

# 10,000 pound capacity double hook

# Safety Cables



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## Connection instructions and diagrams

All specifications subject to change without notice

## Using your safety cables

Safety cables are a secondary safety device, required by law in many states. To ensure your safety and that of your passengers, follow these instructions to use them properly:

- Always use safety cables when towing. The safety cables must connect the motorhome to the towed vehicle, frame to frame.
- **The weight of the towed vehicle, including all its contents, cannot exceed the weight capacity of the safety cables or the safety cables will fail.**
- Pull the safety cables so that all the slack is at the motorhome. **Be certain 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 certain 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 (or longer safety cables) may be necessary for use with accessories which extend the length of the towing system.
  - Make certain 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. **The last pass must be to the inside**, to allow the towed vehicle to track in line behind the motorhome (Refer to the accompanying diagram.). **Be certain there is enough slack in the cables at the motorhome to allow for sharp turns.**

- Always cross the cables under the hitch receiver, as shown in the diagram on the next page. 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.
- Many 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.



### WARNING

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

## Connection instructions

### Option 2

If the tow bar mounting bracket is similar to the one shown in Figure 1 and the safety cables are long enough, simply connect the snap hooks (or quick links) to the safety cable anchors built into the mounting bracket.

### Option 1

Many ROADMASTER tow bar mounting brackets with removable arms, such as the one shown in Figure 2, use both a long safety cable and a short safety cable on each side.

(If your tow bar mounting bracket does not have an attachment point like the one shown in Figure 1, you must use Option 2.)

Each **long safety cable** runs from the motorhome 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 tow bar brackets with removable arms have these short safety cables. Other brackets are bolted directly to the frame of the towed vehicle and do not require short safety cables.

Figure 2 shows the short safety cable attachment for a typical double-hook safety cable system.



### WARNING

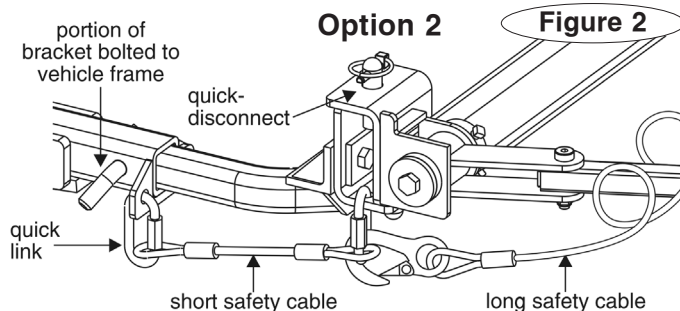
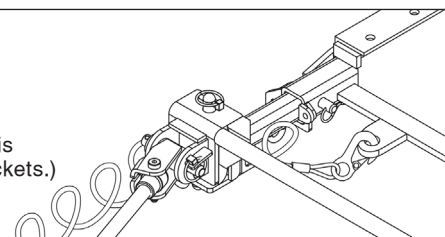
The safety cables must be carefully routed so that they cannot become pinched, frayed, scraped or otherwise damaged, and so they will not drag when going over dips or low spots.

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.

Figure 1

Option 1  
(Safety cable tab is not present on all brackets.)



### 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

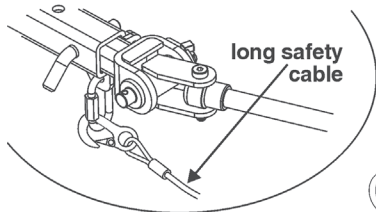
If your towing system requires two sets of safety cables, always use both the long and the short safety cables. Connect them as shown in Figure 2. Otherwise, in the event of a towing system failure, the towed vehicle will detach, which may cause property damage, personal injury or even death.

# BlackHawk 2 All Terrain™

See page one for detailed connection information.

Figure 3

For **MX or MS tow bar brackets...** Short safety cables are not used with these brackets (except, if necessary, to extend the length of the long cables). The connection point at the towed vehicle varies; it may be located on the receiver tube (as shown below) or on another part of the tow bar bracket which is not removable.



Connect the **snap hooks** to the steel loops on the hitch receiver or the frame of the motorhome.

The last pass must be to the inside.

long safety cable

**Option 1**  
(Safety cable tab is not present on all brackets.)

**Option 2**

quick-disconnect

short safety cable

Use **quick links** to attach and remove the safety cables.

**Cross the safety cables under the hitch receiver and stinger** (Attach the ends of one cable to the driver's side of the tow bar and the passenger side of the motorhome, and vice versa.). This helps prevent the tow bar from hitting the road and "pole vaulting" if the tow bar separates from the hitch receiver.



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