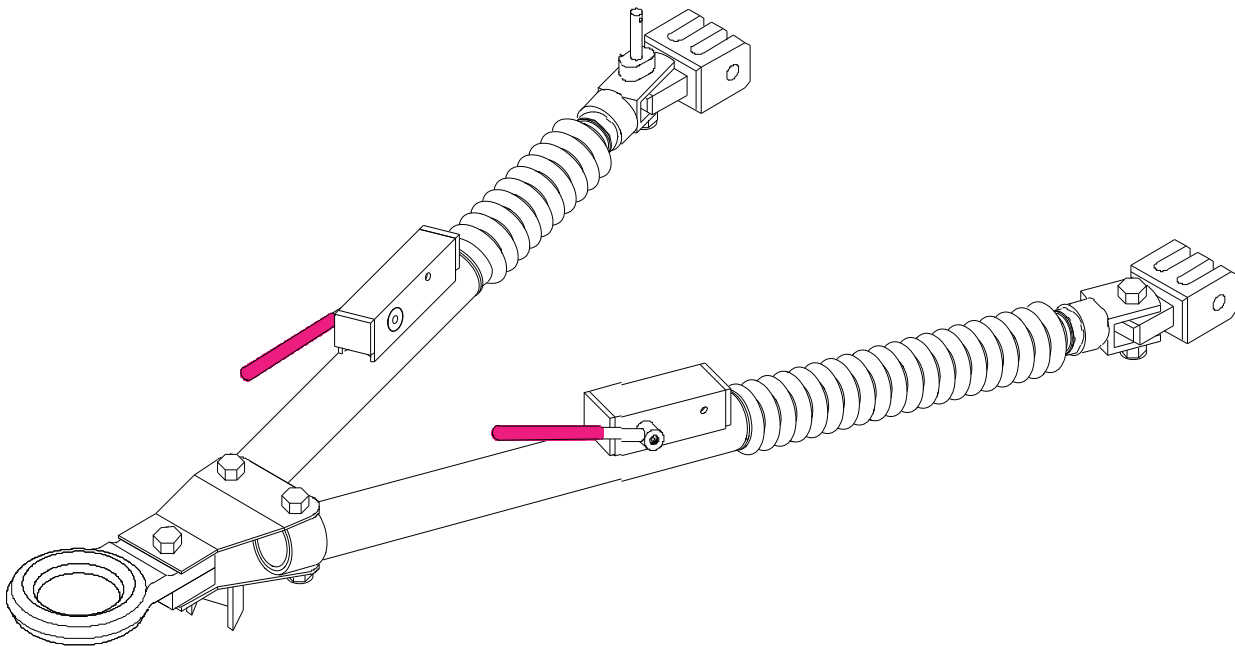




# ACCLAIM™ PR



## OPERATOR, PARTS, AND INSTALLATION MANUAL

### BX4330P ACCLAIM™ PR Tow Bar Class IV (7500 lb) Pintle Coupler

**Automatic**

TOWING PRODUCTS DIVISION

Page 1 of 8 292-5706 Rev. E 1/20/11

# SAFETY

**DO NOT INSTALL, OPERATE OR USE THIS EQUIPMENT UNTIL THE FOLLOWING OPERATING AND SAFETY INSTRUCTIONS HAVE BEEN READ AND UNDERSTOOD.**



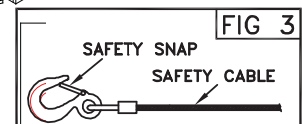
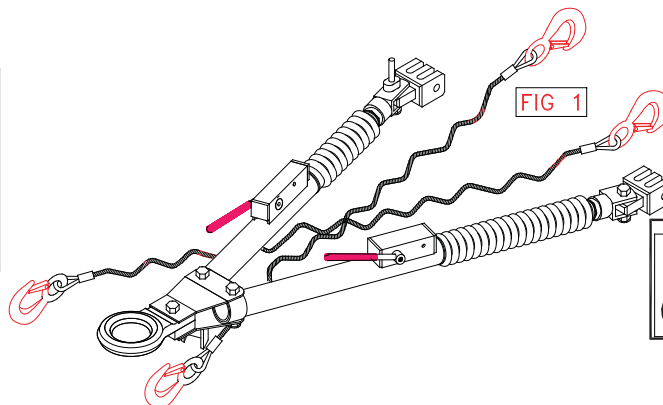
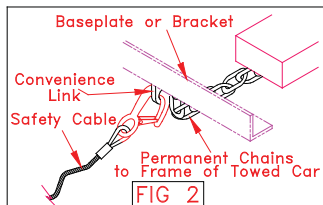
This symbol is used to bring attention to safety precautions and instructions. When you see this symbol, be alert and pay attention to all instructions. **YOUR PERSONAL SAFETY IS INVOLVED.**

1. Blue Ox tow bars are designed for the pintle coupler to be **parallel to the ground** when towing. **If the tow bar pintle coupler is at an angle, damage or accident could occur.**
2. Blue Ox tow bars are designed to tow manual transmission cars or automatics equipped with a transmission pump, drive shaft disconnect or half shaft disconnect.
3. Set the transmission for towing according to the owners manual. **Verify recreational towing procedures in the vehicle owners manual.**
4. Unlock the steering wheel to allow the front wheels of the towed vehicle to "track". Be sure the front end of the car being towed is properly aligned.
5. **The use of safety cables or chains is required in most states of the United States and the provinces and territories of Canada. Check with the states, provinces or territories that you plan to travel through prior to your trip to get their specific requirements. Included in this tow bar kit are two (2) P/N 226-0044 Safety Cables w/Hooks. Blue Ox strongly recommends our permanent Class IV base plate cables (P/N BX88208, Class**
6. Check clearance between vehicles in a turning situation.
7. Rear lighting is required on the towed vehicle. A BX8811, BX8847 or BX8869 Wiring Kit is recommended.
8. Prior to towing be sure all towing accessories and attachment points are secure. Check for cracked welds and loose or worn bolts/ pins on baseplate and tow bar. This is important on all occasions but particularly on a new installation, when they should be checked just prior to initial towing and again after 100-200 miles of towing.
9. **Do Not Back Up** when towing. Damage to both vehicles and towing system may occur.
10. Avoid sharp turns and rough terrain. Check towing system after unusual events and periodically on long trips.
11. **Do not use towed vehicle for storing cargo, etc.; you may exceed the towing capacity of the tow bar.**

**IV). Please refer to their specific instructions for more information.**

## SAFETY CABLE INSTALLATION

1. Using the cable hooks, attach the cables to a solid part of the chassis of the towed vehicle or to the convenience links. Be sure that the safety snap returns to its original position to prevent the hook from unhooking. (See Fig. 3) **NOTE:** It is best to have permanent chains that connect the convenience links to the frame of the car. (See Fig. 2)
2. **NOTE: Do not wrap safety cables around legs or damage could occur to rubber boot. If it is necessary to remove slack from the cables, wrap each once around their respective tow bar leg in front of the latch housing and then cross them under tow bar.** (See Fig. 1)
3. Using the cable hooks, attach the opposite ends of the cables to a solid part of the chassis of the towing vehicle if at all possible. Be sure that the safety snap returns to its original position to prevent the hook from unhooking. (See Fig. 3)
4. Adjust slack so that the cables cannot touch the ground or become caught in pintle coupler. If either of these things happen, the cables may become damaged and ineffective. **DO NOT USE DAMAGED CABLES!**
5. Be sure **each** cable or chain used has at least the load rating of the tow bar (7500 lbs.).



# INSTALLATION / ADJUSTMENT

**CAUTION:** As with any mechanical product, care should be taken during installation and operation, to prevent your fingers from being pinched.

## INSTALLATION

1. **Refer to figure 1 while installing the tow bar.** Hold the tow bar in position aligning the triple lug (with holding pin) onto the passengers side attachment tabs. Insert the 1/2 inch pin through the attachment tab and triple lug and secure with spring loaded wedge. **Refer to figure 2.** Next hold the pintle coupler end of the tow bar to the drivers side attachment tabs. Align the pintle coupler holding bracket (on under side of pintle coupler) between the driver side attachment tabs and insert the 1/2 inch pin through the tabs and bracket. Secure the 1/2 inch pin being sure the spring loaded wedge is popped up and through the triple lug to insure the pin is secure. **Refer to figure 2.**

**Warning:** If the spring loaded wedge is not popped up, the 1/2 inch pin is not secure.

2. Extend the tow bar legs (See **Hooking-Up To Towing Vehicle** section) and place coupler over the two inch ball.

3. Fold the tow bar for storage. (See **Unhooking/ Folding** section)
4. **DEALER OR INSTALLER:** BE CERTAIN USER RECEIVES TOW BAR MANUAL.

## HOOKING-UP TO THE TOWING VEHICLE

*Make sure you are able to identify the tow bar parts, (Figure 1), before proceeding.*

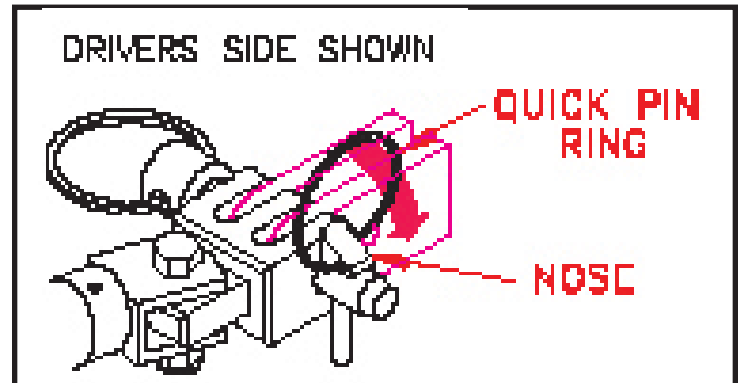


Figure 2

## ACCLAIM STORAGE POSITION

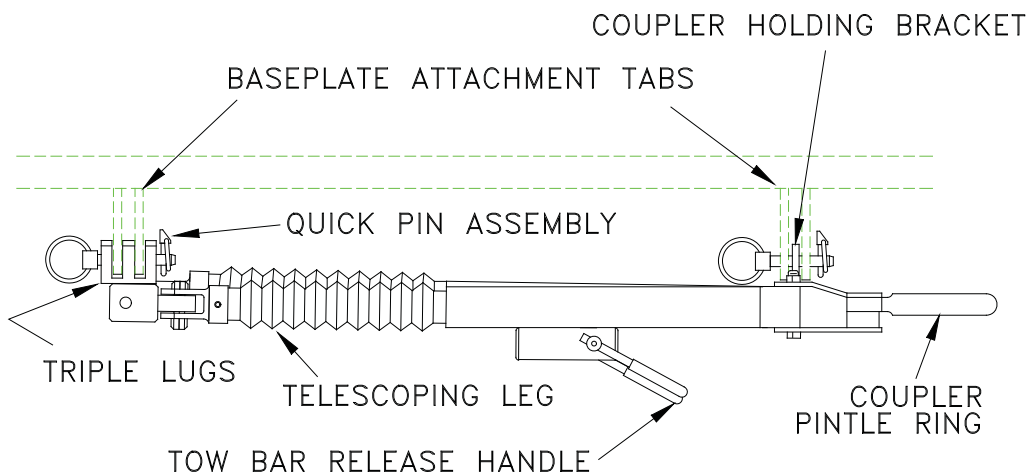


Figure 1

# HOOKING UP / EXTENDING

1. Position the towing vehicle on a level surface and engage the parking brake. (Later, You will be driving straight ahead to latch the legs when extending the tow bar.) Position the towed vehicle behind the towing vehicle in the approximate towing position and engage the parking brake of the towed vehicle.
2. Pull the top tow bar leg off the holding pin of the other leg (Figure 3).
3. Extend the pintle ring to pintle hitch.
4. Extend the other tow bar leg over to the vacant attachment tab and insert the half 1/2" pin through the triple lug and the tabs. Insert the quick pin assembly into the half inch pin folding the ring knob side down. See Figure 2 of the **Installation** section.

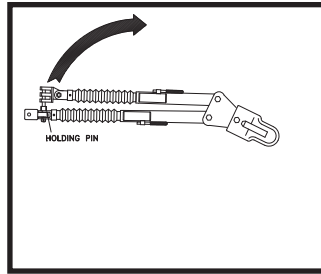


Figure 3

## EXTENDING TOW BAR

**Caution:** It is possible to extend the tow bar by driving away with the towing vehicle. This can cause the towed vehicle to wander from side to side and does not insure that the legs will lock into position. **We DO NOT recommend towing any vehicle until the operator has confirmed that the leg latches have been properly locked** as outlined below.

1. On the towed vehicle disengage parking brake, set up the transmission for towing, (See SAFETY section - Page 1) and unlock the steering wheel. Pull forward with the towing vehicle until one or both of the locking handles are engaged and locked. (When locked the handles will "pop" up)

**NOTE:** If only one locking handle is locked turn the towed vehicle's steering wheel towards the unlocked side approximately 1/2 to 3/4 turn. Pull the towing vehicle forward one to two feet until the leg locks into place. **IMPORTANT:** Check to insure both legs are latched properly before towing. The steering wheel on the towed vehicle must be unlocked at all times while being towed. Failure to do so will create hazardous driving conditions.

2. Install safety cables or chains and lighting. (See safety cable installation - page 1 ).

## UNHOOKING / FOLDING

1. Park the towing vehicle with vehicle in tow, in a straight line, on a flat, level surface to insure minimum pressure is exerted on the tow bar legs. This will aid in releasing the locking handles. Engage the towing vehicle parking brake. Place the towed vehicle either in park for automatic transmissions or securely in first gear for manual transmissions. Unhook the lighting and safety cables.
2. Push straight down on the end of the locking handles to release tow bar legs.
3. Remove the clip or lock from the pintle hitch locking lever and lift up. Lift the ring off the hitch.
4. With the pintle ring removed from hitch and the leg handles unlocked, slide the tow bar forward and remove the 1/2" pin from the drivers side leg (Figure 4). Bring the leg over to the passenger side and set the triple lug onto the holding pin of the opposite leg.
5. Bring the ring over to the drivers side attachment tabs and pin together the holding bracket and the attachment tabs.

## MAINTENANCE

1. This tow bar requires periodic maintenance. It will be subjected to road dirt and weather during use. The following tips will help maintain the condition of your new tow bar.

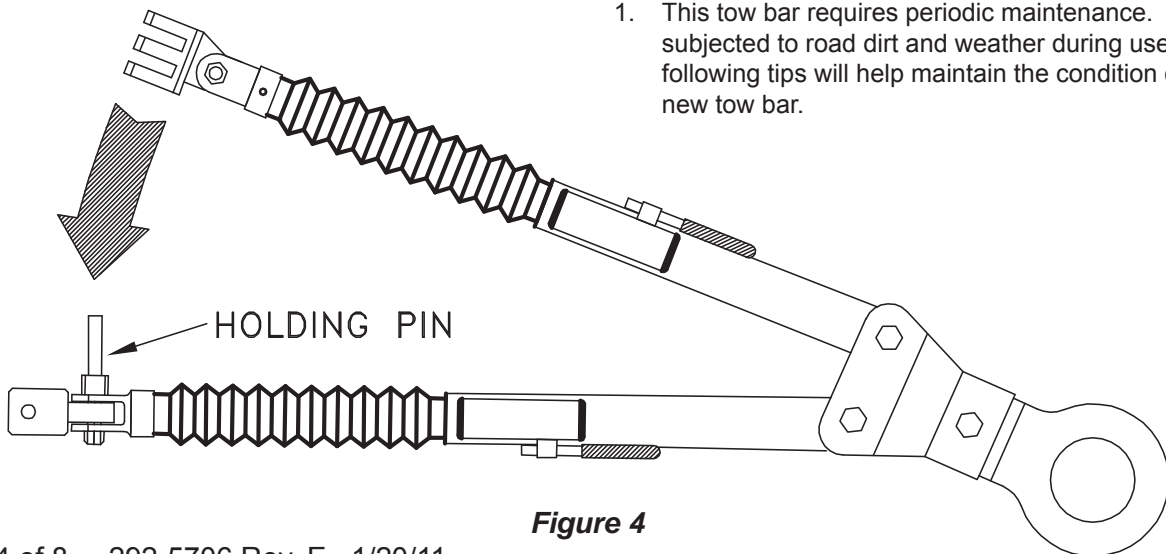
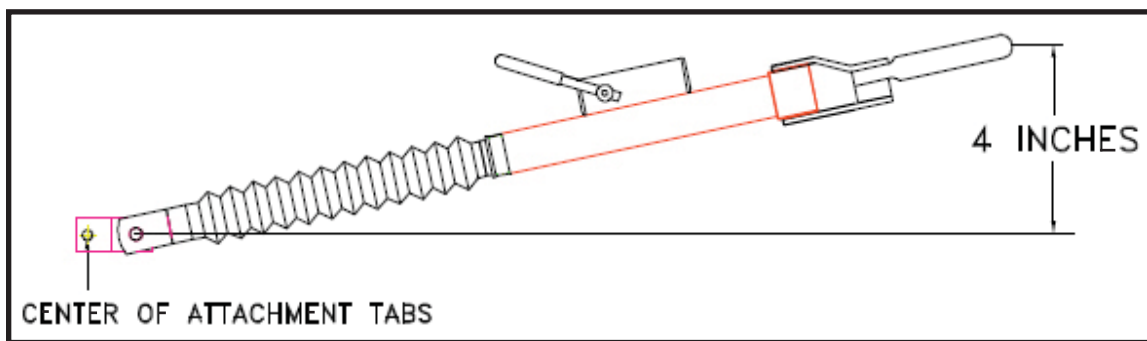


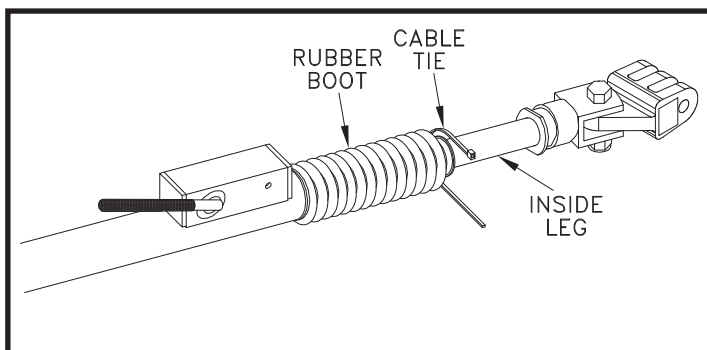
Figure 4

## MAINTENANCE / LUBRICATION

- Keep the tow bar covered when not in use, on or off of the towing vehicle. This will cut down on the dust and dirt build up on the inside legs and latches of the tow bar.
- Periodically clean the entire surface of the tow bar with a mild soap and water solution. Wipe dry with a clean cloth.
- Prior to each towing trip check to be sure all the towing accessories and attachment points are secure. Replace any bolts or pins that may be worn. If a nylon inserted lock nut is removed, replace with a new one.
- Check for cracked welds and loose bolts on the baseplate, towed vehicle (where baseplate is bolted) and the hitch on the towing vehicle.
- Do not back up when towing, the towed vehicle may jack knife causing abnormal stress to the tow bar, car chassis, baseplate and hitch receiver of the towing vehicle.
- In normal straight line towing conditions, both legs will be in tension. Due to the design of the latch, both handles will feel loose. During turning, braking or parking one or both of the legs may be in compression. This will make the handles feel stiff or tight. Due to parking on slopes or the angle between the coach and the car, the two locking mechanisms could be in compression or tension or any combination of the two. Having one lock in tension and one in compression may give the operator the feeling that one leg is locked and one is not, when in fact whenever the legs are fully extended and the springs are holding the latch handles up, the legs are locked and ready to tow whether in tension or compression.
- Blue Ox tow bars are designed for the pintle ring to be **parallel to the ground** when towing. The maximum height difference from the center of attachment tabs on the towed vehicle to the center of the pintle hitch on the towing vehicle is 4 inches (*Figure 5*). **If the Pintle tow bar is at too much of an angle, damage or accident can occur.**



**Figure 5**

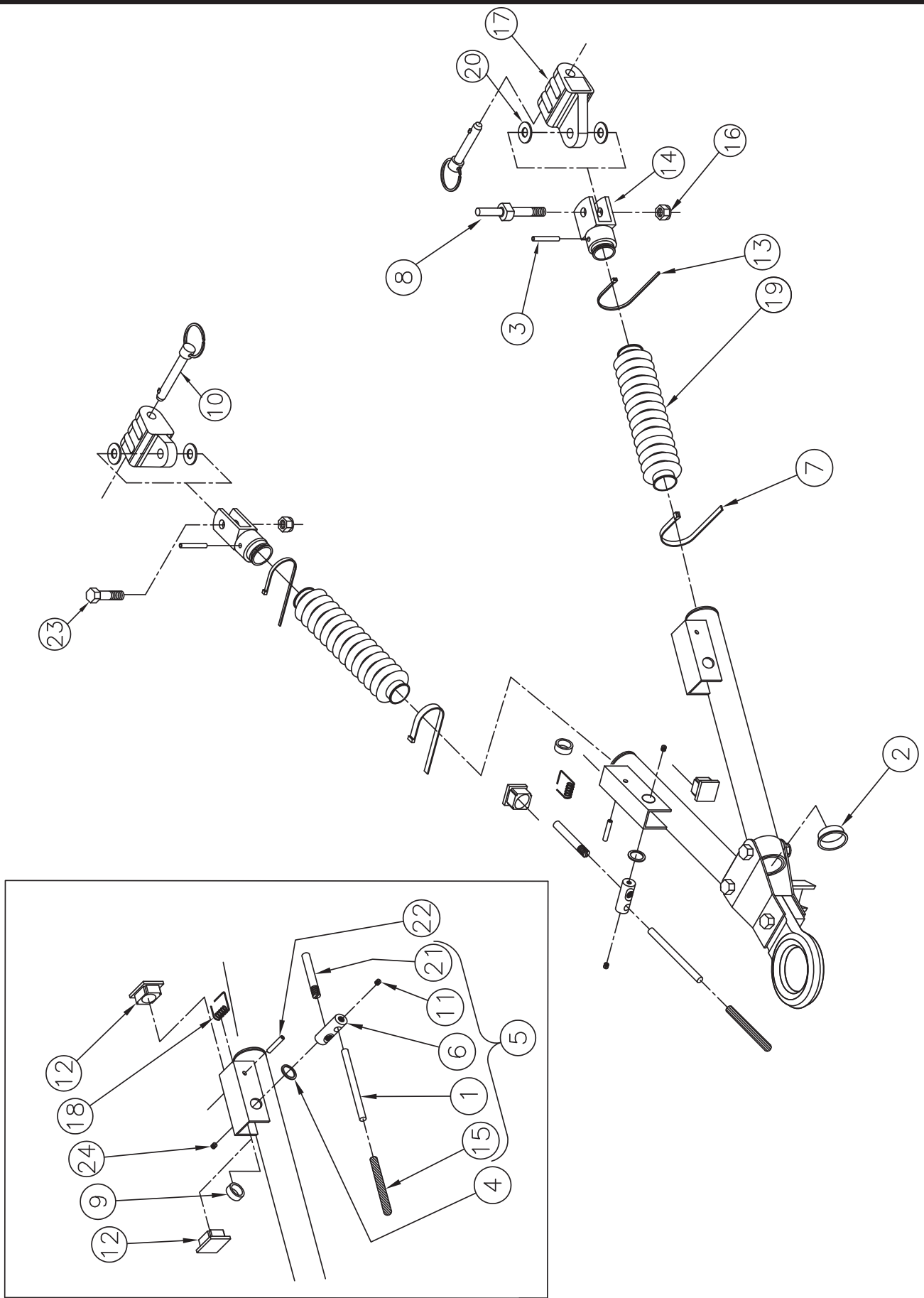


**Figure 6**

### LUBRICATION

- Approximately once per year or if it is difficult to move the legs in and out you should remove the small cable ties holding the rubber boots on the legs and slide the boots back. Wipe clean each inside leg and apply a light coat of multipurpose grease to insure smooth operation. Secure each boot back in place with an 8 inch nylon cable tie (available at most automotive and hardware stores). See Figure 6.

# REPLACEMENT PARTS



# REPLACEMENT PARTS

## Parts List

Ref. No.	Qty.	Part No.	Description
1	2	207-0881	Locking Handle, SS, W/Slot
2	2	290-0328	Cap Plug, Red, 1 1/2 Round
3	2	220-0032	3/16 x 1 1/4 Spring Pin
4	2	290-0377	Plastic Washer, 1 OD x 1/16
5	2	62-3750	Latch Hndl Assy, Ald/AV2/Alx
6	2	299-0234	Swivel, Locking Handle
7	2	290-0364	Cable Tie, Black, .3 x 9
8	1	299-0250	Leg Support, ZP
9	2	229-0469	Spacer, Locking Handle, AL
10	2	229-0520	1/2 x 2 5/8 Effective Pin with Ring
11	2	201-0504	1/4-20 x 1/4 Set Screw
12	4	290-0332	Cap Plug, Black, 1 1/4 Square DMC
13	2	290-0275	8 Inch Nylon Cable Tie
14	2	61-5484	Leg Pivot
15	2	250-0157	Foam Grip, 3/8 x 3 5/8 x 5/64
16	6	202-0143	1/2-13 Hex Nut w/ Nylon, Jamlock
17	2	100-1176	Triple Lug, Offset
18	2	222-0068	Spring, Locking Handle, DMC
19	2	250-0156	Rubber Boot, DMC
20	4	290-0381	Washer, 0.523 ID x 1.363 OD x 0.05 Thk
21	2	229-0387	Locking Handle Bolt
22	2	220-0033	Spring Pin, 1/4 x 1 3/8
23	2	201-0645	1/2-13 x 2 Hex Bolt, Shrt. Thrd., Grade 5
24	2	201-0699	1/4-20 X 1/2 Set Screw, Knurled, ZP

**IMPORTANT:** Use only genuine factory replacement parts on your Tow Bar. Do not substitute home-made or nontypical parts. If a bolt is lost or in need of replacement, for your safety and the preservation of your Tow Bar, be sure to use a replacement bolt of the same grade (Usually Grade 5).

Repair parts may be ordered through your nearest Automatic dealer or distributor.



## QUICK REFERENCE GUIDE

### HOOKING UP & EXTENDING FOR TOWING

1. Align vehicles in towing position with straight driveway ahead and parking brakes locked.
2. Place pintle ring on hitch. Pin legs to attachment tabs.
3. Drive towing vehicle forward until both legs are locked. (Locking Levers Up)
4. Install safety cables and towed vehicle lighting.
5. Detailed instructions appear on pages 3-4.

### UNHOOKING & FOLDING FOR STORAGE

1. Park vehicles in a straight line on level surface. Apply towing vehicle parking brake. Place towed vehicle in park or 1st gear for manual transmissions.
2. Remove safety cables and towed vehicle lighting.
3. Disengage leg latches. Unpin drivers side leg from attachment tabs and place triple lug on holding pin of opposite leg. Pintle ring brace into empty attachment tab and pin in place.
4. Detailed instructions appear on page 4.

**TO BE VALID, THE WARRANTY CARD MUST BE COMPLETED IN ITS ENTIRETY BY AN AUTHORIZED DISTRIBUTOR OR DEALER AND SENT TO AUTOMATIC EQUIPMENT MFG. CO., PENDER, NEBRASKA. FAILURE TO DO SO WILL VOID THE WARRANTY.**

Repair parts may be ordered through your nearest Automatic dealer or distributor.

### Product Safety Policy Statement

It is, and shall continue to be, a primary objective of Automatic Equipment Manufacturing Company to provide customers with safe and reliable products. Automatic will, and has, established safety procedures in product design, manufacture, promotion and sales; and will coordinate efforts to promote customer safety to the greatest extent possible. Each department has primary responsibility for the promotion of safety under the guidelines of the Product Safety Committee.

**⚠ WARNING:** Ensure that your towing vehicle is of adequate size to properly control your towed vehicle. The weight and braking capacity should be large enough to handle both vehicles in an emergency situation. Check your towing vehicle manufacturers recommendations for towing, hitch load, and braking capacities. The hitch, ball, motorhome chassis, and safety cables (each individual cable) need to be rated at a minimum for the weight of the vehicle being towed.

# Automatic