



# INSTALLATION INSTRUCTIONS

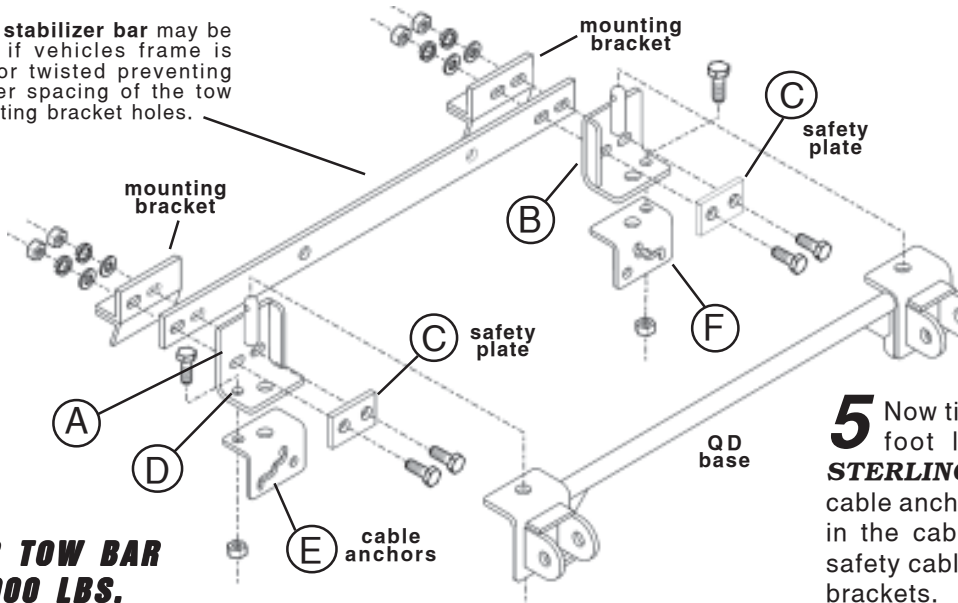
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## OWNERS AND INSTALLERS MUST READ THE INSTALLATION INSTRUCTIONS AND CAREFULLY NOTE THE WARNINGS!

Optional stabilizer bar may be required if vehicles frame is torqued or twisted preventing the proper spacing of the tow bar mounting bracket holes.



**5** Now tighten all nuts and bolts to 75 foot lbs. When connecting the **STERLING**, attach the safety cables to cable anchors E & F. Use the small hole in the cable anchors to connect short safety cables to XL & Twist-Lock Series brackets.

### STERLING TOW BAR RATED 6000 LBS.

**1** Take part "A" and mount it on the passenger side as shown. Finger tighten - bolts **will** be torqued later.

**NOTE:** Parts "A & B" have an extra hole "D" designed for safety cable attachment. Mount holes to outside.

**2** Mount the remaining part "B" to the driver side mounting bracket in the same fashion. Bolt on cable anchors E & F to A & B as shown above.

**CAUTION:** The Quick Disconnect parts A & B must be centered on the mounting brackets so that the tow bar will be centered on the car. If A & B are mounted to the far left or right, it can cause excessive tire wear which is not covered by warranty.

**3** Now, mount the **QD Base** on to parts "A & B" as shown.

**4** Linch pins **must** be inserted through the upper holes in parts "A & B" and **locked** as illustrated to keep the **QD Base** secured.

**IMPORTANT:** Towing vibrations will force the linch pins to wiggle out unless they are properly **LOCKED** in place. The proper locked position for the linch pins is illustrated here.

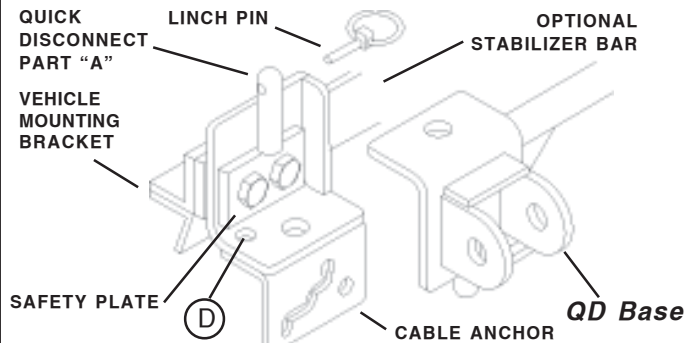


**WARNING:** Unless the safety cables are attached to the cable anchors. They will not keep you from losing your towed vehicle if the QD Base disconnects.

**ROADMASTER RECOMMENDS REPLACING AT LEAST ONE LINCH PIN WITH A PADLOCK TO PREVENT ACCIDENTAL RELEASE OR THEFT.**

Outdoor padlocks specifically designed for this purpose may be purchased. (ROADMASTER part #301, 302 & 304)

### Proper installation of Quick-Disconnect should look like this illustration

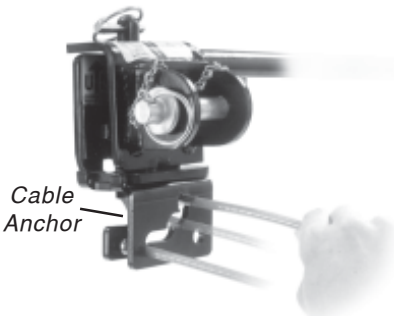


**WARNING:** Failure to install linch pins properly will result in tow bar malfunction, loss and damage to your vehicle and property, injury or even death. You will lose your car.

## CAUTION

**SAFETY CABLES *MUST* CONNECT THE TOWING VEHICLE TO THE TOWED VEHICLE FRAME TO FRAME. FOLLOW SAFETY INFORMATION IN WARRANTY PACKET**

## INSTALLATION OF SAFETY CABLES

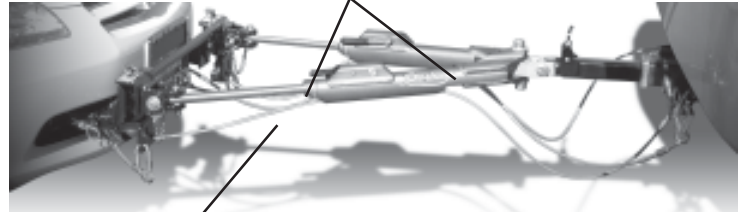


Connect cable to the anchor by inserting cable through the anchor bracket and dragging down.

## WARNING:

**USE ONLY 6,000LB. OR HIGHER RATED SAFETY CABLES**

*Route safety cables through Safety Channels*



*Connect snap hooks to loops on receiver or frame*

Cross cables under hitch. This will help prevent the tow bar from hitting the road and "pole-vaulting" in case the tow bar separates from the motorhome.

If you are connecting the Sterling to a Roadmaster bracket that has removable arms, you **MUST** use the short cables (that came with your brackets) to connect between the Cable Anchor and the portion of your mounting bracket that is permanently bolted to your towed car. This is required by law.

## DO NOT TOW IF *STERLING* IS OVER 3 INCHES OFF LEVEL



Towing with an upward or downward slope of the tow bar puts undue strain on the tow bar and mounting brackets. **DO NOT TOW if the *STERLING* is more than 3 inches off level as shown.** To determine if your bar is at a safe angle:

- Connect car and motorhome on level ground.
- Measure from the ground to the center of the receiver.
- Measure from the ground to the center of the base pin.
- Compare these two measurements. If they are more than 3" apart, you will need to use a Receiver Drop. This will increase or decrease the height of the motorhome's receiver as needed.

## DANGER

### **DO NOT TOW YOUR VEHICLE UNTIL TOW BAR IS SECURE WITH ALL PINS**

Unless your tow bar is secured to both vehicles with all designated pins, you will lose your towed vehicle.

**FAILURE TO FOLLOW 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 motorhome.

Roadmaster, Inc. assumes no responsibility for any damage that is caused by improper use. Backing up with a towed vehicle is considered "improper use".

# INSTALLER *MUSTS* FOR SAFETY

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

Instruct Owner to read and follow instructions in the Owner's Manual before operating the tow bar. Carefully read the section "**Hook-up Instructions**" and familiarize yourself with the features of the tow bar. Demonstrate it and have the customer do a few "Practice Runs". You not only impress your customer with your thoroughness, but will start your customer off on a safer and happier towing experience.

**2. INSTALLER MUST CAUTION OWNER TO USE A HITCH OR RECEIVER FOR THE MOTORHOME THAT IS RATED HIGHER THAN THE ACTUAL WEIGHT OF THE TOWED VEHICLE, INCLUDING ALL ITS CONTENTS.**

**3. INSTALLER MUST CAUTION OWNER TO SECURE TOW BAR TO BOTH VEHICLES WITH DESIGNATED LINC PINS AND/OR PADLOCKS.**

Unless all the required pins are used to secure the tow bar to both vehicles, the owner *will* lose his towed vehicle.

**4. INSTALLER MUST BOLT THE STERLING QD BASE TO A MOUNTING BRACKET ATTACHED TO THE TOWED VEHICLE'S FRAME OR UNIBODY.**

The **STERLING** 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, which extends beyond the bumper. Using a mounting bracket kit designed by **ROADMASTER** takes the burden of doubt out of the installer's hands. **Under no circumstances should the tow bar be welded to the vehicle, nor should any of the pre-punched mounting holes be altered.** In fact, any welding or altering of the tow bar will void the Owner's Warranty.

**5. INSTALLER MUST ADVISE OWNER TO USE 6,000 LB. OR HIGHER RATED SAFETY CABLES.**

Frame to frame safety cables are legal in *ALL* states.

**6. INSTALLER MUST STRESS IMPORTANCE OF OWNER SENDING IN WARRANTY CARD.**

New owners are to be urged to send in the *Warranty Registration Card* as soon as possible. This will enable **ROADMASTER** to expedite any claim or update important information concerning the **STERLING** tow bar.

**7. INSTALLER MUST READ 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. INSTALLER MUST BE SURE VEHICLE IS SUITABLE OR ADAPTABLE FOR TOWING.**

Not all vehicles can be safely towed as manufactured. A few models are not towable under any conditions and others with automatic transmissions require additional equipment such as 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 manufacturer's specifications for the proper way to unlock the steering wheel.

**9. INSTALLER MUST INSTRUCT CUSTOMER TO CHECK TURNING RADIUS OF MOTORHOME.**

Some motorhome chassis have such a tight turning radius that you can damage the motorhome, towed vehicle or tow bar while turning too sharply. Before getting on the road with towed vehicle, have your customer test their turning radius in an empty parking lot. With the towed vehicle attached, have someone watch as the customer slowly turns sharply to see if they have this potential problem. Damage that results from turning too sharply is not covered by warranty.

## WARRANTY PROCEDURES

If you have any problems with this product, immediately contact **ROADMASTER** at 1-800-669-9690. If necessary, we can direct you to your nearest warranty service center and make arrangements for any warranty repairs or replacements. While under warranty, **ROADMASTER** will make arrangements for your product to be repaired or replaced. **Do not purchase replacement parts or pay for labor - you will not be reimbursed.** See section titled "Roadmaster Limited Warranty" for specific details.

**FAILURE TO FOLLOW ANY ONE OF THESE WARNINGS MAY RESULT IN  
PROPERTY DAMAGE, PERSONAL INJURY OR DEATH**

# STERLING HOOK-UP & DISCONNECTING INSTRUCTIONS

READ INSTRUCTIONS  
THOROUGHLY

## WARNING:

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

**1** Follow *Installation Instructions* (in separate envelope) to mount **STERLING Quick Disconnect Base**.

**2** With the **STERLING** tow bar in the folded position (Fig.1), insert it into the motorhome's receiver and secure with **Hitch Pin & Clip**.

**3** Firmly hold both tow bar arms and rotate them so that they are vertical as shown in Figure 2. **WARNING: Never let go of the arms when they are in the vertical position. The arms can fall and cause severe injury if any part of your body is in the way.**

**4** Push the Release Latch (Fig. 3) forward to bring both arms down to a horizontal position (Fig. 4). Swing both arms away from you aligning the outermost arm with the tabs on the Quick-Disconnect Base. Using the included Base pin, attach the arm and secure with lynch pin or optional padlock.



**5** Now, swing the other arm to the opposite side and connect in the same manner. Before continuing make sure your vehicle is prepared for towing as per the manufacturer's instructions. In particular make sure:

- Your steering wheel is in the unlocked position so it can freely move
- The transmission is in the correct gear for towing
- The emergency brake is released
- You've connected your safety cables and wiring

**6** Now slowly pull away in the motorhome. Your tow bar will self center and the **AUTOWLOK System** will "SNAP" into position as you drive away. Visually verify that the locks have engaged before taking your trip.

**TIP:** If the **STERLING** arm does not automatically lock when you pull the motorhome ahead, try turning the motorhome left, then right as you drive away. This will pull each arm in the necessary direction to engage the locking mechanism.



## **IMPORTANT:** **Base Pins Must Be Installed**

and locked as shown in this photo. Failure to properly secure pins will result in loss of towed vehicle.

Figure 1



Figure 2



Figure 3

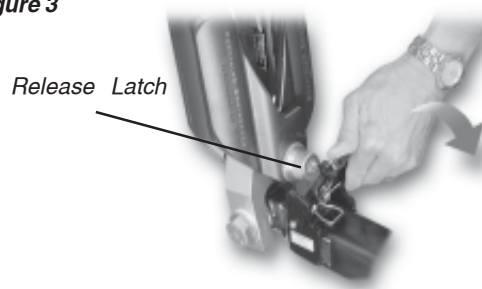


Figure 4



## To disconnect the **STERLING**:

- IMPORTANT!:** Set your towed vehicle's emergency brake and put your vehicle in Park when un-hooking. Otherwise, the towed vehicle will roll-away when tow bar and safety cables are removed.
- Disconnect your safety cables and wiring.
- Lift the release handles to unlock the arms. This will normally relieve tension on the Base Pin.
- Remove the Base Pins and store the **STERLING** on the motorhome by reversing the hook-up procedure.