

TRACKER™

5,000-pound capacity tow bar

**Owner's Manual
&
Installation Instructions**

*Entire contents of manual
must be read by owner*



Time Tested • Time Proven

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WELCOME TO THE ROADMASTER FAMILY!

This manual has been prepared to acquaint you with the installation, operation, care and maintenance of your tow bar, and to provide you with important safety information.

Read your owner's manual cover to cover. Understand how to install and operate your tow bar, and carefully follow the instructions and safety precautions.

We thank you for your patronage and greatly appreciate your discerning taste.

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Save this manual

Save this manual for future reference. It contains important sections relative to safety, use, maintenance, parts replacement and other information. Therefore, make sure this manual is always with you when you're towing.

You may download or print a copy of the most current manual at www.roadmasterinc.com (under 'Support').

WARNING

Read all instructions before installing the tow bar, or before towing a vehicle. Failure to understand how to properly install or operate the tow bar could result in property damage, personal injury or even death.



Your tow bar serial number...

...is on a metal label on the passenger's side tow bar arm. You will need this number when you fill out your product registration card.

Write down the serial number in the space below and retain for future reference.

Serial number: _____

All illustrations and specifications contained herein are based on the latest information available at the time of publication. ROADMASTER, Inc. reserves the right to make changes, at any time, without notice, in material, specifications and models, or to discontinue models.

IMPORTANT NOTICE!

Safety Definitions

This manual contains information that is very important to know and understand. This information is provided for **safety** and to **prevent equipment problems**. To help recognize this information, observe the following symbols:

WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in property damage, serious personal injury or even death.

CAUTION

CAUTION indicates a potentially hazardous situation which, if not avoided, may result in property damage, or minor or moderate personal injury.

CAUTION

CAUTION used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

NOTE

Refers to important information and is placed in italic type. It is recommended that you take special notice of these items.

INSTALLER'S SAFETY CHECKLIST

- **Read the instructions thoroughly before installing the 'quick-disconnect' ('QD') system and its components.** If the towed vehicle baseplate has a removable front arm, the tow bar will be attached to the QD system. If the QD system is not properly aligned, centered and positioned on the towed vehicle, the tow bar will not be centered on the towed vehicle, which may cause excessive tire wear and other consequential, non-warranty damage.

- **Show the owner how to properly operate the tow bar.** Familiarize yourself with the features of the tow bar. Demonstrate them to the owner, and ask the owner to connect and disconnect the tow bar and other components of the towing system, until the owner is comfortable with its operation.

- **The tow bar must be attached to a baseplate which is bolted to the towed vehicle's frame or unibody.** In

order to be towed, virtually all vehicles require a tow bar baseplate that is connected to the frame, unibody or chassis and extends beyond the bumper.

- **The installer must NOT use the tow bar as a ground for welding.** Connecting a ground to the 'A-frame' of the tow bar will cause current to flow through the locking spring, which will detemper the spring and destroy the locking mechanism.

- **Under no circumstances should the tow bar be welded to the vehicle,** nor should any of the pre-punched mounting holes be altered. Any welding or altering of the tow bar will void the owner's warranty.

WARNING

Failure to follow these instructions may cause property damage, personal injury or even death.

SAFE TOWING PRACTICES

To ensure your safety and that of your passengers, as well as the safety of others on the road, follow these safe towing practices at all times.

CAUTION

Do not back up the motorhome with the towed vehicle attached.

Backing up with the towed vehicle attached will cause the towed vehicle to "jackknife," which will damage the tow bar, the baseplate, the receiver hitch, the towed vehicle's front end, and/or the rear of the motorhome. Backing up with the towed vehicle attached is the primary cause of tow bar damage and will void the warranty.

- **Be sure the vehicle can be towed** before taking it on the road. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.

Check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing.

- **The tow bar must be approximately level with the ball hitch on the motorhome.** Towing with the tow bar at an upward or downward slope puts undue strain on the tow bar baseplate and the ball mount. Driving over sharp inclines or declines could force the coupler off the hitch ball.

If it is necessary to raise or lower the hitch, two optional accessories are available: an adjustable ball hitch, part number 880; and roller hitch drops, in 4" through 10" drops (part numbers 051-4 through 051-10).

- **The steering wheel must be unlocked and free to turn when towing.** Failure to do so can cause severe tire and equipment damage. Check the manufacturer's instructions for the proper towing procedure(s).

- **Always use safety cables when towing.** The safety cables must connect the towed vehicle to the towing ve-

hicle, frame to frame.

Additionally, check to ensure that the safety cables are the proper length. Refer to the sections titled "How to use safety cables" and "Proper installation of safety cables" for further information.

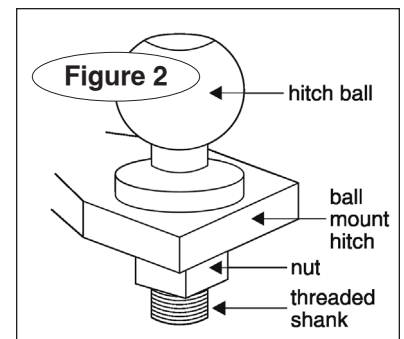
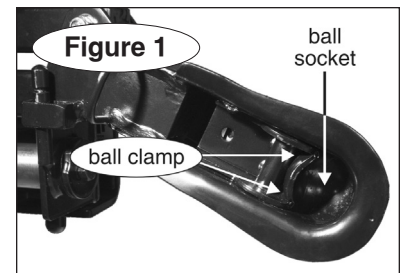
The weight capacity of the safety cables must meet or exceed the towed weight, or the safety cables will fail.

- **Inspect the system before towing** – check the mounts, brackets, bolts, fasteners, wiring, the safety cables and all other system components each time before towing. Check the coupler ball clamp and ball socket (Figure 1) for fractures or cracks in the steel.

If any component is damaged, replace it before towing.

Check the nut at the bottom of the threaded hitch ball shank (Figure 2) to ensure that it is tightened to the manufacturer's torque specifications. Inspect the nut and the bottom of the threaded hitch ball shank (Figure 2) for signs of wear caused when the motorhome 'bottoms out.' If the nut is damaged, replace it; if the threaded shank is damaged, replace the hitch ball and shank.

Additionally, check the tow bar baseplate every 3,000 miles – inspect for any fractures or cracks in the steel, or any visible damage. Do not tow if the tow bar base-



continued on next page

Safe towing practices

continued from preceding page

plate is damaged.

Additionally, check the torque on all bolts. (To find the torque ratings, refer to the installation instructions for the baseplate and the tow bar.)

- The Tracker tow bar is rated at a maximum of 5,000 pounds carrying capacity; therefore **the weight of the towed vehicle and all its contents cannot exceed 5,000 pounds**. In addition, the hitch ball, the receiver hitch, the safety cables and all supplementary towing equipment must be rated at no less than the weight of the towed vehicle and all its contents.

- **The tow bar must be secured with lynch pins (or optional padlocks) before towing.** Unless the tow bar is secured to both vehicles with all appropriate pins (or padlocks), the towed vehicle will detach.

- **This tow bar is designed for use on paved roads only.** ROADMASTER does not recommend off-road towing, nor does ROADMASTER warrant the tow bar for off-road use.

- **Never tow a vehicle with one of a comparable weight.** The towed vehicle's weight should never exceed 40 percent of the towing vehicle's weight.

Towing a vehicle with one of similar weight will cause the towed vehicle to override the towing vehicle, resulting in "jackknifing," "leapfrogging" or "fishtailing." Serious damage to both vehicles, as well as the towing system, could result.

- **Check the motorhome turning radius.** Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle or tow bar while turning too sharply. Before getting on the road with your towed vehicle, you should test your turning radius in an empty parking lot.

With the towed vehicle attached, have someone watch as you slowly turn sharply to see whether you have this potential problem. If you do, note how far you can safely turn the motorhome's steering wheel, and be sure not to turn it further when towing. Damage that results from turning too sharply is not covered by warranty.

- **Never use the tow bar to tow more than one vehicle.** In some states it is legal to have one vehicle towing more than just one vehicle (for example, a truck which is towing a trailer which is towing a boat). However, when using a tow bar, never tow more than one vehicle, or non-warranty damage or injury may result.

- **The hitch ball must be two inches in diameter.** If the hitch ball diameter is smaller than two inches, the coupler may disengage during towing.

Also, the diameter of the threaded hitch ball shank (Figure 2) must match the diameter of the hole in the ball mount hitch. If the threaded shank is too small, towing vibrations could cause the hitch ball to unthread and separate from the ball mount hitch.

- **Keep the tow bar clean and well-lubricated.** As is the case with most precision equipment, frequent cleaning and care results in better performance and longevity.

Refer to the section titled "Care and cleaning" for further information.



WARNING

Failure to follow these instructions may cause property damage, personal injury or even death.

ATTACHING THE TRACKER – CLASSIC BASEPLATE

There are two ways to attach the Tracker to the towed vehicle. They depend on the type of baseplate:

1) If the towed vehicle has a **classic baseplate** (Figure 3), the crossbar (Figure 3) is bolted to the baseplate. With this method, the crossbar remains attached to the front of the towed vehicle.

Use the instructions below to attach the Tracker to a classic baseplate.

2) If the towed vehicle has a **removable baseplate** (ROADMASTER XL™ or EZ Twistlock™ series), the crossbar, as well as the front extensions of the baseplate, can be easily removed from the front of the vehicle when it is not being towed.

An optional set of “quick-disconnects” (or, “QDs”, part number 201) is required for this method.

Use the instructions beginning on the next page to attach the Tracker to a removable baseplate.

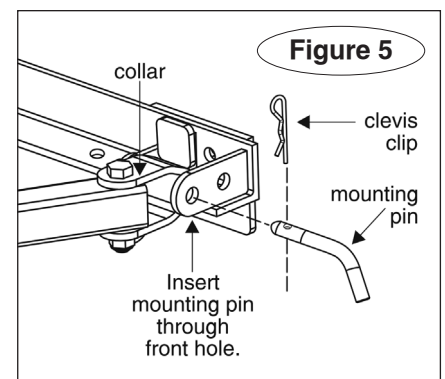
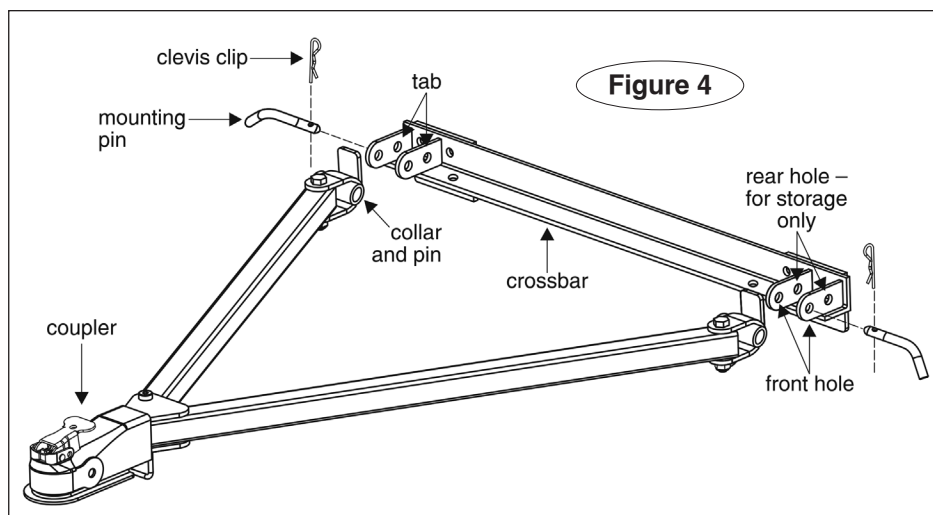
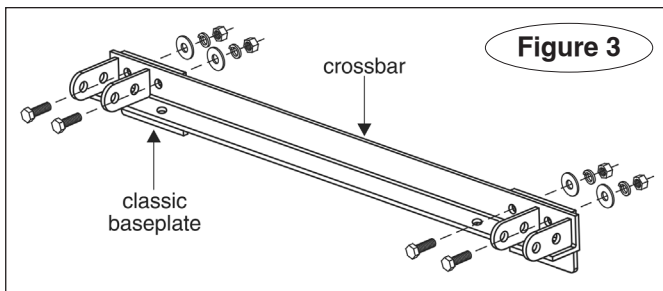
Attaching the Tracker – classic baseplate

1. Attach the crossbar to both ends of the baseplate, using the supplied bolts, washers, lock washers and nuts, as shown in Figure 3. Torque all bolts to 75 ft./lbs.

⚠ WARNING

Use all mounting hardware. If all supplied materials are not used, the crossbar or other components may vibrate loose, which may cause property damage, personal injury or even death.

2. Position the collars (Figure 4 and 5) on the tow bar inside the tabs (Figure 4 and 5) on the crossbar.



3. Insert the mounting pins (Figure 4 and 5) through the **front holes** on the tabs, and then through both collars (Figure 4).

4. Secure both mounting pins with the clevis clips (Figure 4 and 5).

⚠ WARNING

The mounting pins must extend through both tabs and through both tow bar collars, as shown in Figure 5. Both mounting pins must be secured with clevis clips.

Failure to attach the mounting pins correctly will cause the tow bar to separate from the crossbar, which may cause property damage, personal injury or even death. You will lose your towed vehicle.

ATTACHING THE TRACKER – REMOVABLE BASEPLATE

There are two ways to attach the Tracker to the towed vehicle. They depend on the type of baseplate:

1) If the towed vehicle has a **classic baseplate**, the crossbar is bolted to the baseplate. With this method, the crossbar remains attached to the front of the towed vehicle.

Use the instructions on the preceding page to attach the Tracker to a classic baseplate.

2) If the towed vehicle has a **removable baseplate** (ROADMASTER XL™ or EZ Twistlock™ series), the crossbar, as well as the front extensions of the baseplate, can be easily removed from the front of the vehicle when it is not being towed.

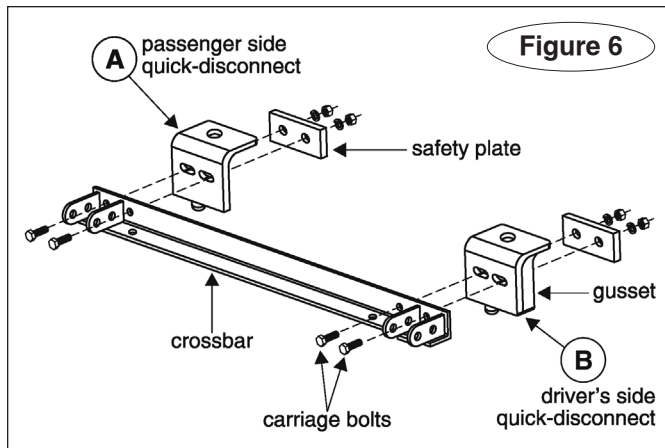
An optional set of “quick-disconnects” (or, “QDs”, part number 201) is required for this method.

Use the instructions below to attach the Tracker to a removable baseplate.

Attaching the Tracker – removable baseplate

(An optional set of “quick-disconnects” – or, “QDs”, part number 201 – is required for this method.)

First, attach quick-disconnect parts “A” and “B” (Figure



6) to the Tracker safety base:

1. Align the holes in parts “A” and “B” over the holes at each side of the Tracker crossbar. Make certain that part “A” is on the passenger side, and part “B” is on the driver’s side – the gussets (Figure 6) will be on the outside.

Thread one of the supplied carriage bolts (Figure 6) through each hole, and through the quick-disconnects.

2. At each end, position one of the safety plates (Figure 6) over the carriage bolts.

3. Thread a lock washer and nut over each carriage bolt to secure the safety plates and the quick-disconnects to the Tracker crossbar. Finger-tighten only at this time.

⚠ WARNING

Use all mounting hardware and the safety plates. If all supplied materials are not used, the quick-disconnects or other components may vibrate loose, which may cause property damage, personal injury or even death.

4. Next, attach quick-disconnect parts “C” and “D” (Figure 7) to the baseplate. Attach parts “C” and “D” so that the vertical pin on each is pointing up, as shown in Figure 7.

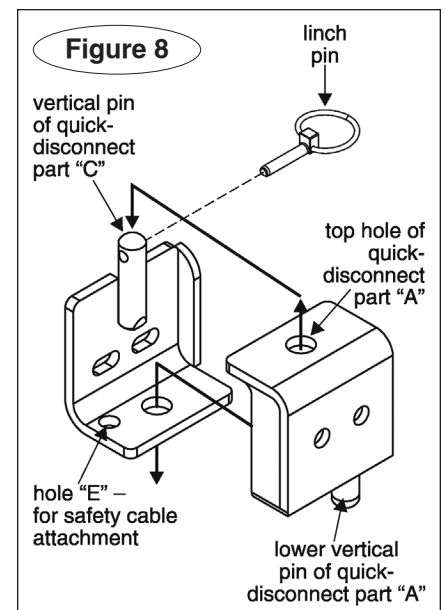
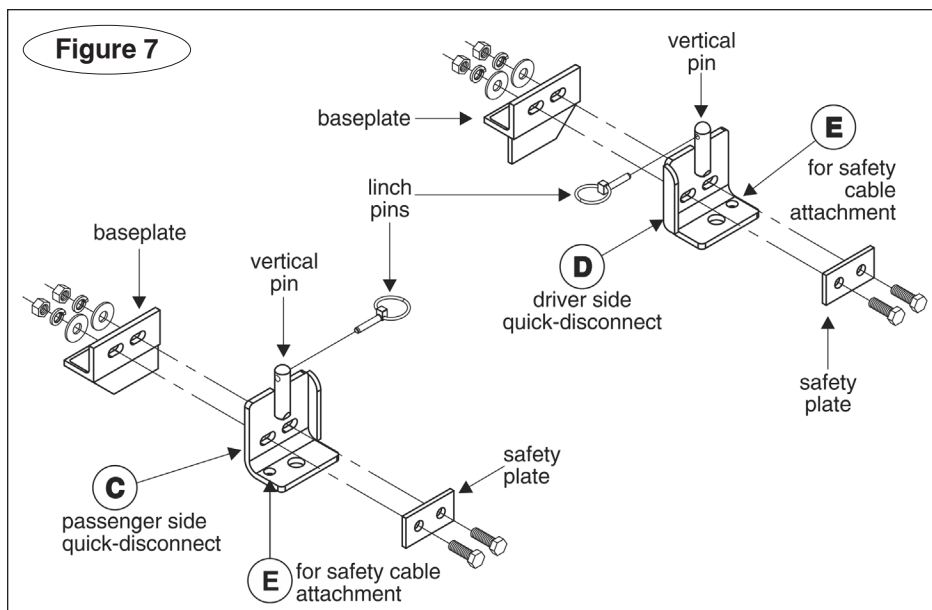
Attach part “C” on the passenger side, and part “D” on the driver’s side. Use the supplied ½" x 1¼" bolts, the two safety plates, and the flat washers, lock washers and nuts, as shown in Figure 7.

Note that both QDs have an extra hole – “E” in Figure 7 – for safety cable attachment. Mount parts “C” and “D” so that the “E” holes are to the outside.

Do not tighten any of the bolts – leave them loose for now – they will be tightened later.

5. Now, test-fit the crossbar – lower the crossbar over the quick-disconnects. The vertical pins at the top of both QDs should fit through the top holes at the ends of the crossbar (Figure 8), and the vertical pins at the bottom of the cross-

continued on next page



Attaching the Tracker – removable baseplate

continued from preceding page

bar should fit through the lower holes on the quick-disconnects (Figure 8).

6. The quick-disconnects must be positioned so that the tow bar is centered on the front of the vehicle.

If necessary, adjust the quick-disconnects by moving them to the left or the right, until the tow bar is centered to the front of the vehicle.

CAUTION

The quick-disconnect parts “C” and “D” must be centered on the baseplate. If parts “C” and “D” are mounted too far to the left or the right, the tow bar will not be centered on the towed vehicle, which will cause excessive tire wear and other consequential, non-warranty damage.

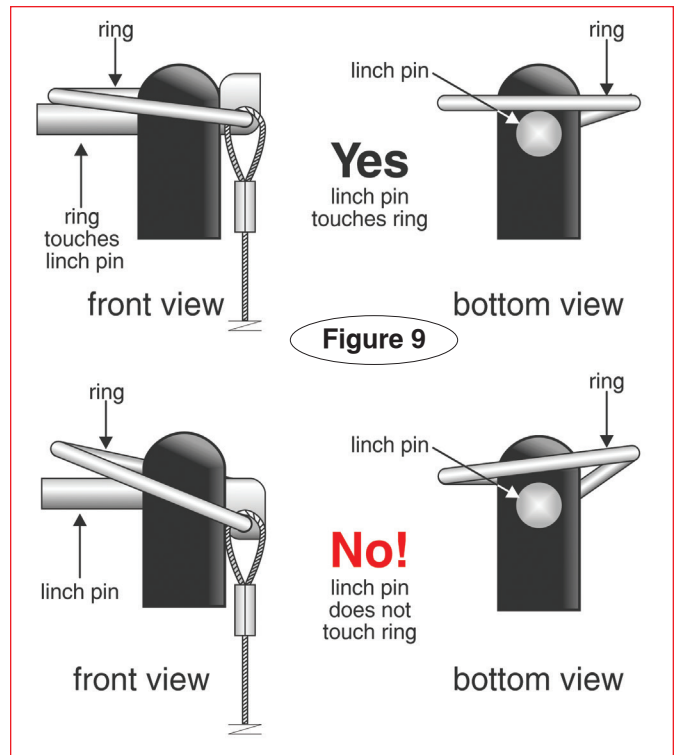
7. Once the crossbar slides on and off easily, torque the four bolts to 75 ft./lbs.

Again, test-fit the crossbar over the QDs, to verify that the crossbar slides on and off easily. If not, adjust the QDs again.

8. Insert the two lynch pins (Figure 9) through the upper holes in the vertical pins on both QDs. Both lynch pins must be locked. The rings are spring-loaded – they must be snapped over the pin, with the pin touching the ring, in order to keep the tow bar secure. If a pin does not touch the ring, rotate the pin around the ring.

⚠ WARNING

Towing vibrations will force the lynch pins out unless they are properly locked in place over the verti-



cal pins on both quick-disconnects. Refer to Figure 9.

Failure to properly attach and lock both lynch pins will result in the loss of the towed vehicle, which may cause property damage, personal injury or even death.

(ROADMASTER recommends replacing at least one lynch pin with a padlock – part number 301 or 302 – to prevent accidental release or theft.)

CONNECTING THE TRACKER TO THE MOTORHOME

⚠ CAUTION

Use caution when handling the tow bar – if your hands, fingers or any part of your body are caught between moving components, they can be pinched, cut or otherwise injured.

1. First, attach the Tracker to the towed vehicle – refer to either “Attaching the Tracker – classic baseplate,” or “Attaching the Tracker – removable baseplate.”

2. Drive the vehicle to be towed up to the rear of the motorhome. Put the vehicle in gear (park), set the emergency brake and chock one of the wheels.

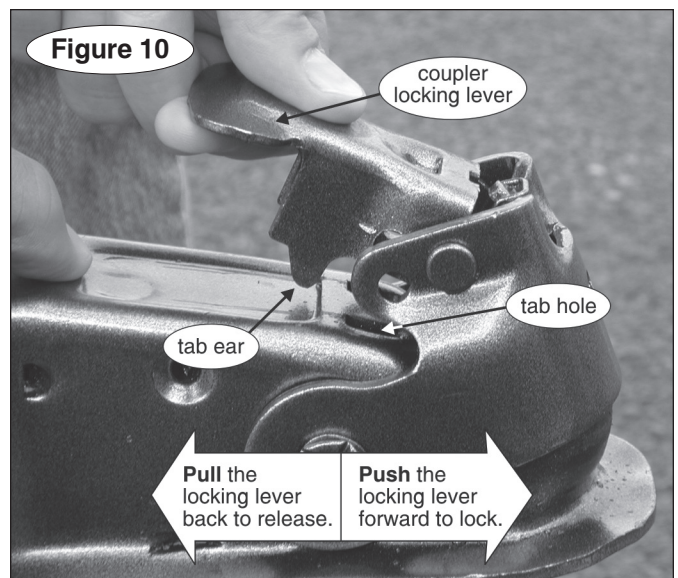
3. Lower the tow bar to position the coupler (Figure 10) over the hitch ball.

With the coupler over the ball, raise the coupler locking lever (Figure 10) until the tab ‘ear’ (Figure 10) just clears the tab hole (Figure 10), and pull straight back toward the towed vehicle.

Next, lower the coupler over the hitch ball so that it completely covers it, and push the coupler locking lever forward until it locks on the ball.

Note: use an optional coupler lock (part number 305) for added protection against accidental coupler disconnect.

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Connecting the Tracker to the motorhome

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Be certain the coupler is properly locked onto the hitch ball – the tab ear will slide back into the tab hole when the mechanism is fully engaged.

WARNING

If the coupler is not properly locked onto the hitch ball, as described above, it will release during towing. The tow bar will separate from the motorhome, which may cause property damage, personal injury or even death.

4. Attach the safety cables (See “How to use safety cables” and “Proper installation of safety cables.”) and plug in the electrical wiring cord, according to the supplier’s instructions.

Before towing the vehicle, make certain that the steering is unlocked, the transmission is in the proper setting, and the emergency brake is released. Remove the wheel chock.

Check the manufacturer’s specifications, the owner’s manual, or talk to the installer for the proper towing procedures or requirement(s) for the vehicle to be towed.

WARNING

Do not tow the vehicle until the tow bar is prop-

erly attached with all pins or padlocks. Unless the tow bar is secured to both vehicles with all appropriate pins or padlocks, the vehicle will detach, which may cause property damage, personal injury or even death.

WARNING

Do not tow a vehicle using a tow bar baseplate, safety cables, or a hitch receiver rated less than the actual weight of the towed vehicle.

If the baseplate, safety cables, hitch receiver or any supplementary towing equipment is not rated at the weight of the towed vehicle and all its contents, it may fail during towing, which may cause property damage, personal injury or even death.

WARNING

If the motorhome hitch receiver has an extension, do not tow if the tow bar is more than three inches out of level.

Receiver extensions cause the towing system to swing much higher and lower than towing systems without extensions. This enlarged arc of motion creates excessive strain on the tow bar, baseplate and frame, which can cause the towing system to fail, causing property damage, personal injury or even death.

DISCONNECTING THE TRACKER

1. Disconnecting the tow bar is essentially the reverse of connecting it. First, always try to park on level ground, with the towed vehicle in line with the motorhome. This will eliminate most of the tension between the vehicles, allowing for an easier disconnect.

2. Disconnect the electrical wiring harness, safety cables, and any other towing system accessories.

3. Put the towed vehicle in gear (park), set the emergency brake and chock one of the wheels.

WARNING

Always put the towed vehicle in gear (park), set the emergency brake and chock one of the wheels before lifting the coupler off the hitch ball. Failure to do so may result in a ‘runaway’ vehicle or may crush you between the towed vehicle and the motorhome, causing property damage, personal injury or even death.

4. Pull back on the coupler locking lever (Figure 10) to release the coupler, and lift the coupler off the ball.

Note: if it is difficult to lift the coupler, the towed vehicle’s weight may be pressing against it. Release the pressure by turning the steering wheel to the left or the right, to align the towed vehicle’s front wheels to the motorhome.

5. To remove the Tracker from the towed vehicle:

A. If the towed vehicle has a **removable baseplate** – remove the two lynch pins (one on each side, Figures 7 and 8) and lift the crossbar and tow bar up.

(ROADMASTER recommends replacing at least one lynch pin with a padlock – part number 301 or 302 – to prevent accidental release or theft.)

B. If the towed vehicle has a **classic baseplate** – remove the two clevis clips (one on each side, Figure 5), pull the two mounting pins out (one on each side, Figure 5), and lift the tow bar up.

If the towed vehicle has a classic baseplate, the Tracker can be stored on the vehicle in a vertical position by inserting a bolt or pin (not supplied) through the tow bar and the **rear holes** on the crossbar tabs. Refer to Figure 4.

Note: check state regulations – driving a vehicle with the tow bar in this position is illegal in some states.

HOW TO USE SAFETY CABLES

Safety cables are an integral part of your towing system. They are a secondary safety device, required by law in many states. This section, and the following section, will acquaint you with how to use them properly.

- The safety cables must be rated at 5,000 pounds weight capacity (the maximum capacity of the Tracker tow bar). The weight of the towed vehicle and all its contents cannot exceed 5,000 pounds.
- The safety cables must connect the towing vehicle to the towed vehicle, frame to frame.
- Pull the safety cables so that all the slack is at the motorhome. **Make sure there is enough slack in the cables at the motorhome to allow for sharp turns** – if there is not enough slack, the towing system will be severely damaged when the motorhome turns.
- The safety cables must be the correct length...
 - Make sure the cables are not too short – if you use a receiver hitch extension or other equipment that extends the distance between the towed vehicle and the motorhome, the standard cables may be too short. If the cables are too short, the towing system will be severely damaged when the motorhome turns a sharp corner.

(Safety cable extensions in a wide variety of lengths are available from ROADMASTER.)

- Make sure the cables are not too long – the cables

should not hang down to the extent they may catch on obstructions, or drag on the ground. This much slack could cause damage to the towing system, the towed vehicle or the motorhome.

If the cables are too long, wrap the excess cable around the tow bar to take up the slack. **Make sure there is enough slack in the cables at the motorhome to allow for sharp turns.**

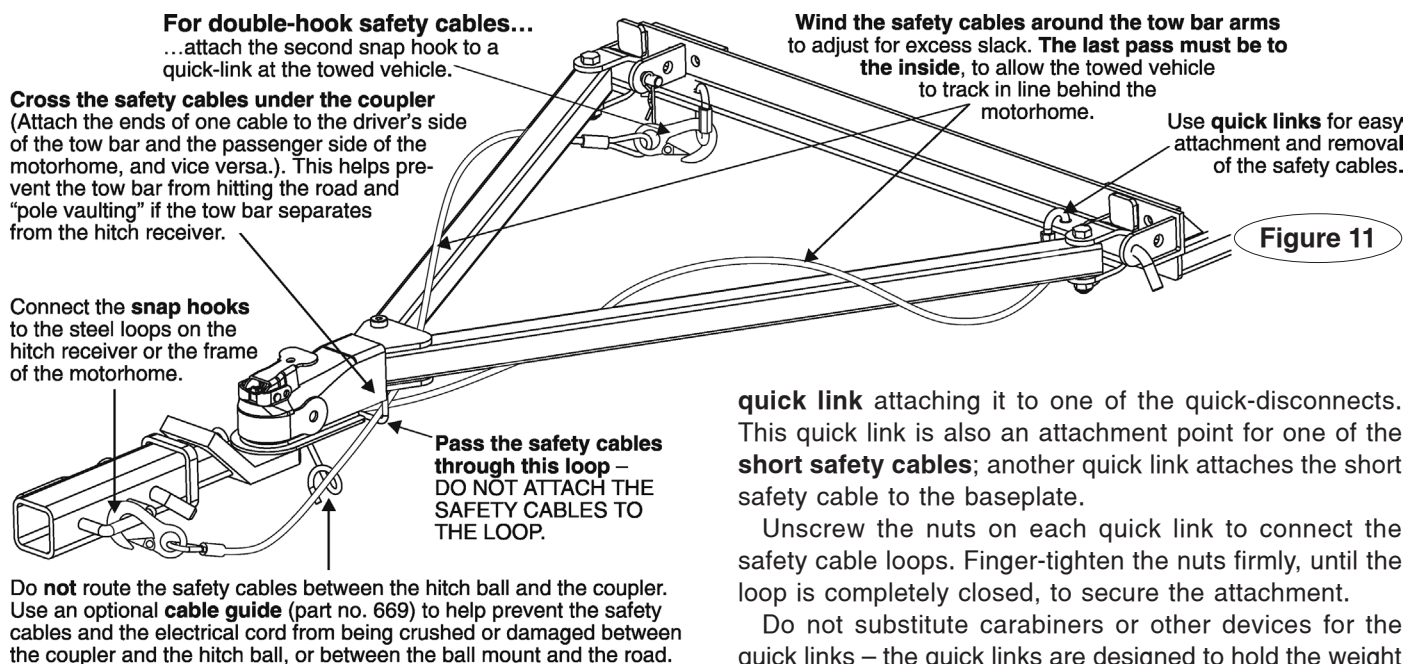
Damage caused by using safety cables of an incorrect length is not covered under warranty.

- Always cross the cables under the hitch receiver, as shown in Figure 11 under “Proper installation of safety cables.” In the unlikely event the tow bar separates from the motorhome, crossing the cables will help prevent the tow bar from dragging on the ground, which can cause the tow bar to “pole vault” the towed vehicle.
- Some ROADMASTER tow bar mounting kits with removable arms use two safety cables on each side. If two sets of safety cables are required, both must be used. This is required by law. Refer to “Proper installation of safety cables” for further information.

⚠ WARNING

Failure to follow these instructions may cause property damage, personal injury or even death.

PROPER INSTALLATION OF SAFETY CABLES



quick link attaching it to one of the quick-disconnects. This quick link is also an attachment point for one of the **short safety cables**; another quick link attaches the short safety cable to the baseplate.

Unscrew the nuts on each quick link to connect the safety cable loops. Finger-tighten the nuts firmly, until the loop is completely closed, to secure the attachment.

Do not substitute carabiners or other devices for the quick links – the quick links are designed to hold the weight of a towed vehicle; carabiners or other devices are not.

Only ROADMASTER baseplates with removable arms have these short safety cables (with the exception of MX baseplates). Other baseplates are bolted directly to the frame of the towed vehicle and do not require short safety cables.

Follow the instructions in Figure 11 (above) to attach the safety cables.

Some ROADMASTER tow bar baseplates with removable arms, such as the ones in Figure 12, use both a long safety cable and a short safety cable on each side.

Each **long safety cable** runs from the towing vehicle to a

continued on next page

Proper installation of safety cables

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If your ROADMASTER baseplate kit contains short safety cables, refer to the installation instructions for complete information.

⚠ WARNING

The safety cables must be carefully routed so that they cannot become pinched, frayed, scraped or otherwise damaged, and so they will not drag when going over dips or low spots.

Do not use the cables if they show any signs of wear or damage – immediately discontinue towing and replace the cables.

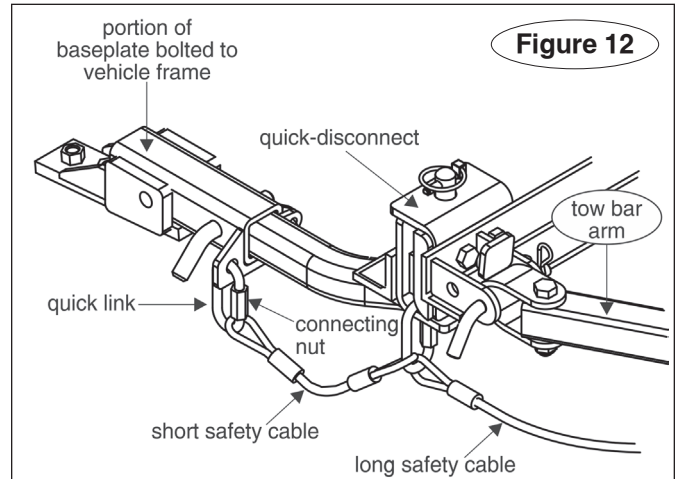
Failure to follow these instructions will result in cable failure, which may cause property damage, personal injury or even death.

⚠ WARNING

If the quick links are not completely tightened, with the loop closed, the safety cables may detach. In the event of a towing system failure, the towed vehicle will detach, which may cause property damage, personal injury or even death.

⚠ WARNING

If your towing system requires two sets of safety cables, always use both the long and the short safety cables. Connect them as shown in Figure 12. Otherwise, in the event of a towing system failure, the towed vehicle will detach, which may cause property damage, personal injury or even death.



CARE AND CLEANING

As is the case with most precision equipment, frequent cleaning and care results in better performance and longevity. Use the following guidelines to keep your tow bar clean and well-lubricated.

Always clean the tow bar before lubricating. Use a water-soluble cleaner such as Voom RV (part number 9911, shown below) – it does an exceptional job of breaking down road film, dirt and grease.

CAUTION

Do not use petroleum-based products to clean or lubricate the tow bar. Petroleum will attract dirt and dust, which will impede the operation of the collars and pins, and/or other components. Certain petroleum products may also corrode non-metallic components.

Damage caused by using a petroleum-based product to clean or lubricate the tow bar is not covered

under warranty.

Spray a liberal amount of cleaner on the tow bar and into both collars and pins (Figure 4). Move the coupler (Figure 4) to the left and the right, to work the cleaner into the collars and pins.

Clean the interior of the coupler, and wipe away the old grease, dirt and debris.

After cleaning the tow bar, wipe any remaining cleaner away.

Now that you have a clean, dry tow bar, use a dry silicone aerosol, such as LubeMaster (part number 747, shown below), to lubricate the tow bar – spray a liberal amount of silicone into the collars and the pins.

Lubricate the coupler ball socket and ball clamp (Figure 1) with wheel bearing grease; lubricate all other moving components of the coupler with SAE 30 weight oil. (See “Atwood coupler information.”)

Extended storage – before storing your tow bar for an extended period of time, clean and lubricate it as above. Store the tow bar in a dry, enclosed area, to protect it from the elements.



Voom RV cleaner and degreaser (part number 9911)



LubeMaster silicone spray (part number 747) – meets Volatile Organic Compound (VOC) standards

ATWOOD COUPLER INFORMATION

Following are the operation, latching and maintenance instructions from the coupler manufacturer, repeated here for your information. (References to trailer use do not apply to the Tracker.)

Operation

Warning – Personal Injury

- Safe towing practice requires the proper use of safety chains used in accordance with instructions provided by the trailer manufacturer.
- Check that the ball has been completely inserted into the coupler ball socket and the ball clamp (inside the coupler) is closed around the underside of the tow ball and the handle is in the closed position.
- The loaded weight of the trailer must never exceed the least capacity marked on the coupler, tow ball, hitch, trailer or vehicle.
- Check coupler, hitch and ball for damage or wear before each use. Assure all parts operate freely. Replace any component if worn or damaged.
- Failure to follow warnings and instructions could result in separation of tow vehicle and trailer which can result in death, personal injury and property damage.

Warning – Personal Injury

- For proper tow vehicle and trailer hookup, towing performance and to prevent damage to hitch and trailer coupling, the tow vehicle and trailer are to be level with respect to flat ground after hitching up. If your trailer is not level, equipment is available to raise or lower the hitch ball.

Caution – Product Damage

- Use caution when backing or towing vehicle for hook-up, damage to coupler may result.
- Avoid sharp turns when towing or backing. Jack-knifing could bend coupler or create extreme stress or fracture.

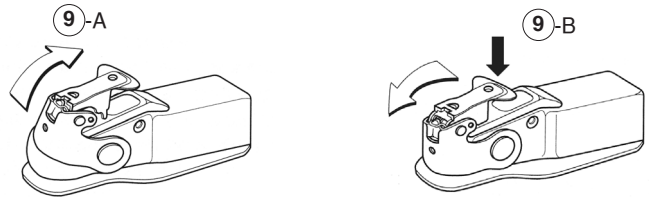
Latching Instructions – Yoke Style Couplers

Warning – Personal Injury

- Always open latch handle before inserting ball.
1. To open, lift the latch handle and pull backward, raising the yoke and resting it on the nose of the coupler (Fig 9-A).
 2. Place coupler on ball of same diameter as coupler and of same or greater capacity.
 3. When ball is completely nested in ball socket, push latch handle forward until yoke drops over nose of coupler and the latch handle locking tips freely enter slots on top of coupler (Fig 9-B).
 4. Extend jack to ground and lift car/trailer combination 2" - 4" to insure coupler is securely attached to tow ball. Retract jack completely before towing.

5. Insert padlock or bolt through lock hole in yoke for theft protection.

Note: these couplers are not adjustable for ball size.



Maintenance

1. Lubricate ball socket and ball clamp with wheel bearing grease. Clean and lubricate monthly.
2. Check towing hitch, ball and coupler for signs of wear before each trip. Replace coupler if damaged or worn.
3. Lubricate moving or sliding parts monthly with SAE 30 weight oil.

