFERE WITH CAB OF TRUCK.\*\*\*  
 IF (Z) IS NEGATIVE, TRAILER **WILL** INTERFERE WITH CAB OF TRUCK!!!

**EXAMPLE:**

**STANDARD TRAILER**

X - Y = Z  
 35 - 36 = -1  
 (TRAILER **WILL INTERFERE** WITH CAB)

**TRAILER WITH OVERHANG**

[(X) - (W)] - Y = Z  
 [35 - 4] - 36 = -5  
 (TRAILER **WILL INTERFERE** WITH CAB)

**YOUR CALCULATION:**

(CAB TO BALL CENTER) \_\_\_\_\_

(COUPLER OVERHANG) - \_\_\_\_\_

1/2 (TRAILER WIDTH) - \_\_\_\_\_

(MINIMUM CLEARANCE) = \_\_\_\_\_