



TRACKER™

5,000 POUND WEIGHT CAPACITY TOW BAR



Quality Towing Systems since 1974

Owner's Manual
THIS MANUAL MUST BE READ COMPLETELY BY OWNER

Welcome to the ROADMASTER family!

This manual has been prepared to acquaint you with the 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.

As is the case with most precision equipment, frequent cleaning and care results in better performance and longevity. Inspect your tow bar, mounting brackets and other towing system components on a regular basis. Keep your tow bar clean and well-lubricated – follow the instructions in this manual.

Safety cables are required by law in most states. Follow our safety cable installation instructions in this manual.

Your tow bar has a one-year limited warranty. **To qualify for your warranty**, fill out and return the enclosed product registration card within 30 days of purchase. As a bonus, we'll extend your warranty to a total of two years at no additional cost, if we receive the product registration card within 20 days of purchase.

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

IMPORTANT NOTICE!

Safety Definitions

Statements in this manual followed by the following words are of special significance:

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.

FREE EXTENDED WARRANTY

You must accurately and completely fill out and mail the product registration card within thirty (30) days from the date of purchase to qualify for your warranty. **If we receive your card, completely and accurately filled out, within twenty (20) days from the date of purchase, we will extend the coverage to a total of TWO (2) years at no extra charge.**

Your product registration is an important record for ROADMASTER to keep in touch with you. It also enables us to expedite any future claim, update or recall that may arise concerning our products.

IMPORTANT

Fill out, tear off and mail within 30 days of purchase to qualify for your warranty. To receive your free one-year extension, mail so that we receive it within 20 days of purchase.

WARRANTY PROCEDURES

For warranty service, see the ROADMASTER Limited Warranty for details.

CAN'T LOCATE YOUR TOW BAR SERIAL NUMBER?

Your tow bar serial number is on a metal label located on the driver side of your TRACKER tow bar.

You will need that number when you fill out your tow bar product registration card. For future reference, we suggest you write down the serial number below.



SERIAL NUMBER: _____

ROADMASTER

FREE BONUS

OWNER MUSTS for TOWING SAFETY

1. 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 baseplate and the ball mount. Driving over sharp inclines or declines could force the coupler off the hitch ball.

2. THE STEERING MUST BE UNLOCKED AND FREE TO TURN WHEN TOWING.

Failure to do so can result in severe tire and equipment damage. The steering wheel must be free to turn when towing. Check the manufacturer's specifications for the proper towing procedures.

3. THE DRIVER MUST NOT BACK UP THE MOTORHOME WITH THE VEHICLE ATTACHED.

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

4. YOUR VEHICLE AND ALL ITS CONTENTS CANNOT EXCEED 5,000 LBS.

In addition, the receiver hitch, ball mount and tow bar bracket safety cables (if required) must be rated at no less than the weight of your vehicle and all its contents. (The **TRACKER** tow bar is rated at a maximum of 5,000 lbs. carrying capacity; therefore ROADMASTER uses 5,000 lbs. as a standard for rating the weight capacity of all supplementary towing equipment, as well as the towed vehicle and all its contents, throughout this manual.)

5. THE BALL MUST BE 2" TO PROPERLY FIT THE TOW BAR COUPLER.

In addition, the ball shank diameter must match the hole size in the ball mount. If it is too large for the threaded shank of the ball, the stress and vibration during towing could cause the ball to loosen and disengage from the coupler.

6. THE OWNER MUST KEEP THE TOW BAR CLEAN AND WELL LUBRICATED.

As is the case with most precision equipment, frequent cleaning and care results in prolonged service. Details for cleaning and lubricating your **TRACKER** tow bar are outlined in the section titled "Care and Cleaning."

7. THE OWNER MUST INSPECT ALL MOUNTS, BRACKETS AND FASTENERS.

Visual inspection of ALL bolts, wiring, cables and metal components each time before you tow will avoid problems on the road. Check your bracket every 3,000 miles. Inspect for any fractures or cracks in the steel or any visible damage.

Do not tow if damaged. Check the torque on all bolts. Refer to the installation instructions for the mounting brackets and the tow bar for torque ratings.

8. THE OWNER MUST FILL OUT AND MAIL THE PRODUCT REGISTRATION CARD.

It is IMPORTANT that you send in a completely filled out registration card as soon as possible. The information is needed in case we must contact you for updates, recalls and to verify your warranty.

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Owner 'musts' for towing safety

continued from preceding page

9. THE OWNER MUST CHECK THE MANUFACTURER'S INSTRUCTIONS FOR TOWING.

Some vehicles require a transmission lube pump, axle disconnect, driveline disconnect or free-wheeling hubs to tow without damaging the vehicle. Failure to properly equip the vehicle will result in severe damage to the transmission. Check the manufacturer's specifications for the proper procedure to prepare the vehicle for towing. Be sure your vehicle is towable before taking it on the road.

10. THE OWNER MUST NEVER TOW A VEHICLE WITH A COMPARABLE WEIGHT VEHICLE.

The towed vehicle should never exceed 40% of the weight of the towing vehicle. Towing a vehicle equipped with a tow bar using a vehicle of similar weight will cause the rear vehicle to override the front vehicle, resulting in "jackknifing," "leapfrogging," "fishtailing" or other unsafe towing situations. Serious damage to both vehicles and the towing system equipment could result.

11. ALWAYS USE SAFETY CABLES OR CHAINS WHEN TOWING.

A frame-to-frame safety cable hookup is legal in ALL states that require them. Use only 5,000 lb. or heavier rated cables. In addition, check to ensure that your safety cables are the proper length. Refer to the sections titled "Proper Installation of Safety Cables," "Connecting the Short Safety Cables," and "How to Use Safety Cables."

12. THE OWNER MUST 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 you 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.

13. THE OWNER MUST NEVER USE A TOW BAR WHILE TOWING MORE THAN ONE VEHICLE/TRAILER.

In some states it is legal to have one vehicle towing more than one trailer (for example a truck towing a trailer that is towing a boat). Do not tow more than one vehicle/trailer when using a tow bar or non-warranty damage or injury may result.



WARNING

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

CAUTION

NEVER BACK UP WHEN TOWING YOUR VEHICLE. Backing up while the towed vehicle is attached will easily “jackknife” the vehicle being towed. This will result in damage to the towed vehicle, hitch, tow bar assembly, and/or the motorhome. ROADMASTER assumes no responsibility for any damage that is caused by improper use, such as backing up while the towed vehicle is attached. Damage caused by improper use is not covered under warranty.

WARNING

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

The **TRACKER** tow bar is rated at 5,000 pounds carrying capacity; therefore ROADMASTER has used 5,000 lbs. as a standard for rating the weight capacity of all supplementary towing equipment, as well as the towed vehicle and all its contents, throughout this manual. Supplementary towing equipment must be rated at 5,000 pounds – check to ensure that the receiver hitch and the ball are rated at 5,000 pounds. If the hitch, ball or any supplementary towing equipment is not rated at 5,000 pounds, it may fail during towing, resulting in property damage, personal injury or even death.

INSTALLER MUSTS for TOWING SAFETY

The following “safety musts” are provided to your installer with the installation instructions for the **TRACKER** tow bar. They are repeated here for your information. As a precautionary measure, verify that you or the installer have followed all safety requirements before towing your vehicle.

1. THE INSTALLER MUST 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 baseplate and the ball mount. Driving over sharp inclines or declines could force the coupler off the hitch ball.

2. THE INSTALLER MUST SHOW THE OWNER HOW TO PROPERLY OPERATE THE TOW BAR.

Carefully read the section “Connecting and Disconnecting” and familiarize yourself with the features of the tow bar. Demonstrate them to the owner, and have the owner do a few “practice runs.” You will not only impress your customer with your thoroughness, but will start your customer off on a safer and happier towing experience.

3. THE INSTALLER MUST CAUTION THE OWNER TO USE A 2" BALL WITH A MINIMUM CAPACITY OF 5,000 LBS.

The receiver hitch and ball mount must have a minimum capacity of no less than the weight of the towed vehicle and all its contents. (The **TRACKER** tow bar is rated at a maximum of 5,000 lbs. carrying capacity; therefore ROADMASTER has used 5,000 lbs. as a standard for rating the weight capacity of all supplementary towing equipment, as well as the towed vehicle and all its contents.) Also be sure that the shank of the ball fits snugly in the ball mount hole. A loose-fitting ball shank could be hazardous if the ball should loosen and disconnect from the mount due to stress or vibration during towing.

4. THE INSTALLER MUST BOLT THE TOW BAR TO A BRACKET ATTACHED TO THE TOWED VEHICLE'S FRAME OR UNIBODY.

The **TRACKER** tow bar is designed as a bolt-on device only. Virtually all vehicles require a mounting bracket assembly that is connected safely to the frame, unibody or chassis and extends beyond the bumper. Using a mounting bracket kit designed by ROADMASTER takes the burden of doubt away from the installer.

Under no circumstances should the tow bar be welded to the vehicle, nor should any of the pre-punched mounting holes be altered.

Never heat, bend or weld a ROADMASTER tow bar or it will weaken metals, resulting in non-warranty failure. In fact, any altering of the tow bar will void the owner's warranty.

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Installer 'musts' for towing safety

continued from preceding page

5. THE INSTALLER MUST ADVISE THE OWNER TO ADD PROPER SAFETY CABLES (OR CHAINS).

A frame-to-frame safety cable is legal in ALL states.

6. THE INSTALLER MUST STRESS THE IMPORTANCE OF THE OWNER SENDING IN THE WARRANTY.

New owners are to be urged to send in the **product registration card** as soon as possible. This will enable ROADMASTER to expedite any claim or update important information concerning the **TRACKER** tow bar.

7. THE INSTALLER MUST READ THE INSTRUCTIONS THOROUGHLY BEFORE MOUNTING THE TOW BAR.

Proper mounting of the tow bar is of utmost importance. Proper centering and height positioning of the tow bar will give the owner a safe, dependable and trouble-free towing system.

8. THE INSTALLER MUST BE SURE THE VEHICLE IS SUITABLE OR ADAPTABLE FOR TOWING.

Not all vehicles can be safely towed as manufactured. A few models are not towable under any condition and others require additional equipment such as a transmission lube pump, axle lock, driveline disconnect or free-wheeling hubs to make them towable. Failure to properly equip the towed vehicle will result in severe damage to the transmission. Also, the steering wheel **MUST** be unlocked for towing. Check the manufacturer's specifications for the proper towing procedures.



WARNING

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

INSTALLATION INSTRUCTIONS – Standard Bracket

There are two ways to install the **TRACKER** tow bar:

1) The safety base (see Figure 1, below) may be bolted to a **standard** bracket, which is attached to the towed vehicle. With this method, the safety base remains attached to the front of the towed vehicle.

Use the instructions below to install the **TRACKER** tow bar to a **standard** bracket.

2) The safety base may be attached to a ROADMASTER removable bracket (XL or EZ series). With this method, the safety base, as well as the front extensions of the mounting bracket, can be easily removed from the front of the towed vehicle when it is not being towed.

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

Use the instructions beginning on page nine to install the **TRACKER** tow bar to a removable bracket.

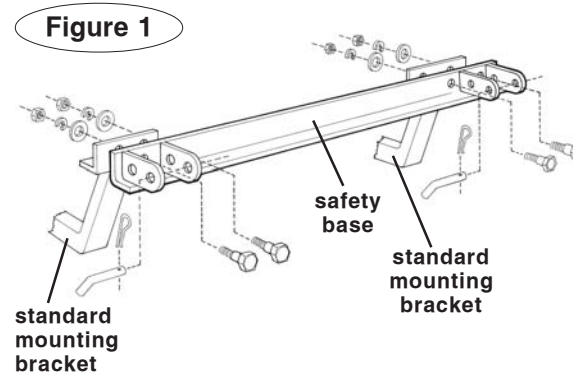
Installation Instructions – Standard Mounting Bracket

1. Attach the safety base to both ends of the standard mounting bracket, using the supplied bolts, washers, lock washers and nuts, as shown in Figure 1. Tighten all bolts to 75 ft./lbs.

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WARNING

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



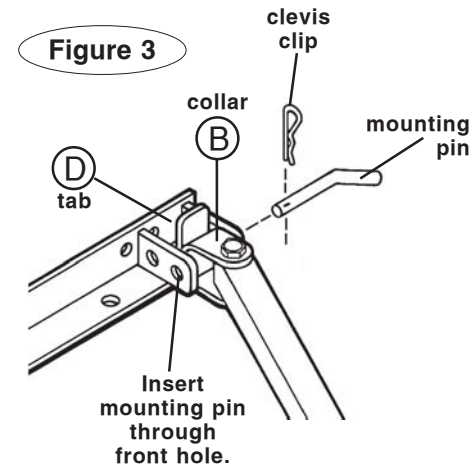
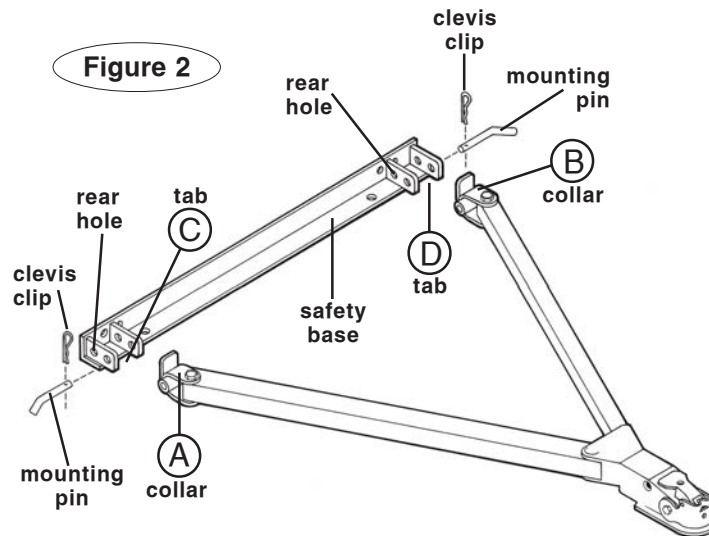
Installation Instructions – Standard Mounting Bracket

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2. Position the collars (parts “A” and “B,” Figures 2 and 3) on the tow bar inside the tabs (parts “C” and “D,” Figures 2 and 3) on the safety base.

Insert the supplied mounting pins through the **front holes** on the tabs and then through the collars (Figure 3).

Secure the mounting pins with the supplied clevis clips, as shown in Figures 2 and 3.



⚠ WARNING

The mounting pins must extend through tabs “C” and “D” and through the tow bar collars, as shown in Figures 2 and 3. Both pins must be secured with clevis clips.

Failure to attach the mounting pins correctly will cause the tow bar to separate from the safety base, resulting in property damage, personal injury or even death. You will lose your towed car.

INSTALLATION INSTRUCTIONS – Removable Bracket

There are two ways to install the **TRACKER** tow bar:

1) The safety base (see Figure 4, below) may be attached to a ROADMASTER removable bracket (XL or EZ series). With this method, the safety base, as well as the front extensions of the mounting bracket, can be easily removed from the front of the towed vehicle when it is not being towed.

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

Use the instructions below to install the **TRACKER** tow bar to a **removable** bracket.

2) The safety base may be bolted to a **standard** bracket, which is attached to the towed vehicle. With this method, the safety base remains attached to the front of the towed vehicle.

Use the instructions beginning on page seven to install the **TRACKER** tow bar to a standard bracket.

Installation Instructions – Removable Mounting Bracket

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

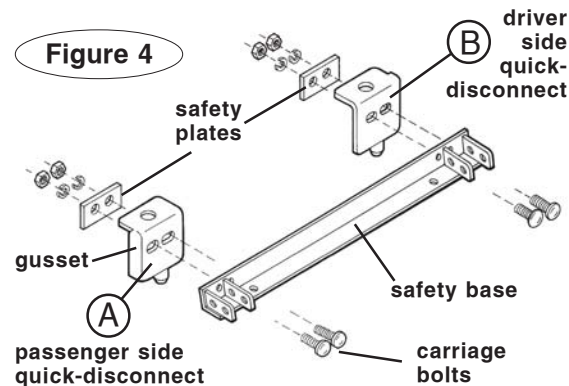
First, attach “quick-disconnect” parts “A” and “B” to the **TRACKER** safety base:

1. Position the holes in quick-disconnect parts “A” and “B” over the holes at each side of the **TRACKER** safety base. Make sure that part “A” is on the passenger side, and part “B” is on the driver side – the gusset of “A” and “B” will be on the outside, as shown in Figure 4.

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

2. At each end, slide one of the safety plates 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** safety base. Finger-tighten only at this time.

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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.

Installation Instructions – Removable Mounting Bracket

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Now, attach “quick-disconnect” parts “C” and “D” to the removable mounting bracket. Refer to Figure 5.

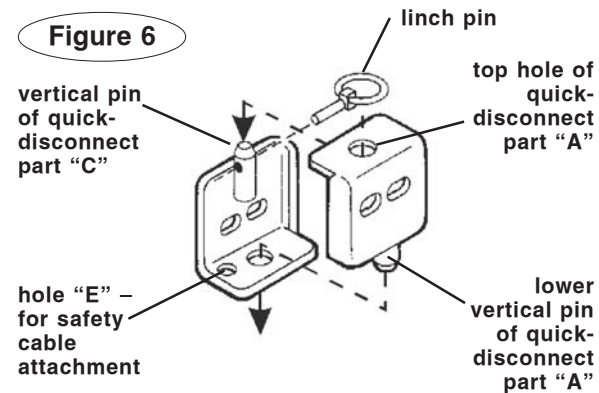
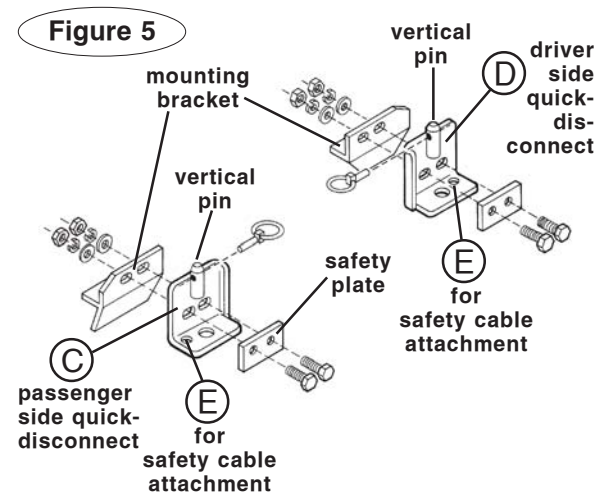
Before you begin, note that parts “C” and “D” have an extra hole – “E” – designed for safety cable attachment. Mount parts “C” and “D” so that the “E” holes are to the outside. Also, mount both parts “C” and “D” so that the vertical pin on each is facing upward, as shown in Figure 5.

4. Attach part “C” to the passenger side, and part “D” to the driver side. Use the supplied bolts, the safety plates, flat washers, lock washers and nuts to attach them. Finger-tighten only at this time.

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.

5. Now, mount the tow bar by lowering the safety base so that the vertical pins on quick-disconnect parts “C” and “D” extend upward through the top holes of quick-disconnect parts “A” and “B,” as shown in Figure 6. At the same time, be sure the lower vertical pins of quick-disconnect parts “A” and “B” slide through the lower holes of quick-disconnect parts “C” and “D.” Refer to Figure 6. *continued on next page*



Installation Instructions – Removable Mounting Bracket

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The proper installation of each quick-disconnect at the vehicle mounting brackets should look like Figure 6.

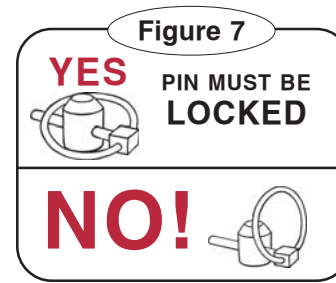
- Both lynch pins **must** be inserted through the upper hole in the vertical pins in parts “C” and “D,” as illustrated in Figure 6, and **locked** as illustrated in Figure 7, to keep the **TRACKER** safety base secure.

WARNING

Towing vibrations will force the lynch pins to wiggle out unless they are properly **LOCKED** in place over the vertical pins on quick-disconnect parts “C” and “D.” Refer to Figure 7. Failure to install the lynch pins properly will result in tow bar malfunction, loss and damage to your vehicle and property, personal injury or even death. You will lose your car.

- Adjust the spacing of quick-disconnects “C” and “D” until the tow bar safety base slides on and off easily. Now, torque all bolts to 75 ft./lbs.

If safety cables are required for your ROADMASTER tow bar bracket (Refer to the tow bar bracket instructions.), use a quick link to attach the long safety cables to the “E” holes located to the outside of quick-disconnects “C” and “D.” The quick links are also used to connect the short safety cables to ROADMASTER XL and EZ series mounting brackets. Refer to the sections titled “Proper Installation of Safety



Cables,” “Connecting the Short Safety Cables,” and “How to Use Safety Cables,” in this manual.

WARNING

Unless the safety cables are attached to the quick-disconnects properly, with quick links at hole “E,” the safety cables will not keep you from losing your towed vehicle in the event the tow bar comes off the quick-disconnect mount. Failure to correctly attach the safety cables may cause property damage, personal injury or even death.

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

CONNECTING and DISCONNECTING

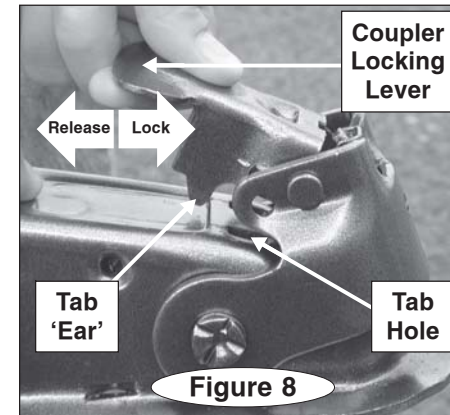


WARNING

Use caution when handling the tow bar to be sure that your hands, fingers or any part of your body do not get caught between any moving components. Doing so can result in pinching, crushing or cutting, causing personal injury.

Connecting the Vehicle

1. You can install the **TRACKER** tow bar to the towed vehicle with either a standard mounting bracket or a removable mounting bracket. Follow the "Installation Instructions – Standard Bracket" or "Installation Instructions – Removable Bracket," in this manual, to install the **TRACKER** tow bar to the mounting bracket.
2. Drive the vehicle to be towed up to the rear of the motorhome, and align the coupler on the tow bar directly over the hitch ball on the motorhome. Put the towed car in gear (park), set the emergency brake and chock one of the wheels.
3. Lower the tow bar and position the coupler over the ball. With the coupler over the ball, raise the coupler locking lever (Figure 8) until the tab 'ear' just clears the tab hole, and pull straight back toward the car. Now, lower the coupler over the ball so that it completely covers it, and slide the locking lever forward until it locks on the ball. (Use the optional coupler lock, part number 305, for added protection against accidental coupler disconnect.)



WARNING

Be sure the coupler is properly locked onto the ball. The tab ear (Figure 8) will slide back into the tab hole when the locking mechanism is fully engaged. If the coupler is not properly locked onto the ball, you will lose your towed car, resulting in property damage, personal injury or even death.

4. Attach the safety cables (or chains) and plug in your light wiring harness, according to the supplier's instructions. Before towing your vehicle, be sure the **steering is unlocked** and the transmission is in the proper setting. **Check the manufacturer's specifications or the owner's manual, or talk to your**

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Connecting and Disconnecting

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installer, for the proper towing procedures or requirements.



WARNING

Do not tow your vehicle until the tow bar is secure, with all pins and/or locks. Unless your tow bar is secured to both vehicles with all designated pins and/or padlocks, you will lose your towed vehicle, which may cause property damage, personal injury or even death.

Disconnecting the Vehicle

1. Detaching your towed vehicle 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. Before disconnecting the tow bar, disconnect any towing accessories, the wiring harness, safety cables, etc.
2. Put the car in gear (park), set the emergency brake, and chock one of the wheels.



WARNING

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

3. Release the coupler locking lever (Figure 8) as before, and lift the coupler off the ball. Hint: if the towed car is pushing too hard on the motorhome, it may be difficult to remove the coupler from the ball. Remove tension by moving the steering wheel to the left or the right, to align the towed vehicle's front wheels to the motorhome.
4. To remove the tow bar assembly...
 - A. If your towed vehicle has **removable** mounting brackets (An optional set of "quick-disconnects" – part number 201 – is required for this method.) – remove the two lynch pins (one on each side) and lift the tow bar and the safety base up and away.
 - B. If your towed vehicle has **standard** mounting brackets – remove the two clevis clips (one on each side), slide the mounting pins out, and lift the tow bar up and away.

If your towed vehicle has standard mounting brackets, the **TRACKER** tow bar can be stored on the car in a vertical position by inserting a bolt or pin (not supplied) through the **rear holes** on tabs "C" and "D." Refer to Figure 2 under "Installation Instructions – Standard Bracket." *Note: Check state regulations – driving a vehicle with the tow bar in this position is illegal in some states.*

PROPER INSTALLATION of SAFETY CABLES

Use **quick links** as anchors for easy removal of cables.

Wind cables around both arms to adjust slack.

Figure 9

Do **not** run the safety cables between the ball and the coupler. Use an optional **Cable Guide** (part number 669) to help prevent the safety cables and 12V electrical cord from being crushed or damaged, either between the coupler and the ball, or between the ball mount and the road.

Pass cables through this loop – **DO NOT SECURE SAFETY CABLES OR CHAINS HERE.**

Cross cables under hitch and stinger. This helps prevent the tow bar from hitting the road and “pole vaulting” if the coupler separates from the ball.

Connect **snap hooks** to steel loops on receiver or frame of towing vehicle.

Optional **cable guide**

Tow bar mounting brackets with **removable** front extensions use two safety cables on each side. If you have installed a removable tow bar bracket on your towed vehicle, see the section titled “Connecting the Short Safety Cables,” in this manual, for further information.



WARNING

USE ONLY 5,000 LB. (or higher) RATED SAFETY CABLES. Cables must be carefully routed so that they cannot become pinched, frayed, scraped or damaged. Also, be sure the cables are routed so that they will not drag when going over dips or low spots. **DO NOT USE CABLES** if they show any signs of wear or damage. Immediately discontinue towing and replace the cables. Failure to follow these instructions will cause cable failure, resulting in property damage, personal injury or even death.

CONNECTING the SHORT SAFETY CABLES

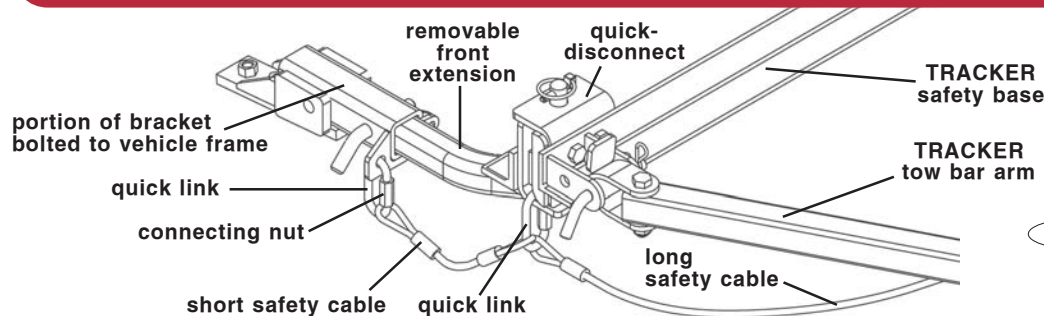


Figure 10

Some ROADMASTER tow bar mounting kits with removable arms, such as the one illustrated in Figure 10, use two safety cables on each side. Each **long safety cable** runs from the towing vehicle to a **quick link** attaching it to one of the **quick-disconnects**.

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 rated at 5,000 lbs. carrying capacity; carabiners or other devices are not.

! 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, you will lose your towed vehicle, which may cause property damage, personal injury or even death.

Each **short safety cable** is connected from the first quick link to another quick link, which attaches it to the **mounting bracket**. The mounting bracket is bolted to the frame of the towed vehicle.

Only ROADMASTER XL and EZ bracket kits, with removable arms, have these short safety cables. 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 further information.

! WARNING

If your towing system requires two sets of safety cables, always use both the long and the short safety cables. Connect them as illustrated above. Otherwise, in the event of a towing system failure, you will lose your towed vehicle. Failure to follow these instructions may cause property damage, personal injury or even death.

HOW TO USE SAFETY CABLES

1. Always cross cables under the hitch as shown in Figure 9 under “Proper Installation of Safety Cables.” In the unlikely event the tow bar ever separates from the motorhome, crossing the cables will help prevent the tow bar from dragging on the ground, causing it to “pole vault” the towed vehicle.
2. Pull the safety cables so that all of the slack is at the motorhome. **IMPORTANT: Make sure there is enough slack in the cables at the motorhome to allow sharp turns.** If you have a hitch extension or other equipment that extends the distance between your towed car and motorhome, the standard cables may be too short. Failure to use long enough cables will result in severe non-warranty damage to the towing system when turning sharp corners. If you require longer cables, contact ROADMASTER or your dealer.
IMPORTANT – Cables too long: On some hook-ups, the cables may be too long, and may hang too low. The cables will drag when traveling over dips and low spots, resulting in non-warranty damage. If your cables are too long, you will need to wrap the excess cable around the bar to take up the slack. Refer to Figure 9 under “Proper Installation of Safety Cables.” **REMEMBER TO LEAVE ENOUGH SLACK FOR TURNING SHARP CORNERS!**
3. If safety cables are required for your ROADMASTER tow bar bracket, the safety cables **MUST** be attached. This is required by law. Refer to the tow bar bracket instructions. If safety cables are required, you **MUST** connect them between the motorhome and the portion of your mounting bracket that is permanently bolted to your towed car.
4. Make sure your safety cables are rated at 5,000 lbs. per pair. Your vehicle and all its contents cannot exceed 5,000 lbs.
5. The safety cables can be reversed if you prefer to have the snap hooks at the towed vehicle instead of the motorhome. This requires two quick links (not included).



WARNING

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

COUPLER INFORMATION SHEET

THE FOLLOWING IS A COPY OF THE ATWOOD COUPLER INFORMATION TAG THAT IS ATTACHED TO EACH COUPLER, AND IS A NOTIFICATION WE ARE PASSING ON TO THE CONSUMER.

OPERATION INSTRUCTIONS

1. TO OPEN, PULL UPWARD ON LATCH HANDLE AND LIFT UNTIL YOU RAISE THE YOKE ABOVE THE NOSE OF THE COUPLER. (FIGURE A, BELOW)
2. MOVE HANDLE FULLY REARWARD SO THAT THE YOKE RESTS ON TOP OF THE COUPLER NOSE.
3. PLACE COUPLER ON BALL OF SAME DIAMETER AS COUPLER AND OF SAME OR GREATER CAPACITY.
4. WHEN BALL IS COMPLETELY NESTED IN SOCKET, PUSH LATCH FORWARD UNTIL YOKE DROPS OVER NOSE OF COUPLER AND THE LATCH HANDLE LEG TIPS FREELY INTO SLOTS ON TOP OF COUPLER. (FIGURE B, BELOW)
5. EXTEND JACK TO GROUND AND LIFT CAR/TRAILER 2-4" TO INSURE COUPLER IS SECURELY ATTACHED TO TOW BALL. RETRACT JACK BEFORE TOWING.
6. INSERT PADLOCK THROUGH LOCK HOLE IN YOKE FOR THEFT PREVENTION.

FIGURE A

OPEN
POSITION

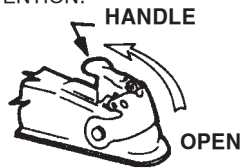
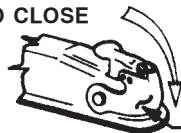


FIGURE B TO CLOSE

YOKE
CLOSED
POSITION



WARNING

SAFE TOWING PRACTICE REQUIRES THE PROPER USE OF SAFETY CHAINS USED IN ACCORDANCE WITH INSTRUCTIONS PROVIDED BY THE TRAILER MANUFACTURER. CHECK TO MAKE SURE THAT THE BALL HAS BEEN COMPLETELY INSERTED INTO THE BALL SOCKET AND THAT THE BALL CLAMP (INSIDE OF COUPLER) IS CLOSED AROUND THE UNDERSIDE OF THE TOW BALL AND THAT THE YOKE AND HANDLE IS IN THE CLOSED POSITION. THE LOADED WEIGHT OF THE TRAILER MUST NEVER EXCEED THE CAPACITIES MARKED ON THE COUPLER, TOW BAR OR HITCH.

CHECK THE COUPLER, HITCH AND BALL FOR DAMAGE OR WEAR BEFORE EACH USE. MAKE SURE THAT ALL PARTS OPERATE FREELY. REPLACE ANY COMPONENT IF WORN OR DAMAGED. FAILURE TO FOLLOW THESE WARNINGS AND OPERATIONS WILL RESULT IN SEPARATION OF TOW VEHICLE AND TRAILER WHICH CAN RESULT IN PROPERTY DAMAGE, PERSONAL INJURY OR EVEN DEATH.

INSTALLATION INSTRUCTIONS

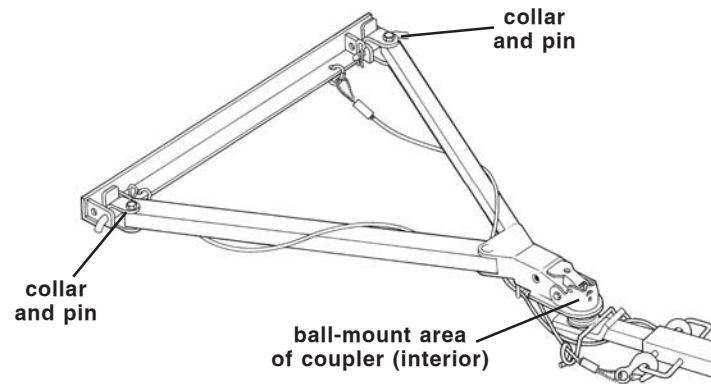
REQUEST ATWOOD BULLETIN MPD85701 FOR COMPLETE INSTRUCTIONS ON COUPLER INSTALLATION, OPERATION AND MAINTENANCE. DO NOT ATTEMPT INSTALLATION WITHOUT BULLETIN.

ATWOOD MOBILE PRODUCTS ROCKFORD, IL 61103
PH (815) 877-5700

MAINTENANCE INSTRUCTIONS: LUBRICATE BALL SOCKET WITH EXTREME PRESSURE GREASE. LUBRICATE MOVING PARTS WITH SAE 30 OIL.

This notification applies only to coupler usage and does not alter individual ROADMASTER, Inc. instructions. The reference to trailer usage does not apply to TRACKER application of the Atwood coupler. The tow bar usage is intended only for towing four-wheeled vehicles.

CARE and CLEANING



Voom RV Cleaner and Degreaser
part number 9911



LubeMaster Silicone Spray
part number 747 –
meets Volatile Organic
Compound (VOC)
standards

Your tow bar requires regular cleaning and lubricating to assure long-term, trouble-free operation. Use the following guidelines when maintaining your tow bar:

Always clean the bar before lubricating it. Use ROADMASTER's Voom RV Cleaner and Degreaser (part number 9911, shown at right). It does an exceptional job of breaking down road film, dirt and grease. Spray a liberal amount on the tow bar, then operate the tow bar to work the cleaner into all of the moving parts. Once you've cleaned the bar, wipe any remaining cleaner away before lubricating.

Now that you have a clean, dry tow bar, spray a liberal amount of ROADMASTER LubeMaster Silicone Spray (part number 747, shown at right) over the moving parts of the tow bar – both collars, as well as the pins.

You may also wish to use the silicone spray as a lubricant inside the ball-mount area of the coupler.

Proper cleaning and lubrication of the tow bar will help prevent corrosion on your tow bar and will provide smoother operation.

ROADMASTER LIMITED WARRANTY

1. WARRANTY

1a. WARRANTY OF CONFORMITY AT TIME OF SALE

ROADMASTER, Inc. warrants that at the time of sale of this product it will be free from defects in material and manufacture and will conform to ROADMASTER'S specifications for the product.

1b. CONDITIONAL ONE-YEAR WARRANTY

In addition to the preceding time-of-sale warranty, if the product registration card is completely and accurately filled out and mailed to ROADMASTER within thirty (30) days of purchase, ROADMASTER will provide an additional warranty that for a period of one year after sale the product will remain in good working order, PROVIDED THAT the product is installed and maintained in accordance with ROADMASTER'S instructions and is not subjected to: (a) alteration or unauthorized repairs or repairs by anyone other than ROADMASTER or a ROADMASTER-authorized service center, (b) misuse, abuse, commercial use, or improper maintenance, (c) Acts of God (including without limitation hurricanes, tornadoes, floods, or other severe weather or natural phenomena), (d) failures due to products not supplied by ROADMASTER, or (e) other treatments, uses, or installations for which the product was not intended. This warranty extends only to the first retail purchaser-consumer of the product and is not transferable.

EXTENDED WARRANTY PERIOD: If ROADMASTER receives the product registration card, completely and accurately filled out, within twenty (20) days of purchase, ROADMASTER will enlarge the one-year warranty period in the preceding paragraph to a period of two years.

2. DISCLAIMER OF OTHER WARRANTIES

The preceding warranties are the exclusive and sole express warranties given by ROADMASTER. They supersede any prior, contrary or additional representations, whether oral or written. No agent, representative, dealer or employee has the authority to alter or increase the obligations or limitations of this warranty. Any implied warranties, including the WARRANTY OF MERCHANTABILITY and any WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, are limited in duration to thirty days or the term of the applicable express warranty provided above, whichever is longer.

Some states do not allow limitations on how long an implied warranty lasts, so the above limitation may not apply to you.

3. EXCLUSIVE REMEDY FOR ANY NONCONFORMITIES

If during the applicable Warranty Period, the product does not conform to the preceding Warranties, notify ROADMASTER as provided below, and within a reasonable time ROADMASTER will provide, at its option, one of the following: (1) replacement components for any nonconforming or defective product or components or (2) the percentage of the purchase price for the nonconforming product equal to the percentage of the Warranty Period remaining when ROADMASTER is notified of the nonconformity. ROADMASTER will, at its option, (a) use new and/or reconditioned parts in performing warranty repairs and making replacement products, (b) use parts or products of original or improved design in the repair or replacement. If ROADMASTER repairs or replaces a product, its warranty continues for the remaining portion of the original Warranty Period

continued on next page

Roadmaster Limited Warranty

continued from preceding page

or 60 days from the date of the return shipment to the customer, whichever is greater. All replaced products and all parts removed from repaired products become the property of ROADMASTER. ROADMASTER will not provide, and will not be liable for, labor, costs of removal or reinstallation of components, disposal, shipping, freight, taxes, or other incidental charges.

THESE REMEDIES ARE THE EXCLUSIVE AND SOLE REMEDIES FOR ANY BREACH OF WARRANTY.

For any breach of warranty, the Owner must telephone ROADMASTER at 1-800-669-9690 within thirty (30) days after discovering the nonconformity. Do not return any product without first calling ROADMASTER and getting a return authorization number. Returned products must include the return authorization number and a copy of the original invoice, bill or other proof of the date of purchase. The date of purchase must coincide with the original warranty registration card on file. ROADMASTER will authorize (a) shipment of the product to ROADMASTER or (b) repair or replacement at the nearest warranty service center—in both cases with shipping at your expense. Do not purchase replacement parts or pay for repair labor—you will not be reimbursed. Compliance with the requirements of this paragraph is a condition to coverage under the Warranty: if these requirements are not complied with, ROADMASTER will have no obligation to provide any remedy for any breach of warranty.

4. DISCLAIMER OF INCIDENTAL AND CONSEQUENTIAL DAMAGES

IN NO EVENT SHALL ROADMASTER BE LIABLE FOR ANY INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, WHETHER RESULTING FROM NONDELIVERY OR FROM THE USE, MISUSE OR INABILITY TO USE THE PRODUCT OR FROM DEFECTS IN THE PRODUCT.

Some states do not allow the exclusion or limitation of incidental or consequential damages, so the above limitation may not apply to you.

5. APPLICABLE LAW

This Warranty will be interpreted, construed, and enforced in all respects in accordance with the laws of the State of Oregon, without reference to its choice of law rules. The U.N. Convention on Contracts for the International Sale of Goods will not apply to this Warranty.

6. SEVERABILITY

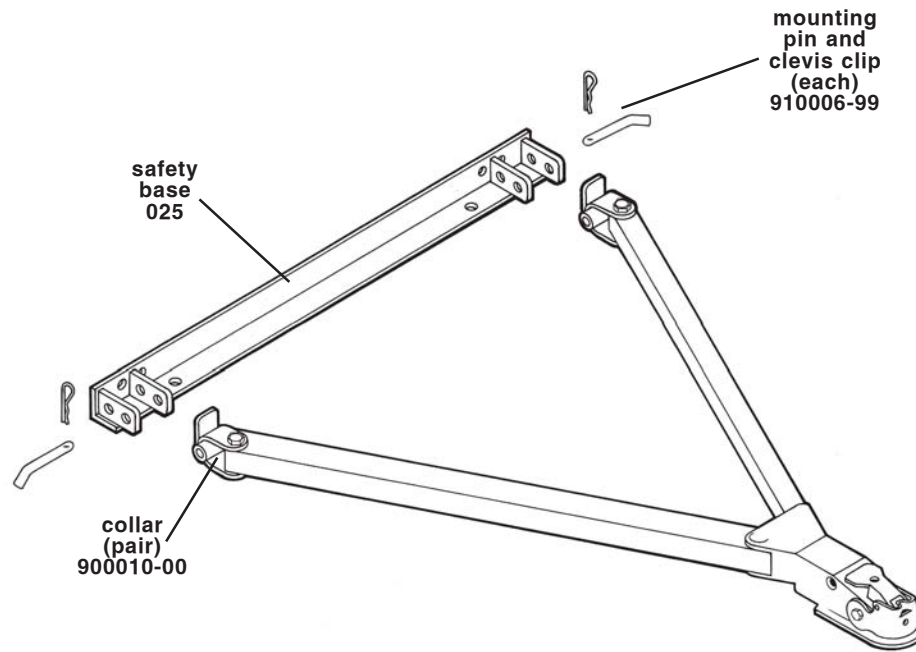
If any provision of this warranty is found to be invalid or unenforceable, then the remainder shall have full force and effect, and the invalid provision shall be partially enforced to the maximum extent permitted by law to effectuate the purpose of the agreement.

7. ADDRESS FOR NOTICES TO ROADMASTER

ROADMASTER, Inc., 5602 N.E. Skyport Way, Portland, OR 97218

This warranty gives you specific legal rights, and you may also have other rights which vary from State to State.

TRACKER™





Quality Towing Systems since 1974

ROADMASTER, Inc. 5602 N.E. Skyport Way • Portland, OR 97218
800-669-9690 • Fax 503-288-8900 • www.roadmasterinc.com