



INSTALLATION INSTRUCTIONS - Removable Mounting Bracket

ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

851107-04

ROADMASTER, Inc. 5602 N.E. Skyport Way Portland, OR 97218 1-800-669-9690 Fax (503) 288-8900 www.roadmasterinc.com

TOW BAR RATED AT 5,000 LBS.

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

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

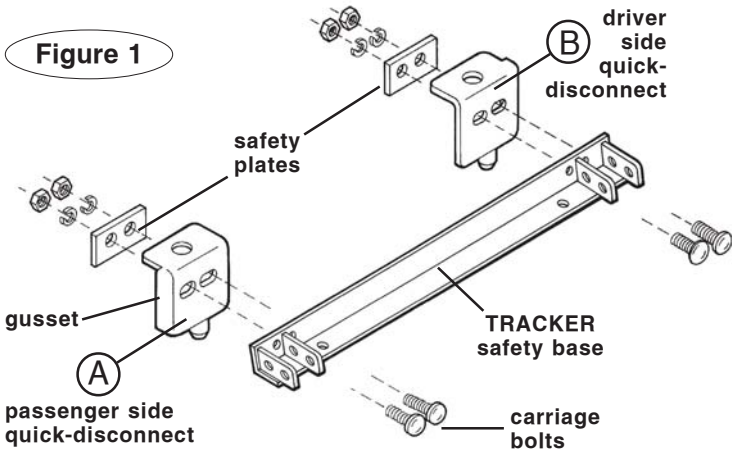
1) The **TRACKER** safety base (see Figure 1, below) may be attached to a ROADMASTER removable bracket (XL or EZ series). With this method, the safety base, as well as the front extensions of the mounting bracket, can be easily removed from the front of the towed vehicle when it is not being towed.

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 on page two to install the **TRACKER** tow bar to a standard bracket.



- At each end, slide one of the safety plates over the carriage bolts.
- 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.
- Now, attach "quick-disconnect" parts "C" and "D" to the removable mounting bracket (Refer to Figure 2.) –
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 2.
- 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.

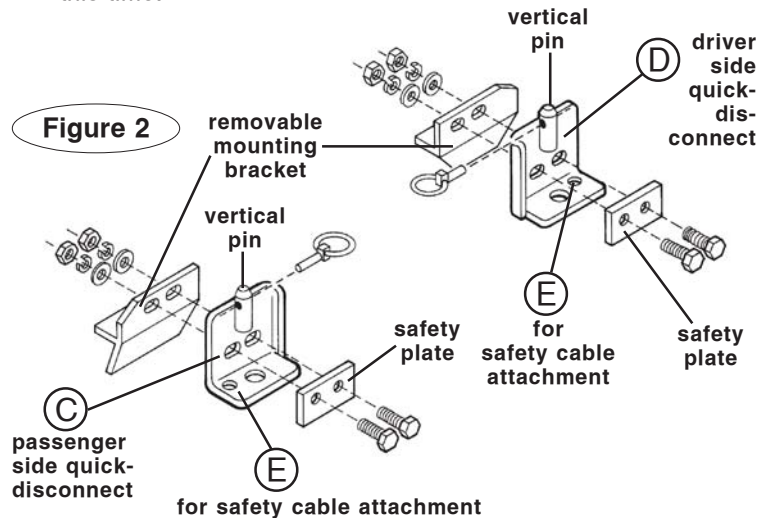


Figure 1

Figure 2

Installation Instructions - REMOVABLE Mounting Bracket

(See page two for standard mounting bracket installation instructions.)

PARTS LIST

- Optional set of "quick-disconnects," (parts "A," "B," "C" and "D," ROADMASTER part number 201), with –
- Safety plates
- Linch pins
- All mounting hardware

(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 (Refer to Figure 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 that part "B" is on the driver side – the gusset of "A" and "B" will be on the outside, as shown in Figure 1.

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

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.

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.

- 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 3. At the same time, be sure the lower vertical pins of quick-disconnect parts "C" and "D" slide through the lower holes of quick-disconnect parts "A" and "B." Refer to Figure 3.

The proper installation of each quick-disconnect at the vehicle mounting brackets should look like Figure 3.
continued on page two

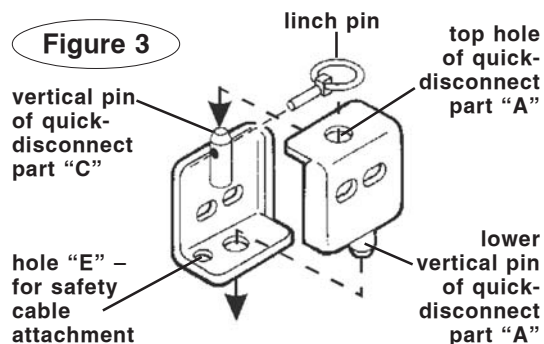


Figure 3

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

Installation Instructions – Removable Mounting Bracket

continued from page one

- Both linch pins **must** be inserted through the upper hole in the vertical pins in parts “C” and “D,” as illustrated in Figure 3, and **locked** as illustrated in Figure 4, to keep the TRACKER safety base secure.

⚠ WARNING

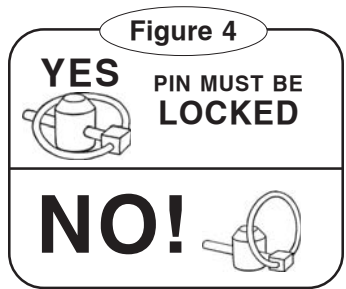
Towing vibrations will force the linch pins to wiggle out unless they are properly **LOCKED** in place over the vertical pins on quick-disconnect parts “C” and “D.” Refer to Figure 4. Failure to install the linch pins properly will result in tow bar malfunction, loss and damage to your vehicle and property, 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 removable mounting brackets.

⚠ 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.



TRACKER™

INSTALLATION INSTRUCTIONS – Standard Mounting Bracket

ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

TOW BAR RATED AT 5,000 LBS.

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

There are two ways to install the TRACKER tow bar:

1) The TRACKER safety base (see Figure 5, 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 TRACKER 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 on page one to install the TRACKER tow bar to a removable bracket.

⚠ WARNING

The mounting pins must extend through tabs “C” and “D” and through the tow bar collars, as shown in Figures 6 and 7. 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.

Figure 5

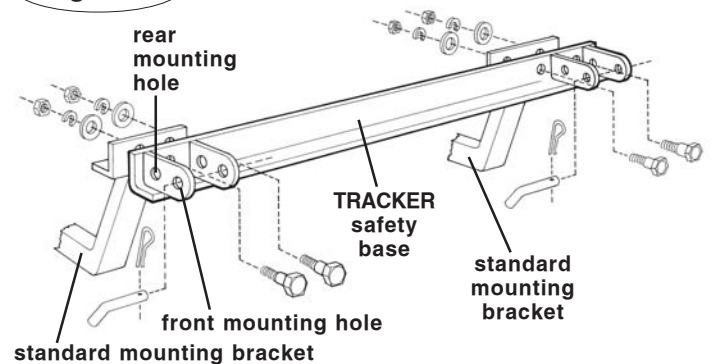
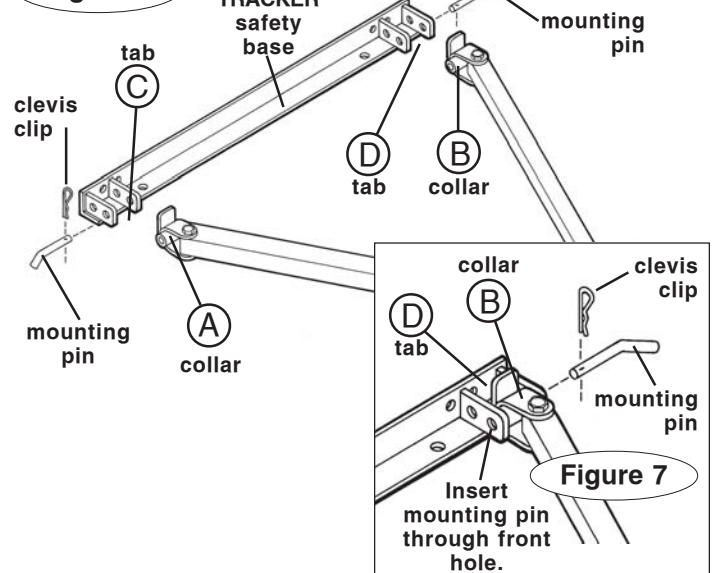


Figure 6



Installation Instructions – STANDARD Mounting Bracket

(See page one for removable mounting bracket installation instructions.)

- 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 5. Tighten all bolts to 75 ft./lbs.

⚠ 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.

- Position the collars (parts “A” and “B,” Figures 6 and 7) on the tow bar inside the tabs (parts “C” and “D,” Figures 6 and 7) on the safety base.

Insert the supplied mounting pins through the **front holes** on the tabs and then through the collars (Figure 7).

Secure the mounting pins with the supplied clevis clips, as shown in Figures 6 and 7.



INSTALLER MUSTS FOR SAFETY

- 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 "Here's How it Works" 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.

- 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.



HERE'S HOW IT WORKS

ALL SPECIFICATIONS ARE SUBJECT TO CHANGE WITHOUT NOTICE

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

- 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 Mounting Bracket" or "Installation Instructions – Removable Mounting Bracket," in these instructions, to install the TRACKER tow bar to the mounting bracket.
- 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.
- Lower the tow bar and position the coupler over the ball. With the coupler over the ball, raise the coupler locking lever 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 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.

- 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 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

- 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.
- Put the car in gear (park), set the emergency brake, and chock one of the wheels.

continued on page four



SAFETY CABLE INSTALLATION

851107-04

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.

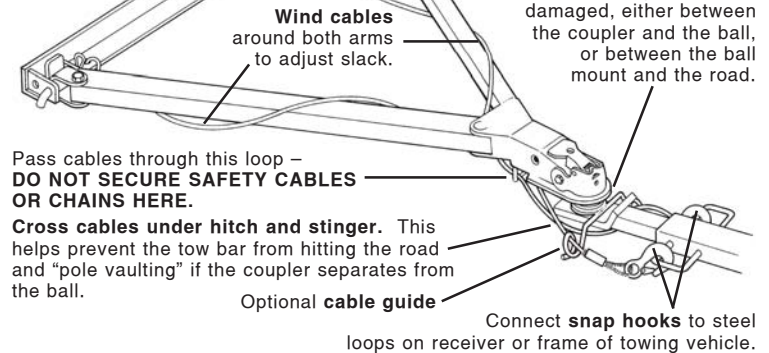
CAUTION

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.

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

Use quick links as anchors for easy removal of cables.

Figure 8



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.

titled “Connecting the Short Safety Cables” in the **TRACKER** owner’s manual, as well as the safety cable installation instructions, for further information.

‘Here’s How it Works’

continued from page three

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 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 5 under “Installation Instructions – Standard Mounting Bracket” on page two. *Note: Check state regulations – driving a vehicle with the tow bar in this position is illegal in some states.*

COUPLER INFORMATION

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

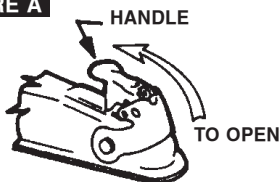
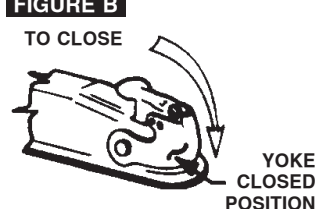


FIGURE B



MAINTENANCE INSTRUCTIONS

Lubricate ball socket with extreme pressure grease.
Lubricate moving parts with SAE 30 oil.

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 are 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 – Phone (815) 877-5700

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.

ROADMASTER WARRANTY...

Refer to the **TRACKER** owner’s manual for the complete Roadmaster Limited Warranty.