FREEDOM

THE OFFICIAL HITCH OF
MAJOR LEAGUE FISHING,
HARD-WORKING RANCHERS,
NATIONAL PARK LOVERS,
WEEKEND WARRIORS, AND
ALL-AMERICAN APPLIES TO OUR PRODUCTS AND OUR VALUES

The only thing keeping your truck and your trailer connected are those relatively small pieces of engineered steel. The hitch you choose matters not only to your safety, but to the safety of our roads.

That’s why we treat the manufacture of your trailer hitch with the respect it deserves. We insist on American-made steel, like the sheet steel made in Burns Harbor, Indiana or the round bar that becomes the gooseneck ball made at a mill in Norfolk, Nebraska. When 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.

Only in America could a small-town farmer start a business in a garage and watch it grow the way B&W has over the last 35 years. The 600 employees in Humboldt, Kansas are proof that American Manufacturing can compete in a global economy. We are grateful that you have put your trust in us.

Joe Works, Owner
BUILT FOR THE DAYS THAT MATTER MOST.
The Tow and Stow gives you the versatility to swap ball sizes, adjust the height in seconds, and stow it under your vehicle when you’re not towing. It’s the freedom of knowing you have the equipment for any situation and the confidence that it will do the job. It’s everything you ever wanted in a hitch, built to last a lifetime.
SMALL
Drop 3" • Rise 3½"

MEDIUM
Drop 5" • Rise 5½"

LARGE
Drop 7" • Rise 7½"

EXTRA LARGE
Drop 9" • Rise 9½"

STOW/ADJUST
Stows under vehicle when not in use: streamlined and shin-safe.

CHANGES BALL SIZES, CHANGES HEIGHT, CHANGES EVERYTHING

GO AHEAD, DROP THE BALL

DROP

SHANK SIZE

< 2" 2" 2½" 3"

2½" 3" 4½" 5½" 6½"

3½" 4½" 5½" 6½" 7½"

3½" 4½" 5½" 6½" 7½"

BALL SIZE

17/8 x 2 x 2 5/16

17/8 x 2

2 x 2 5/16

3"

TS10033B TS10033C

TS10037B TS10037C

TS10038B TS10038C

TS10035B TS10035C

TS10034B TS10034C

TS10037BB TS10037BC

TS10038BB TS10038BC

TS10035BB TS10035BC

TS10034BB TS10034BC

TS10037B TS10037C

TS10038B TS10038C

TS10035B TS10035C

TS10034B TS10034C

TS10037BB TS10037BC

TS10038BB TS10038BC

TS10035BB TS10035BC

TS10034BB TS10034BC

Black Powder Coat Chrome Licensed Browning Logo

TS10047B TS10047C TS10047BB

TS10048B TS10048C TS10048BB

TS10049B TS10049C TS10049BB

TS20048B TS20048C TS20049B

TS20050B TS30048B TS30049B

TS20037B TS30037B TS20037C

TS20038B TS20038C

TS10050B TS10043B TS10040B

TS10040C TS10037B TS10037C

TS10037BB TS10038B

TS10033B TS10033C TS10033BB

TS10035B

TS10034B

TS10037B TS10037C

TS10038B TS10038C

TS10035B TS10035C

TS10034B TS10034C

TS10037BB TS10037BC

TS10038BB TS10038BC

TS10035BB TS10035BC

TS10034BB TS10034BC

Black Powder Coat Chrome Licensed Browning Logo

ADJUST
Raise or lower for level towing.

ROTATE
Multiple ball sizes rotate into place for rapid adaptability.

STOW
Stows under vehicle when not in use: streamlined and shin-safe.
TAILGATE OF THE FUTURE WITH A HITCH TO MATCH

The MultiPro compatible Tow & Stow is designed specifically for the GMC MultiPro Tailgate. Simply lock it in your receiver and stow the ball assembly behind the hitch. This allows you to keep the hitch on your truck while retaining the ability to use the inner gate and step feature of the tailgate. No other ball mount is engineered to work this seamlessly.

KNOWS WHEN TO GET OUT OF THE WAY

2” SHANK

2½” SHANK

Available in Dual & Tri-Ball combinations

<table>
<thead>
<tr>
<th>Part #</th>
<th>Shank</th>
<th>Drop</th>
<th>Rise</th>
<th>Ball Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>TS10058BMP</td>
<td>2”</td>
<td>2-1/2”</td>
<td>3-1/2”</td>
<td>10,000 lb GTW, 1,000 lb VTW</td>
</tr>
<tr>
<td>TS10648BMP</td>
<td>2”</td>
<td>2-1/2”</td>
<td>3-1/2”</td>
<td>14,500 lb GTW, 1,450 lb VTW</td>
</tr>
<tr>
<td>TS10060BMP</td>
<td>2”</td>
<td>4-1/2”</td>
<td>5-1/2”</td>
<td>1.75” x 2” x 3-1/16”</td>
</tr>
<tr>
<td>TS10061BMP</td>
<td>2”</td>
<td>4-1/2”</td>
<td>5-1/2”</td>
<td>1.75” x 2” x 3-1/16”</td>
</tr>
<tr>
<td>TS20066BMP</td>
<td>2-1/2”</td>
<td>7”</td>
<td>7-1/2”</td>
<td>1.75” x 2” x 3-1/16”</td>
</tr>
<tr>
<td>TS20067BMP</td>
<td>2-1/2”</td>
<td>7”</td>
<td>7-1/2”</td>
<td>1.75” x 2” x 3-1/16”</td>
</tr>
</tbody>
</table>
ADJUST
Raise or lower for level towing.

SECURE
Hook the trailer ring over the ball, drop and lock the plate to secure heavier loads than a regular hitch.

STOW
Stows under vehicle when not in use; streamlined and shin-safe.

THE HEAVYWEIGHT CHAMPION OF YOUR WORLD

Our Tow & Stow Pintle Hitch has all the same features as the Tow & Stow, but it’s built to pull even more weight for ranch, construction and other heavy-duty loads. Hookup is super simple — slide your trailer ring over the ball and drop the plate into place to secure it, giving you the ability to haul up to 16,000 pounds.
WE WANTED SOMETHING BETTER, SO WE BUILT IT OURSELVES.

From a small garage in 1987, Joe Works and Roger Baker solved a point of frustration for every person who’d ever used a gooseneck ball. Their invention revolutionized an entire industry.

The Turnoverball Gooseneck Hitch was more than a display of American ingenuity. Its success gave two small business owners the chance to prove American manufacturing is more than alive and well. It’s the strongest way forward.

As employee-owners, we stand behind every product and are proud of the midwestern values that made B&W.
BUILT IN THE PROUD TRADITION OF GETTING THE JOB DONE, NO MATTER WHAT.
THERE WHEN YOU NEED IT, NEVER WHEN YOU DON'T

The under-bed design keeps the hitch out of sight, and the ball stores in the receiver in seconds for a fully functional bed. It goes from heavy-hauler one minute to out-of-the-way the next.
The Turnoverball provides a strong, under-bed mounting system that bolts directly to the frame of your truck. And the only drilling required is a 4” hole in the bed for the receiver. It’s no wonder that every type of trailer owner came forward looking for a solution. That’s why we designed square-based accessories for every kind of trailer out there, including a fifth-wheel. It’s a perfect solution for hard working multi-taskers who switch trailers but don’t want a lot of hassle.

IT’S HIP TO BE SQUARE

The single-point Companion is equipped with a square post that fits into the Turnoverball receiver hole in the bed. The Turnoverball latch handle releases a pin that extends through holes in the post. Then, a draw-down bolt on the post is tightened to create upward pressure on the pin creating a snug fit to the bed.

ONE RECEIVER TO HAUL THEM ALL

EVEN A 5TH WHEEL HITCH
While others use a round base and receiver, we like the security of a square receiver. The square base keeps accessories aligned with the truck, so a Companion or four-inch extender is possible. Our tight tolerances have delivered a smooth ride and rattle-free towing for over 30 years.
WHAT’S THE POINT OF A BED IF YOU CAN’T USE IT?

We believe your bed is yours to use – take the kids camping, throw a mower or lumber in the back – you know, the things you bought a truck for in the first place. Your hitch shouldn’t get in the way of that. That’s why ours never will.
Automatic latch lets you line up, drop and go

DEFENDER™ LOCKING GOOSENECK COUPLER

We’ve reinvented the coupler on this one. With built-in security features and unrivaled ease of use, the Defender makes towing incredibly easy and is a great theft deterrent.

STRONGER, FASTER AND MORE SECURE

Push-button keyed lock keeps thieves at bay

Cone-shaped coupler simplifies lineup and hookup
ANCHORED FOR THE LONG HAUL

The grip latch handle keeps your hands grease-free, while the ultra-heavy-duty construction and safety chains give you peace of mind with your OEM setup.
GET MORE ROOM TO MOVE WITH B&W EXTENDERS

OFFSETS BALL 4"
• An accessory to the Turnoverball®
• Moves pivot point rearward four inches
• Removable
• Made from 3/4” steel plate

OFFSETS TRAILER 10"
• Self-aligning coupler design
• Heavy wall tube with internal gussets provides maximum strength
• Easier hook ups with more clearance at the tailgate and trailer
• Fits all standard 4” I.D. round trailer tubes
• Funnel shaped coupler assists in aligning the trailer with the hitch
• Accommodates padlock for theft prevention

20,000 lb GTW
5,000 lb VTW
24,000 lb GTW
6,000 lb VTW
FREEDOM IS IN EVERYTHING WE DO.
Sure, the truck and trailer are important, but never underestimate the role the hitch plays in the towing experience. We built our line of fifth wheel hitches with the goal of a smooth ride, so you can enjoy your time on the road.
FIFTH WHEEL TOWING

WE INVENTED SMOOTH TOWING

1” thick wrap-around jaws eliminate sloppy starts and stops with a tolerance of about the thickness of a piece of paper.

Polyurethane bushings provide a quiet, rattle-free towing experience.

Cam-action latching handle for easy release, even on unlevel surface.

Hydraulic shock absorber allows smooth side-to-side movement without jarring.
When we invented the Turnoverball Gooseneck Hitch over 30 years ago, customers loved being able to turn the ball over and have their truck bed free. Our Companion Fifth Wheel Hitch uses the same under-bed mounting system as the original Turnoverball and has a single-point attachment. When you’re not using it, the Companion is removable and your truck is free to haul something else.

Some trucks come equipped with factory installed OEM mounting systems. These mounting systems use ‘pucks’ arranged at different spacing as a means for attachment. We build Companion bases that work with these pucks at the four corners. Simply drop the base in the pucks, turn the handle, and pin.

While permanent rails aren’t for everybody, they are still a preferred method of attachment for some. Our Patriot line was born when customers asked us to take the unique features of the Companion, but mount them on industry standard rails. So, we did. The Patriot, like all of our products, is made in America.
TO SLIDE OR NOT TO SLIDE?
A sliding hitch allows you to move the pivot point of the hitch rearward when maneuvering so that your trailer nose doesn’t hit the cab of your truck. There are several schools of thought on this question, but it really comes down to personal preference. If you have a short-bed truck and you anticipate doing a lot of tight turns and maneuvering into campgrounds, you should consider a slider.
WHAT TESTING STANDARDS EXIST TODAY FOR GOOSENECK AND FIFTH WHEEL HITCHES?

SAE J2638 is the standard that establishes the minimum performance criteria for gooseneck and fifth-wheel hitches up to 30,000 lbs. Currently, the standard is a recommended practice and NOT a requirement to sell or use a trailer hitch. However, I strongly believe that anyone towing a gooseneck or fifth-wheel should be using equipment, whether it’s ours or another brand, that has been tested and passes the J2638 standards. I recommend customers ask before buying.

HOW DOES B&W USE THE TESTING STANDARD?

Before we build a trailer hitch, we model it using CAD software. Then, in a digital environment, we subject it to the types of forces we know exist, using FEA (Finite Element Analysis). This modeling gives us a good idea of what we will see on the testing equipment and in real situations. From there, a prototype is built and we run it through the full gamut of J2638 tests at the max tow rating for the truck it is designed to fit. After the J2638 testing is complete, we also subject our designs to real world testing by using them to tow heavy trailers with different types of loads. We’ve been collecting data on how hitches perform for a long time. When we see hitches that have been in accidents, it confirms the data that we have. It’s reassuring to see our hitches perform on the road the way we predicted in the lab.

WHAT DOES SAE J2638 REQUIRE?

The standard requires hitches to complete non-independent tests without loss of attachment. This means that if the damage occurred while driving, it would not allow the trailer to separate from the truck. The nine tests include static tests of force against the hitch in six directions and three dynamic tests of 300,000 cycles each. And while the standard allows you to use a different specimen for each test, my personal requirement for B&W is that a single specimen pass the dynamic tests and then also pass the static tests. I think this reflects what happens in the real world. An accident rarely happens when a hitch is brand-new. It happens after years of wear from the road.

AN ACCIDENT RARELY HAPPENS WHEN A HITCH IS BRAND NEW. IT HAPPENS AFTER YEARS OF WEAR FROM THE ROAD.

TAYLOR JONES
DIRECTOR OF ENGINEERING

AN ACCIDENT RARELY HAPPENS WHEN A HITCH IS BRAND NEW. IT HAPPENS AFTER YEARS OF WEAR FROM THE ROAD.

Watch how we test.

TESTING TERMINOLOGY

STATIC
Load is applied at an even rate to determine the structural integrity and absolute strength of the structure. Static tests simulate extreme load situations, such as hard braking.

DYNAMIC
A load is applied, released, then applied again to determine the overall structural integrity and its resistance to fatigue failure. Dynamic tests simulate thousands of miles of extreme use.
these goals wasn’t going to allow us to be the parents we wanted to be. We had to make some tough decisions.” Erin began following some RV families on social media and seeing how their lives were being enriched in ways the Roths had never thought possible. “It just felt right for some reason. We started running the numbers and realized how simplifying our lives and eliminating the things that didn’t have value toward our happiness could actually create time, togetherness and ultimately fulfillment,” said Justin.

The Roth family figured out how to do just that. After years of the corporate grind, they decided enough was enough. So they packed up their four kids and hit the road.

WE’VE ALL FELT IT. BURNT OUT AND WANTING SOMETHING MORE. A SIMPLER LIFE. MORE TIME WITH FAMILY. THE ABILITY TO SEE THE WORLD AND WANDER.

The Roth family

Years of long, unpredictable hours at work had Justin and Erin Roth feeling like precious time with their two young children was slipping through their fingers. Then they found out they were having twins!

“DECIDING TO BECOME FULL-TIME RV TRAVELERS WAS CERTAINLY NOT AN OVERNIGHT PROCESS OR DECISION.”

“We had worked our entire lives toward endless goals of ‘climbing the ladder.’ But, it was evident that obtaining these goals wasn’t going to allow us to be the parents we wanted to be. We had to make some tough decisions.”

Erin began following some RV families on social media and seeing how their lives were being enriched in ways the Roths had never thought possible. “It just felt right for some reason. We started running the numbers and realized how simplifying our lives and eliminating the things that didn’t have value toward our happiness could actually create time, togetherness and ultimately fulfillment,” said Justin.

ON THE ROAD
WITH THE ROTHs

Years of long, unpredictable hours at work had Justin and Erin Roth feeling like precious time with their two young children was slipping through their fingers. Then they found out they were having twins!

“DECIDING TO BECOME FULL-TIME RV TRAVELERS WAS CERTAINLY NOT AN OVERNIGHT PROCESS OR DECISION.”

“We had worked our entire lives toward endless goals of ‘climbing the ladder.’ But, it was evident that obtaining these goals wasn’t going to allow us to be the parents we wanted to be. We had to make some tough decisions.”

Erin began following some RV families on social media and seeing how their lives were being enriched in ways the Roths had never thought possible. “It just felt right for some reason. We started running the numbers and realized how simplifying our lives and eliminating the things that didn’t have value toward our happiness could actually create time, togetherness and ultimately fulfillment,” said Justin.

THE ROTH FAMILY
Home base: Idaho

“DECIDING TO BECOME FULL-TIME RV TRAVELERS WAS CERTAINLY NOT AN OVERNIGHT PROCESS OR DECISION.”

“We had worked our entire lives toward endless goals of ‘climbing the ladder.’ But, it was evident that obtaining these goals wasn’t going to allow us to be the parents we wanted to be. We had to make some tough decisions.”

Erin began following some RV families on social media and seeing how their lives were being enriched in ways the Roths had never thought possible. “It just felt right for some reason. We started running the numbers and realized how simplifying our lives and eliminating the things that didn’t have value toward our happiness could actually create time, togetherness and ultimately fulfillment,” said Justin.

THE ROTH FAMILY
Home base: Idaho

“DECIDING TO BECOME FULL-TIME RV TRAVELERS WAS CERTAINLY NOT AN OVERNIGHT PROCESS OR DECISION.”

“We had worked our entire lives toward endless goals of ‘climbing the ladder.’ But, it was evident that obtaining these goals wasn’t going to allow us to be the parents we wanted to be. We had to make some tough decisions.”

Erin began following some RV families on social media and seeing how their lives were being enriched in ways the Roths had never thought possible. “It just felt right for some reason. We started running the numbers and realized how simplifying our lives and eliminating the things that didn’t have value toward our happiness could actually create time, togetherness and ultimately fulfillment,” said Justin.
As they started planning full-time travel, it began to dawn on them what life on the road would mean for their family. “We discovered our new parameters for a successful life.”

Once they hit the road, they had to adapt quickly to their new lifestyle, including planning adventures ahead. “The way we plan has certainly evolved over time,” Justin said. “We booked our schedule solid and had that peace of mind to start out. Our very first campground reservation was for two weeks. We were gone after eight days. There was too much to experience to be sitting stationary for two full weeks. Eventually, we learned that flying by the seat of our pants, essentially winging it, was more our style.”

When they started to find their groove, the Roth family began experiencing the benefits they were searching for. More time together, exploring this beautiful country, and even making lasting connections with other RV families. “Hands down, the most surprising thing about this lifestyle is the community.”

“WE HAVE MADE LIFELONG FRIENDS BY PULLING IN NEXT TO ANOTHER RV WITH KIDS’ BIKES IN TOW ON BL M LAND IN THE MIDDLE OF THE DESERT.”

“When you meet a new traveling family, you immediately have a ton in common and move from ‘Hello, nice to meet you.’ to your kids running in and out of each others’ campers all day long and cooking every meal together.”
THE STRONG SILENT TYPE

Designed for heavy-duty towing, this receiver hitch offers super-simple, bolt-on installation with minimal to no drilling. Its fully welded construction gives you a 1,600-pound tongue weight and 16,000-pound towing capacity. The black powder coated finish and zinc-plated bolts help prevent rust and corrosion.
HEAVY-DUTY TOWING ACCESSORIES

ACCESSORIZE TO PERFECTION

B&W offers a wide range of durable accessories that adapt to your specific setup.

HEAVY-DUTY BALL MOUNTS

HIGH-GLOSS POWDER COATED FINISH

<table>
<thead>
<tr>
<th>Part #</th>
<th>Drop</th>
<th>Shank</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMHD30010</td>
<td>2&quot; Drop</td>
<td>2&quot; x 6&quot; Shank</td>
</tr>
<tr>
<td>BMHD30011</td>
<td>2&quot; Drop</td>
<td>2&quot; x 8&quot; Shank</td>
</tr>
<tr>
<td>BMHD30012</td>
<td>4&quot; Drop</td>
<td>2&quot; x 6&quot; Shank</td>
</tr>
<tr>
<td>BMHD30013</td>
<td>4&quot; Drop</td>
<td>2&quot; x 8&quot; Shank</td>
</tr>
<tr>
<td>BMHD30014</td>
<td>6&quot; Drop</td>
<td>2&quot; x 6&quot; Shank</td>
</tr>
<tr>
<td>BMHD30210</td>
<td>2&quot; Drop</td>
<td>2.5&quot; x 6&quot; Shank</td>
</tr>
<tr>
<td>BMHD30212</td>
<td>4&quot; Drop</td>
<td>2.5&quot; x 6&quot; Shank</td>
</tr>
<tr>
<td>BMHD30214</td>
<td>6&quot; Drop</td>
<td>2.5&quot; x 6&quot; Shank</td>
</tr>
</tbody>
</table>

TRIPLE TOW BALL MOUNT

HIGH-GLOSS POWDER COATED FINISH

<table>
<thead>
<tr>
<th>Part #</th>
<th>Ball Diameter</th>
<th>Shank Diameter</th>
<th>Shank Length</th>
<th>Max Load</th>
<th>Rise</th>
<th>Threads Per Inch</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>BMTT31004</td>
<td>2-5/16&quot;</td>
<td>1-1/8&quot;</td>
<td>3-1/4&quot;</td>
<td>12K</td>
<td>No Rise</td>
<td>14</td>
<td>Heat Treated</td>
</tr>
</tbody>
</table>

SPECIALTY AND HEAT-TREATED HITCH BALLS

MACHINED FROM CARBON STEEL

<table>
<thead>
<tr>
<th>Part #</th>
<th>Ball Diameter</th>
<th>Shank Diameter</th>
<th>Shank Length</th>
<th>Max Load</th>
<th>Rise</th>
<th>Threads Per Inch</th>
<th>Finish</th>
</tr>
</thead>
<tbody>
<tr>
<td>HB94001</td>
<td>2-5/16&quot;</td>
<td>1&quot;</td>
<td>2-1/2&quot;</td>
<td>12K</td>
<td>No Rise</td>
<td>14</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94002</td>
<td>2-5/16&quot;</td>
<td>1-5/16&quot;</td>
<td>2-1/2&quot;</td>
<td>24K</td>
<td>1&quot;</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94003</td>
<td>2-5/16&quot;</td>
<td>1-1/8&quot;</td>
<td>3-1/4&quot;</td>
<td>24K</td>
<td>1&quot;</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94004</td>
<td>2-5/16&quot;</td>
<td>1-1/4&quot;</td>
<td>3-1/2&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94005</td>
<td>2-5/16&quot;</td>
<td>1-1/2&quot;</td>
<td>2-3/4&quot;</td>
<td>30K</td>
<td>1&quot;</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94006</td>
<td>2-5/16&quot;</td>
<td>1-5/8&quot;</td>
<td>3-1/4&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94007</td>
<td>2-5/16&quot;</td>
<td>3&quot;</td>
<td>3-1/4&quot;</td>
<td>30K</td>
<td>1&quot;</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94008</td>
<td>3&quot;</td>
<td>2&quot;</td>
<td>3-1/2&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94009</td>
<td>3&quot;</td>
<td>2&quot;</td>
<td>3-1/2&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>4.5</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94011</td>
<td>2-5/16&quot;</td>
<td>2-5/16&quot;</td>
<td>4&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>n/a</td>
<td>Heat Treated</td>
</tr>
<tr>
<td>HB94012</td>
<td>Ball Collar</td>
<td>2-1/8 ID</td>
<td>2&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>12</td>
<td>Unplated</td>
</tr>
<tr>
<td>HB94013</td>
<td>Ball Collar</td>
<td>2-1/8 ID</td>
<td>3&quot;</td>
<td>30K</td>
<td>No Rise</td>
<td>12</td>
<td>Chrome</td>
</tr>
<tr>
<td>HB94050</td>
<td>2-5/16&quot;</td>
<td>1-1/4&quot;</td>
<td>2-1/2&quot;</td>
<td>16K</td>
<td>No Rise</td>
<td>12</td>
<td>Heat Treated</td>
</tr>
</tbody>
</table>

B&W offers a wide range of durable accessories that adapt to your specific setup.
**HEAVY-DUTY PINTLE PLATE**

**HIGH-GLOSS POWDER COATED FINISH**

<table>
<thead>
<tr>
<th>Part #</th>
<th>Hole Position</th>
<th>Shank Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMHD14001</td>
<td>2 Position</td>
<td>2” x 8” Shank</td>
</tr>
<tr>
<td>PMHD14002</td>
<td>3 Position</td>
<td>2” x 9” Shank</td>
</tr>
<tr>
<td>PMHD14003</td>
<td>3 Position</td>
<td>2” x 11” Shank</td>
</tr>
<tr>
<td>PMHD14004</td>
<td>6 Position</td>
<td>2” x 13” Shank</td>
</tr>
<tr>
<td>PMHD14005</td>
<td>6 Position</td>
<td>2” x 15” Shank</td>
</tr>
</tbody>
</table>

**Part # Hole Position Shank Size**

- PMHD14001 2 Hole 2 Position 2” x 8” Shank
- PMHD14002 8 Hole 3 Position 2” x 9” Shank
- PMHD14003 8 Hole 3 Position 2” x 11” Shank
- PMHD14004 14 Hole 6 Position 2” x 13” Shank
- PMHD14005 14 Hole 6 Position 2” x 15” Shank

**Part # Hole Position Shank Size**

- PMHD14012 8 Hole 3 Position 2.5” x 9” Shank

**HIGH-GLOSS POWDER COATED FINISH**

- 16,000 lb GTW
- 1,000 lb VTW

**REDUCER SLEEVES**

**SLIDES DIRECTLY INTO HITCH OR ONTO SHANK**

<table>
<thead>
<tr>
<th>Part #</th>
<th>From To Shank Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>RHXA2182</td>
<td>2.5” x 2.5” 2” x 2”</td>
</tr>
<tr>
<td>RHXA2183</td>
<td>3” x 3” 2.5” x 3.5”</td>
</tr>
</tbody>
</table>

**Part #**

- RHXA2182 2.5” x 2.5” 2” x 2”
- RHXA2183 3” x 3” 2.5” x 3.5”

**Cutout notch for removal with screwdriver**

- Adapter stops when flush and holes are aligned
- Slotted holes to ensure proper fit
- Inscription: "Rotate 90 degrees for different depths"
- Two options to reduce receiver opening
A CAB PROTECTOR WITH BENEFITS

There’s not much standing between you and the heavy load you’re towing. But our cab protector isn’t just about protection. It looks great and has plenty of usable features. Our truck specific, powder coated protectors are outfitted with LED lights, tie-down brackets and grab handles.
The Biker Bar is a clean clamping system that attaches to your Harley Davidson’s frame for solo loading in under a minute. No more cumbersome straps, chocks or bolt-on contraptions that can damage paint, chrome and leather and put unnecessary stress on your suspension. Biker Bar is the fastest, most secure, best-looking way to load and haul your bike.

BECAUSE YOUR BIKE DOESN’T WANT TO BE TIED DOWN EITHER
SHOW YOUR AMERICAN-MADE PRIDE WITH AUTHENTIC B&W GEAR

Shop our collection of gear and accessories, perfect for an honest day’s work or a weekend adventure.

To get some B&W Gear of your own, head over to bwtrailerhitches.com/bw-gear.
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 will work 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. 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 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 even if you don’t.

To register your product or download a copy of our limited lifetime warranty, visit www.bwtrailerhitches.com/warranty.