



Towing and Suspension Solutions

Falcon and BlackHawk™ All-Terrain™ collar shoulder bolt, bushings, washers and end plug replacement kit

part number 910003-85

Installation Instructions

854543-02 07-14

All specifications are subject to change without notice.

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 800-669-9690 Fax: 360-735-9300 www.roadmasterinc.com

! WARNING

Read the instructions before installing the kit components. Failure to understand how to install this product could result in property damage, serious personal injury or even death.



Kit components

This kit contains the components to replace the collar shoulder bolt, outer arm bushings, washers and end caps on a Falcon or BlackHawk All-Terrain tow bar –

- (2) collar shoulder bolts
- (2) 3/4" nuts (2) Nylock nuts
- (9) 1 1/2" diameter acetyl washers
- (4) 3/4" diameter acetyl washers
- (2) end caps (2) outer arm bushings

Required tools

- 1-1/8" socket wrench straight edge screwdriver
- crescent wrench 1/4" Allen wrench
- 9/16" socket wrench pair of needle nose pliers
- 5/8" Allen wrench felt tip pen

Installation instructions

Replace stinger washers and bolt

1. Note the location of the two 1 1/2" diameter acetyl washers at the stinger bolt. Then, with the 1-1/8" socket wrench and either a 5/8" Allen or crescent wrench, depending on the application, remove the stinger bolt (Figure 1). Discard the original washers and the 3/4" nut; replace them with new washers and a new nut.

Tighten the nut until the bolt is snug. The torque required to adequately tighten this bolt varies from tow bar to tow bar. If the bolt is over-tightened, the tow bar arms will not pivot easily. If this is the case, adjust the torque.

Determine if outer arm bushings should be replaced

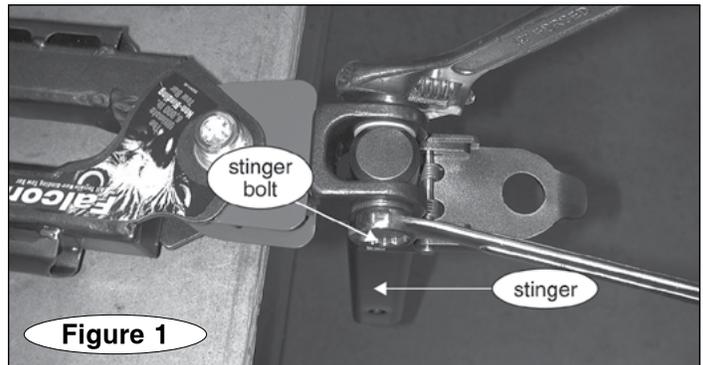
2. If there is a groove at the ends of the outer arms (Figure 2), do not replace the outer arm bushings. If there is no groove at the end of the outer arms, replace the outer arm bushings (step 8).

Remove yoke bolt, washers and nut

3. To aid in reassembly, carefully note the position of the driver's and passenger's side tow bar arms, in relation to the yoke, as well as the location of the six 1 1/2" diameter acetyl washers at the yoke bolt.

Note: in earlier models of these tow bars, one set of acetyl washers was 'double stacked.' An additional 1 1/2" diameter acetyl washer is provided for these applications.

With the 5/8" Allen wrench and the 1-1/8" socket
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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

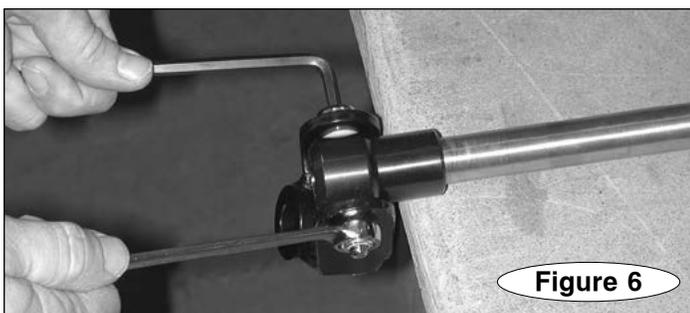
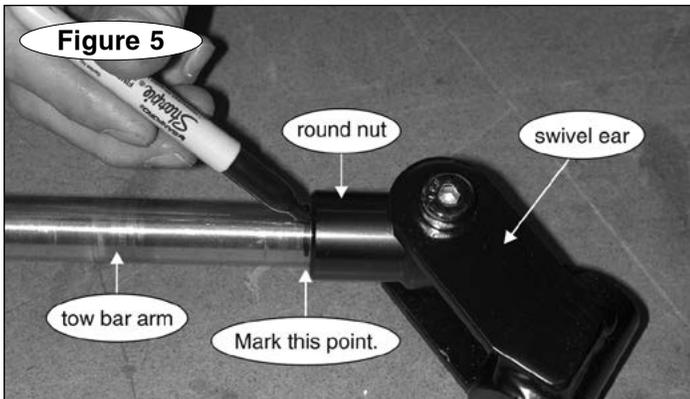
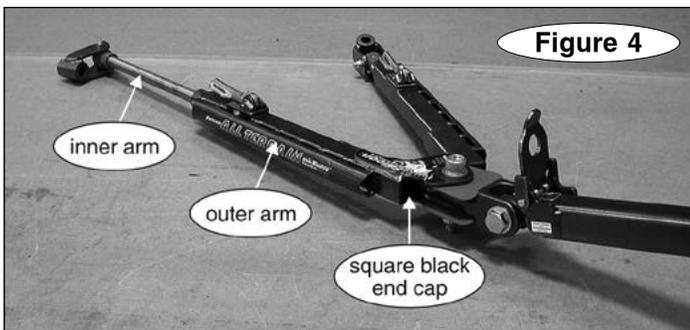
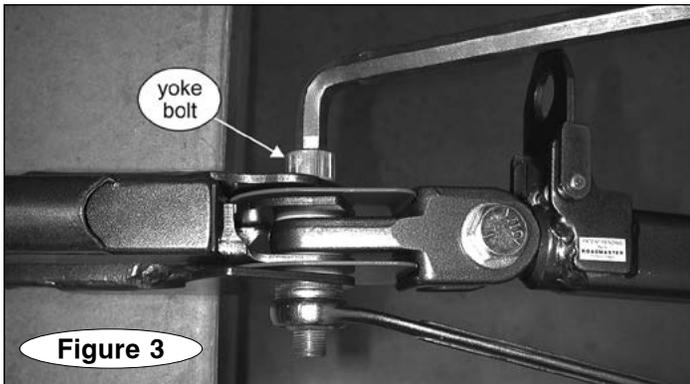
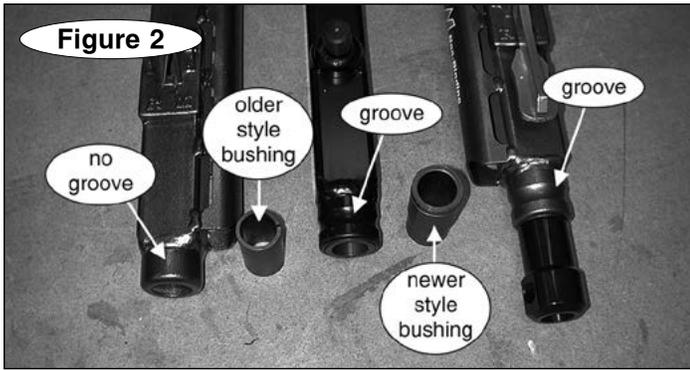
CAUTION indicates a potentially hazardous situation which, if not avoided, may result in property damage, or minor or moderate personal injury.

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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wrench, remove the yoke bolt (Figure 3). Discard the original washers and the 3/4" nut; you will replace them with new washers and a new nut.

Note: depending on the year of manufacture, there may be either one or two steel washers against the Allen head bolt. Do not discard the steel washer(s); use the same number of steel washers when you reattach the yoke bolt.

Replace outer arm bushings

4. Use the straight edge screwdriver to pry off the square black end cap (Figure 4) at the end of one of the outer arms (Figure 4). Discard the cap; you will replace it when the tow bar is reassembled.

5. Use a felt tip pen to mark one of the tow bar arms at the point where the round nut (Figure 5) attaches to the end of the tow bar arm (Figure 5).

Note: the swivel ears were redesigned in 2014; the earlier, original version is shown in Figure 5. Later steps in the installation will vary depending on which version is on the tow bar. See step 16.

6. With the 1/4" Allen wrench and the 9/16" socket wrench, remove the lock nut from the bottom of the Allen head shoulder bolt connecting the swivel ear to the round nut (Figure 6).

7. Unthread and remove the round nut, and push the inner arm completely out.

8. If replacing the outer arm bushing, remove it with the straight edge screwdriver and the needle nose pliers (Figure 7).

IMPORTANT – do not replace the newer style bushings. See step 2.

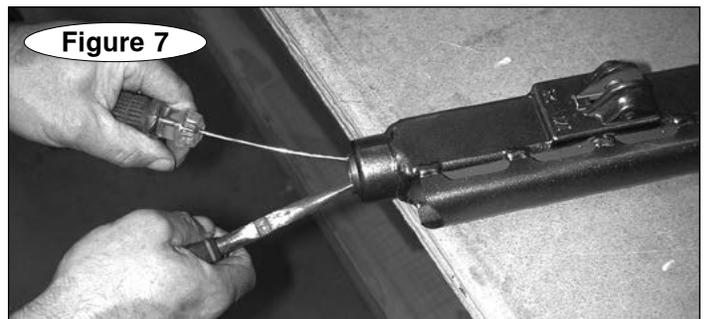
9. Clean the interior of the outer arm with a water-soluble cleaner such as Voom RV (part number 9911) – spray a liberal amount of cleaner inside the arm, then push a piece of cloth through the other side. Repeat, if necessary, until the interior of the outer arm is clean.

CAUTION

Do not use petroleum-based products to clean the tow bar. Petroleum will attract dirt and dust, which will impede the operation of the inner arms and/or other components. Certain petroleum products may also corrode non-metallic components.

10. Rinse the interior of the outer arm to remove all of the cleaner, then dry the interior of the outer arm completely, by repeatedly pushing a piece of cloth through the interior of

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the outer arm.

11. Collapse the replacement outer arm bushing and insert it into the end of the outer arm (Figure 8). The bushing will snap into place when it is fully inserted.

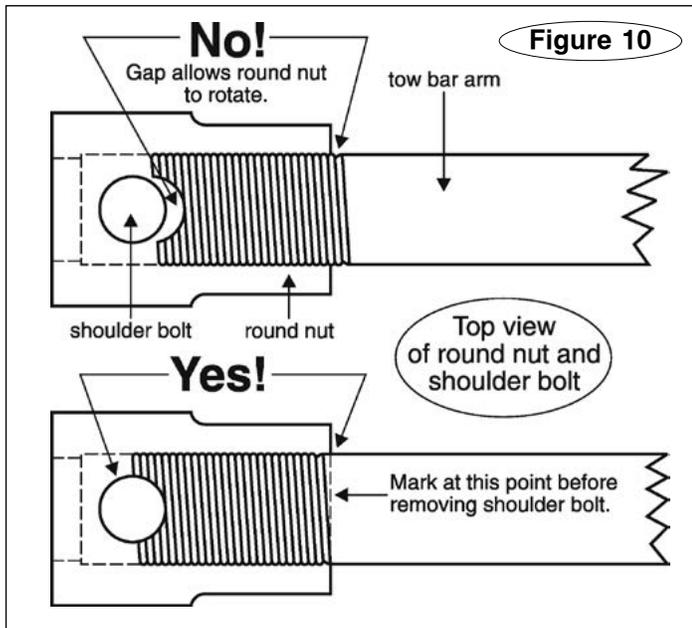
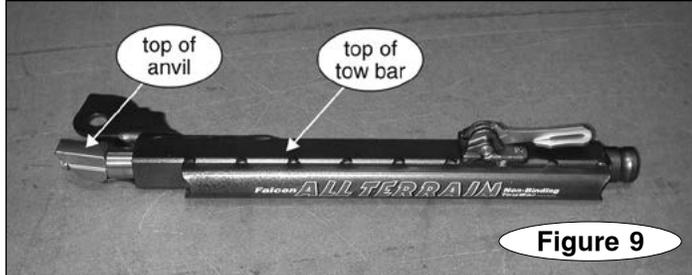
12. Insert the inner arm back into the outer arm, so that the anvil is aligned to the top of the tow bar, as shown in Figure 9. Slide the inner arm completely through the outer arm, until it locks in place.

13. Repeat steps 4 through 12 for the other tow bar arm.

Replace swivel ear bolt, washers and nut

14. Thread one of the round nuts (Figure 5) onto one of the tow bar inner arms, up to the mark you made in step 5.

Do not rotate the round nut forward or backward from this position. If the round nut is moved forward, the replacement shoulder bolt will not fit. If the round nut is moved back-



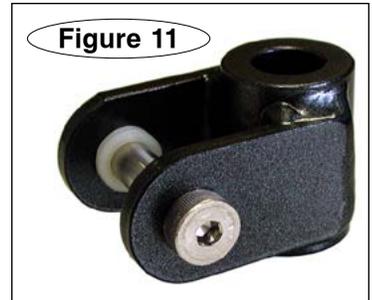
backward, it will rotate off the tow bar arm. Refer to Figure 10.

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 will result in property damage, personal injury or even death.

15. Determine which version of swivel ears are on the tow bar – the swivel ears were redesigned in 2014, to fit either side of the tow bar. A photo of the newer swivel ear is shown in Figure 11.



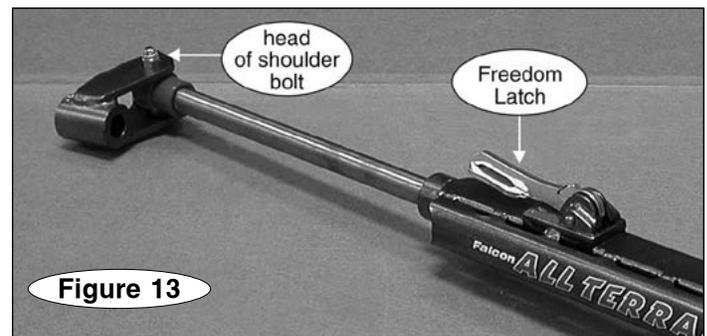
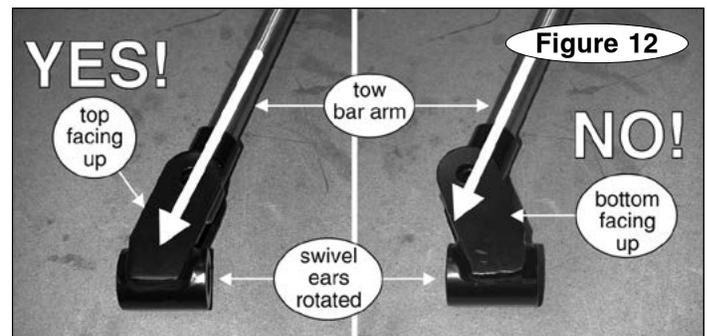
If the swivel ears on your tow bar resemble those in Figure 11, skip step 16 and the warning that follows it.

16. For earlier versions of these tow bars **only** (see the preceding step) – the swivel ears must be attached with the top facing up, as shown in Figure 12.

To distinguish between the top and bottom, spread the tow bar arms about 28 inches apart. Place a swivel ear over a round nut and rotate it to the left or the right, to the approximate position it would be in when towing. When the top is facing up, the swivel ear will be at the same angle as the tow bar arm.

WARNING

If the swivel ears are not attached as described
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above, the weight of the towed vehicle will cause them to separate, resulting in tow bar failure and the loss of the towed vehicle.

Failure to attach the ears properly may cause property damage, personal injury or even death.

17. With the 1/4" Allen wrench and the 9/16" socket wrench, reattach the swivel ear to the round nut (Figure 6). Discard the original shoulder bolt, the two 3/4" diameter acetyl washers and the Nylock nut; replace them with the new bolt, washers and nut.

18. Be certain to position the head of the shoulder bolt at the top of the tow bar – on the same side as the Freedom Latch™ (Figure 13).

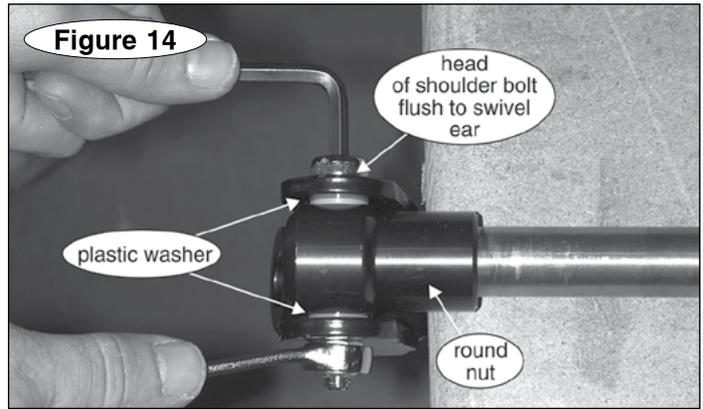
Before tightening the lock nut, make certain that the head of the shoulder bolt is flush to the swivel ear, as shown in Figure 14.

Note: over-tightening the lock nut will bind the collar and prevent it from pivoting properly. When it is tightened correctly, the collar should pivot easily.

19. Check the mark on the tow bar arm to make certain the round nut has not moved backward.

20. Check for correct installation – the swivel ear should rotate **no more** than 10° to 15° in either direction.

21. Repeat steps 14 through 20 for the other swivel ear.



Reassemble

22. Insert the two replacement end caps into the ends of the tow bar outer arms.

23. Reassemble the yoke bolt through the two tow bar arms. Replace the six (or seven, if one set of washers was 'double-stacked') original 1 1/2" diameter acetyl washers and the 3/4" nut with new washers and a new nut.

Tighten the nut until the bolt is snug.

The torque required to adequately tighten this bolt varies from tow bar to tow bar. If the bolt is over-tightened, the tow bar arms will not pivot easily. If this is the case, adjust the torque.

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