



Towing and Suspension Solutions

## Tow Bar Adaptor/Swivel Ear Replacement Kits

part numbers 031, 034, 9200-4 and 9200-6

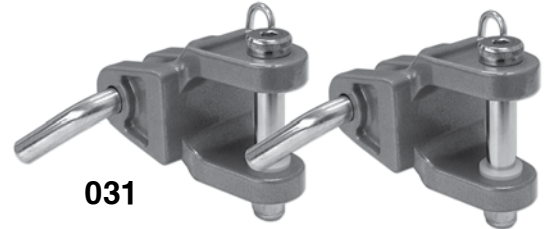
# Installation Instructions

## Kit descriptions and parts

### 031

Description – adapts ROADMASTER Falcon, Falcon All-Terrain and BlackHawk tow bars to Blue Ox brackets. Also Adapts BlackHawk All-Terrain (with serial numbers up to 16,500) and Sterling tow bars (with serial numbers up to 14,500) to Blue Ox brackets.

Parts list – (2) swivel ears; (2) base pins; (2) hairpin clips; (2) Allen head shoulder bolts; (4) plastic washers; (2) metal washers; (2) lock nuts.



031

### 034

Description – adapts ROADMASTER Falcon, Falcon All-Terrain and BlackHawk tow bars to Demco brackets. Also adapts BlackHawk All-Terrain (with serial numbers up to 16,500) and Sterling tow bars (with serial numbers up to 14,500) to Demco brackets.

Parts list – (2) swivel ears; (2) safety pins with chains and linch pins; (2) Allen head shoulder bolts; (4) plastic washers; (2) lock nuts.



034

### 9200-4

Description – replacement swivel ear kit for ROADMASTER Falcon 5250 and Falcon 2.

Parts list – (2) swivel ears; (2) Allen head shoulder bolts; (4) plastic washers; (2) lock nuts.



9200-4

### 9200-6

Description – replacement swivel ear kit for all ROADMASTER All-Terrain tow bars, excluding Sterling All-Terrain and StowMaster All-Terrain.

Parts list – (2) swivel ears; (2) Allen head shoulder bolts; (4) plastic washers; (2) lock nuts.



9200-6

#### **Note: swivel ear redesign**

*The 9200-4 and 9200-6 swivel ears (above) have been redesigned to fit either side of your tow bar; the original swivel ears did not. As a consequence, these replacement swivel ears look a little different.*

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## IMPORTANT NOTICE!

### Safety Definitions

These instructions contain information that is very important to know and understand. This information is provided for **safety** and to **prevent equipment problems**. To help recognize this information, observe the following symbols:

#### **WARNING**

**WARNING** indicates a potentially hazardous situation which, if not avoided, could result in property damage, serious personal injury or even death.

#### **CAUTION**

**CAUTION** indicates a potentially hazardous situation which, if not avoided, may result in property damage, or minor or moderate personal injury.

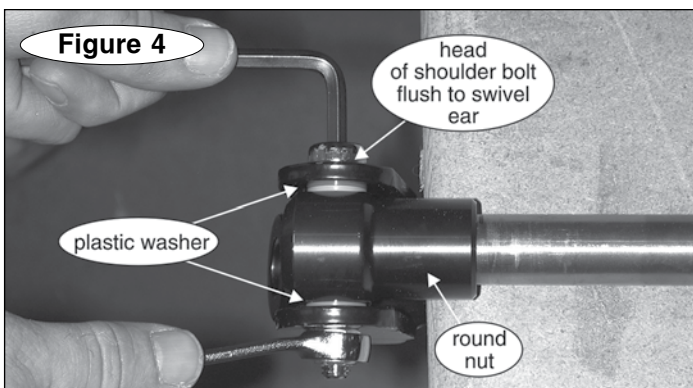
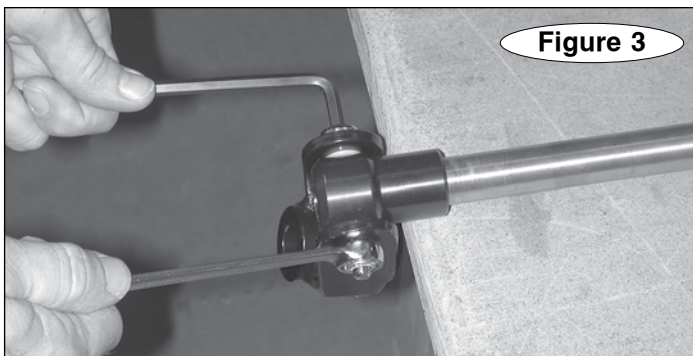
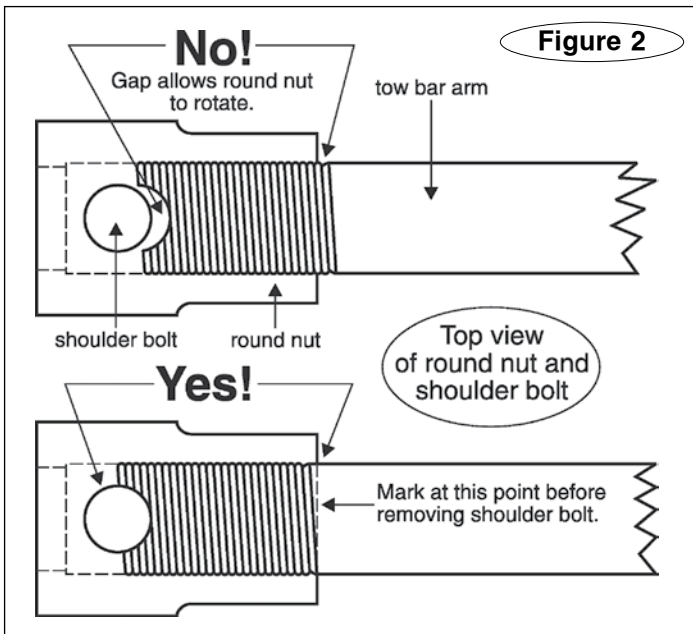
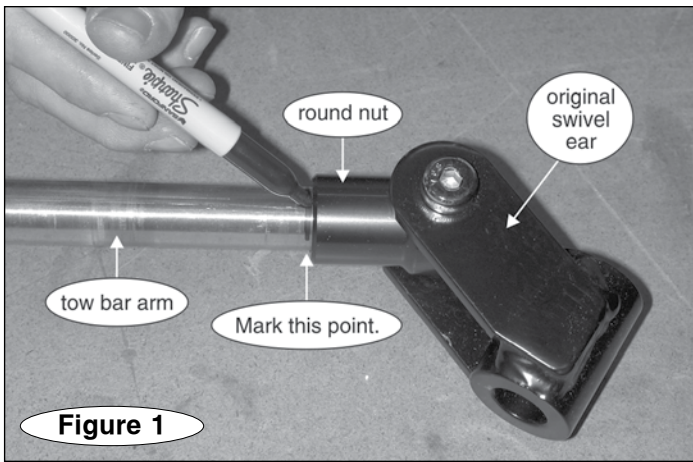
#### **CAUTION**

**CAUTION** used without the safety alert symbol indicates a potentially hazardous situation which, if not avoided, may result in property damage.

#### **NOTE**

*Refers to important information and is placed in italic type. It is recommended that you take special notice of these items.*

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## Required tools

1/4" Allen wrench, 9/16" wrench.

### ! WARNING

Read all instructions before installing any of the kits. Failure to understand how to properly install the kits could result in property damage, personal injury or even death.



## Installation instructions

1. Use a felt tip pen to mark one of the tow bar arms at the point where the round nut (Figure 1) attaches to the end of the tow bar arm (Figure 1).

Do not move the round nut forward or backward from this position after the shoulder bolt is removed (in step 2). If the round nut is moved forward, the replacement shoulder bolt will not fit. If the round nut is moved backward, it will rotate off the tow bar arm. Refer to Figure 2.

### ! WARNING

If the round nut is moved backward on the tow bar arm, the shoulder bolt will not hold the round nut in place. Towing vibrations will cause the round nut, and the swivel ear with it, to rotate off the tow bar arm. The tow bar arm will detach from the towed vehicle, causing the towed vehicle to separate or to be held by only one tow bar arm, which may result in property damage, personal injury or even death.

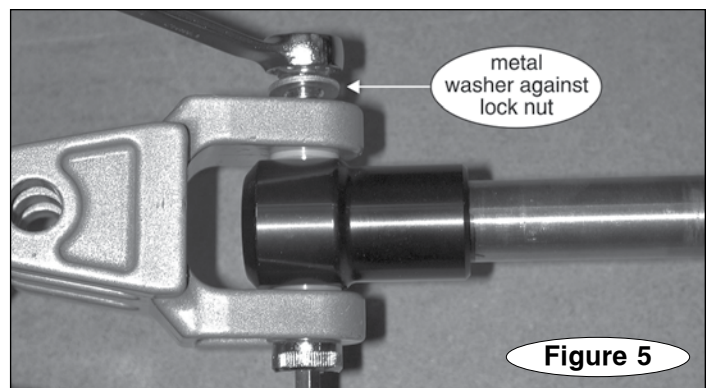
2. Remove the 3/8" lock nut from the bottom of the Allen head shoulder bolt connecting the swivel ear to the round nut (Figure 3). Discard the original swivel ear, shoulder bolt, washers and nut.

3. Attach one of the replacement swivel ears to the round nut – use one of the supplied Allen head shoulder bolts, two plastic washers (one against either side of the round nut), and one lock nut, as shown in Figure 4.

*Note: for 031 adaptors ONLY – insert one of the metal washers against the lock nut, as shown in Figure 5.*

*Note: so that the safety pin and chain (or cable) can be removed and connected easily, position the head of the shoulder bolt at the top of the tow bar – on the same side*

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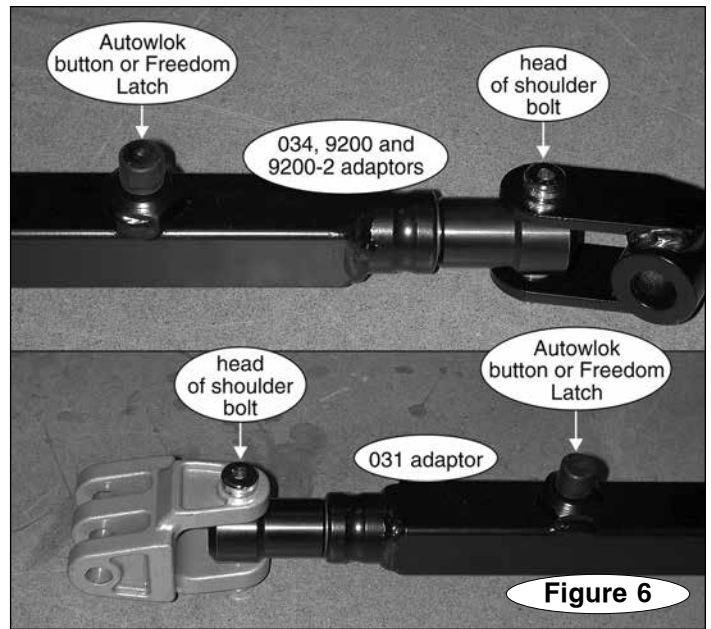
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as the Autowlok button or Freedom Latch (Figure 6).

Before tightening the lock nut, make certain that the head of the shoulder bolt is flush to the swivel ear, as shown in Figure 6.

Torque the lock nut to 45 ft./lbs.

4. Check the mark on the tow bar arm to make certain the round nut has not moved backward.
5. Check for correct installation – the swivel ear should rotate **NO MORE** than 10° to 15° in either direction.
6. Repeat for the other swivel ear.



# Complete your towed vehicle with a supplemental braking system from ROADMASTER!

## Why do you need a supplemental braking system?

- **Safety** — in an emergency, stopping distance is the critical factor between a close call and a tow truck — or worse. Supplemental brakes take the load off the motorhome, and the motorhome and the towed vehicle brake in tandem, taking significantly less time and distance to come to a controlled stop.
- **It's required** — According to the AAA, most states and many Canadian provinces now require supplementary brakes if the towed weight exceeds 3,000 pounds.
- **Chassis warranty** — Workhorse will void your motorhome chassis warranty (and insurance adjusters will void your policy) if you tow more than 1,000 pounds without supplemental brakes; Ford stipulates 1,500 pounds.
- **Wear and tear** — Because they aren't braking for two vehicles, your motorhome brakes last longer.
- **Every other trailer on the road today has its own brakes** — fifth wheels, travel trailers, boat trailers and semi-trailers all have their own brakes. When you're towing two or three extra tons, shouldn't you have a supplemental braking system to stop it?



patent pending

**INVISI  
BRAKE**®

'Set-it-and-forget-it' braking

- **Nothing** to put in or take out to tow or drive.
- **Hidden from view** — As the name implies, InvisiBrake is hidden once installed. There's no unsightly equipment to see in your car.
- **Simple operation** — works intuitively. No fuss, no hassle.
- **Charges your battery** — trickle-charges the battery while towing. Never drains your towed vehicle's battery.
- **Power brakes** — InvisiBrake engages the power braking system, giving you the same power brakes whether towing or driving.
- **Includes a break away system** and a monitor alarm.



**EVEN BRAKE**®  
Portable Proportional Braking System

Portable, Proportional Braking

- **Proportional** braking
- **Constant self-diagnostic testing**
- 'Power Save' **low battery protection**
- 'Terrain-Sensing Logic'
- **Automatic brake protection**
- **Easily adjusts to individual braking preferences**
- **High-capacity air compressor**
- **Includes a break away system** and a monitor alarm



by ROADMASTER  
**BRAKEMASTER**™  
PROPORTIONATE TOWED CAR BRAKING SYSTEM

'Direct' Proportional Braking

- Connects directly to the motorhome's air or hydraulic braking system.
- Works in virtually any motorhome; **ideal for motorhomes with air brakes**
- Works in virtually any towed vehicle with power brakes
- **Includes an LED motorhome monitor** for a visual reference of braking activity
- Easily disconnects from the brake pedal — from towed car to road car in seconds!
- **Includes a break away system** and a monitor alarm



Towing and Suspension Solutions