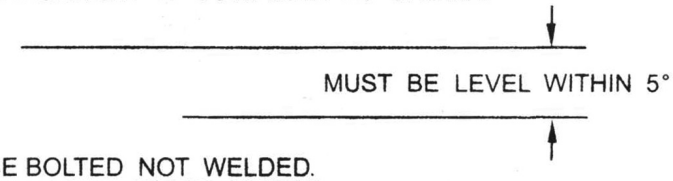
ADJUSTABLE TOW BAR INSTALLATION INSTRUCTIONS

DEALERS: GIVE THESE INSTRUCTIONS TO YOUR CUSTOMER.
READ ALL INSTRUCTIONS AND LABELS BEFORE INSTALLING TOW BAR.

INSTALLATION NOTES

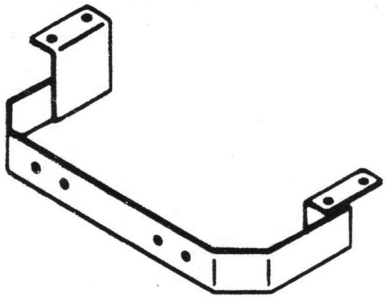
- THIS TOW BAR IS TO BE INSTALLED BY A PROFESSIONAL INSTALLER / FABRICATOR EXPERIENCED IN SELECTING VEHICLE ATTACHMENT AREAS WITH ADEQUATE STRENGTH.
- PARK VEHICLES ON LEVEL GROUND FOR INSTALLATION.
- THE COUPLER MUST BE LEVEL WITHIN 5° WHEN ATTACHMENT IS COMPLETE AS SHOWN.

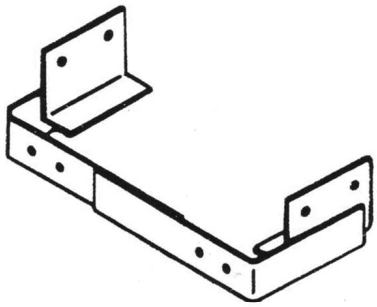


- BUMPER ATTACHMENTS SHOULD BE REINFORCED AS SHOWN BELOW.
- ATTACHMENTS TO THE TOWED VEHICLE SHOULD BE BOLTED NOT WELDED.
- KEEP MOUNTING SURFACE OF BRACKETS AS CLOSE TO BEING FLUSH WITH THE FRONT OF THE BUMPER AS POSSIBLE TO ALLOW FREE VERTICAL TRAVEL.
- ATTACK TOW BAR TO PROPERLY MOUNTED BRACKETS WITH PINS AND SECURE WITH ATTACHED WIRE.
- ADJUST COUPLER FOR PROPER FIT TO THE BALL; SEE COUPLER ADJUSTMENT ON PAGE 4.
- AVOID SUSPENSION AND BRAKE COMPONENTS WITH ATTACHMENTS.

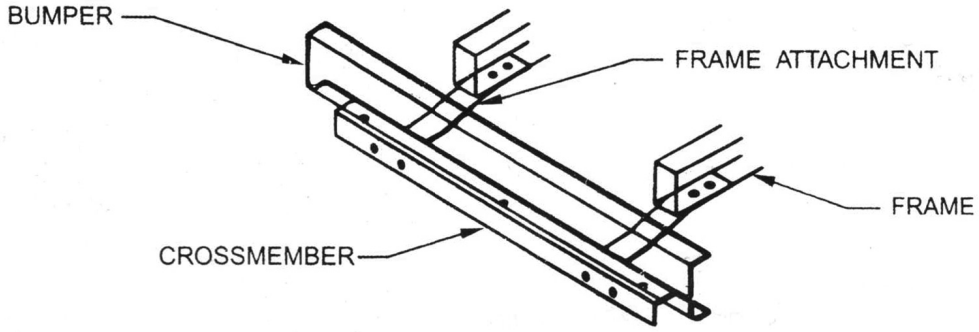
TOWED VEHICLE ATTACHMENT

A STRUCTURE MUST BE FABRICATED TO ALLOW THE TOW BAR TO BE ATTACHED TO THE FRAME OF THE TOWED VEHICLE. SOME TYPICAL FRAME ATTACHMENT STRUCTURES ARE SHOWN BELOW.





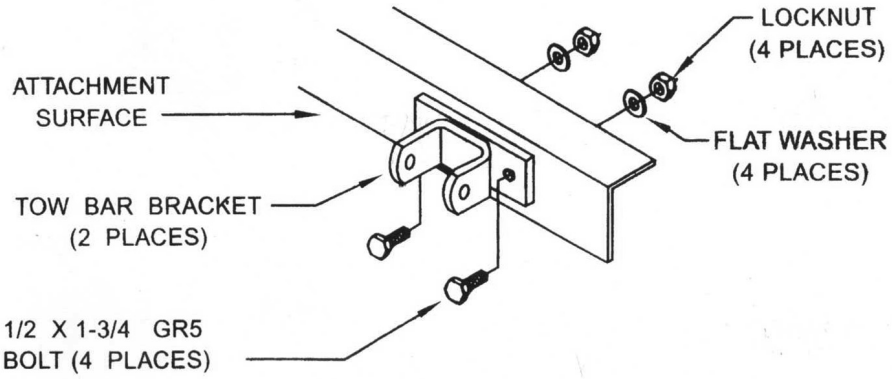
IF THE BUMPER IS USED FOR SUPPORT, IT MUST BE REINFORCED WITH FRAME ATTACHMENTS. A TYPICAL WAY OF REINFORCING A BUMPER IS SHOWN BELOW.



THESE FRAME ATTACHMENTS SHOULD BE ATTACHED WITHIN 2" OF WHERE THE TOW BAR BRACKETS ARE TO BE ATTACHED. THESE FRAME ATTACHMENTS SHOULD BE MADE FROM AT LEAST 1/2" X 2" FLAT BAR STOCK. NEVER ATTACH THROUGH PLASTIC FASCIA COVERING A BUMPER. THIS FASCIA MUST BE TRIMMED. WITH CUSTOMER APPROVAL, TO PROVIDE A SECURE ATTACHMENT.

INSTALLATION

1. CENTER TOW BAR ON ATTACHMENT SURFACE, SPREADING SIDE ARMS TO AT LEAST 24", AND MARK TOW BAR BRACKET CENTERLINES.
2. USING TOW BAR BRACKET AS A TEMPLATE, DRILL (2) TWO 1/2" HOLES INTO ATTACHMENT SURFACE, EACH SIDE.
3. ATTACH TOW BAR BRACKETS TO ATTACHMENT SURFACE USING THE 1/2 X 1-3/4 Gr5 BOLTS SUPPLIED WITH THE TOW BAR. NOTE: IF LONGER BOLTS ARE NEEDED, USE 1/2-13 Gr5 BOLTS.
4. FASTEN THE TOW BAR BRACKETS WITH FLAT WASHERS AND LOCKNUTS AS SHOWN BELOW.
5. TIGHTEN THESE 1/2" FASTENERS TO 75 LB.-FT.



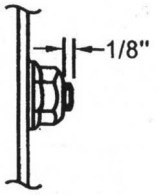
HOOK—UP

1. ATTACH TOW BAR TO TOW BAR BRACKETS WITH TWO WIRE LOCK PINS AS SHOWN ON PAGE 3 BELOW.
2. ATTACH TOW BAR COUPLER TO 2" BALL OF TOWING VEHICLE.
3. CENTER COUPLER ON TOW BAR SIDE ARMS SO THAT TOW BAR IS SYMMETRICAL ABOUT THE CENTERLINE OF THE VEHICLES.
4. TIGHTEN THE (4) 3/8" NUTS WHICH ATTACH THE TOW BAR SIDE ARMS TO THE COUPLER TO 31 LB.-FT.
5. INSTALL SAFETY CHAINS AS DESCRIBED IN THE NEXT SECTION.
6. CONNECT AN ADEQUATE WIRING HARNESS SO THAT STOP LIGHTS. TURN SIGNALS AND TAILLIGHTS OPERATE ON TOWED VEHICLE IN CONJUNCTION WITH TOWING VEHICLE'S LIGHTS.
7. READ AND FOLLOW LABELS LOCATED ON TOW BAR AND SHOWN ON PAGE 3 BELOW.

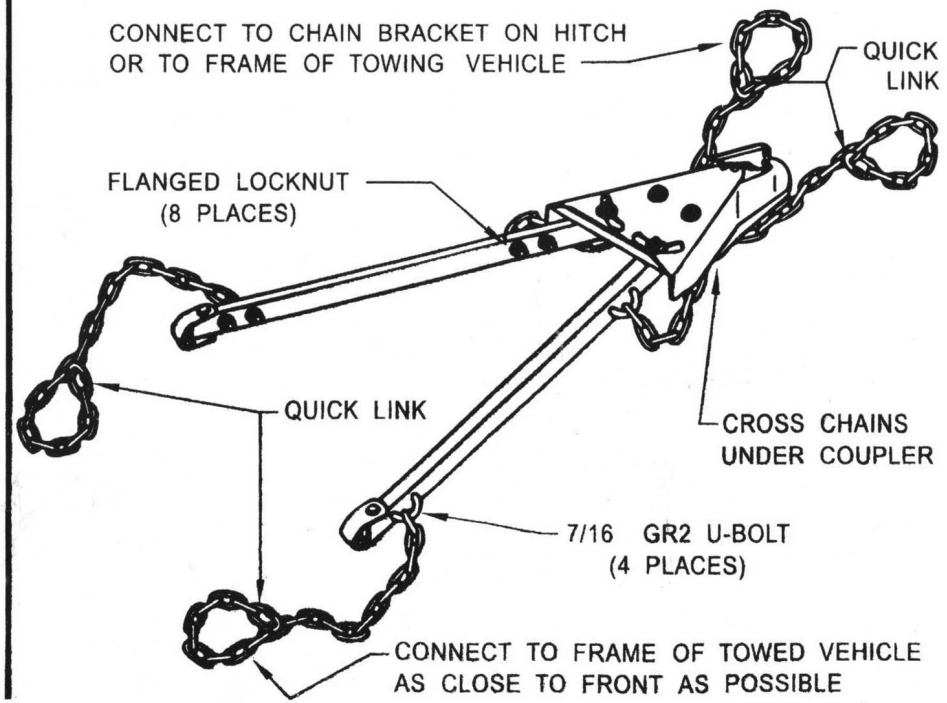
SAFETY CHAINS

USE SAFETY CHAIN KIT

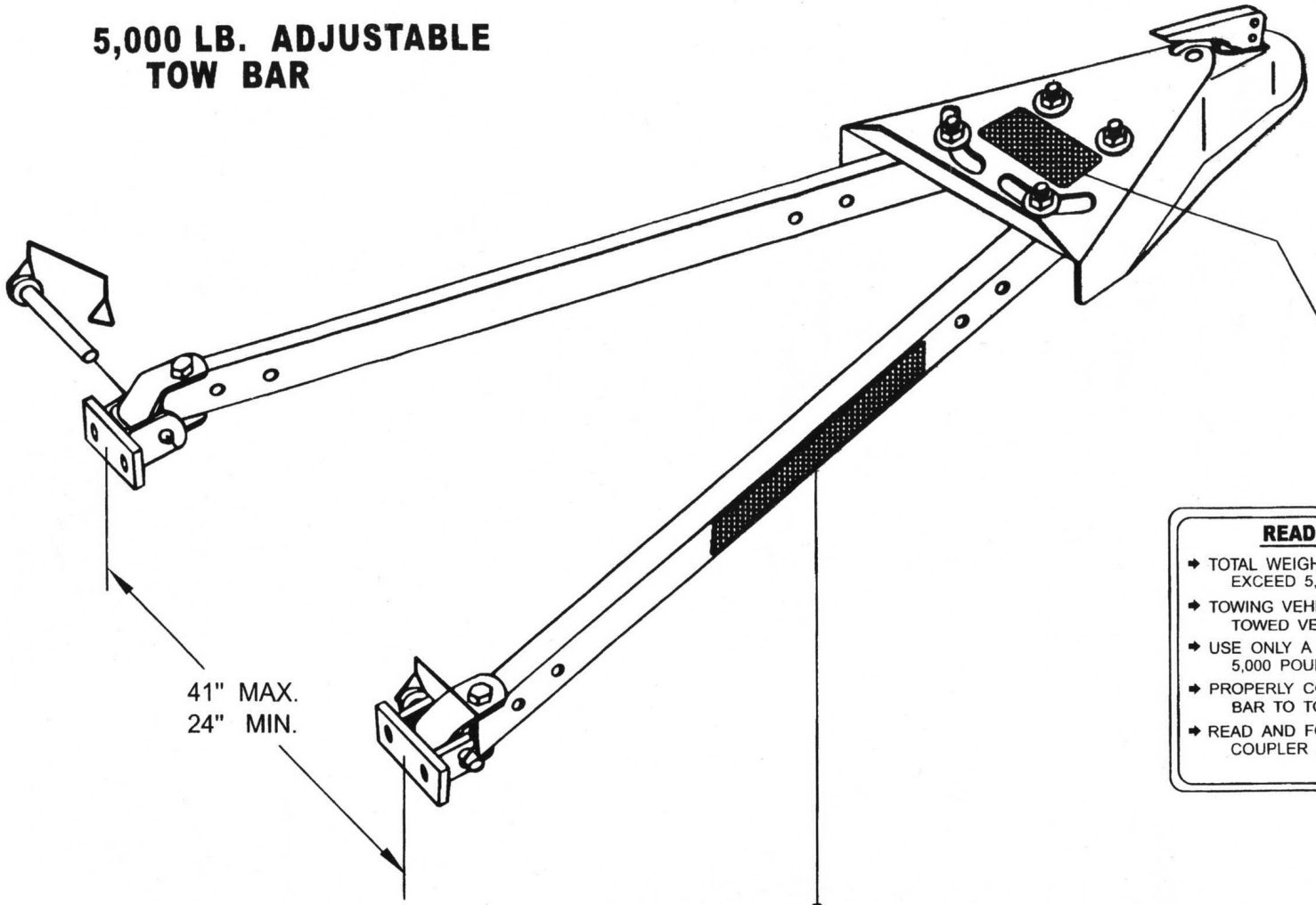
1. CONNECT SAFETY CHAINS TO BOTH VEHICLES AND THE TOW BAR ITSELF AS SHOWN BELOW.
2. ATTACH CHAINS TO TOW BAR WITH 7/16 Gr2 U-BOLTS AND FLANGED LOCKNUTS AS SHOWN BELOW. TIGHTEN EACH FLANGED LOCKNUT UNTIL 1/8" OF U-BOLT THREADS EXTEND PAST LOCKNUT.



3. THE CHAINS AT EACH VEHICLE WILL BE LOOPED TO THEMSELVES USING QUICK LINKS AS SHOWN BELOW. THE NUTS ON THE QUICK LINKS MUST HAVE FULL THREAD ENGAGEMENT.
4. CROSS TWO CHAINS UNDER COUPLER AND CONNECT TO CHAIN BRACKET ON HITCH OR TO FRAME OF TOWING VEHICLE ALLOWING ONLY ENOUGH SLACK TO PERMIT TURNING.
5. CONNECT THE OTHER TWO CHAINS TO THE FRAME OF THE TOWED VEHICLE AS CLOSE TO THE FRONT OF THE VEHICLE AS POSSIBLE. ALLOW ONLY ENOUGH SLACK TO PERMIT THE UP AND DOWN PIVOTING OF TOW BAR.



5,000 LB. ADJUSTABLE TOW BAR



READ WARNINGS CAREFULLY:

- TOTAL WEIGHT OF TOWED VEHICLE MUST NOT EXCEED 5,000 POUNDS
- TOWING VEHICLE MUST WEIGH MORE THAN TOWED VEHICLE.
- USE ONLY A 2" BALL RATED FOR AT LEAST 5,000 POUNDS.
- PROPERLY CONNECT SAFETY CHAINS FROM TOW BAR TO TOWING VEHICLE AND TOWED VEHICLE.
- READ AND FOLLOW LABEL ON SIDE OF TOW BAR. COUPLER AND INSTRUCTIONS BEFORE TOWING.

WARING: FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN A HAZARDOUS TOWING CONDITION.

DO NOT REMOVE THIS LABEL

- TOTAL WEIGHT OF TOWED VEHICLE MUST NOT EXCEED 5,000 POUNDS.
- TOWING VEHICLE MUST WEIGH MORE THAN TOWED VEHICLE.
- INSTALL PER INSTRUCTIONS PROVIDED.
- FOLLOW TOWED VEHICLE MANUFACTURER'S TOWING RECOMMEDATIONS. TRANSMISSION MUST BE IN NEUTRAL. PARKING BRAKE MUST BE RELEASED. SOME VEHICLES WITH POWER STEERING MAY "FOLLOW' BETTER WITH ENGINE IDLING.
- STEERING WHEEL OF TOWED VEHICLE MUST BE FREE TO TURN.
- DO NOT ALLOW PASSENGERS TO RIDE IN TOWED VEHICLE.
- TOWED VEHICLE'S TAILLIGHTS, TURN SIGNALS AND BRAKE LIGHTS SHOULD FUNCTION WHEN BEING TOWED, OTHERWISE, VEHICLE SHOULD BE FITTED WITH A TEMPORARY LIGHTING SYSTEM.
- ADDED WEIGHT OF TOWED VEHICLE WILL INCREASE STOPPING DISTANCE. ALLOW FOR THIS IN YOUR DRIVING.
- WHEN MAKING TURNS BEGIN BY ROLLING STRAIGHT FORWARD, THEN TURN THE WHEEL.
- DO NOT EXCEED 45 MILES PER HOUR.
- DO NOT BACK UP WITH VEHICLE IN TOW.
- CHECK ALL CONNECTIONS, INCLUDING HITCH AND BALL, BEFORE TOWING AND OFTEN DURING YOUR TRIP.
- REMOVE TOW BAR WHEN NOT TOWING.

USAGE NOTES

- NEVER EXCEED THE LOWEST RATING OF ANY PART OF YOUR TOWING SYSTEM.
- USE THIS TOW BAR TO TOW ONLY VEHICLES IN GOOD CONDITION. DO NOT TOW VEHICLES WITH DAMAGED STEERING OR SUSPENSION SYSTEMS.
- INFLATE TIRES OF TOWED VEHICLE TO THE MAXIMUM PRESSURE RECOMMENDED BY TIRE MANUFACTURER.
- TOWING MIRRORS ON BOTH SIDES OF TOWING VEHICLE ADD TO SAFETY BY INCREASING REAR VISIBILITY AND ARE REQUIRED BY STATE LAWS.
- ALLOW MORE TIME FOR ACCELERATING, STOPPING AND MANEUVERING. SLOW DOWN WELL IN ADVANCE OF SHARP CURVES, OBSTACLES, OR LANE CHANGES, AND BEFORE STARTING DOWN HILLS.
- IF VEHICLE COMBINATION SWAYS OR SEEMS UNSTABLE, GRADUALLY SLOW DOWN, PULL OFF THE ROAD TO A SAFE LOCATION, AND INSPECT ALL CONNECTIONS. INSTABILITY INCREASES WITH SPEED, AND YOU MAY HAVE TO TOW AT A LOWER SPEED. DISCONTINUE TOWING IF INSTABILITY PERSISTS. A COMBINATION THAT IS STABLE AND EASY TO CONTROL AT LOW SPEED MAY BE UNSTABLE AT A HIGHER SPEED. STABILITY. DECREASES WHEN GOING DOWNHILL. START DOWNHILL SLOWLY AND MAINTAIN ALOW SPEED.
- DO NOT MAKE SHARP TURNS FROM A COMPLETE STOP.
- REDUCE SPEEDS ON ROUGH ROADS.

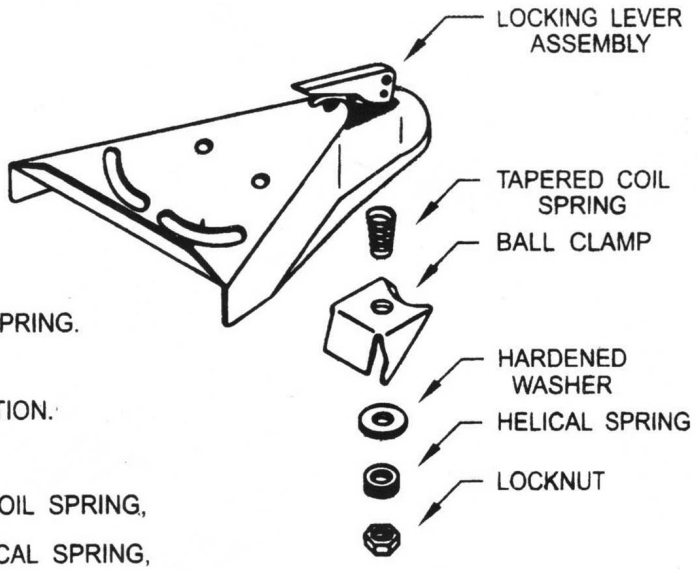
SPECIAL INSTRUCTIONS FOR USING A PICKUP TRUCK OR VAN AS THE TOWING VEHICLE

- PICKUP OR VAN MUST WEIGH 1-1/2 TIMES AS MUCH AS TOWED VEHICLE.
  EXAMPLE: TO TOW 3000 LB. VEHICLE, PICKUP OR VAN MUST WEIGH AT LEAST 4500 LB.
- IF TOWING VEHICLE DOES NOT WEIGH ENOUGH, WEIGHT MUST BE ADDED TO PREVENT AN UNSTABLE TOWING COMBINATION. INSTABILITY CAN LEAD TO LOSS OF CONTROL AND/OR A "JACKKNIFE" CONDITION.
- SOME STEP BUMPERS RESTRICT TURNING. USE EXTRA CAUTION. TURNING TOO SHARPLY CAN DAMAGE THE TOW BAR, THE HITCH BALL AND THE BUMPER.

COUPLER

COUPLER ADJUSTMENT:

1. WITH COUPLER LOCKED ONTO A 2" DIA. BALL, TIGHTEN THE LOCKNUT UNTIL ALL PARTS ARE CLAMPED SOLID.
   NOTE: DO NOT OVERTIGHTEN. JUST TIGHTEN ENOUGH TO FULLY COMPRESS HELICAL SPRING.
2. BACK LOCKNUT OFF 1/2 TO 3/4 TURN.
3. CHECK FOR PROPER COUPLE/UNCOUPLE OPERATION.



COUPLER REPAIR KIT:

CONTAINS: LOCKING LEVER ASSEMBLY, TAPERED COIL SPRING, BALL CLAMP, HARDENED WASHER, HELICAL SPRING, LOCKNUT AND INSTRUCTIONS.