

BOSS PRODUCTS
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**2009 & NEWER DODGE ½ TON
SPORT DUTY UNDERCARRIAGE
MOUNTING INSTRUCTIONS
(PART NO. LTA15560)**

DRIVEN TO BE THE BEST

MSC15571-0

WARNING

Many newer trucks are now equipped with air bags. DO NOT under any circumstances disable, remove or relocate any sensors or other components related to the operation of the air bags.

For recommended vehicle models refer to the Boss Snowplow Application Chart and Selection Guide.

To comply with Federal Regulations and to assure a safe vehicle, the Front Gross Axle Weight Rating (FGAWR), Rear Gross Axle Weight Rating (RGAWR), and the Gross Vehicle Weight Rating (GAWR) must not be exceeded at any time.

Due to the variety of equipment that can be installed on this vehicle, it is necessary to verify that the Front Gross Axle Weight Rating (FGAWR), Rear Gross Axle Weight Rating (RGAWR), and the Gross Vehicle Weight Rating (GAWR) are not exceeded at any time. This may require weighing the vehicle and adding ballast as necessary. It may also limit payload capacity of the vehicle. It is the operator's responsibility to verify that these ratings are not exceeded.

2009 & NEWER DODGE ½ TON SPORT DUTY UNDERCARRIAGE MOUNTING INSTRUCTIONS

The mounting procedure outlined below covers the 2009 & Newer Dodge ½ ton trucks. You will need to refer to the illustrations and familiarize yourself with each of the undercarriage components and their relative position to each other. Then proceed as follows:

1. There are three nuts holding the bumper to the frame on each side. Remove the inside nuts on each frame horn (see FIG 1). On the driver's side frame horn, bend the tab between the two inside bumper mounting holes, flat with the frame horn. If the vehicle is equipped with tow hooks - remove tow hooks, tow hook mounting brackets, and horizontal support rod.
2. Remove the valance from the bumper and save to return to customer.
3. Install Push Beam Support Plates (62A & 62B) with existing bolts and nuts used for mounting the bumper (bottom holes on inside of frame horns). Insert two ½"-13 x 1-1/2" GR5 Hex Head Bolts (A) into empty top mounting holes from inside the bumper, through the frame horns, and Push Beam Support Plates (62A & 62B). Attach with two ½"-13 Nylon Lock Nuts (D), leaving them finger tight.
4. Line up back mounting holes of Push Beam Support Plates (62A & 62B) with existing holes on tow hook mounting posts and mark the holes (two per side). Remove Push Beam Support Plates (62A & 62B) and enlarge marked holes to 9/16" as needed.
5. Reinstall Push Beam Support Plates (62A & 62B) as described in Step 3. Insert four ½"-13 x 1-1/2" GR5 Hex Head Bolts (C) with ½" Split Lock Washers (F) under the BOLT HEADS through the back mounting holes of Push Beam Support Plates (62A & 62B). Thread into four ½" Nut Bars (97) inserted through top of tow hook mounting posts, leaving them finger tight.

6. Insert Driver Side Bolt Plate (98) and Passenger Side Bolt Plate (99) into existing holes/slots of the frame cross member by inserting through respective ends of cross member.
7. Place the Skid Plate Attachment (75) on the bottom of the cross member and attach with $\frac{1}{2}$ "-13 Nylon Lock Nuts (D). Leave finger tight.
8. Attach Angle Brackets (75A & 75B) to Skid Plate Attachment (75) with $\frac{1}{2}$ "-13 x 1-1/2" GR 5 Hex Head Bolts (A) and $\frac{1}{2}$ "-13 Nylon Lock Nuts (D). They must go to the inside of the tabs on Skid Plate Attachment (75). Leave finger tight.
9. Bolt Push Beam Assembly (62) onto Push Beam Support Plates (62A & 62B) using $\frac{1}{2}$ "-13 x 1-1/2" GR 5 Hex Head Bolt (A) bolts and $\frac{1}{2}$ "-13 Nylon Lock Nut (D). Leave finger tight.

NOTE: The proper Push Beam Assembly height is 14-1/2" from the ground to the center of the pin receiving holes on the Push Beam hooks. (See Figure 2)

*****If 14-1/2" cannot be achieved, set the Push Beam Assembly height to 13-1/2" from the ground to the center of the pin receiving holes on the Push Beam hooks.**

10. Bolt Angle Brackets (75A & 75B) to the tabs on the back of Push Beam Assembly (62) using $\frac{1}{2}$ "-13 x 1-1/2" GR 8 Hex Head Bolt (B) (check the marks on the top to be sure they are GR 8 bolts), $\frac{1}{2}$ " Split Lock Washers (F), and $\frac{1}{2}$ "-13 Full Nuts (E).
11. With all the undercarriage parts in place, securely fasten all mounting hardware. It is important that all fasteners be properly torqued (see Figure 3) to assure a safe operating plow. Re-tighten all fasteners after 2 hours of plowing.

Installation Note:

- A. Head Light Adapter MSC9993 is used for this application.
- B. Check for hood swing clearance with the plow attached to the truck. If interference exists, move the light bar to the forward light position. See Boss Snowplow owner's manual for further details.

2009 & NEWER 1/2 TON SPORT DUTY UNDERCARRIAGE INSTALLATION PROCEDURE

REF. NO.	DESCRIPTION	PART NO.	QTY.
62	Push Beam Assembly	PBA09827	1
62B	Push Beam Support Plate Driver Side	PBA15561	1
62A	Push Beam Support Plate Passenger Side	PBA15562	1
75	Skid Plate Attachment	LTA15568	1
75A	Angle Bracket Passenger Side	LTA15566	1
75B	Angle Bracket Driver Side	LTA15563	1
97	1/2" Nut Bar	LTA04837	4
98	Bolt Plate Driver Side	LTA15572	1
99	Bolt Plate Passenger Side	LTA15581	1
	Fastener Kit, Dodge 1/2 Ton 09&Up	HDW15570	1
Includes:			
A	1/2" - 13 1-1/2" Hex Head Bolt GR 5	HDW01728	14
B	1/2" - 13 1-1/2" Hex Head Bolt GR 8	HDW05553	4
C	1/2" - 13 1" Hex Head Bolt GR 5	HDW01781	4
D	1/2" - 13 Hex Head Nylon Lock Nut	HDW01748	18
E	1/2" - 13 Hex Head Full Nut	HDW02410	4
F	1/2" Split Lock Washer	HDW01732	8

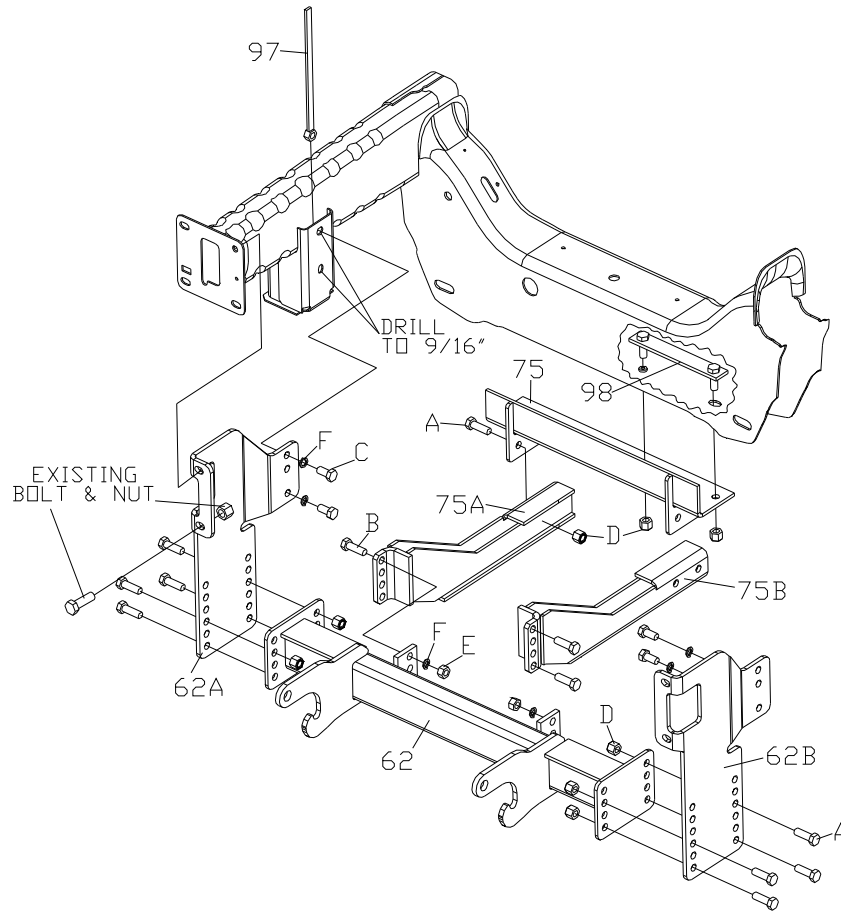


Figure 1

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RECOMMENDED PUSHBEAM HEIGHT

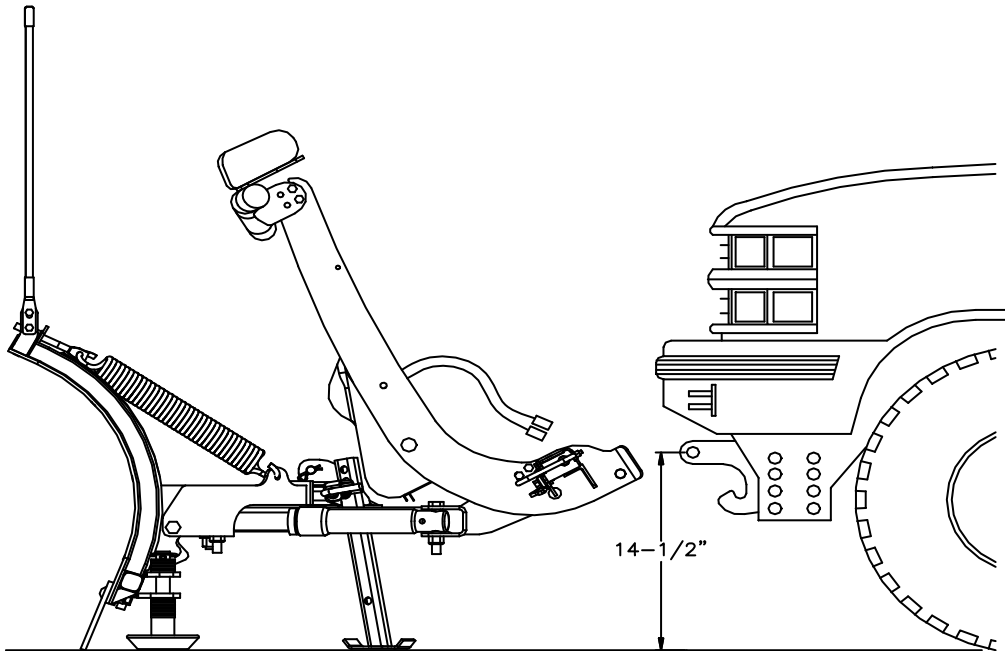


Figure 2

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GUIDE TO RECOMMENDED ASSEMBLY TORQUE



DIAMETER / PITCH	GRADE 5	GRADE 8	GRADE 8.8	GRADE 10.9
1/4-20	6	9		
5/16-18	14	19		
3/8-16	23	33		
7/16-14	38	53		
1/2-13	56	80		
9/16-12	82	116		
5/8-11	113	159		
3/4-10	201	283		
M10 X 1.25			36	
M10 X 1.5				49
M12 X 1.75				71
M14 X 2.0				80

ALL TORQUE VALUES ARE IN FOOT-POUNDS (FT.-LB.)

Figure 3

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* The torque values listed above are based on dry, coated bolts, variables such as oil, or other lubrications may appreciably alter these values and must be taken into consideration.

NOTE: IT IS IMPORTANT THAT ALL FASTENERS BE PROPERLY TORQUED TO ASSURE A SAFE OPERATING PLOW.