

Splitgate Override Switch **Installation Instructions**

READ through these Instructions & the FAQs completely Before beginning the Installation Process

and

Follow these Installation Instructions Carefully

Note: Some GMC and/or Chevrolet Truck owners with the MultiPro™ or Multi-Flex™ Tailgate may periodically experience an issue with their mid-gate not releasing when the tailgate is lowered. When you try to lower the mid-gate the truck's tail lights flash but all you hear is a "Click" sound and the mid-gate will not open to drop down. If this occurs, it may not occur all the time but may do so just periodically. However, this is an existing issue that GM is aware of with the MultiPro™ or Multi-Flex™ Tailgate but it is not something related to or that will be caused by the installation of our Splitgate Override Switch. We suggest that if you have been or are experiencing this issue then you should address this with GM to correct before installing our Override Switch.

Package & Tools Needed

(Automatic model Override Switch or Manual model Override Switch)

- ONE SIZE FITS ALL trucks -



Items included with Splitgate Override Switch : (See Photos A & B above)

- Splitgate Override Switch itself;
- (2) Blue/White silicone filled wire Connectors; (no wire stripping of any kind required);
- Alcohol wipe to clean your Truck's Receiver surface before installing Override Switch;
- Twist ties to use after install to secure override switch wire cleanly underneath truck.

TOOLS NEEDED for INSTALLATION : (See Photo C above)

- Pair of basic wire cutters;
 - Channel Lock pliers or Slip Joint pliers to use to Crimp down the connectors onto truck wire;
 - Hitch Pin to put into truck's receiver :
- (*) **MUST use a 5/8" inch diameter pin with a minimum length of 4.0" inches, depending upon what size Truck receiver you have.**

See Install Instructions below for details.

- (*) **IF you use a hooked style hitch pin - (locking or standard), we recommend that it has atleast a 4.5" usable length, and that you install it into truck's receiver from left to right, where the hook portion of hitch pin is on the left side of the truck's receiver, opposite from the Override Switch.**

(*) **For a Good Hitch Pin that will fit ALL Truck Receiver sizes & works well with our Override Switch:**
Heavy-Duty hitch pin (locking or standard), with 5/8" pin diameter, and 5" useable length

(2) Installation Options

WATCH THIS VIDEO FOR HELP IN DETERMINING WHICH INSTALLATION METHOD IS BEST FOR HOW YOU USE YOUR TAILGATE:

<https://youtu.be/m6TyzVJp8Bw>

I. OPTION #1 : **PURPLE Wire Installation : (STANDARD installation method)**

All Truck Model Years : 2019 & beyond

IF, once your Override Switch is installed, you would like for your MultiPro™ or Multi-Flex™ Tailgate's Inner Gate (mid-gate) to NOT be allowed to lower and smash any object Mounted in your Truck's Receiver (ie. Hitch), while at same time allowing your Tailgate's Main Gate to open as usual anytime (whether you have a hitch in your truck's receiver or not), then install your Override Switch exactly as detailed below, starting on the next page of these instructions.

Bottomline : With this installation method, when you install your Override Switch and you put a hitch in your truck's receiver, the Override Switch will detect it is there and will cut off the power to the MultiPro™ or Multi-Flex™ Tailgate's Inner Gate (mid-gate), thereby automatically preventing your Truck's Inner Gate from being able to further lower below the bed plane of your truck and smash into your Hitch. However, with this option, when you have a hitch in your truck's receiver and even when the Main tailgate is Closed (ie: lifted up in an upright position), then, the Inner Gate (mid-gate) will not be allowed to open even though the main tailgate is in the upright position.

II. OPTION #2: **GREEN Wire Installation : (ALTERNATIVE installation method)**

2019 & 2020 Truck Model Years ONLY

IF, once your Override Switch is installed, you would like your Override Switch to act the opposite of Option #1 above hereby Allowing you to be able to open your MultiPro™ or Multi-Flex™ Tailgate's Inner Gate (mid-gate) to get in & out of the bed of your truck when you have a hitch installed in your truck's receiver and your Main Tailgate is in the Upright closed position, then this option is for you. This option STILL automatically protects your Tailgate from being able to lower down and hit the hitch installed in your truck's receiver by not allowing the Main Tailgate to open. It will allow you to freely open and close the Inner Gate (mid-gate) to get things in & out of your truck's bed without risking any damage to the tailgate in any way. This is a Great option for someone who keeps a hitch in their truck's receiver a lot and/or has trailers (work or pleasure) hooked up a lot. This option will keep the Main Tailgate from opening up and dropping down and hitting a trailer tongue etc, but will allow you to safely open and close the Inner Gate (mid-gate) and get things in and out of your truck's bed even when you have a hitch in your truck's receiver and the Mail Tailgate is in the upright closed position. IF this Option would be a better fit for the way you use your truck, Then, Install your Override Switch exactly as detailed below EXCEPT for ONE THING : instead of connecting your Override Switch wire to the solid PURPLE wire in your truck's wiring harness as directed, you would instead connect the Override Switch wire to the solid GREEN wire in the Truck's wiring harness as directed in the instructions below starting on the next page.

Bottomline : With this alternative installation method, when you install your Override Switch and you put a hitch in your truck's receiver, the Override Switch will detect it is there and will cut off the power to the MultiPro™ or Multi-Flex™ Tailgate's MAIN Gate while still allowing power to the Tailgate's Inner Gate (mid-gate), thereby still automatically preventing your Truck's Tailgate from any damage. However, at the same time with this option, when you have a hitch in your truck's receiver the power is cut off to the Main tailgate and not to the Inner Gate (mid-gate), allowing you to freely open and close the Inner Gate (mid-gate) and get things in and out of your truck's bed.

INSTALLATION INSTRUCTIONS - AUTOMATIC ENGAGE MODEL

MultiPro™ Tailgate for GMC or Multi-Flex™ Tailgate for Chevrolet

AUTOMATIC Override Switch = One Size Fits ALL
(1500, 2500, & 3500 Series trucks)

Read these Instructions Completely Before beginning Installation and Follow these Installation Instructions Carefully

1. Thoroughly CLEAN and DRY the exterior of the Truck's Receiver surfaces with an alcohol wipe before starting any installation processes.
(*) NOTE : *If your GMC or Chevrolet truck has a 2.5 inch wide Receiver (measured externally) (as shown in FIGURE #1A below), you will need to use a hitch pin that has useable length of at least 3.5 inches. If your Truck has a 3 inch wide Receiver (measured externally) you will need to use a hitch pin that has useable length of at least 4 inches OR If you have a 3.5 inch wide Receiver, then you will need to use a hitch pin that has useable length of at least 4.5 inches long.*
2. **Make sure your hands are clean of any grease.** Remove the adhesive Tape backing strip from the entire underside of the Switch Assembly and prepare to adhere Switch Assembly to your Truck's Receiver. (If you live in a cold climate area, for best adhesive results at installation, heat the truck's Receiver surface with a heat gun or hair dryer up to approx. 60 degrees and then proceed to the next step). **Once the Tape backing strip is removed, be very careful not to let anything touch the adhesive portion of the tape surface prior to adhering the switch to the Receiver.**
3. Fully insert a hitch pin through the truck's receiver (**from Left to Right**). Then, slide the pin hole guide in the Switch Assembly over the right side of the inserted hitch pin and slide all towards the truck's receiver. (see Figure #1C below). As the Switch Assembly gets close to Receiver's surface, Carefully press the Switch Assembly flush against the side of receiver and hitch pin, so that the adhesive tape adheres to the Truck Receiver's (right side & area around mounting hole). This secures the Switch Assembly in the proper location for use allowing the Hitch Pin to travel freely in and out of the Receiver Pin hole.

(*) This mounting hole in the Switch Assembly is designed to easily and automatically align and mount the Switch Assembly in the correct location on the truck's receiver for proper operation, (as shown in Figure #1C below).

FIGURE #1A Photo:



FIGURE #1B Photo:



FIGURE #1C Photo:



4. Run the wire coming out of the top of the Switch Assembly along the top of the truck's receiver and up under the bumper underneath the truck.
5. Locate the large wire bundle that is under the truck near the left rear bumper and spare tire. Push the **red tab** up, then push the black button or latch in the center of the long **light grey handle** so that it will release, then pull the long **light grey handle** down so that the connector will separate. **(*) SEE FIGURE #2 Photo Below:**



6. Remove the protective tape from around the truck wire bundle enough so that you will be able to access the **solid purple wire** (approx. 20 gauge size wire). (*) **CAUTION:** In removing the tape from around this truck wire bundle be careful not to cut any other surrounding wires.
7. Once the **solid purple wire** is located, pull back the protective tape so that approximately 3 inches of this **solid purple wire** is exposed. Then, take a pair of wire cutters and snip this **solid purple wire** in two at the mid-point of this 3 inch exposed **solid purple wire**. (*) **No need to strip insulation** from any of this **solid purple wire**.
8. Insert one end of this **solid purple wire** into any one of the 3 holes in the back of one of the (2) **blue connectors**, (as shown in **Figure #3 photo below**), included in your switch assembly package. Then, also insert one of the (2) wires on the end of the switch wire itself into either of the other remaining holes in the back of this same **blue connector**. (*) **No need to strip insulation from any of the wires as this blue connector is designed to automatically connect through the wire insulation.**

Once you have both of these wires fully inserted into separate holes in the back of one of the **blue connectors** found in your Switch assembly package, you will need to Crimp the **blue connector** to lock these wires in place as follows :

How To Crimp:

1. Do not remove or strip the insulation from the wires.
2. Insert each of the 2 above described insulated wires into any 2 of the 3 slots in one of the **blue connectors** and slide each wire in until they reach the back of the **blue connector**. Make sure only 1 wire is inserted into each of the slots in the **blue connector**.
3. Using the 3M E-9BM tool, or slip joint pliers, or **channel locks or a similar tool**, press the blue plunger until it clicks in place and the edge of the blue plunger is nearly flush with the edge of the white housing. (*) **Very Important to Crimp each blue connector all the way down until it clicks into place so that the connector makes a clean connection to the wires inserted into it.**

Figure #3 Photo : Blue Connector shown here with wires inserted.



(*) **NOTE :** When you have placed one wire from the Switch Assembly and one side of the Solid Purple wire from truck into the holes in a Connector, make sure you insert these wires all the way until they reach the back of the connector. Then, use either slip joint pliers or channel locks to press the blue plunger down to lock the wires in place. Press this blue plunger down until it Clicks and is flush with the edge of the white connector housing.

REPEAT STEP #8 above to connect the other end of the solid purple wire on the truck with the other wire on the switch wire itself. Once you have completed the connection of Both of these **blue connectors** as directed above, then, this completes the Switch wire connection process.

9. Reconnect the truck wire bundle end's (**red tab and long light grey handle**) back together. Then replace the protective tape back around the truck wire bundle and check to insure the Switch Assembly is working properly. (*) **NOTE :** When reconnecting this truck wire bundle, as defined above, make sure that it snaps back fully into place as, if not, this may create issues that could cause the Switch Assembly to not work properly.
10. Use zip ties included with Switch Assembly to secure the Switch Assembly wire under the truck to both the truck's receiver and the wire harness in various places in order to keep new Switch Assembly wires neat and secure.

(*) **NOTE :** With the Switch Assembly now fully installed and Hitch pin in Receiver, the mid-gate on truck's tailgate should not operate until you take the Hitch Pin out of Truck's Receiver.

PROBLEM SOLVED !

INSTALLATION INSTRUCTIONS - MANUAL ENGAGE MODEL

MultiPro™ Tailgate for GMC or Multi-Flex™ Tailgate for Chevrolet

(Manual Override Switch fits ALL truck sizes)

Read these Instructions Completely Before beginning Installation and Follow these Installation Instructions Carefully

11. Thoroughly CLEAN and DRY the exterior of the Truck's Receiver surface with an alcohol wipe before starting any installation processes.
12. **Make sure your hands are clean of any grease.** Remove the adhesive Tape backing strip from the entire underside of the Switch Assembly and prepare to adhere Switch Assembly to the truck's Receiver. *(If you live in a cold climate area, for best adhesive results at installation, you may want to heat the truck's Receiver surface with a hair dryer up to approx. 60 degrees and then proceed to the next step).* **Once the Tape backing strip is removed, be very careful not to let anything touch the adhesive portion of the tape surface prior to adhering the switch to the Receiver.**
13. Install Switch Assembly to truck's hitch receiver by centering the Switch Assembly Box on the right side of receiver in between the Truck's Receiver hitch pin hole and the outer end of the Truck's Receiver, hold in place and press firmly on the Switch Assembly Bracket to where the adhesive Tape on the underside of the Switch Assembly adheres firmly to the Truck Receiver's right side. This secures the Switch Assembly in place for use.
() SEE FIGURE #4 Photo Below :**



14. Run the wire coming out of the top of the Switch Assembly along the top of the truck receiver and up under the bumper underneath the truck.
15. Locate the large wire bundle that is under the truck near the left rear bumper and spare tire. Push the **red tab** up, then push the black button or latch in the center of the long Light Grey handle so that it will release, then pull the long Light **grey handle** so that the connector will separate. **(*) SEE FIGURE #5 Photo Below :**



16. Remove the protective tape from around the wires enough so that you will be able to access the **solid purple wire** (approx 20 gauge size wire). (*) **CAUTION:** In removing the tape from around this truck wire bundle be careful not to cut any other surrounding wires.
17. Once the **solid purple wire** is located, pull back the protective tape so that approximately 3 inches of this **solid purple wire** is exposed. Then, take a pair of wire cutters and snip this **solid purple wire** in two at the mid-point of this 3 inch exposed **solid purple wire**. (*) **No need to strip insulation** from any of this **solid purple wire**.
18. Insert one end of this **solid purple wire** into any one of the 3 holes in the back of one of the (2) **blue connectors** (as shown in **Figure #6 photo below**) included in your switch assembly package. Then, also insert one of the (2) wires on the end of the switch wire itself into either of the other remaining holes on the back of this same **blue connector**. (*) **No need to strip insulation from any of the wires as this blue connector is designed to automatically connect through the wire insulation.**

Once you have both of these wires fully inserted into separate holes in the back of one of the **blue connectors** found in your Switch assembly package, you will need to Crimp the blue connector to lock the wires into place as follows :

How To Crimp:

1. Do not remove or strip the insulation from the wires.
2. Insert each of the 2 above described insulated wires into any 2 of the 3 slots in one of the **blue connectors** and slide each wire in until they reach the back of the **blue connector**. Make sure only 1 wire is inserted into each of the slots in the **blue connector**.
3. Using the 3M E-9BM tool, or slip joint pliers, or **channel locks or a similar tool**, press the blue plunger until it clicks in place and the edge of the blue plunger is nearly flush with the edge of the white housing. (*) **Very Important to Crimp each blue connector all the way down until it clicks into place so that the connector makes a clean connection to the wires inserted into it.**

Figure #6 Photo : Blue Connector shown here with wires inserted.



(*) **NOTE :** When you have placed one wire from the Switch Assembly and one side of the Solid Purple wire from truck into the holes in a Connector, make sure you insert these wires all the way until they reach the back of the connector. Then, use either slip joint pliers or channel locks to press the blue plunger down to lock the wires in place. Press this blue plunger down until it Clicks and is flush with the edge of the white connector housing.

REPEAT STEP #18 above to connect the other end of the solid purple wire on the truck with the other wire on the switch wire itself. Once you have completed the connection of Both of these **blue connectors** as directed above, then, this completes the Switch wire connection process.

19. Reconnect the truck wire bundle end's (**red tab** and **grey handle**) back together. Then replace the protective tape back around the truck wire bundle and check to ensure the Switch Assembly is working properly. (*) **NOTE :** When reconnecting this truck wire bundle, as defined above, make sure that it snaps back fully into place as, if not, this may create issues that could cause the Switch Assembly to not work properly.
(*) **NOTE :** With the Switch Assembly now fully installed, each time that you install your Hitch and Hitch Pin into your Truck's Receiver you should press the Switch Button IN to turn power off to the Mid-gate, then, when you take the Hitch and Hitch Pin back out of the Truck's Receiver you should press Switch Button again to restore power to the mid-gate.
20. Use zip ties included with Switch Assembly to secure the Switch Assembly wire to both the truck's receiver and the wire harness in various places under the truck in order to keep the new Switch Assembly wire neat and secure.

PROBLEM SOLVED !

TailgateFix.com

Splitgate Override Switch

FAQ's

READ through these FAQs completely Before beginning the Installation Process

(*) If All these Installation Instructions and points included in these FAQs above are not properly followed, we, TailgateFix.com, will not be held liable or responsible for any damage this may cause.

What vehicle(s) is/are the Override Switch designed to work on ?

The Override Switch from TailgateFix.com is designed to fit and work on any GM's trucks/vehicles that have either the MultiPro™ Tailgate for GMC or Multi-Flex™ Tailgate for Chevrolet. Currently, the vehicles with this unique tailgate are GMC's Sierra trucks : (1500, 2500, & 3500 models), as well as, Chevrolet's Silverado trucks : (1500, 2500, & 3500 models). GM's newly designed HUMMER is speculated to also be coming out very soon with this tailgate on it as well.

Do I have to order a different model Override Switch depending upon which Truck model I own (1500, 2500, 3500) ?

NO. The beauty of our new and improved model of the Override Switch from TailgateFix.com is that it is a One Size Fits All design. It works and installs the same on any of the designated trucks whether you have a 2 inch, 2.5 inch, or 3 inch truck receiver size.

Will my warranty be affected by installing this switch?

Since our design doesn't affect anything more than regulating power to a portion of the tailgate and that it does not permanently modify the vehicle in any way and the switch can be easily removed from the truck, then it should not affect your warranty or any applicable lease agreements. We have had several discussions with dealerships who confirmed this. We can confirm we have dealerships ordering our product for their customers. Having said that, when purchasing any aftermarket product for a vehicle, the GMC Warranty can be affected by the installation of any aftermarket product. GMC created this problem issue and Tailgatefix.com has provided a high quality solution to remedy it for all of its owners of this GMC truck. We would be very surprised if GMC would ever object to this being installed on these trucks OR would allow the installation of it to affect your Warranty in any way. They have to be delighted that Tailgatefix.com has provided The Fix to this problem.

My adhesive tape seems to not be sticking to the receiver strong enough to keep all in proper placement ?

The adhesive Tape that we use to adhere the switch to the Truck's receiver is strong Industrial strength 3M product that is designed to adhere to a steel or aluminum surfaces and hold very well in climates from -6 degrees to as high as 195 degrees. Main thing is that when the Switch is 1st installed on the truck's receiver, make sure that do the following : (1) thoroughly clean your truck's receiver with an alcohol wipe and let dry; (2) **IF** you are in a colder climate area, use a heat gun or hair dryer to heat up the truck's receiver surface to approx. 60 degrees; (3) make sure your hands are clean of any dirt or grease; and (4) make sure that once you remove the adhesive tape's protective strip backing that nothing comes in contact with the sticky portion of the Tape until it is adhered to the truck's receiver. Once it is properly adhered to the truck's receiver, it has a very strong hold and will hold up nicely in basically all types of weather conditions and temperatures.

My MultiPro or Multi-Flex mid-gate will not open : "All I hear is a click sound when I touch the button."

Some GMC or Chevrolet Truck owners with the MultiPro™ or Multi-Flex™ Tailgate may periodically experience an issue with their mid-gate not releasing when the main tailgate is lowered. (ie. when you push the mid-gate button to open it the truck's back lights blink AND

you hear a “click” sound but the mid-gate will not open to drop down.) This is an existing issue that GM is aware of but it is not something related to or that will be caused by the installation of our Override Switch. We suggest that if you are having this issue then you should have GMC or Chevrolet look at your truck to correct this issue before installing our Override Switch.

However, After you have installed our Override Switch, if you notice that this issue is periodically occurring, below are (2) options as to how you should be able to circumvent this problem to get the mid-gate to open properly and at the same time be able to verify that the issue is not being caused by our Override Switch and is actually the issue with the truck itself as described above :

1. Remove the hitch and hitch pin from your truck’s receiver. Raise the main tailgate to its upright closed position. Then, Press and Release **BOTH** buttons on the tailgate at the same time. By doing this you should see both the main tailgate and the mid-gate open and lower down at the same time.

OR

2. Remove the hitch and hitch pin from your truck’s receiver. Lower the main tailgate and then lift up just a little bit on the mid-gate at the same time that you press and release the button to lower the mid-gate. It should now lower as normal and not stay closed and just produce the “click” sound.

AND THEN

3. Insert hitch and hitch pin back into truck’s receiver with our Override Switch installed. Lower the main tailgate and then press and release the button to lower the mid-gate. The mid-gate should not lower down at this time and you should just see the truck’s tail lights flash and NO click sound should be heard. At this point, if you hear a click sound and see the truck’s tail lights flash **and** #1 or #2 above worked as described, then, this confirms that our Override Switch is working properly and the issue is with the truck itself as detailed above.

This GMC Multipro™ Tailgate issue is due to the factory wiring periodically not providing enough power to release the mid-gate and just results in the truck’s tail lights flashing and you hearing a “Click” sound which indicates that power is getting to the mid-gate but not enough to release the latch to drop down. When our Override Switch is working properly when the switch detects that there is a hitch and hitch pin in the receiver of your truck, when you try to open the mid-gate the mid-gate will NOT open and the truck’s tail lights will flash but there will be NO “click” sound. If you are experiencing this described problem with your GMC truck, with or without our Override Switch installed on your truck, we would suggest that you take your truck to your GMC dealership to resolve this issue.

Here is a [link](https://m.facebook.com/groups/277274859597876?view=permalink&id=362956804363014) that shows this problem with the mid-gate being discussed by other GMC truck owners who do not yet own our Override Switch :

I installed the Override Switch, but now the Mid-gate will not open as if the Override Switch is not working ? :

If this is occurring, the 1st thing you need to check is the wire connections that you made under the truck. Check to make sure that the blue/white wire connectors that you placed the Override Switch and purple truck wire into have been COMPLETELY crimped down to make a clear connection to both the wires in each connector. Sometimes, if you do not crimp the blue top on the connectors all the way down with Channel Lock or Slip Lock Pliers to where you feel it click, it will not cut through the wire insulation completely to make a clear connection. (*) See photo below for an example of one where only one of the blue/white connectors were crimped down properly. You will see the break in the insulation on the “Black” wire but there is no corresponding break in the insulation on the “Red” wire.



Is the Override Switch waterproof and tested against snow and ice ?

Our Splitgate Override Switch ("Switch"), is constructed of strong components designed to be resistant to all exterior weather elements. The Switch housing and bracket are made of strong anodized aluminum. **The interior components are sealed with liquid rubber to keep all moisture away from internal connections and working parts.** As an added point of protection, we even apply a final coating of clear silicone to the inside top of the switch housing where wiring exits and secure it to the top of the switch housing. The wiring also has a solid exterior PVC jacket with two PVC insulated interior conductors. The Switch is connected to the truck's wiring with full moisture-proof silicone-filled enclosed connectors all together designed to help keep moisture and temperature from affecting reliability.

SEE PHOTO : Inside Switch Box showing filled with a liquid Rubber Sealant to keep ALL moisture out :



What size Hitch Pin should I use with my Automatic model Splitgate Override Switch ?

The Automatic model of our Splitgate Override Switch is designed for a **5/8" diameter hitch pin**. You **cannot use** a smaller **1/2"** diameter hitch pin. Required Hitch Pin Size : Trucks with a 2" receiver size requires a minimum 3.5" inch long Hitch Pin; Trucks with a 2.5" receiver size requires a minimum 4.0" inch long Hitch Pin; and Trucks with a 3" receiver size requires a minimum 4.5" inch long Hitch Pin.

Will my Override Switch work if I insert my Hitch Pin into the truck's receiver (from either direction) once Override Switch is installed ?

Answer is : Yes & No. Hitch Pin can be inserted from either direction (left-to-right or right-to-left) thru the truck's receiver, as long as your hitch pin has the correct useable length as defined herein and it is a straight locking pin type. Your hitch pin must be the correct length as detailed in these installation instructions. Also, if you are using a standard hitch pin with a hooked end (locking or with cotter key), then we recommend that you always insert the hitch pin in from Left-to-Right to make sure that the Override Switch clearly can detect that the hitch is installed. Therefore, all straight hitch pins (locking or standard) without a hooked end can be installed either from Right-to-Left or Left-to-Right but any hitch pin with a Hooked end must be installed from Left-to-Right with hooked end on the opposite side of truck's receiver from the Override Switch. Bottomline, for guaranteed accuracy of use, we recommend the you insert pin into receiver from Left-to-Right.

What is the button on the Automatic Override Switch for?

The button makes contact with your hitch pin and is then able to detect whether you have a hitch in your truck's receiver or not. When you insert the hitch pin (locking pin or standard hook shaped pin with cotter key pin lock) into your receiver, the hitch pin will make contact with the outside edge of the Override Switch as it slides into place. Once this contact is made the switch detects that there is a hitch or other object apparatus installed in the truck's receiver and thereby cuts the power off to the mid-gate portion of the MultiPro™ or Multi-Flex™ Tailgate in order to automatically protect your tailgate from damage. Once the hitch and hitch pin are removed, the power is resumed to the mid-gate portion of the MultiPro™ or Multi-Flex™ Tailgate as it was before installing the hitch in the receiver of the truck.

Can the pin be reversed and be inserted from Left-to-Right instead of Right-to-Left?

Answer is : Yes & No. Hitch Pin can be inserted from either direction (right-to-left or left-to-right) thru the truck's receiver, as long as your hitch pin has the correct useable length as defined herein and it is a straight locking pin type. Your hitch pin must be the correct length as detailed in the installation instructions. Also, if you are using a standard hitch pin with a hooked end (locking or with cotter key), then we recommend that you insert the hitch pin in from Left-to-Right to make sure that the Override Switch clearly can detect that the hitch is installed. Therefore, all straight hitch pins (locking or standard) without a hooked end can be installed either from Right-to-Left or Left-to-Right but any hitch pin with a Hooked end must be installed from Left-to-Right with hooked end on the opposite side of truck's receiver from the Override Switch.

The key is having the correct useable length hitch pin. If you ever run into a problem, just purchase a hitch pin that has a minimum 4.5" useable length . However, ALWAYS use a hitch pin that is **5/8" in diameter**.

Manual Override Switch: When button is pushed to activate it does it stay activated until pressed again?

Push the button to turn the power off. It will stay off until you push it again to turn it back on. The idea is when you kneel down to put your hitch in the truck's receiver, you are already down there, so press the switch button to turn power off to the mid-gate. Leave it off until you kneel back down to take the hitch out of the truck's receiver and then push the button to turn power to mid-gate back on again.

B&W Tow-n-Stow Hitch : Is the B&W Tow-N-Stow Hitch a real Fix to this MultiPro Tailgate issue ?

The answer is NO. This B&W Tow-N-Stow Hitch is a nice, well made hitch, BUT it DOES NOT FIX this problem, it only Masks it. Meaning that the only thing this B&W Tow-N-Stow Hitch does is allows you to leave the hitch in the receiver of the truck BUT in order to do that and for the MultiPro™ or Multi-Flex™ Tailgate not to hit the hitch when tailgate is lowered is for operator to completely MOVE the hitch ball assembly of the hitch, Down and Under the Truck. In order to do that you have to Remove, not one, but TWO hitch pins, then slide the entire hitch assembly down and back under the truck, then Re-install these TWO hitch pins back into the hitch. Then, and only then, will the MultiPro™ or Multi-Flex™ Tailgate no longer hit the hitch if it is lowered. This does Not solve the problem as you still have to remember that you have this hitch in your truck's receiver and if you do, then it still requires action from you to get this B&W hitch out of the way each time, no different than if you had a regular hitch. As a matter of fact, a regular hitch is much easier, lighter, and simpler to move than this B&W Tow-n-Stow Hitch. Bottomline, the B&W Tow-N-Stow hitch is a nice, well made hitch but it is expensive (at over \$300) and it does NOT fix this problem. **"Its' a nice Hitch But you Still need our Switch !!!"** We recommend that IF you have this B&W hitch that you **also** install our Override Switch on your truck so that our Override Switch will Automatically Protect your tailgate and you can enjoy this B&W hitch as well without you having to do anything.

Would a pinless locking style ball mount engage the switch properly?

No, it would not engage our Switch to detect whether a hitch was in the receiver or not. The internal pin on this hitch does not extend outside of the receiver hole far enough to engage the detection ability of our Override Switch. Also, this hitch will not work on the GMC MultiPro™ Tailgate as it will hit and do more damage to this tailgate than a standard hitch & ball would. It is advised not to use this style hitch at all on trucks with the MultiPro™ Tailgate for GMC or Multi-Flex™ Tailgate for Chevrolet.

(*) If All these Installation Instructions and points included in these FAQs above are not properly followed, we, TailgateFix.com, will not be held liable or responsible for any damage this may cause.