

Tow bar rated  
at 5,000 pounds

# TRACKER™

## Installation Instructions

85-1107-06 04/12

ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

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Owners and installers must read the installation instructions and carefully note the warnings!

### Attaching the Tracker to the towed vehicle – standard bracket

Depending on the type of mounting bracket, there are two ways to attach the Tracker to the towed vehicle. If the towed vehicle has a **standard mounting bracket** (Figure 1), the crossbar (Figure 1) is bolted to the bracket. With this method, the crossbar remains attached to the front of the towed vehicle.

Use the instructions below to attach the Tracker to a standard bracket; use the instructions beginning on this page to attach the Tracker to a removable bracket.

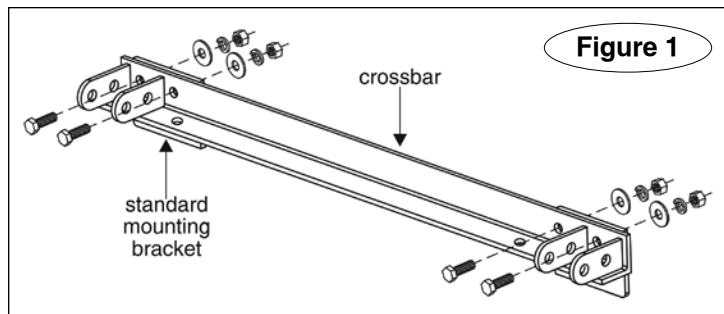
#### Attaching the Tracker – standard bracket

1. Attach the crossbar to both ends of the mounting bracket, using the supplied bolts, washers, lock washers and nuts, as shown in Figure 1. 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.

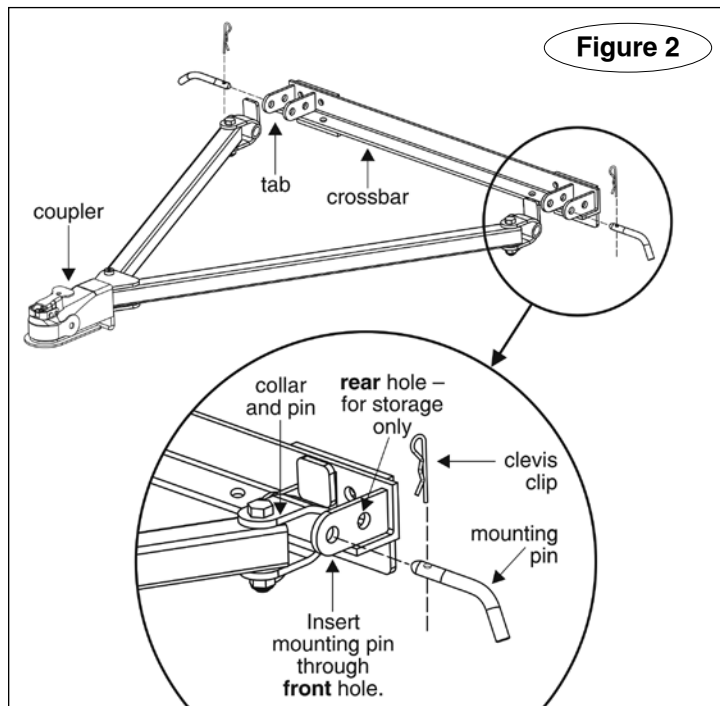
2. Position the collars (Figure 2) on the tow bar inside the tabs (Figure 2) on the crossbar.
3. Insert the mounting pins (Figure 2) through the **front holes** on the tabs, and then through both collars.
4. Secure both mounting pins with the clevis clips (Figure 2).



#### WARNING

The mounting pins must extend through both tabs and through both tow bar collars, as shown in Figure 2. 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 to the towed vehicle – removable bracket

Depending on the type of mounting bracket, there are two ways to attach the Tracker to the towed vehicle. If the towed vehicle has a **removable mounting bracket** (ROADMASTER XL™ or EZ Twistlock™ series), the crossbar, as well as the front extensions of the mounting bracket, 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 bracket; use the instructions above to attach the Tracker to a standard bracket.

#### Attaching the Tracker – removable bracket

(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 3) 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 3) will be on the outside.

Thread one of the supplied carriage bolts (Figure 3) through each hole, and through the quick-disconnects.

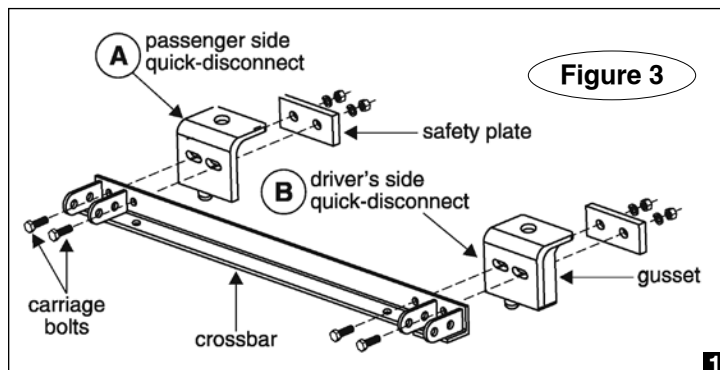
2. At each end, position one of the safety plates (Figure 3) over the carriage bolts.

3. Thread a lock washer and nut over each carriage bolt to secure the safety plates and the quick-disconnects to the Tracker crossbar. Fingertighten 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 4) to the mount-  
*continued on next page*



# Installer's safety checklist

• **The installer must be sure that the vehicle is suitable or adaptable for towing.** 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 manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing.

• **Read the instructions thoroughly before installing the 'quick-disconnect' ('QD') system and its components.** If the tow bar will be attached to a removable mounting bracket (pages 1-2), you must use a quick-disconnect 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.

• **Stress to the owner that the tow bar must be level with the ball hitch on the motorhome.** Towing with the tow bar at an upward or downward slope puts undue strain on the mounting bracket and the ball mount. Driving over sharp inclines or declines could force the coupler off the hitch ball.

• **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.

• **Advise the owner to always use safety cables when towing.** The safety cables must connect the towed vehicle to the towing vehicle, frame to frame.

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

## Attaching the Tracker – removable bracket

*continued from page one*

ing bracket. Attach parts "C" and "D" so that the vertical pin on each is pointing up, as shown in Figure 4.

Attach part "C" on the passenger side, and part "D" on the driver's side. Use the supplied 1/2" x 1 3/4" bolts, the two safety plates, and the flat washers, lock washers and nuts, as shown in Figure 4.

Note that both QDs have an extra hole – "E" in Figure 4 – for safety cable attachment. Mount parts "C" and "D" so that the "E" holes are to the outside.

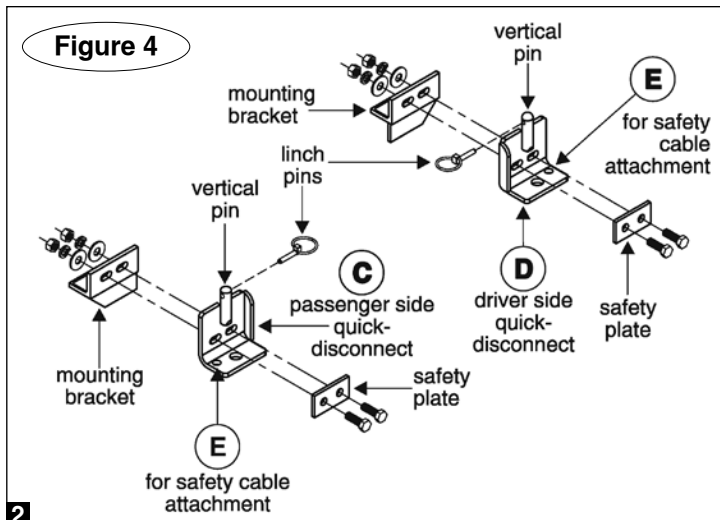
Do not tighten any of the bolts – leave them loose for now – they will be tightened later.

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 5), and the vertical pins at the bottom of the crossbar should fit through the lower holes on the quick-disconnects (Figure 5).

6. Both quick-disconnects must be positioned so that the crossbar is centered to the front of the vehicle – measure the distance between the side of one QD and the side of the mounting bracket it is attached to. Then, make certain there is an equal distance between the other QD and the other mounting bracket.

### CAUTION

The quick-disconnect parts "C" and "D" must be centered on the mounting brackets for the tow bar to be centered. If parts "C" and "D" are mounted too far to the left or right, it will cause excessive tire wear, which is not covered by warranty.



• 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.

• **Caution the owner to use a hitch ball with a two-inch diameter.** If the hitch ball diameter is smaller than two inches, the coupler may disengage during towing.

In addition, the diameter of the threaded hitch ball shank must match the diameter of the hole size in the ball mount hitch. If the threaded hitch ball shank is too small, towing vibrations could cause the hitch ball to unthread and separate from the ball mount hitch.

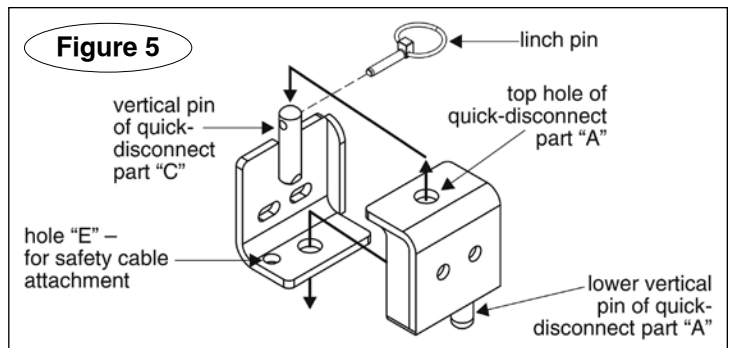
• **The tow bar must be attached to a bracket which is bolted to the towed vehicle's frame or unibody.** In order to be towed, virtually all vehicles require a tow bar mounting bracket that is connected to the frame, unibody or chassis and extends beyond the bumper.

• **Caution the owner to secure the tow bar with linch 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.

• **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.



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 it does not, adjust the QDs again.

8. The two linch pins (Figure 5) must be inserted through the upper holes in the vertical pins in both quick-disconnects.

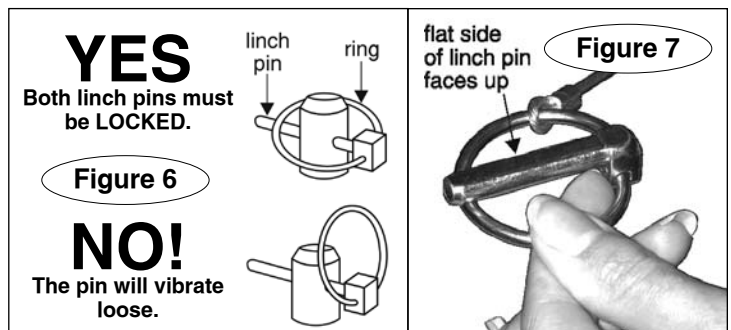
Both linch pins must be locked. The rings (Figure 6) are spring-loaded – they must be snapped over the pin, as shown in Figure 6, with the curved side of the linch pin touching the ring (as shown in Figure 7), in order to keep the quick-disconnect bases secure.

### WARNING

Towing vibrations will force the linch pins out unless they are properly locked in place over the vertical pins on both quick-disconnects. Refer to Figure 6.

Failure to properly attach and lock both linch 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 linch pin with a padlock – part number 301 or 302 – to prevent accidental release or theft.)



# Connecting and disconnecting

## 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.

### Connecting the tow bar

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

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 2) over the hitch ball.

With the coupler over the ball, raise the coupler locking lever (Figure 8) until the tab ‘ear’ (Figure 8) just clears the tab hole (Figure 8), 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.*

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 properly 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 tow bar mounting brackets, safety cables, or a hitch receiver rated less than the actual weight of the towed vehicle.

If the brackets, 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.

### Disconnecting the tow bar

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.

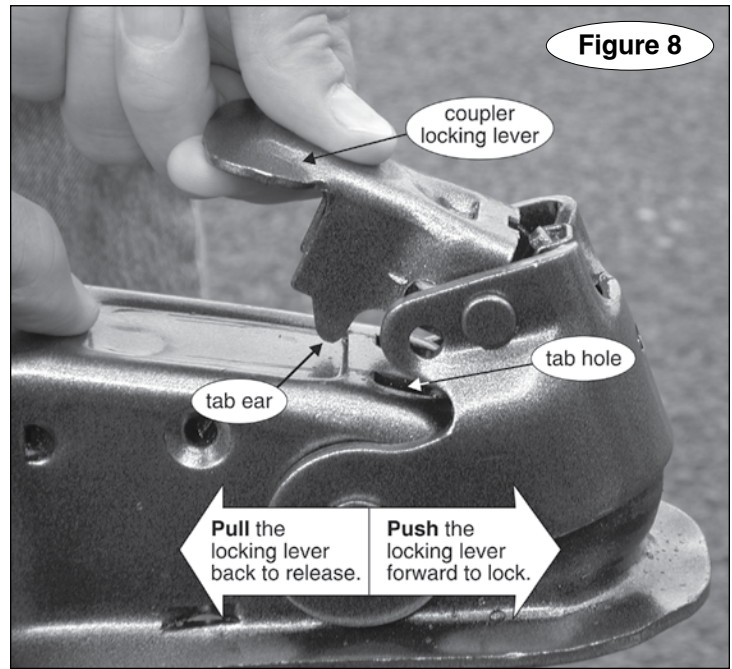


Figure 8

4. Pull back on the coupler locking lever (Figure 8) 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 **removable mounting brackets** – remove the two lynch pins (one on each side, Figures 4 and 5) 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 **standard mounting brackets** – remove the two clevis clips (one on each side, Figure 2), pull the two mounting pins out (one on each side, Figure 2), and lift the tow bar up.

If the towed vehicle has standard mounting brackets, 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 2.

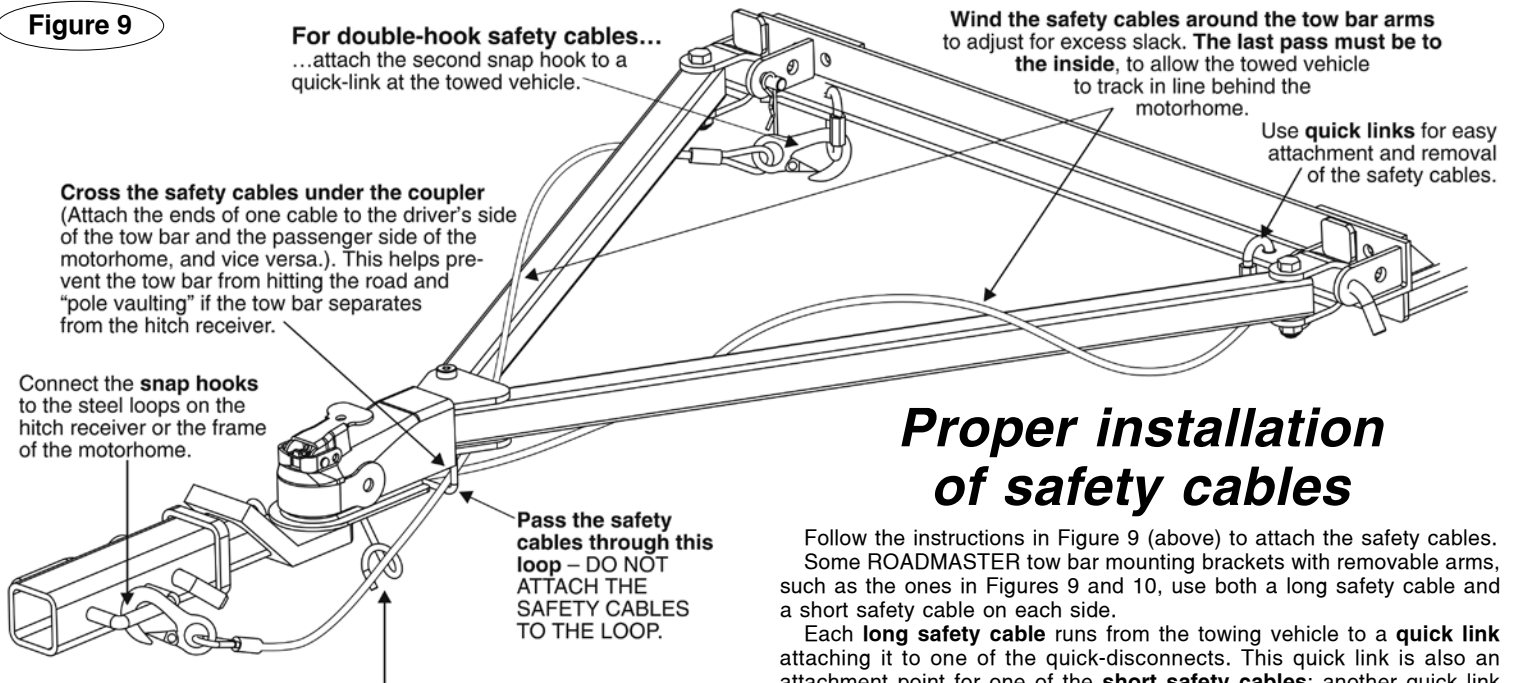
*Note: check state regulations – driving a vehicle with the tow bar in this position is illegal in some states.*



Towing and Suspension Solutions

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Figure 9



## Proper installation of safety cables

Follow the instructions in Figure 9 (above) to attach the safety cables. Some ROADMASTER tow bar mounting brackets with removable arms, such as the ones in Figures 9 and 10, 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 **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 mounting bracket.

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

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

## 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 "Proper installation of safety cables" (on this page), 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 motor-home. **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 8 (above). 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" (on this page) for further information.

### WARNING

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

### 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 Figures 9 and 10. Otherwise, in the event of a towing system failure, the towed vehicle will detach, which may cause property damage, personal injury or even death.

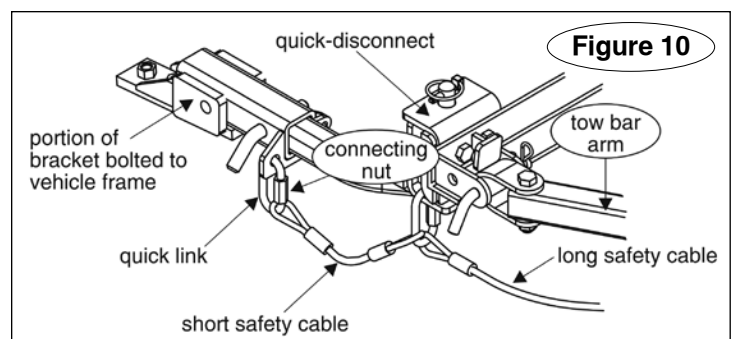


Figure 10