

T-745

UNIVERSAL TOWBAR

THIS PRODUCT HAS BEEN DESIGNED TO TOW MOTOR VEHICLES WITH FOUR WHEELS. IT IS INTENDED FOR LIGHT AND MEDIUM DUTY APPLICATIONS NOT TO EXCEED A MAXIMUM GROSS WEIGHT OF 5000 POUNDS. DO NOT EXCEED VEHICLE MANUFACTURER'S RECOMMENDED TOWING CAPACITY!

Towbar is Packaged with the Following Items Preassembled:

- (1) A-Frame Connector Assembly.
- (2) A-Frame Arms
- (1) Flat Lower Support Plate
- (2) 7/16-14 UNC x 2-1/2" Lg Grade 5 Zinc Bolts
- (4) 7/16 Zinc Flat Washers
- (2) 7/16-14 UNC Grade 8 Silver Zinc Nylock Hex Nuts are Assembled but NOT Tightened Fully.
- (2) 3/8-16 UNC x 2-1/2" Lg Grade 8.2 Zinc Flange Bolts
- (4) 1-1/8 OD x 13/32 ID x 1/8 Thick Zinc Flat Washers
- (2) 3/8-16 UNC Silver Zinc Grade 8 Nylock Nuts are Assembled but NOT Tightened Fully.

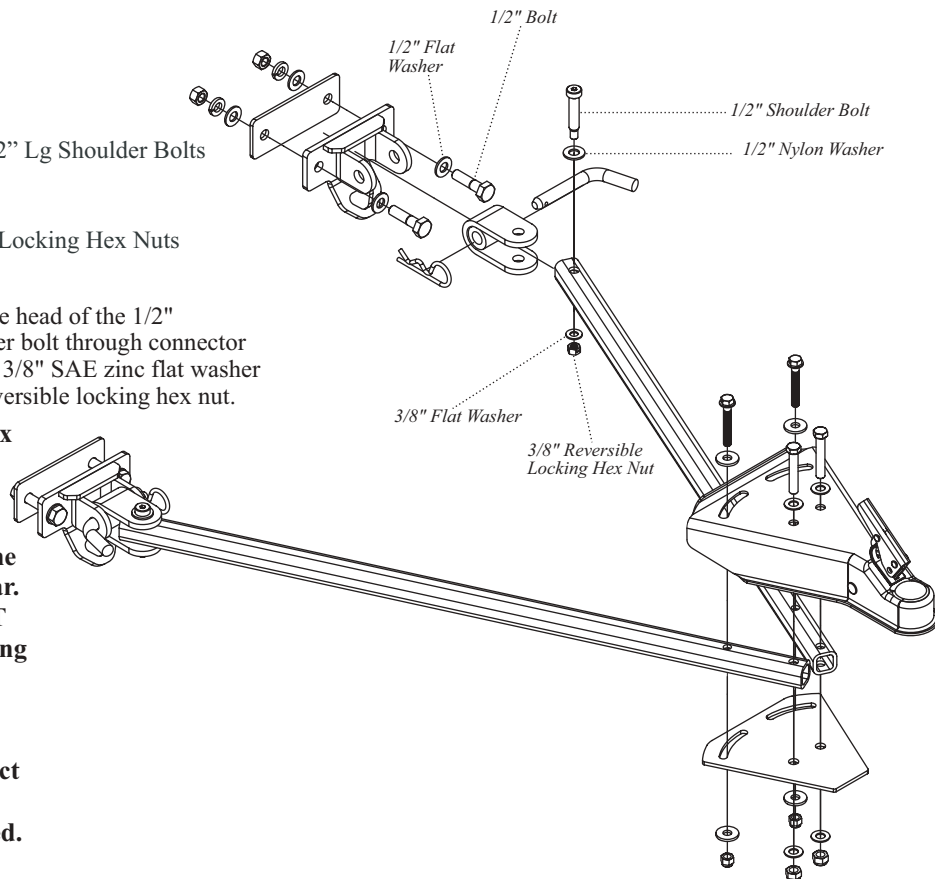
Remaining Items are to be Packaged with Assembly:

- (2) Clevis Weldments
- (2) F-5 Pin and Clip Assemblies
- (4) 1/2-13 UNC x 2" Lg Grade 5 Zinc Bolts
- (8) 1/2 USS Flat Washers
- (4) 1/2 Split Lock Washers
- (4) 1/2-13 UNC Zinc Hex Nuts
- (2) 3/16 Thick Backing Plates
- (2) Connector Ear Weldments
- (2) 1/2" x 3/8-16 UNC Thread x 2" Lg Shoulder Bolts
- (2) 1/2" Nylon Washers
- (2) 3/8" SAE Zinc Flat Washers
- (2) 3/8-16 UNC Zinc Reversible Locking Hex Nuts

NOTE:

Place 1/2" nylon washer under the head of the 1/2" shoulder bolt. Insert 1/2" shoulder bolt through connector ear and A-frame arm tube. Place 3/8" SAE zinc flat washer followed by 3/8-16 UNC zinc reversible locking hex nut.

Tighten reversible locking hex nut until 3/8" flat washer contacts 1/2" shoulder bolt. Typically the shoulder bolt will be protruding through the underside of the connector ear. If shoulder bolt is "ALMOST BUT NOT QUITE" protruding as stated, simply tighten 3/8" reversible hex nut to "draw" connector ear together until 3/8" flat washer makes contact as described. No torque is necessary once this is achieved.



CURT Manufacturing Inc., warrants this product to be free of defects in material and workmanship at the time of retail purchase by the original purchaser. If the product is found to be defective, CURT Manufacturing Inc., may repair or replace the product, at their option, when the product is returned, prepaid, with proof of purchase. Alteration to, misuse of, or improper installation of this product voids the warranty. Curt Manufacturing Inc.'s liability is limited to repair or replacement of products found to be defective, and specifically excludes liability for incidental or consequential loss or damage.

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Clevis Mount Attachments:

Installer / Owner is Responsible for Locating Rigid Mounting Points to Attach Clevis Mounts.

It is recommended that Clevis Mounts be Secured to a Flat and Nearly Vertical Area of the Bumper or Other Rigid Mounting Location.

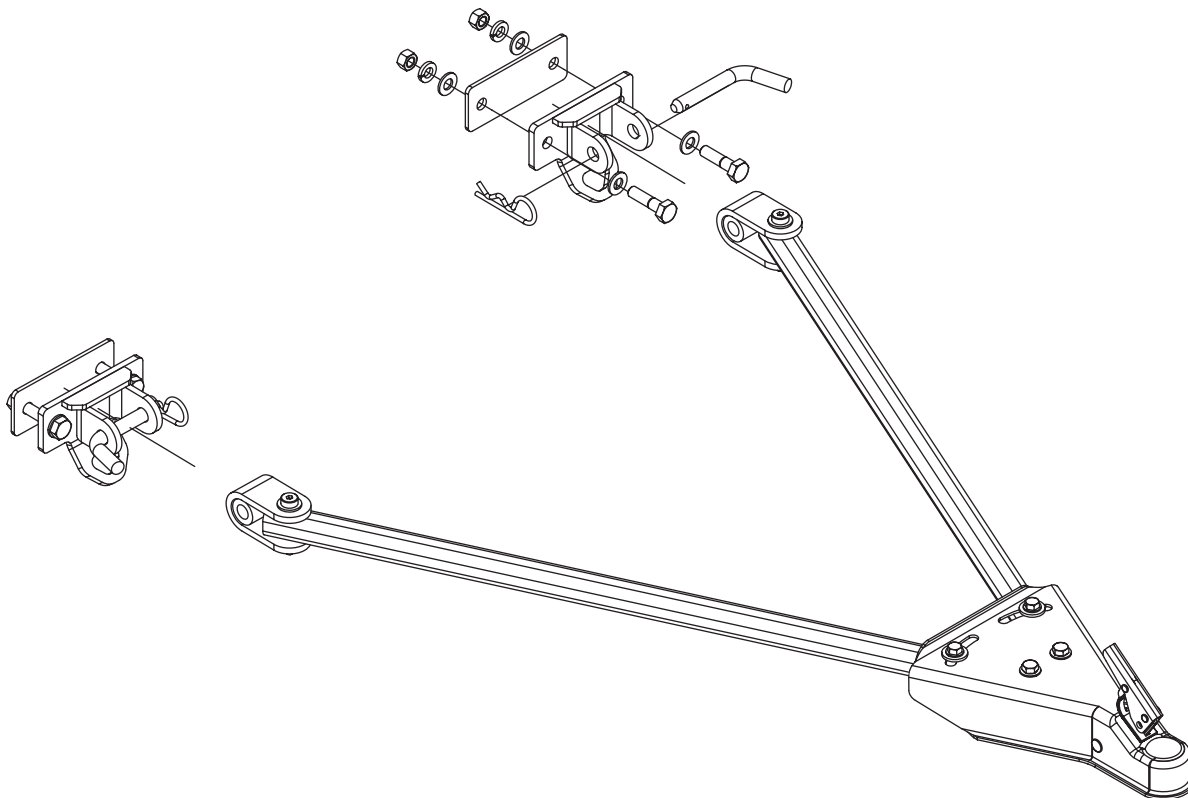
Clevis Mounts Should be Spaced Equally from Centerline of Vehicle. Recommended Clevis Mount Spacing is: 26" to 38", with 33" preferred.

Four Holes Will Need to be Drilled to Accommodate (4) 1/2-13 UNC x 2" Lg Attachment Bolts. Hole Spacing Center-to-Center for Individual Clevis Mounts: 4-3/8"

(2) 3/16 Thick Backing Plates Have Been Provided for use Behind Mounting Location as Room Permits.

Torque (4) 1/2-13 UNC Zinc Hex Nuts: 70 lb·ft

Attach and Center Towbar Using (2) 5/8" Pins and (2) Clips. Connect A-Frame to 2" Ball of Towing Vehicle. Insure that Towbar is Centered and that Height Difference Between the Front of the Towbar and the Rear of the Towbar does NOT Exceed 6". Preferred Height is Nearly Level. Adjust Ball Height Accordingly.



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At A-Frame Coupler:

Torque (2) 3/8-16 UNC Silver Zinc Grade 8 Nylock Nuts: 38 lb-ft
Torque (2) 7/16-14 UNC Silver Zinc Grade 8 Nylock Nuts: 44 lb-ft
Attach (2) Safety Cables / Chains Between the Two Vehicles. (Not Provided)
Individual Safety Cable / Chains must have a Breaking Strength Equal to, or Exceeding the Gross Weight of the Towed Vehicle.

Connect Appropriate Wiring for Stop, Turn, Tail, and Marker Lights. (Not Provided)

Double Check ALL Fasteners for Proper Tightness as Specified. **SEE NOTE ON PAGE 1 OF 3.**

Towing and Precautions:

Steering Wheel of Towed Vehicle Must be Unlocked.
Vehicles with Automatic Transmissions Must Utilize a Fluid Pressure System.
If Towed Vehicle is Rear Wheel Drive, the Driveshaft may be Removed Before Towing.
Place Towed Vehicle in Neutral and Check that Parking Brake is Not Applied.

WARNING

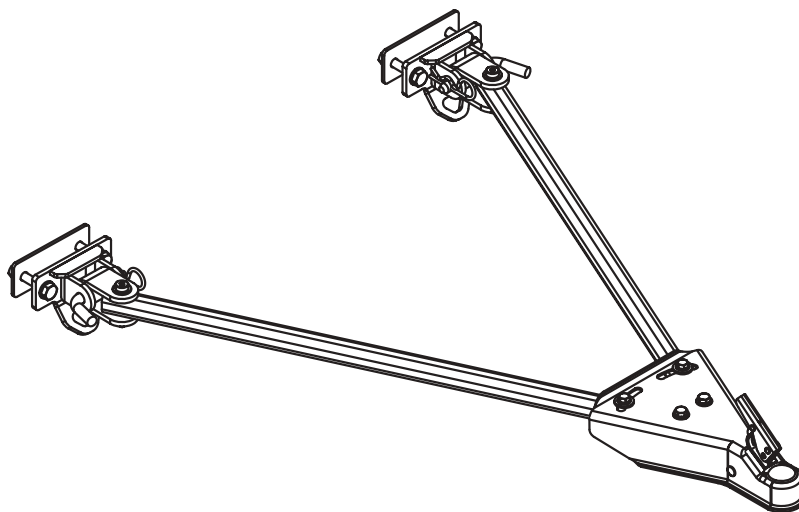
Stopping Distances will Increase, Adjust your Driving Accordingly.

Do Not Back-Up While Vehicle is Attached.

Backing Up While Vehicle is Attached Will Produce Excessive Forces to the Towbar and to the Vehicle in Tow. Damage Will Occur.

Large Forces Will Occur While Starting Forward if Wheels are Turned. This Practice Effectively “Drags” the Front of the Vehicle Being Towed Until the Wheels of the Towed Vehicle Themselves are Turned in the Direction of Movement.

Consult Your Vehicle Owner’s Manual for Towing Limitations.



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