

DEALER
BE CERTAIN
USER RECEIVES
INSTRUCTION SHEET

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1984-85 TOYOTA 4WD PICK-UP

STYLE #3710-5202

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NOTICE

1. THIS TOW BAR IS DESIGNED TO BE PARALLEL TO THE GROUND WHEN IT IS ATTACHED TO BOTH THE TOWED AND TOWING VEHICLES. IF THE TOW BAR IS AT AN ANGLE, THERE IS A RISK OF DAMAGE OR ACCIDENT.
2. THIS TOW BAR HAS BEEN DESIGNED TO TOW A MANUAL TRANSMISSION CAR OR AN AUTOMATIC WHICH HAS BEEN EQUIPPED WITH A SUITABLE PUMP OR DRIVESHAFT DISCONNECT.
3. BE SURE THE CAR BEING TOWED IS PROPERLY ALIGNED.
4. USE SAFETY CHAIN (SEE SKETCH), BLUE OX STYLE #8804 SAFETY CHAIN KIT IS RECOMMENDED.
5. DO NOT BACK UP WHEN TOWING. BACKING UP WILL DAMAGE THE TOW BAR.
6. UNLOCK STEERING WHEEL TO ALLOW FRONT WHEELS OF TOWED VEHICLE TO "TRACK".
7. PRIOR TO STARTING ON A TOWING TRIP, CHECK TO BE SURE ALL TOWING ACCESSORIES AND ATTACHMENT POINTS ARE SECURE; IE. ALL BOLTS TIGHT AND NO CRACKED WELDS. THIS IS IMPORTANT ON ALL OCCASIONS BUT PARTICULARLY ON A NEW INSTALLATION. ALL BOLTED CONNECTIONS AND WELDMENTS ON A NEW INSTALLATION SHOULD BE CHECKED JUST PRIOR TO INITIAL TOWING AND AGAIN AFTER 100-200 MILES OF TOWING.
8. AVOID SHARP TURNS AND ROUGH TERRAIN. CHECK INSTALLATION AFTER ANY UNUSUAL EVENT AND PERIODICALLY ON A LONG TRIP. CHECK VEHICLE TO VEHICLE CLEARANCE IN TURNING.
9. DO NOT USE TOWED VEHICLE FOR STORING LUGGAGE, ETC. AS YOU MAY EXCEED THE TOWING CAPACITY OF THE TOW BAR.
10. ADJUST THE COUPLER FOR PROPER FIT TO THE BALL (SEE COUPLER ADJUSTMENT). FOR ADDED SECURITY, PLACE A LOCK, PIN OR BOLT THROUGH THE HOLE PROVIDED IN THE COUPLER LOCKING LEVER.

PARTS LIST

1. 1 - TOW BAR
2. 1 - BASE PLATE
3. 2 - 1/2" DIAMETER PINS
4. 2 - HAIRPIN CLIPS
5. 10 - 12MM-1.25 X 40MM BOLTS
6. 10 - 12MM LOCKWASHERS

TOOLS

- 19MM SOCKET
- 17MM SOCKET
- 17MM ENDWRENCH
- PHILLIPS SCREWDRIVER

SPECIAL NOTICE

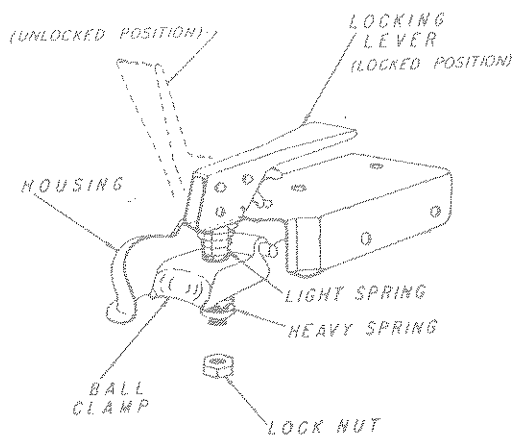
THIS TOW BAR IS DESIGNED TO USE EXISTING HOLES AND HARDWARE TO MOUNT THE BASE PLATE ON THE CAR. EVEN THOUGH THE BOLT IS THERE, HOWEVER, DO NOT ASSUME IT IS ADEQUATE FOR MOUNTING THE BASE PLATE. MANUFACTURERS MAKE MANY CHANGES IN HARDWARE BOTH WITHIN AND BETWEEN MODEL YEARS. BE SURE THE BOLT IS LONG ENOUGH TO PROTRUDE PAST THE NUT A DISTANCE NO LESS THAN THE DIAMETER OF THE BOLT, AFTER THE BASE PLATE IS MOUNTED. THE THREADS SHOULD BE IN "AS NEW" CONDITION AND IT IS RECOMMENDED THAT "LOCTITE" BE USED. IF A NEW BOLT IS REQUIRED, BE SURE IT IS SAE GRADE 5 OR BETTER.

INSTALLATION

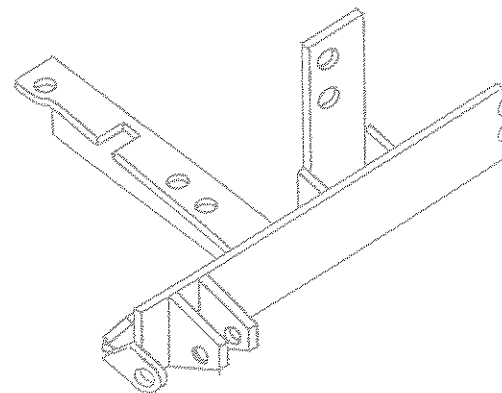
1. THE TOW BAR ASSEMBLY CONSISTS OF A PERMANENTLY MOUNTED BASE PLATE AND A DETACHABLE TOW BAR.
2. THE BASE PLATE MOUNTS TO FRONT UNDERSIDE OF THE CAR USING THE TEN BOLTS PROVIDED; FIVE ON EACH SIDE OF THE CAR.

3. REMOVE THE LICENCE PLATE AND LOWER TRIM PANEL.
4. REMOVE THE NUT FROM FRONT SPRING SHACKLE BOLT ON BOTH SIDES OF THE CAR.
5. REMOVE THE TOW HOOK.
6. REMOVE THE FOUR BOLTS IN FRONT WHICH HOLD THE BUMPER BRACKETS TO THE FRAME.
7. TO POSITION THE BASE PLATE, HOLD IT BELOW THE SPRING SHACKLE BOLTS SO THAT THE SLOTS IN THE ANGLES WILL CLEAR THE BOLTS, THEN RAISE IT UP TO THE FRAME AND SLIDE IT BACK.
8. HAND START ALL TEN BOLTS TO CHECK ALIGNMENT. NOTE THAT THE BOLTS NEAR THE SPRING SHACKLE MAY NOT HAVE ENOUGH CLEARANCE FOR A SOCKET UNTIL THE BOLT IS SCREWED IN FAR ENOUGH SO THE HEAD IS PAST THE SHACKLE BOLT.
9. THE DIMENSIONAL VARIATIONS BETWEEN OTHERWISE IDENTICAL CARS CAN BE CONSIDERABLE. WHILE THE LOCATION AND SIZE OF THE HOLES IN THE BASE PLATE WERE DESIGNED TO FACILITATE EASY INSTALLATION, IT MAY BE NECESSARY TO FILE A HOLE SLIGHTLY TO ALLOW A BOLT TO CLEAR.
10. WHEN ALL BOLTS ALIGN, TIGHTEN SECURELY. REPLACE SPRING SHACKLE NUTS AND TIGHTEN.
11. TO REPLACE LOWER TRIM PANEL, POSITION IT OFF CENTER AND JUST ABOVE THE BASE PLATE TABS SO THAT ONE END WILL FIT UNDER THE BUMPER AND THE OTHER END WILL BE OUTSIDE THE BUMPER. GUIDE THE LOWER EDGE OF THE TRIM PANEL BEHIND THE TABS, MOVE TO THE CENTER AND REPLACE SCREWS.
12. REPLACE LICENCE PLATE.
13. WITH ALL BOLTS PROPERLY INSTALLED, YOU ARE READY TO INSTALL THE TOW BAR. HOLD THE TOW BAR IN POSITION WITH THE TABS ALIGNED INSIDE THE TABS OF THE BASE PLATE AND INSERT THE PINS. SLIDE THE HAIRPIN CLIPS THROUGH THE HOLES IN THE PINS. INSTALL A SAFETY CHAIN AND ADJUST THE COUPLER.
14. DO NOT SUBSTITUTE OTHER DEVICES IF THE PIN AND CLIP ARE LOST.

COUPLER FIT ADJUSTMENT



1. ADJUST COUPLER TO BALL BY TURNING THE NUT. TIGHTEN OR LOOSEN NUT UNTIL FIRM CONTACT BETWEEN COUPLER AND BALL IS ESTABLISHED.
2. CHECK BALL TO HOUSING TENSION PERIODICALLY AND TIGHTEN IF NECESSARY.



SAFETY CHAIN RECOMMENDATION



1. "X" PATTERN BELOW TOW BAR SOLIDLY CONNECTED TO THE FRAME OF THE TOWING CAR AND TO THE BASE PLATE CONVENIENCE LOOPS.
2. PERMANENT CHAINS CONNECTED TO THE CONVENIENCE LOOPS AND TO THE FRAME OF THE TOWED CAR.
3. USE A CHAIN WITH THE SAME (OR GREATER) LOAD RATING THAT IS MARKED ON THE COUPLER.