



EXPLORER

INSTALLATION INSTRUCTIONS

All specifications and components are subject to change without notice.

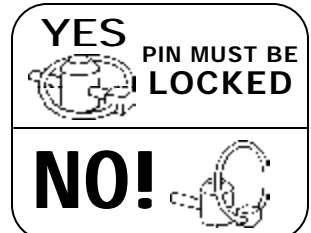
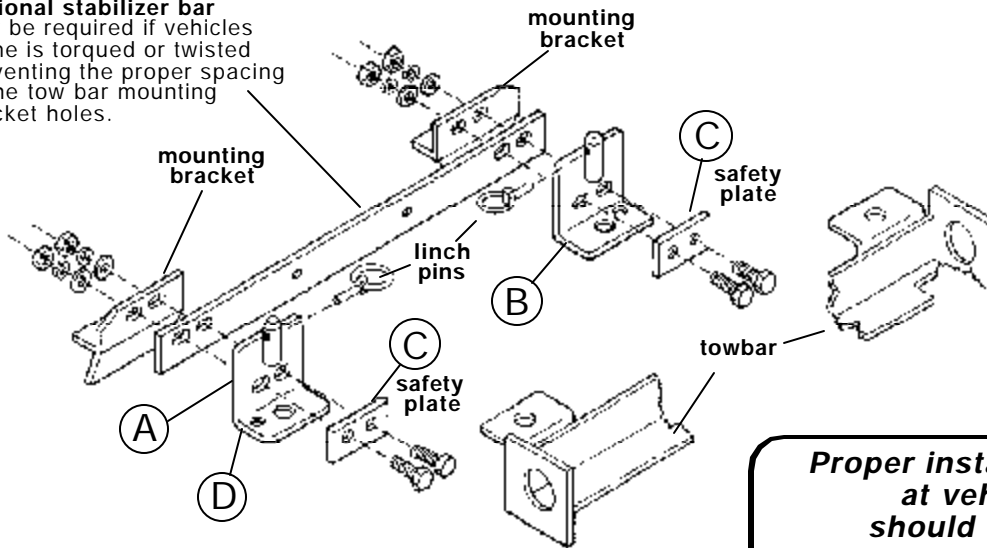


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OWNERS AND INSTALLERS MUST READ THE INSTALLATION INSTRUCTIONS AND CAREFULLY NOTE THE WARNINGS!

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



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

TOW BAR RATED AT 5000 LBS.

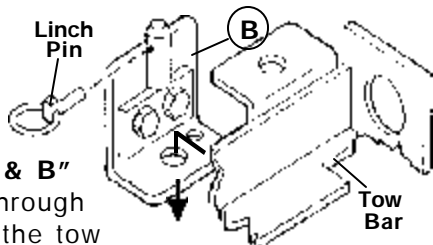
PARTS LIST:
2 - BRACKET PLATES (A & B)
2 - SAFETY PLATES (C)
ALL PINS & BOLTS INCLUDED

1 Take part "A" and mount it on the passenger side as shown, using the supplied 1/2" x 1-1/2" bolts, safety plate "C", flat washers, lock washers and nuts. Do not tighten - leave loose for now - they **will** be tightened later.

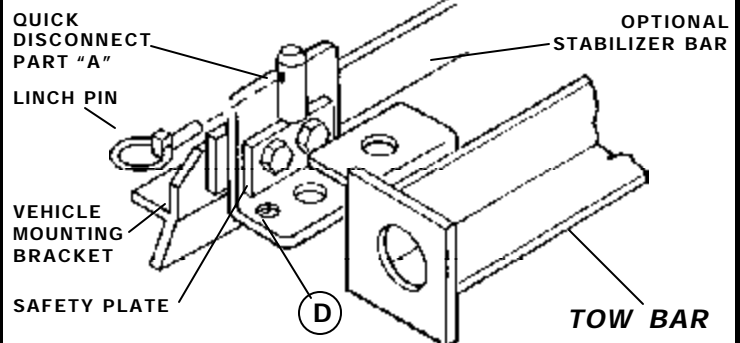
NOTE: Parts "A & B" have an extra hole "D" designed for safety cable attachment. Mount holes to outside.

2 The remaining part "B" is to be mounted to the driver side of the mounting bracket. Be sure that the corner hole "D", is on the outer side of the bracket parts "A & B" which must also have the vertical pin facing upward to properly mount the tow bar. Use the supplied 1/2" x 1-1/2" bolts, safety plate "C", flat washers, lock washers and nuts. Do not tighten - leave loose for now - they **will** be tightened later.

3 Now, mount the tow bar by lowering it so that the vertical pins of parts "A & B" extend upward through the top holes of the tow bar. At the same time be sure the lower vertical pins of the tow bar slide through the lower holes on parts "A & B".



Proper installation of Quick-Disconnect at vehicle mounting bracket 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.

4 Linch pins **must** be inserted through the upper holes in parts "A & B" and **locked** as illustrated in the column above, to keep the tow bar stabilized. **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.

5 Now, tighten all bolts to 78 ft.lbs. Attach safety cables to the holes "D" located to the outside of Quick Disconnect parts "A & B".

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 & #303) 1



EXPLORER

INSTALLER MUSTS FOR SAFETY

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT
IN PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.

1. **INSTALLER MUST SHOW OWNER HOW TO OPERATE THE TOW BAR PROPERLY.**
Carefully read the enclosed **"Hook-up Instructions"** and familiarize yourself with the features of the tow bar. Demonstrate it and have the new 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 USE A CLASS III HITCH AND 2" BALL ON THE RECEIVER.**
The hitch and ball must have a minimum capacity of 5,000 lbs. (GVWR) each. 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. **INSTALLER MUST CAUTION OWNER TO SECURE TOW BAR TO BOTH VEHICLES WITH DESIGNATED LINCH PINS AND/OR PADLOCKS.**
Unless all the required pins and/or padlocks are used to secure the tow bar to both vehicles, the owner **WILL** lose his towed vehicle.
5. **INSTALLER MUST BOLT THE EXPLORER QD BASE TO A MOUNTING BRACKET ATTACHED TO THE TOW VEHICLE'S FRAME OR UNIBODY.**
The **EXPLORER** 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 out of the installer's hands. **Under no circumstances should the tow bar be welded to the vehicle, nor 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.
6. **INSTALLER MUST ADVISE OWNER TO ADD 5,000 LB. OR HIGHER RATED SAFETY CABLES.**
A frame to frame safety cables are legal in ALL states.
7. **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, update or important information concerning the **EXPLORER** tow bar.
8. **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.
9. **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 a transmission lube pump, axle lock, driveline disconnect or free-wheeling hubs to make them towable. Failure to properly equip vehicle will result in severe damage to the transmission. The steering wheel **MUST** be unlocked for towing. Check manufacturer's specifications for proper way to unlock the steering wheel.
10. **INSTALLER MUST NOT USE THE TOW BAR BASE AS A GROUND IF WELDING ON BAR, BRACKET OR VEHICLE.**
(EXPLORER ONLY) Connecting a ground to the A-frame of the **EXPLORER** tow bar will cause current to flow through the locking spring which will detemper the spring and destroy the locking mechanism.

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.

HERE'S HOW IT WORKS

All specifications and components are subject to change without notice.



You are now the proud owner of the revolutionary tow bar with the exclusive **"AUTOWLOK" System** that **AUTOMATICALLY** locks your tow bar into towing position as you drive away. The telescoping "A" frame glides in & out on self-lubricating nylon bushings for easy set up or stowing.

IT'S A SIMPLE OPERATION, BUT HERE ARE A FEW HELPFUL HINTS TO HELP GET YOUR TOW VEHICLE CONNECTED OR DISCONNECTED IN **SECONDS**.

1. Drive your vehicle up to the rear of your motorhome (or towing vehicle) within 3 to 3-1/2 ft. from the hitch ball. Vehicle does not have to be on center. Remove the safety pin from the driver's side of the folded tow bar.
2. Swing the tow bar upward counter-clockwise to a vertical position and slide the driver's side arm to the extreme right hand side of the slider bar. Now, lower the "A" frame toward the hitch ball. Release both telescoping arms by pressing down the button on each arm. This will allow you to freely move the tow bar in order to line the coupler up with the trailer ball.
3. The coupler must be unlatched in order for the coupler to receive the ball. Now, lower the coupler over the ball and re-engage the coupler latch to secure it to the ball. ROADMASTER recommends using our optional coupler lock for added safety from tampering and theft.
4. Attach your 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 position. **Check your manufacturer, Owners Manual or with your installer for the proper towing procedures or requirements**, which depends on the type of vehicle being towed.

Then simply get into your towing vehicle and drive away. Your *EXPLORER* equipped vehicle will center itself and the **"AUTOWLOK" System** will snap into the lockout position.

5. To detach your towed vehicle, simply reverse the above procedure. After disconnecting the coupler, raise the "A" frame into a vertical position. Now, depress the button and collapse the driver's side arm and allow it to compress fully. Slide the driver's side arm to the left as you lower the coupler end onto the stabilizer post. Do not release the passenger side button. When the passenger side button is locked, it allows the bar to be lowered directly onto the post without any further adjustment. Secure with the safety pin.

ROADMASTER recommends replacing at least one quick release pin with a padlock to prevent accidental release or theft.

DANGER

DO NOT TOW YOUR VEHICLE UNTIL 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.

CAUTION

SAFETY CABLES MUST CONNECT THE TOWING VEHICLE TO THE TOWED VEHICLE FRAME TO FRAME

FOLLOW SAFETY CABLE INFORMATION ON PAGE 4 AND IN OWNER WARRANTY PACKET

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PROPERTY DAMAGE, PERSONAL INJURY OR DEATH.



EXPLORER

SAFETY CABLE INSTALLATION

FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN DEATH, PERSONAL INJURY OR PROPERTY DAMAGE

5000 lbs. per pair

Do NOT run cables between ball & coupler. PINCHED OR FRAYED CABLES ARE UNSAFE AND WILL INVALIDATE WARRANTY ★

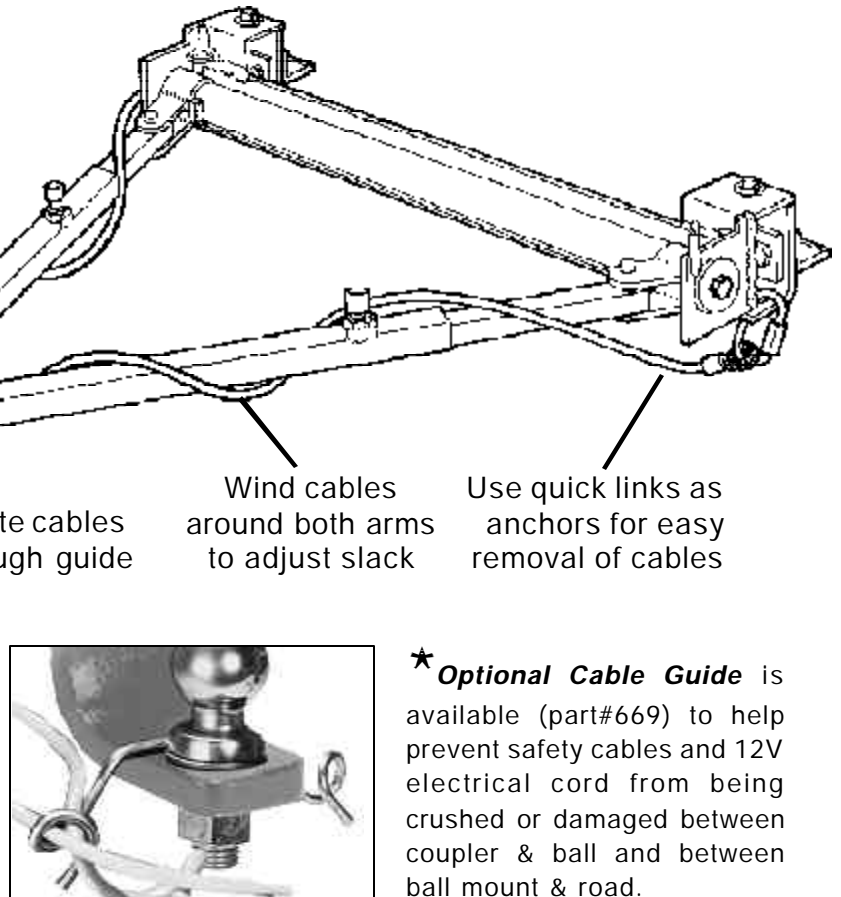
Connect snap hooks to loops on receiver or frame

Route cables through guide

Wind cables around both arms to adjust slack

Use quick links as anchors for easy removal of cables

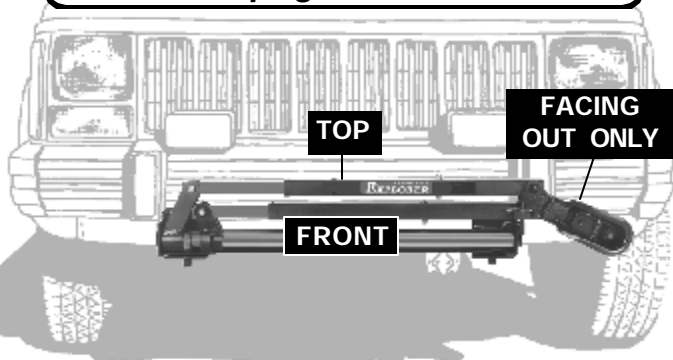
Cross cables under hitch. This will help prevent tow bar from hitting the road and 'pole-vaulting' in case the tow bar separates from the motorhome.



★ *Optional Cable Guide* is available (part#669) to help prevent safety cables and 12V electrical cord from being crushed or damaged between coupler & ball and between ball mount & road.

CAUTION!

The *EXPLORER* tow bar must be mounted upright as shown here.



CAUTION!

NEVER BACK UP WHEN TOWING YOUR VEHICLE

Backing up with a ball mount towing system, 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".

FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PROPERTY DAMAGE , PERSONAL INJURY OR DEATH.