



Towing and Suspension Solutions

854954-02 08-14

# Sterling inner arm bushing kit

for Sterling tow bars – part number 910003-40

## Installation Instructions

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 bushings. Failure to understand how to install the bushings could result in property damage, serious personal injury or even death.



### Kit components

- 6 Nylatron bushings
- 2 Nylock nuts
- 2 urethane bushings

### Required tools

- 9/16" socket wrench
- 1/4" Allen wrench
- 3/4" open end wrench
- screwdriver
- adjustable wrench

### Instructions

1. If the tow bar has a serial number of 14,500 or lower, there will be a round nut (Figure 1) attached to the inner arm. With a felt tip pen, mark the inner arm at the point where the round nut attaches to the end of the inner arm.

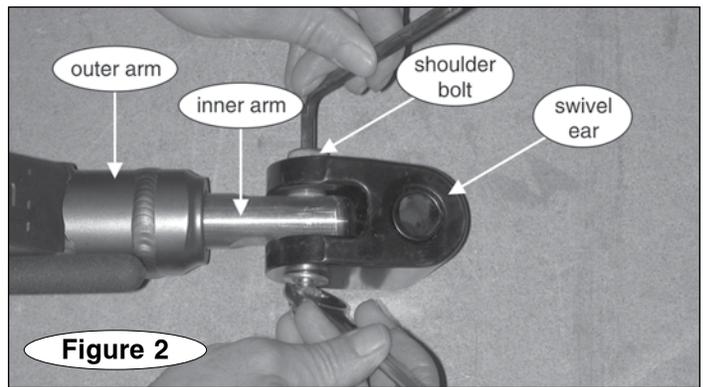
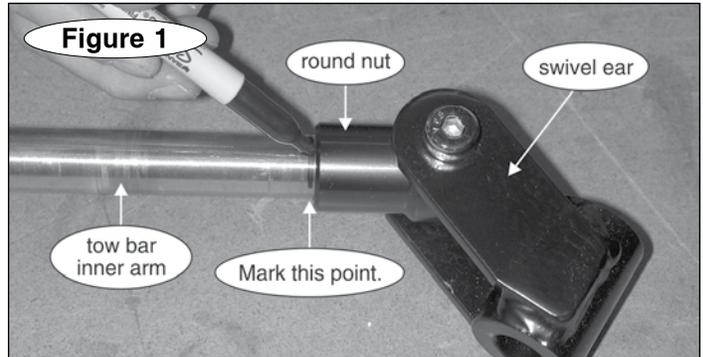
(If the tow bar does not have a round nut and is similar to the one shown in Figure 2, ignore this step.)

2. With the 1/4" Allen wrench and the 9/16" socket wrench, remove the shoulder bolt connecting the swivel ear to one of the inner arms (Figure 2). Save the two acetyl washers and the flat metal washer; discard the Nylock nut.

### WARNING

Discard the original Nylock nut. It will not hold the shoulder bolt in place if it is reattached. The swivel ear, and the tow bar arm with it, will detach from the towed vehicle, causing the towed vehicle to separate or to be held by only one tow bar arm.

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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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**Failure to follow these instructions will result in property damage, personal injury or even death.**

3. With the tow bar folded as shown in Figure 3, pull the inner arm out.

4. As shown in Figure 4, remove the jam nut, lock nut, the washer, two of the Nylatron bushings to be replaced, a washer, the spacer, the spring and another Nylatron bushing.

Use a screwdriver to remove the urethane bushing (Figure 4) from the arm.

5. Discard the three Nylatron bushings and the urethane bushing.

6. Clean the inner and outer arms.

7. Reassemble using the new components, as shown in Figure 4.

8. Before reattaching the jam nut, measure the distance between the end of the spacer and the replacement Nylatron bushing, as shown in Figure 5.

This distance must be one inch. If it is not, move the lock nut up or down the threads until it is.

Be certain to reattach the jam nut to secure the lock nut in place.

**! WARNING**

**Make certain that the distance between the end of the spacer and the bushing is one inch. Otherwise, the tow bar arm will not lock. This may cause a loss of vehicular control, separation of the towed vehicle or other consequential, non-warranty damage.**

**Failure to follow these instructions may result in property damage, personal injury or even death.**

9. Insert the replacement inner arm.

When the end of the inner arm reaches the Freedom Latch™ (Figure 3), pull up on the Freedom Latch handle. The inner arm will slide through.

10. If the tow bar has a serial number of 14,501 or higher, go to step 11.

If the tow bar has a serial number of 14,500 or lower, thread the round nut (Figure 1) onto the inner arm, up to the mark you made in step 1.

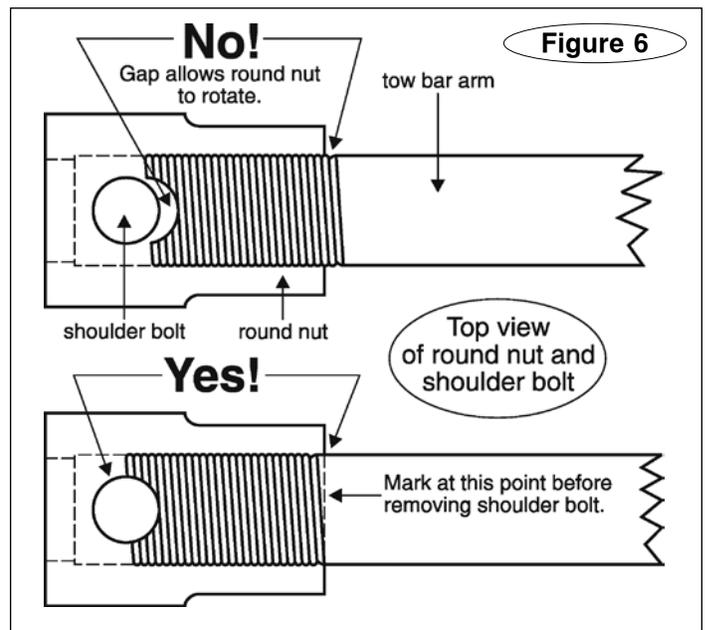
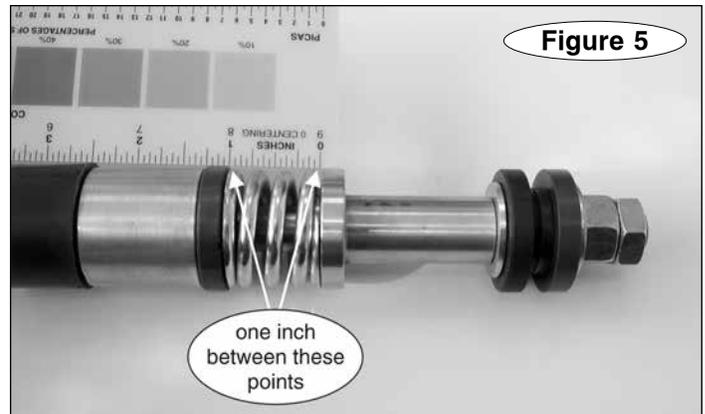
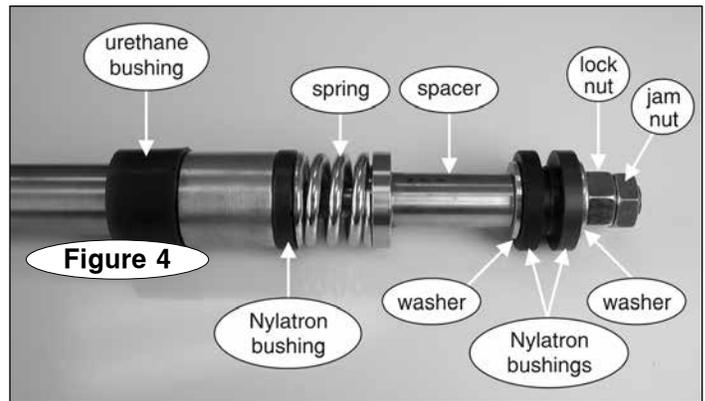
Do not rotate the round nut forward or backward from this position. If the round nut is moved forward, the replacement shoulder bolt will not fit. If the round nut is moved backward, it will rotate off the tow bar arm while towing. Refer to Figure 6.

**! 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.**

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**11.** Insert the shoulder bolt and one of the acetyl washers through the swivel ear, as shown in Figure 7.

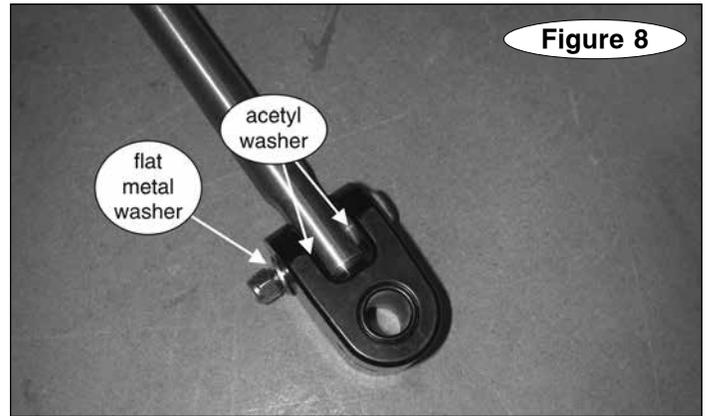
**12.** Align the second acetyl washer to the hole on the other side of the swivel ear and push the shoulder bolt through.

**13.** Be certain that the head of the shoulder bolt is flush to the swivel ear.

Insert the flat metal washer on the outside of the collar (Figure 8), against the replacement Nylock nut, and tighten the Nylock nut to secure the swivel ear in place.

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

**14.** The installation is complete. If necessary, repeat steps 1 through 13 for the second inner arm.



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