

PRODUCT CATALOG



Towing and Suspension Solutions

*From stop to go,
everything you need to tow*

The ROADMASTER difference

1. 'Hands-on' design and manufacturing — ROADMASTER doesn't outsource. All of our core products are designed, engineered and manufactured at our plant in Vancouver, Washington, with virtually every process done under the same roof.

The reason for 'hands-on' manufacturing is simple: quality. Quality starts on the inside, and when you control the process, you control the quality.

To our way of thinking, "quality first" is the reason more ROADMASTER towing products are on the road today than any other brand — by nearly a two-to-one margin.

2. The most stringent testing in the industry — ROADMASTER was the first towing products manufacturer to use computerized testing — as well as "real world" physical testing — to ensure structural integrity, longevity and the safety of your family.

3. Superior customer service — Over the years, millions of people have put their trust in ROADMASTER. We're committed to earning that trust every day — before, during and after the sale.

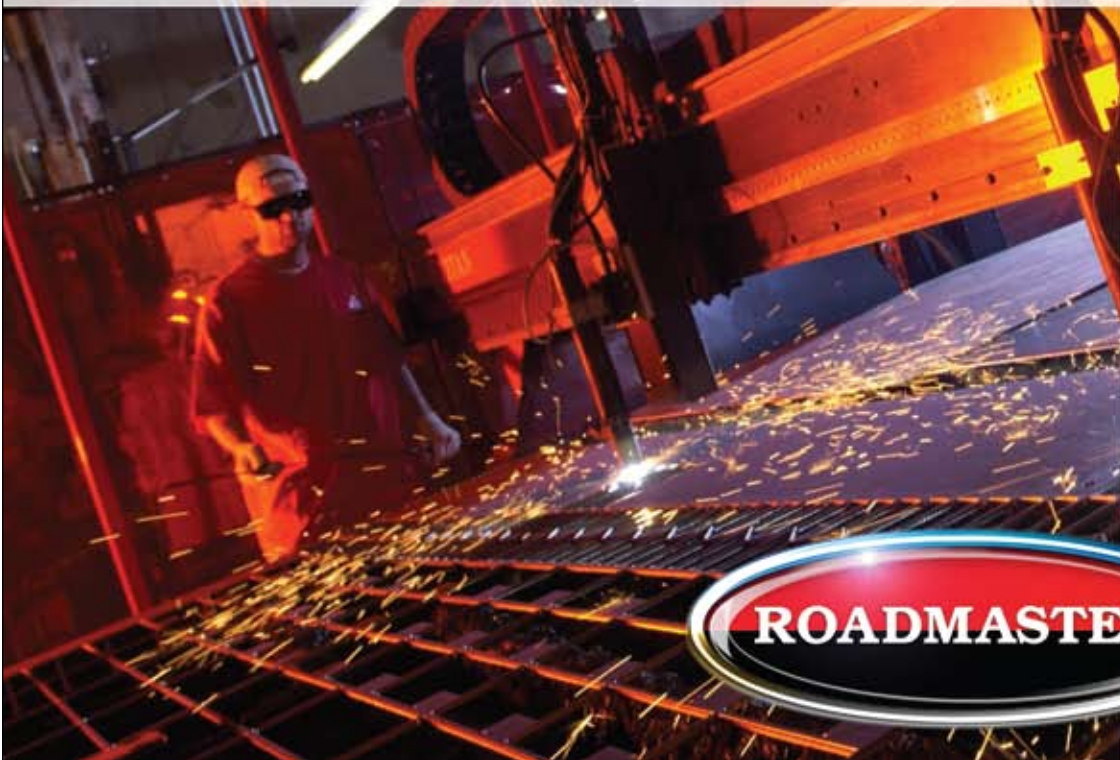
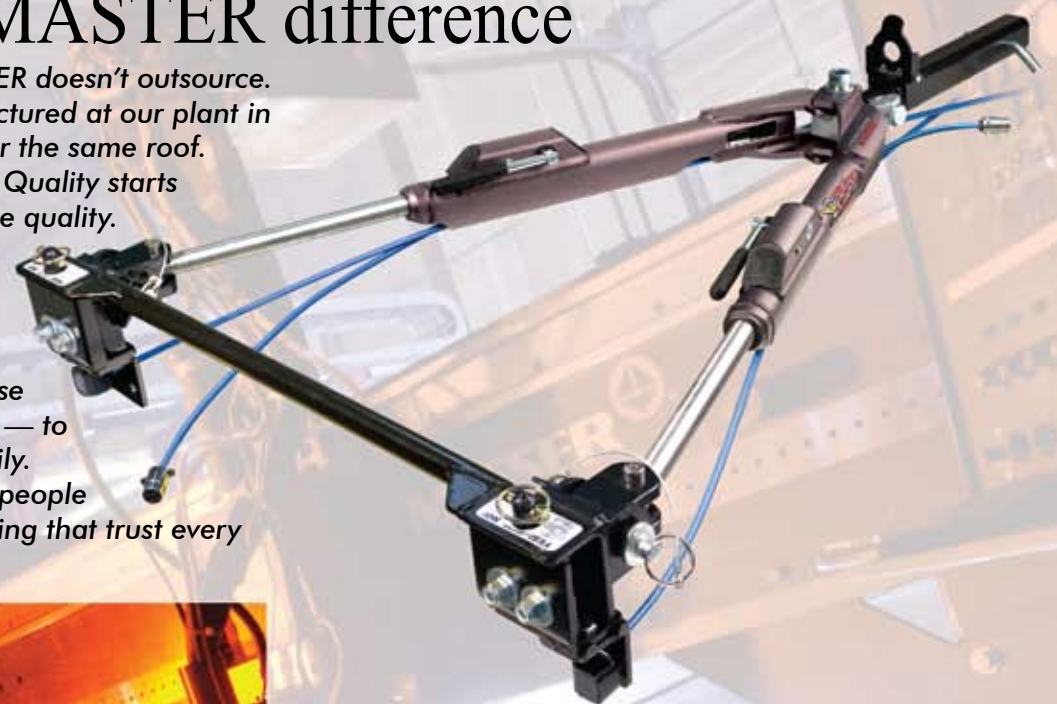


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The basics of towing...

What to know **before** you tow.

If you're thinking about towing your car, truck or SUV, you've come to the right place — most everything you need to tow is on these pages.

There are four major components to any towing system — the tow bar, the mounting bracket, supplemental brakes and towing accessories.

ROADMASTER offers a wide range of product choices within each category. Each one has been designed, tested and manufactured to make every aspect of your towing experience a safe and pleasurable one.

IMPORTANT — Before towing any vehicle, consult your owner's manual to be sure your vehicle can be towed with all four wheels on the ground without damage to the transmission. Some vehicles can be towed as is, but others may require a transmission lube pump system or driveshaft disconnect. Both products are reliable, time-proven accessories that protect your vehicle's transmission during towing.

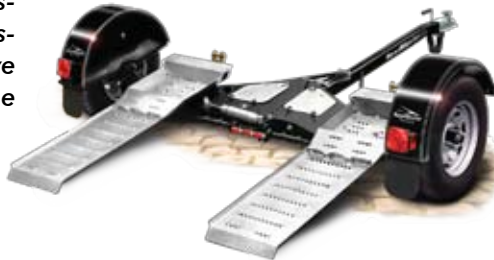
Question — tow bar...

A tow bar is by far the most common method of towing. It allows for the quickest connection to the motorhome; plus, it's lightweight, easy to handle and simple to store.



...or tow dolly?

A tow dolly is ideal for those who want to tow multiple vehicles without installing a tow bar or mounting bracket on each one. Plus, a transmission lube pump system is not necessary for vehicles with front wheel drive automatic transmissions, because the front wheels are off the ground.



Towing and Suspension Solutions

Step 1 — Select a tow bar...

If you select the tow bar method of towing, you must then choose either a motorhome-mounted tow bar or a car-mounted tow bar. (see pages 4-7).

Motorhome-mounted?

Motorhome-mounted tow bars insert into the 2" motorhome receiver and can be stored on the back of the motorhome. Motorhome-mounted bars are preferred because they never have to be lifted off the front of the towed vehicle and you always have a built-in spot for storage on your motorhome.



...or car-mounted?

Car-mounted tow bars are mounted and stored on the front of your towed vehicle and are designed for simplicity and ease of use. They can be detached and lifted off the vehicle for storage in a trunk or cargo bin.



Step 2 — Connect to a tow bar mounting bracket

Regardless of the type of tow bar you choose, a mounting bracket will be required. It is custom-designed to fit your specific tow vehicle and bolts to the vehicle's frame to provide an attachment point for the tow bar.





Step 3 — A supplemental braking system

Supplemental brakes are required in most states, and for an excellent reason — the laws of physics. At highway speeds or during a panic stop, the inertia of a towed vehicle's weight significantly increases stopping distance.

Oftentimes, the difference between a severe accident and a close call is just a few feet. Supplemental braking systems are designed to stop the towed vehicle-motorhome combination in about the same distance as the motorhome alone.

ROADMASTER manufactures four supplemental braking systems. (Which system is right for you? See page 22.)

Step 4 — The proper safety equipment and accessories

Required by law in almost every state, safety cables (A) attach to both your towed vehicle and your motorhome as a secondary security device.

Your towed vehicle must also be wired for functioning turn signals and taillights while in tow. A Universal Wiring Kit (B) safely connects the two vehicles' electronics. An electrical cord (C) is necessary to conduct the lighting signals from the motorhome to the towed vehicle.

These three items can be purchased separately or you can purchase a Combo Kit similar to the one shown here, which includes all three items, a tow bar cover (D) and other common accessories (some kits vary).



Glossary of towing terms

binding — When the tow bar is difficult to detach because of excessive pressure, the tow bar is said to be “bound.” All Terrain tow bars (see pages 4 and 5) have a patented latching mechanism which virtually eliminates this problem.

car-mounted — a tow bar designed to be mounted and stored on the towed vehicle.

curb weight — the total weight of a vehicle when not loaded with either passengers or cargo.

diode — Diodes allow the towed vehicle's brake and turn signal lights to mimic the motorhome's (which is required by law) without damaging the towed vehicle's electrical system. They allow current to flow in only one direction, thereby eliminating electrical feedback, which could damage the towed vehicle's wiring, fuses or other electrical components.

Gross Vehicle Weight Rating (or “GVWR”) — how much weight a vehicle is designed to carry. The GVWR includes the net weight of the vehicle, plus the weight of passengers, fuel, cargo and any additional accessories. The GVWR is a safety standard used to prevent overloading.

hitch (or “receiver hitch”) — the tubular shaft extending from the motorhome which is used to attach a motorhome-mounted tow bar to the motorhome.

motorhome-mounted — a tow bar designed to be mounted and stored on the motorhome.

mounting bracket (a.k.a. “bracket” or “base plate”) — connects the towed vehicle to the tow bar. All mounting brackets are bolted on to the subframe of the towed vehicle.

proportional braking — A supplemental braking system which brakes at the same time and intensity as the motorhome is said to be “proportional.” There are two proportional systems in this catalog — a direct system (BrakeMaster) and a portable system (Even Brake).

removable bracket arms — All mounting brackets have arms which extend out from the vehicle. ROADMASTER's XL, MX and EZ brackets (see page 9) have arms that can be easily removed, making the bracket virtually invisible.

quick-disconnects — the connection point between the tow bar and the tow bar mounting brackets. These components allow the tow bar to be quickly connected and disconnected. There is one quick-disconnect (“QD”) for the driver's side and one for the passenger side. Quick-disconnects also allow for the mounting of accessories such as the Guardian and the Nixtopper.

quick links — used to attach the safety cables. They look like one link in a chain, and have a nut which can be threaded up or down to open or close the link.

safety cables — Required by law, safety cables connect the towed vehicle to the towing vehicle. They are a secondary safety device to hold the vehicles together if the towing system separates for any reason.

stinger — the part of the tow bar that inserts into the motorhome's receiver hitch. A hitch pin and clip secure the tow bar to the motorhome.

supplemental braking — an independent braking system that brakes the towed vehicle in tandem with the motorhome.

Tow Bars

ALL-TERRAIN™

Non-Binding Tow Bars

Our premium line of tow bars, with the exclusive Freedom Latch™, patented storage latch and built-in cable guides.

- Solid stainless steel inner arms
- Powder-coated finish
- Most durable and rust-free tow bars in the industry



No more binding!

Releasing your towed vehicle is easy with ROADMASTER's All Terrain tow bars...even when the tow bar is at a hard angle or the towed vehicle is out of level. Four familiar, classic ROADMASTER tow bars — the StowMaster, Falcon, BlackHawk 2 and Sterling — are available in the All Terrain Series. Each is upgraded with ROADMASTER's exclusive Freedom Latch, which releases the tow bar at any angle, level or bind — first time, every time.

After all, who's on vacation here — you, or your tow bar?



U.S. patent number
6,957,824

Freedom Latch™

A patented cam design inside the Freedom Latch transforms linear motion into rotary motion at a 400-to-one ratio — five pounds of force against the latch equals 2,000 pounds of force against the lock.



Quick-disconnect system

Allows "one-person" fast and easy mounting or removal of your Sterling, Falcon or BlackHawk 2 All Terrain tow bar.



U.S. patent number
6,619,686

Patented storage latch

The storage latch makes storing All Terrain tow bars a snap! Simply fold the tow bar toward the motorhome and it will "click," automatically locking in place.



U.S. patent number
6,168,182

Built-in cable guide

The built-in cable guide enhances appearance and helps keep safety cables and wiring from being crushed or damaged.



Towing and Suspension Solutions



Falcon All-Terrain

- 522 Falcon All Terrain tow bar**
6,000-pound weight capacity motorhome-mounted tow bar — weight 38 pounds
- 527 Falcon All Terrain tow bar for Blue Ox base plates**
6,000-pound weight capacity motorhome-mounted tow bar — weight 38 pounds



10,000-pound rated!

BlackHawk 2 All-Terrain

- 422 BlackHawk 2 All Terrain tow bar**
10,000-pound weight capacity motorhome-mounted tow bar — weight 42 pounds
- 427 BlackHawk 2 All Terrain tow bar for Blue Ox base plates**
10,000-pound weight capacity motorhome-mounted tow bar — weight 42 pounds



Made in the U.S.A.



StowMaster All-Terrain

- 502 StowMaster All Terrain tow bar**
6,000-pound weight capacity car-mounted tow bar - weight 52 pounds



World's Strongest Aluminum Tow Bar!



The Sterling All Terrain was designed, tested and manufactured to the highest standards.

The Sterling All Terrain weighs just 35 pounds, yet pulls up to three tons. Steel and stainless steel at every critical point ensure superior strength and structural integrity.

The Sterling All Terrain is easy to connect, and its stainless steel inner arms telescope, center and automatically lock as you pull away. Once you've reached your destination, a unique storage lock secures the Sterling All Terrain in its stored position.

The Sterling All Terrain comes complete with safety cables and electrical wiring cord. Both are routed through a center channel for added safety, convenience and a clean, uncluttered appearance.

Beyond its many performance features, the Sterling All Terrain is aesthetically pleasing — its anodized finish and sleek design complement your coach and your car. As well they should — the Sterling All Terrain exemplifies ROADMASTER's highest standards, as well as yours.

- Freedom Latch™ — disconnects first time, every time
- Includes safety cables and electrical wiring cord
- Urethane bushings eliminate metal-on-metal friction for a smoother ride
- Solid stainless steel inner arms — for smooth, trouble-free operation
- Built-in cable guides — support and protect the safety cables and electrical wiring cord
- Storage latch — fold the tow bar and it automatically locks in place
- EZ Hook safety cables — for quick connect and disconnect



This unique egg-shaped design makes the Sterling All Terrain tow bar the strongest aluminum tow bar in the world!

Sterling All Terrain tow bar — weight 35 pounds

6,000-pound weight capacity motorhome-mounted tow bar

575 Sterling All Terrain tow bar with safety cables and a four-wire electric cord with one 4-wire plug (attached) and one 7-wire plug

576 Sterling All Terrain tow bar with safety cables and a six-wire electric cord with one 6-wire plug (attached) and one 7-wire plug

585 Sterling All Terrain tow bar with safety cables and a four-wire electric cord with one 4-wire plug (attached) and one 7-wire plug (fits Blue Ox base plates)

586 Sterling All Terrain tow bar with safety cables and a six-wire electric cord with one 6-wire plug (attached) and one 7-wire plug (fits Blue Ox base plates)



Includes cables and wiring
6,000-pound rated EZ Hook safety cables and the electrical wiring cord are included.

Tow Bars



Towing and Suspension Solutions



6,000 pound weight capacity motorhome-mounted tow bar

- The use of stainless steel in virtually every moving component allows for smooth, trouble-free operation and prevents corrosion that binds.
- Autowlok locking mechanism — allows both tow bar arms to extend or retract for a quick connection. Then, as you drive away, the arms self-center and automatically lock.
- A patented latching mechanism ensures secure, easy storage on the back of your motorhome.
- One-person quick connect and disconnect — thanks to ROADMASTER's self-supporting "quick-disconnects," one person can easily connect or disconnect the Falcon 2 in seconds.
- Full-length, steel crossbar reinforced for maximum support and safety
- A lustrous, high-tech powder coat finish for maximum durability



Falcon 2 stowed
In the folded position, the Falcon 2 conveniently stores out of the way on the back of your motorhome. A tow bar cover (sold separately) keeps your tow bar clean.



Autowlok™ System
Stainless steel arms and Autowlok System for smoother and easier hookups and disconnects.



U.S. patent number 6,619,686

Patented Storage Latch
The patented Storage Latch makes storing the Falcon 2 tow bar a snap! Simply fold the tow bar toward the motorhome and it will "click," automatically locking in place.

Quick-disconnects
One person can easily connect or disconnect the Falcon 2 in seconds.

- 520 Falcon 2 tow bar** — weight 37 pounds
- 525 Falcon 2 tow bar** (fits Blue Ox base plates) — weight 37 pounds
- 055 Falcon 2 tow bar cover**

- 9240 Falcon 2 Combo Kit** (coiled wiring)
- 9241 Falcon 2 Combo Kit** (straight wiring)
- 066 Release tool**

STOWMASTER™

America's Best-Selling Car-Mounted Tow Bar



6,000-pound weight capacity car-mounted tow bar

- Stainless steel in virtually every moving component for smooth, trouble-free operation.
- Autowlok locking mechanism — allows both tow bar arms to extend or retract for a quick connection. Then, as you drive away, the arms self-center and automatically lock.
- Full-length safety crossbar — a full-length angle iron brace is integrated into the rear of the bar for maximum support.
- Self-lubricating nylon bushings eliminate friction between the inner and outer arms. Other tow bars use steel on steel.
- Plug-welded arms — steel plugs seal both ends of the tow bar, preventing corrosion from moisture and debris.
- A lustrous, high-tech powder coat finish for maximum durability.

TRACKER™

The safest, strongest, easiest, most durable, trouble-free,
5,000-pound rated, A-frame tow bar manufactured...

...**BAR NONE!**



StowMaster mounts on the towed vehicle and can be easily removed in seconds!

Note: MX brackets will not accommodate the StowMaster tow bar.



Autowlok™ System

The Autowlok System makes StowMaster an easy, one-person hookup and disconnect!

Full-length safety strap

Although you may never need it, it's nice to know that ROADMASTER has built a safety strap into the StowMaster that will prevent the separation of the tow bar in the unlikely event the primary lock should not function. Peace of mind built right in.

501 StowMaster tow bar — weight 48 pounds

581 StowMaster tow bar with pintle hook — weight 48 pounds

9254 StowMaster Combo Kit

052 StowMaster tow bar cover



StowMaster pintle hook
(2 1/2-inch pintle ring)

- ROADMASTER's entry-level tow bar
- Full-length safety crossbar for maximum strength
- 5,000 pound towing capacity
- A lustrous, high-tech powder coat finish for maximum durability
- Easily folds for storage — no tools needed!
- Sealed tow bar arms keep moisture and road debris out
- For all two-inch ball-mount motorhome receivers

020 Tracker tow bar — weight 20 pounds

For ROADMASTER XL, EZ Twistlock or classic brackets.

Note: An optional set of quick-disconnects (part number 201) is necessary to remove the front extensions on XL or EZ Twistlock brackets.

Mounting Brackets

Why are *our* brackets rated #1?

- **Every** bracket design is subjected to computer-simulated “Finite Elemental Analysis” (see below) to ensure structural integrity. We were the first towing products manufacturer to use computerized testing to ensure structural integrity.
- **Every** mounting bracket is custom-made to fit a specific vehicle or range of vehicles, and to attach at logical points along the frame or undercarriage, for maximum strength and a quick, easy installation by your local professional.
- **Every** new bracket (not just a few) in the ROADMASTER XL, MX and EZ series comes with detachable extensions which are easily



What is ‘FEA?’

ROADMASTER’s computerized testing method is called “FEA,” which stands for “Finite Elemental Analysis.”

If that sounds complicated, that’s because it is — FEA is the same method NASA scientists use to test their new designs. The automotive and biomedical industries, among others, also use finite elemental analysis.

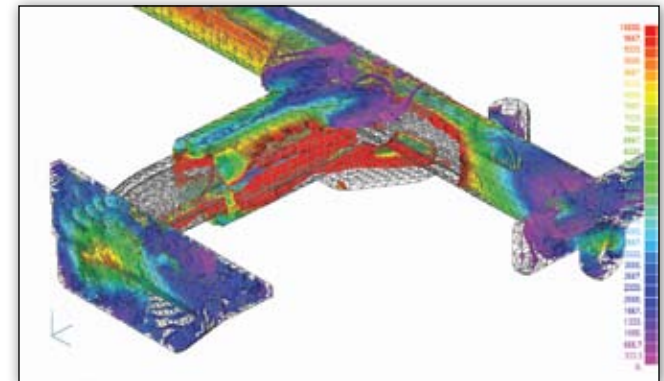
Every FEA design is displayed as a full-scale, three-dimensional object, which engineers can rotate and study on the screen as they apply thousands of pounds of force across the load-bearing components.



Towing and Suspension Solutions

removed when the vehicle isn’t being towed — no unsightly steel hanging off the front of your car!

- **Every** bracket is powder coated. In this process, charged particles of pigment are baked into the surface of the bracket. The particles fuse to the metal and form a lustrous, uniform and extremely durable finish.
- ROADMASTER is quick to market brackets for new vehicles and has the widest selection — currently, more than 1,000 different mounting brackets (far more than any other company) — which fit more than 2,000 different years, makes and models.



A screen capture image of one facet of FEA testing for a tow bar mounting bracket.

Stress in the steel is pinpointed, and the design is manipulated to remove it.

The result is an optimized design, in both materials and components, which has been tested and verified at maximum linear strain.

ROADMASTER was the first towing products manufacturer to use computerized stress testing — as well as “real world” physical testing on our tow bars — to ensure structural integrity, longevity and the safety of your family.

XL, EZ and MX Hidden Mounting Brackets



Now you see 'em...



...now you don't!

ROADMASTER 'XL', 'MX' and 'EZ' series mounting brackets have detachable extensions which are easily removed when the car is not being towed — Now you see 'em...now you don't!

No unsightly steel hanging off the front of your car!

Every bracket design is subjected to computer-simulated stress testing to ensure structural integrity and reliability.

'XL' and 'EZ Twistlock' series brackets are for both car- and motor-home-mounted tow bars; 'MX' series brackets are for motorhome-mounted tow bars only. (Note: MX brackets will not accommodate the Guardian, Stowaway or the StowMaster and StowMaster All Terrain tow bars.)



EZ bracket extensions attached and removed



Do we have a mounting bracket for your car, truck or SUV?

More than likely.
Call us (800-669-9690) or visit www.roadmasterinc.com.

- **They're virtually invisible** — improved aesthetics.
- **Easy to install** — ROADMASTER brackets use existing attachment points on the vehicle's undercarriage.
- **Through-the-grille installation** — no scraping brackets in dips or curbs.
- **Easy to remove** — convert from towed car to road car in seconds!

XL™ bracket



EZ Twistlock™ bracket



MX™ bracket



'EZ Twistlock' bracket extensions are rotated on and off to connect or disconnect them; 'XL' and 'MX' extensions are attached with hitch pins and clips.

Classic Mounting Brackets

Designed for older vehicles (arms are not removable)

- Economically priced
- Laser-cut, all-steel components
- Designed and computer-tested for exceptional strength
- Independent arms for quick and easy "one-person" installation
- Complete with step-by-step instructions and all mounting hardware



Combo Kits

Combo Kits contain all the necessary accessories you need, matched to your ROADMASTER tow bar.



ALL-TERRAIN™

For the ROADMASTER All Terrain series of tow bars (see pages 4 and 5).

Each kit contains:

- Electrical components —
 - A wiring kit with four 'Hy-Power' diodes
 - A power cord to connect the vehicles, with plugs and sockets for both vehicles (except the Sterling All Terrain tow bar, which comes with a power cord)
 - A bracket to mount the power cord socket
 - A pair of safety cables (rated at 6,000- or 8,000-pound capacity, depending on the model you choose — see below) (except the Sterling All Terrain tow bar, which comes with safety cables)
 - Two case-hardened steel padlocks (keyed alike) — for added security
 - A marine-grade vinyl cover to protect your tow bar
 - A marine-grade vinyl storage bag — for all your towing accessories
- 9284-2 Sterling All Terrain Combo Kit** (6,000-pound capacity — does not include safety cables or wiring)
- 9241-2 Falcon All Terrain Combo Kit** (6,000-pound capacity — with straight safety cables and straight wiring)
- 9240-2 Falcon All Terrain Combo Kit** (6,000-pound capacity — with coiled safety cables and coiled wiring)
- 9254-1 StowMaster All Terrain Combo Kit** (6,000-pound capacity — with straight safety cables and coiled wiring)
- 9294-2 BlackHawk 2 All Terrain Combo Kit** (8,000-pound capacity — with straight safety cables and coiled wiring)



Towing and Suspension Solutions

Tow bar Combo Kits for StowMaster™ and Falcon 2™



Both combo kits include:

- Electrical components —
 - A wiring kit with four 'Hy-Power' diodes
 - A straight or 'Flexo-Coil' four-wire power cord, with plugs and sockets for both vehicles
 - A bracket to mount the power cord socket
- 6,000 pound capacity safety cables
- Two (Falcon 2) or three (StowMaster) case-hardened steel padlocks (keyed alike)
- A marine-grade vinyl tow bar cover
- A marine-grade vinyl storage bag to store accessories

9240 Falcon 2 Combo Kit with coiled safety cables and coiled wiring

9241 Falcon 2 Combo Kit with straight safety cables and straight wiring

9254 StowMaster Combo Kit with coiled safety cables and coiled wiring

ROADMASTER tow bag

Keep your towing accessories in one place and keep dirt and grime out of your car or motorhome. A great way to store safety cables, the electrical wiring cord and other small accessories. Made from marine-grade vinyl, with a Velcro closure.

056 Tow bag (approximate size: 10" w x 14" h)



EZ Hook Safety Cables



6,000-pound rated



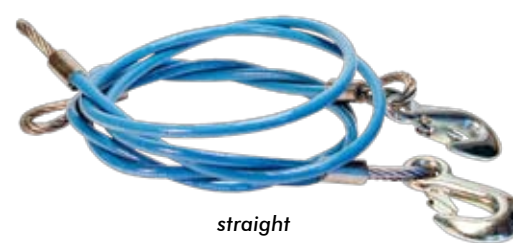
anchor plate

EZ Hook safety cables are faster to connect than other cables. They have all the features of our standard cables with the addition of a unique attachment system — a stainless steel ball at the end of the cable latches into a slotted anchor plate. **Only for ROADMASTER mounting brackets with quick-disconnect systems.**

- 655** 1 pair EZ Hook 68" safety cables with anchor plates — This length fits most towing combinations.
- 655-64** 1 pair EZ Hook 64" safety cables (without anchor plates) — This length is for towing combinations with a shorter distance between the motorhome and the towed vehicle.
- 910650** 1 replacement EZ Hook 64" safety cable (cable only) —
- 655-76** 1 pair EZ Hook 76" safety cables (without anchor plates) — This length is for towing combinations with accessories which extend the distance between the motorhome and the towed vehicle.
- 910653** 1 pair EZ Hook safety cable anchor plates

Both EZ Hook and Standard safety cables have drop-forged steel hooks and spring-loaded clasps for maximum strength and security.

Safety Cables



straight



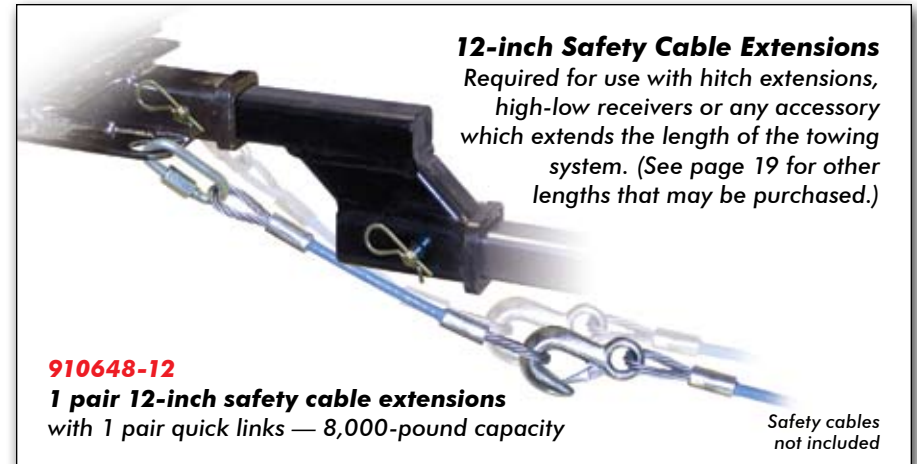
coiled

Standard Safety Cables

Our aircraft-type, galvanized steel safety cables are continuously tested to ROADMASTER's exacting standards. Each comes fitted with heavy-duty, drop-forged steel hooks with spring-loaded latches. Vinyl coating prevents the safety cables from scratching or chipping the tow bar.

Each kit contains two cables, snap hooks and two quick links. Rated at either 6,000- or 8,000-pound capacity, depending on the model you choose.

- 643** 68" 6,000-pound capacity single hook coiled — 1 pair
This length fits most towing combinations.
- 643-2** 68" 6,000-pound capacity double hook coiled — 1 pair
- 645-76** 76" 6,000-pound capacity single hook straight — 1 pair
This length is for towing combinations with accessories which extend the distance between the motorhome and the towed vehicle.
- 645** 64" 6,000-pound capacity single hook straight — 1 pair
- 646** 64" 6,000-pound capacity double hook straight — 1 pair
- 649** 64" 8,000-pound capacity single hook straight — 1 pair
- 648** 64" 8,000-pound capacity double hook straight — 1 pair



12-inch Safety Cable Extensions

Required for use with hitch extensions, high-low receivers or any accessory which extends the length of the towing system. (See page 19 for other lengths that may be purchased.)

910648-12

1 pair 12-inch safety cable extensions with 1 pair quick links — 8,000-pound capacity

Safety cables not included

Electrical

By law, a towed vehicle's turn signals, running lights and brake lights must mimic the motorhome's. There are three ways to accomplish that:

- 1) installing a wiring kit with diodes
- 2) installing a wiring kit with bulbs and sockets
- 3) adding a magnetic tow light kit to your towed vehicle

Each method has its advantages. Whichever one you choose, we have a kit with all the necessary components and step-by-step instructions.



1 a system of diodes



Universal Wiring Kit

This kit uses a system of diodes to connect your towed vehicle's turn signals, running lights and brake signals to your motorhome's.

Diodes prevent electrical feedback and protect both vehicles' electrical systems. The kit comes complete with:

- Four Hy-Power diodes (more diodes may be purchased separately)
- A 30-foot strand of four-wire electrical cord
- Three feet of split wire loom
- A six-foot extension cord (connects electricity between the two vehicles)
- A ring terminal • Wire connectors
- Cable ties • Step-by-step instructions

154 Universal Wiring Kit
with four Hy-Power diodes

2 install taillight wiring with bulbs and sockets



Taillight Wiring Kit with bulbs

A self-contained wiring system that bypasses your towed vehicle's lighting with a set of independent plugs and sockets mounted inside the taillights.

Wiring is routed from the taillights to the grille area.

Since the towed vehicle's electrical system is bypassed, this kit eliminates the concern of interacting with any vehicle electronics.

Important: the towed vehicle's taillights must have room for an extra socket and bulb inside the lens housing.

155 Taillight Wiring Kit
with bulbs
155-10 10-pack of bulbs and sockets only (bulk)

3 magnetic tow lights



Magnetic tow lights

ROADMASTER's magnetic tow lights are the quick and easy way to connect your towed vehicle's electrical system to your motorhome's. A self-contained system, which requires no splicing into the towed vehicle's electrical system.

- Fits all vehicles
- Magnets hold lights securely
- Eliminates electrical damage to the towed vehicle
- Heavy-duty vinyl casing for maximum wire protection
- Meets DOT standards
- Includes plugs, sockets and wire harness

2100 Deluxe magnetic tow lights
includes case and anti-scratch pads
2120 Standard magnetic tow lights
099 Anti-scratch pads — set of 3



'Brake-Lite' Relay kit

If you're installing a supplemental braking system, chances are you'll need a Brake-Lite Relay. It must be installed in the majority of towed vehicles to enable the towed vehicle's brake lights and turn signals to illuminate in tandem with the motorhome's, as required by law.

Comes standard with Even Brake®.

- All wires and components included
- Easy to follow instructions

88400 Brake-Lite Relay kit



Park Light diode

Problem — Electrical damage can occur to the towed vehicle if its headlights are turned on while still connected to the motorhome.

Solution — Use a Park Light diode to stop any interaction between the two park light systems, preventing electrical feedback and electrical damage.

Note: the Park Light diode will not replace Hy-Power diodes (see the next page).

690 Park Light diode

Flexo-Coil™ and straight electrical cords

Whatever electrical system you choose, you'll need a cord to connect electricity between the towed vehicle and the motorhome. ROADMASTER's are the best — the wires are water-, oil- and chemical-resistant, and the plugs are injected with silicone to prevent corrosion.

Flexo-Coil cords expand to more than eight feet and conveniently contract for storage; use a straight cord kit for ROADMASTER All Terrain tow bars.

'Flexo-Coil' wiring kits

for tow bars without cable channel guides

164 4-wire Flexo-Coil cord with plugs and sockets

1644 4-wire Flexo-Coil cord with plugs, sockets and socket bracket

146 6-wire Flexo-Coil cord with plugs and sockets

1466 6-wire Flexo-Coil cord with plugs, sockets and socket bracket

164-7 7- to 4-wire Flexo-Coil cord with plugs and sockets

146-7 7- to 6-wire Flexo-Coil cord with plugs and sockets

1064-B Blue 4-wire Flexo-Coil cord, without plugs

1046-R Red 6-wire Flexo-Coil cord, without plugs



164-7



98164-7

Straight cord wiring kits

for tow bars with cable channel guides (All Terrain)

98164 4-wire straight cord kit

98146 6-wire straight cord kit

98146-7 7-wire to 6-wire straight cord kit

98164-7 7-wire to 4-wire straight cord kit



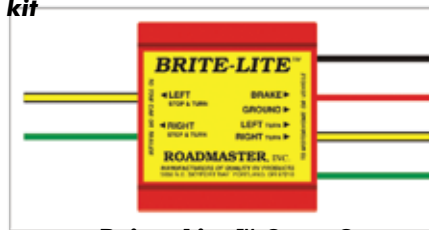
Electrical socket brackets

These brackets hold the towed vehicle's electrical socket firmly in place, making it easy to plug and unplug the electrical cord.

ROADMASTER's socket brackets are made of 1/8-inch thick steel — not lightweight sheet metal. Both straight and angled brackets (see above) fit most electrical sockets, and can be either welded or bolted in place. Black powder coat finish.

910030 straight bracket

910030-5 bracket with 90° bend



Brite-Lite™ 3-to-2 wiring converter

If you have this — the motorhome has separate brake and turn signal lights; the towed vehicle has combined brake and turn signal lights.

Then you need this — the Brite-Lite converter connects a vehicle with a separate brake and turn signal system to a vehicle with a combined brake and turn signal system, while delivering more current to the towed vehicle's brake and turn signal lights for brighter illumination.

732 Brite-Lite 3-to-2 converter

Hy-Power™ diodes

Diodes are used to tie into the towed vehicle's brake light, running light and turn signal wiring, and connect it to the motorhome.

Diodes permit electrical current to flow in only one direction — from the motorhome to the towed vehicle's taillights — preventing electrical feedback and the damage it can cause to the towed vehicle's dashboard electronics.

If you're using a diode, why not use the best? ROADMASTER's Hy-Power diodes have a heavy-duty, anodized aluminum heat sink, and each diode is protected against the elements — all components are housed inside an epoxy-sealed, anodized aluminum case.

Four-pack required for most vehicles. Includes detailed wiring instructions.

790 one Hy-Power diode

792 two Hy-Power diodes

793 three Hy-Power diodes

794 four Hy-Power diodes

790-25 25-pack Hy-Power diodes (bulk pack)



Never pull the battery cable to tow!

Eliminate the inconvenience and danger of pulling your battery cable with the Automatic Battery Disconnect. Just connect it and forget it — after the initial installation, your vehicle can be towed and then driven without any further adjustment to the battery — ever!

The Automatic Battery Disconnect is ideal for anyone towing a Jeep Liberty, Jeep Wrangler or any other vehicle which must be towed with the battery cable disconnected. And it's also ideal for anyone who wants the security of knowing they'll always have a fully-charged battery during and after towing. With the Automatic Battery Disconnect, supplemental braking systems cannot drain the battery.

- Constantly charges the battery during towing.
- Provides a positive current source for break away systems or other accessories which must be connected to the battery.
- Marine-grade solenoid with 200-amp constant duty and 600-amp surge
- Works on virtually all 12-volt batteries
- Pre-assembled for easy installation

765 Automatic Battery Disconnect



Protection and Storage



Protect your towed vehicle and RV against dings and rock chips!

The Guardian is crafted from rotationally-molded, high-impact polyethylene to absorb the impact of rocks, gravel and road debris — instead of ricocheting it back at the motorhome. The Guardian can be attached and removed in seconds, and fits all ROADMASTER tow bars equipped with quick-disconnects (Note: MX brackets will not accommodate the Guardian). Can also be used with a tow dolly to help protect your towed vehicle by using Guardian bracket part number 2000-8.

If you tow more than one vehicle, the Second Vehicle Kit has all the mounting hardware necessary to swap the Guardian from one vehicle to another.

- 4000 Guardian Rock Shield**
- 2000-8 Guardian adaptor for tow dollies**
- 4000-1 Second Vehicle Kit**



Guardian Storage System

The 4000-10 Stowaway slides over your tow bar's stinger or ball mount to convert the rear of your motorhome into a storage area for your Guardian rock shield.

The 4000-40 Stowaway also stores the Guardian at the rear of your motorhome. The 4000-40 also has a center cut-out for quick and easy access to most motorhome electrical components. An additional feature is a drop-down collar with a pull-pin design that allows you to easily remove the Stowaway for access to the rear diesel compartment — without having to take the tow bar off!

With a set of optional quick-disconnects (part number 222; see page 17), both Stowaways will also store either a StowMaster tow bar or a ROADMASTER quick-disconnect crossbar.

- 4000-10 Stowaway**
- 4000-40 Stowaway with rear RV access**
- 222 1/2 set quick-disconnects** to store a StowMaster or quick-disconnect crossbar



For maximum protection, use a Tow Defender and a Guardian. Motorhomes kick up rocks, gravel and road debris, but so does oncoming traffic. A Tow Defender/Guardian combination protects your towed vehicle's finish, headlights and windshield against damage from both lanes.



4000-10



4000-40



Made in the U.S.A.

Tow Defender

A bumper-to-bumper blanket of protection!

The Tow Defender's all-weather, heavy-duty screen deflects rocks, gravel and road debris down and away, protecting your towed vehicle's finish, headlights and windshield against chips and dings. The vinyl-coated mesh lets air through, keeping it low and over the road.

Fully extended, both Tow Defenders offer 20 square feet of protection, and are held in place with shock-absorbing steel struts. Once you've reached your destination, roll up the Tow Defender, snap the elastic straps around each end and store it against the motorhome.

- Quick installation and release
- Lightweight and compact — weighs just 14½ pounds, and rolls up to four inches in diameter
- Powder-coated steel supports and heavy-duty gas struts for maximum durability, support and cornering flexibility

4700 Tow Defender — fits all ROADMASTER tow bars with quick-disconnect release systems (Does not fit MX brackets)

4750 Tow Defender — fits Blue Ox tow bars with Blue Ox brackets, Demco tow bars with Demco brackets and all motorhome-mounted ROADMASTER tow bars



RoadWing removable mud flap system

RoadWing's 'anti-sail' design keeps the mud flaps down, where they can stay on the job — double-bolt attachment points hold the system in place, as well as level on the bevel, and grooved interior channels deflect rocks, gravel and road debris down and away from your towed vehicle or trailer.



The RoadWing slides over your ball mount or tow bar stinger and is easily attached with set bolts, or just as easily detached. The 24" x 24" flaps can be trimmed to fit nearly any vehicle. The four models below fit all vehicles, from full-size trucks to buses, motorhomes and trucks with dual tires.

- 4400 77-inch** — fits full-size trucks
- 4400-73 73-inch** — fits SUVs and midsize trucks
- 4400-69 69-inch** — fits mini-pickups and small SUVs
- 200345-00 one replacement mud flap (24" x 24")** for above
- 4400-102 expandable** from 91 inches to 102 inches for motorhomes, buses and trucks with dual tires
- 200345-00 one replacement mud flap (24" x 36")** for above

U. S. patent number 6,179,311



Nixtopper™ crossbar cover Patent pending

The quick and easy way to add some pizzazz to the front of your towed vehicle (and protect your knees) **without having to remove the crossbar!** Simply remove the linch pins, position the Nixtopper over the quick-disconnects and replace the pins.

The Nixtopper is made of black high-impact ABS and comes with a front license plate frame. Attaches in seconds and is just as quickly removed.

Fits any ROADMASTER towing system with a quick-disconnect release.

4100 Nixtopper crossbar cover



Tow Bar and Crossbar Covers

These tow bar and quick-disconnect crossbar covers are made of heavy-duty marine-grade black vinyl, hand-crafted at the ROADMASTER plant for a custom fit.

The quick-disconnect crossbar cover is designed to cover the car-side brackets and crossbar when the tow bar is disconnected.

Proudly displaying their respective logos, these 'car wash safe' covers will help keep your tow bar, brackets and quick-disconnect crossbar free of dirt and road grime when not in use, ensuring smooth and easy tow bar operation.



057-2



052-2



055-2



105



055



052

- 052-2** StowMaster All Terrain cover
- 105** Quick-disconnect crossbar cover
- 057-2** Sterling All Terrain cover
- 055-2** BlackHawk, BlackHawk 2 All Terrain and Falcon All Terrain covers
- 055** Falcon 2 cover (also fits Falcon)
- 052** StowMaster cover

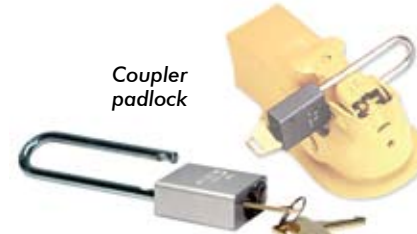
Tow Bar Padlocks

Don't spend your time worrying about a stranger or kids unlatching or removing your safety pins. Replace them with padlocks and peace of mind. Padlocks discourage theft and tampering and protect against accidental release.

Hardened steel shackle with solid brass tumblers and components.



Quick-disconnect padlock



Coupler padlock



Receiver hitch lock

- 301** Quick-disconnect padlock
- 302** 2-pack quick-disconnect padlocks (keyed alike)
- 303** 2-pack quick-disconnect padlocks and 1 coupler padlock (keyed alike)
- 308** 4-pack quick-disconnect padlocks (keyed alike)
- 304** 1 receiver hitch lock and 2-pack quick-disconnect locks
- 305** Coupler padlock
- 315** Receiver hitch lock
- 316** 2-pack receiver hitch locks (keyed alike)

Tow Bar Cleaner

A fast-acting, environmentally-friendly solution that sticks to your tow bar, making it a breeze to clean. Removes dirt and grime build-up, penetrating into blind holes and between adjacent surfaces. Melts away road film, diesel exhaust, bugs, tar, grease and grime, dirt and debris.

Biodegradable, non-toxic, contains no phosphates or petroleum distillates.

Designed for tow bars, but works wonders on any surface that's hard to clean.

9932 Tow Bar Cleaner 22 oz. spray



LubeMaster™ silicone spray

LubeMaster is the ideal lubricant for tow bars, awning arms, window tracks, folding steps or for hundreds of other applications around the home and RV.

It's a dry silicone, which doesn't attract dirt or road grime that can cause binding.

Meets Volatile Organic Compound (VOC) standards.

747 LubeMaster

Towing Accessories



EZ Twistlock™ receiver inserts

Designed for ROADMASTER EZ Twistlock series brackets, these heavy-duty rubber caps help keep out dirt, gravel and grime when your Twistlock brackets are removed.

Each insert is stamped with the ROADMASTER name and will give your towed vehicle that finished look.

210 1 pair EZ Twistlock receiver inserts — Fit all 1½" inner diameter tubes

212 1 pair EZ Twistlock receiver inserts — Fit all EZ2 style brackets with 1¼" inner diameter tubes



XL™ receiver inserts

Designed for ROADMASTER XL series brackets, these heavy gauge steel caps help keep out dirt, gravel and grime when your XL brackets are removed.

Each insert is stamped with the ROADMASTER name and will give your towed vehicle that finished look. They fit all 1½" diameter tubes.

200 1 pair XL receiver inserts chrome

200-5 1 pair XL receiver inserts black (not shown)



Safety cable guide

Helps prevent the safety cables and electrical cord from being crushed or damaged, either between the coupler and the ball or between the ball mount and the road.

Nickel plated; mounts directly underneath the hitch ball.

For car-mounted tow bars or for any towing application that uses a ball mount.

669 Safety cable guide



Quick-disconnects

These replacement packs are available in full and half sets; a replacement set of quick-disconnect base assembly components is also available.

201 1 set quick-disconnects

221 1/2 set quick-disconnects both tow bar sides

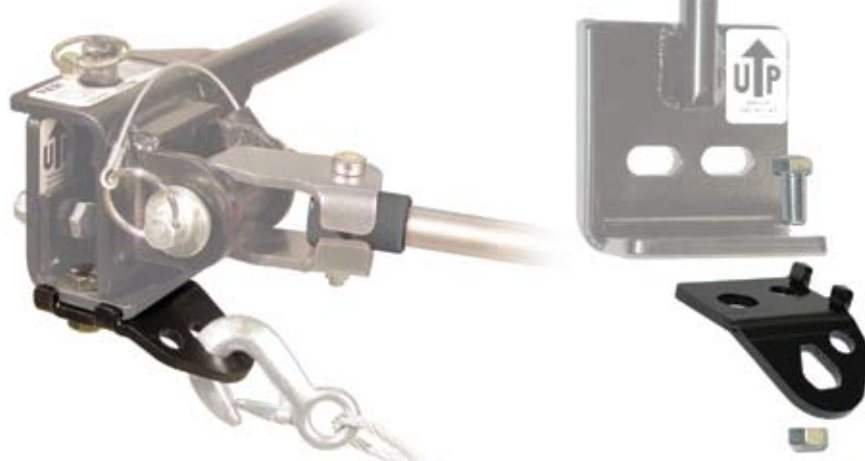
222 1/2 set quick-disconnects both car sides

910021-00 Quick-disconnect

crossbar assembly

Includes car side quick-disconnects, crossbar, linch pins and base pins

067 Quick-disconnect crossbar



Safety cable anchors for quick-disconnects

A quick and secure connection point at your towed vehicle, the safety cable anchors are manufactured from ¼-inch laser-cut steel plate and come with a powder-coated, gloss black finish. The anchors bolt onto all mounting brackets with ROADMASTER quick-disconnects. Two safety cable anchors per set.

910648 Safety cable anchors



5" x 12"

"Car-in-tow" signs

Printed in black on yellow plastic. Required by law in many states.

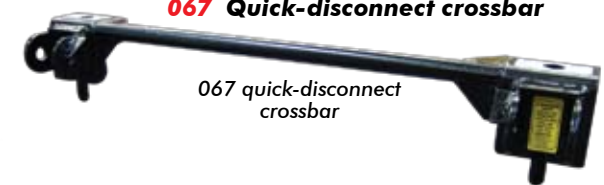
Rear window suction cups included. Will not fade or warp.

330 "I go where I'm towed to"

440 "This is a towed car"

660 "Car in tow and ready to go!"

770 "Vehicle in tow"



067 quick-disconnect crossbar



Quick-disconnect covers

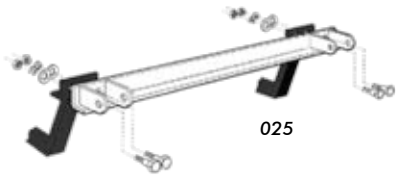
Give your towed vehicle that finished look, and protect your knees. These covers fit over all car-side quick-disconnects, when not towing. Made of high-impact, rotationally-molded plastic that is fade- and crack-resistant.

202 1 pair quick-disconnect covers

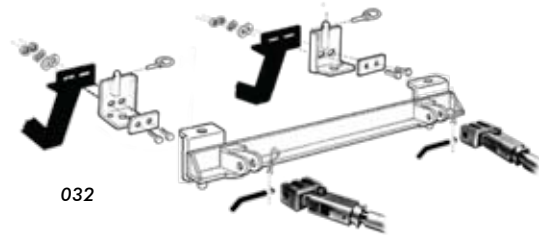
Tow Bar Adaptors

To adapt other manufacturers' tow bars to ROADMASTER brackets...

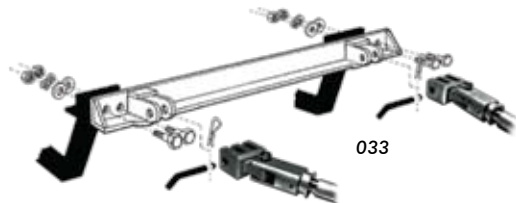
Adaptor bars shown in white



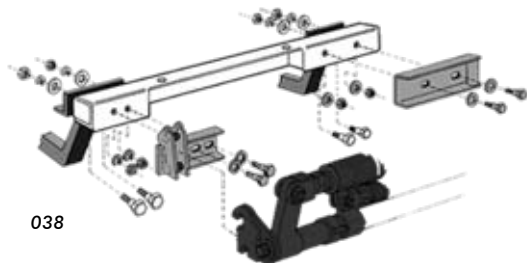
025



032



033



038

025

Adapts Reese, Valley, Eaz-Lift, Draw-Tite and Husky car-mounted tow bars to ROADMASTER brackets (see notes 1 and 2).

032 and 033 adapt motor-home-mounted Blue Ox tow bars (Aventa, Aventa II, Kar Bar, Aladdin, Alexxa, Aclaim), as well as Blue Ox "A frame" tow bars (with one- or three-pronged attachments) to ROADMASTER brackets. They also adapt Demco Dominator, Aluminator, Excalibar and Kwik-Tow tow bars to ROADMASTER brackets.

032 — Allows you to disconnect the adaptor bar and the removable front bracket arms (see note 2). The Guardian rock guard (see page 14) will work with this adaptor.

033 — The adaptor is permanently bolted to the mounting bracket (see notes 1 and 2).

038 — Adapts Duncan Towmatic II, Karbar and EazAligner 2000 car-mounted tow bars to ROADMASTER brackets (see notes 1 and 2).

Note 1: in order to remove the front extensions on ROADMASTER XL or EZ Twistlock brackets, you will need quick-disconnects (part number 201; see page 17) in addition to the adaptor.

Note 2: this adaptor does not fit MX or MS series brackets.

(Tow bars and mounting brackets are not included with adaptor bars.)

To adapt ROADMASTER tow bars to other manufacturers' brackets...

031 — Adapts ROADMASTER Falcon, BlackHawk, BlackHawk All Terrain and Falcon All Terrain tow bars to Blue Ox brackets. Also adapts Sterling tow bars (with serial numbers up to 14,500) to Blue Ox brackets.



031-5 — Adapts all ROADMASTER Sterling tow bars (with serial numbers above 14,501) to Blue Ox brackets.



034 — Adapts ROADMASTER Falcon, BlackHawk, BlackHawk All Terrain and Falcon All Terrain tow bars to Demco brackets. Also adapts Sterling tow bars (with serial numbers up to 14,500) to Demco brackets.



034-5 — Adapts all ROADMASTER Sterling tow bars (with serial numbers above 14,501) to Demco brackets.





Towing and Suspension Solutions

Safety cable hooks and links

(For all ROADMASTER tow bars)

910022 2-pack safety cable quick links

910031 Safety cable snap hook



910022



910031



910026



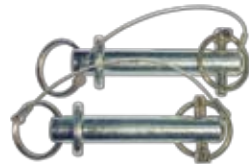
910023



910024



910028



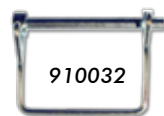
910029



910027



910003-00



910032



910003-50



910003-10

It's bound to happen — a part gets lost or misplaced. Here's a partial list of the parts and accessories we have available. If it's not listed here, call us at 800-669-9690, tell us what you're missing, and we'll find what you need.

Pins, Clips, Cables and Links

Pins and clips

	STERLING ALL TERRAIN	FALCON ALL TERRAIN	STOWMASTER ALL TERRAIN	BLACKHAWK ALL TERRAIN	FALCON 2	STOWMASTER TRACKER	STERLING TRACKER	BLACKHAWK TRACKER	FALCON TRACKER	EAGLE TRACKER
910006*								•		
910006-00*								•		
910007-00**										
910008-00			•	•	•	•	•	•	•	•
910023							•			
910024			•	•	•	•	•	•	•	•
910026										•
910027			•	•	•	•	•	•	•	•
910028										•
910029			•	•	•	•	•	•	•	•
910032							•	•		

Tow bar parts

	STERLING ALL TERRAIN	FALCON ALL TERRAIN	STOWMASTER ALL TERRAIN	BLACKHAWK ALL TERRAIN	FALCON 2	STOWMASTER TRACKER	STERLING TRACKER	BLACKHAWK TRACKER	FALCON TRACKER	EAGLE TRACKER
910003-00						•	•		•	•
910003-10							•			•
910003-15							•			
910003-32			•					•		
910003-35			•					•		
910003-50										•
910003-52										•
910003-65										•
910003-80						•				•
910003-85			•	•						
910652	•							•		

* also fits 031 adaptor

** with adaptor 034 only

Bracket safety cables

6,000-pound rated

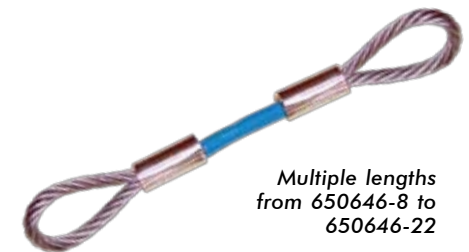
Available in multiple lengths, from eight inches to 22 inches (part numbers 650646-8 through 650646-22)

Sold one each; quick links sold separately

8,000-pound rated

Available in multiple lengths, from eight inches to 22 inches (part numbers 650648-8 through 650648-22)

Sold one each; quick links sold separately



Multiple lengths from 650646-8 to 650646-22

Hitch Accessories

The leading cause of tow system failure is an "out of level" tow bar — when the tow bar is at an upward or downward slope. The accessories in this section will allow you to connect your tow bar at a safe, level height.



Hi-Low Hitches

Use a Hi-Low Hitch to level the RV hitch to the tow bar. These hitches have a solid-steel shank, allowing a 10,000-pound capacity and 400-pound tongue weight.

Available in two-, four-, six-, eight- and 10-inch drops.

- Fit nearly all two-inch receiver hitches
- 10,000-pound GVWR capacity; 400-pound maximum tongue weight

048-2 2" Hi-Low Hitch

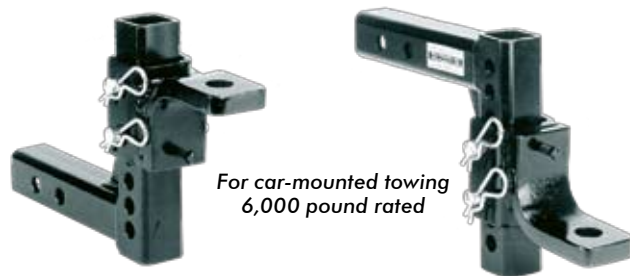
048-6 6" Hi-Low Hitch

048-10 10" Hi-Low Hitch

048-4 4" Hi-Low Hitch

048-8 8" Hi-Low Hitch

Safety cable extensions are required for any accessory which extends the length of the towing system (see pages 11 and 19).



For car-mounted towing
6,000 pound rated

Adjustable Ball Hitch

An adjustable ball mount that spans 16 inches of vertical height in one-inch increments. The shank can be turned up or down, for low or high ground clearance. The maximum rise is seven inches; the maximum drop is nine inches.

Only for towing a car behind a motorhome — not for use with any type of trailer.

880 Adjustable Ball Hitch 6,000-pound GVWR capacity; 100-pound maximum tongue weight

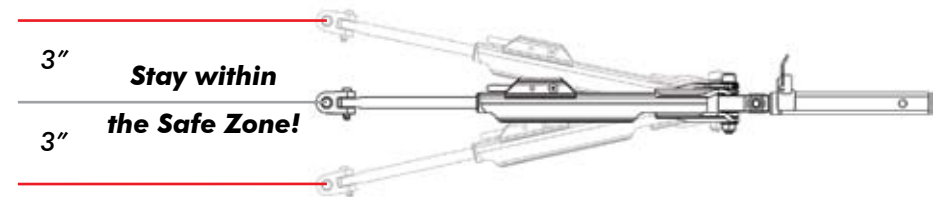


Towing and Suspension Solutions

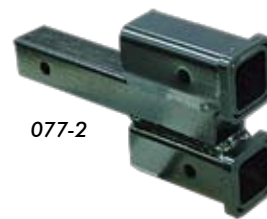


Three inches above or below level is the 'Safe Zone' for motorhome-mounted tow bars. Car-mounted tow bars must be approximately level.

Is your towing system within the Safe Zone?



It's easy to bring an out-of-level tow bar into the 'Safe Zone.' Use one of ROADMASTER's hitch accessories to raise or lower the motorhome hitch receiver or tow bar stinger.



077-2

U. S. patent number
5,884,930



077-4

Dual Hitch Receiver

With this dual-purpose hitch receiver, you can add a bike carrier or other hitch accessory to the rear of your motorhome.

- For car and boat owners alike
- Fits most 2" hitch receivers
- 10,000-pound capacity; 400-pound maximum tongue weight
- Solid steel construction
- Computer-designed and -tested
- Powder coated for maximum durability

077-2 2" Dual Hitch Receiver

077-4 4" Dual Hitch Receiver



076
6" High-Low
Drop

070
4" High-Low
Drop

072
2" High-Low
Drop

071-75
7½" Hitch
Receiver
Extension

071
12" Hitch
Receiver
Extension

Hi-Low Drops and Hitch Receiver Extensions

The shanks on the Hi-Low Drops can be turned up or down, for low- or high-ground clearance. Available in two-, four- and six-inch models.

The hitch receiver extensions provide 7½ and 12 inches, for those towing systems which need a little more reach.

Both the Hi-Low Drops and the Hitch Receiver Extensions are only for towing a car behind a motorhome — not for use with any type of trailer. They are all rated at 6,000-pound GVWR and 100-pound maximum tongue weight.

Note: safety cable extensions are required for any accessory which extends the length of the towing system (see pages 11 and 19).

- 072 2" Drop Receiver (flip to raise 2")
- 070 4" Drop Receiver (flip to raise 4")
- 076 6" Drop Receiver (flip to raise 6")
- 071 12" Hitch Receiver Extension
- 071-75 7½" Hitch Receiver Extension



049-1



061

Quiet Hitch™

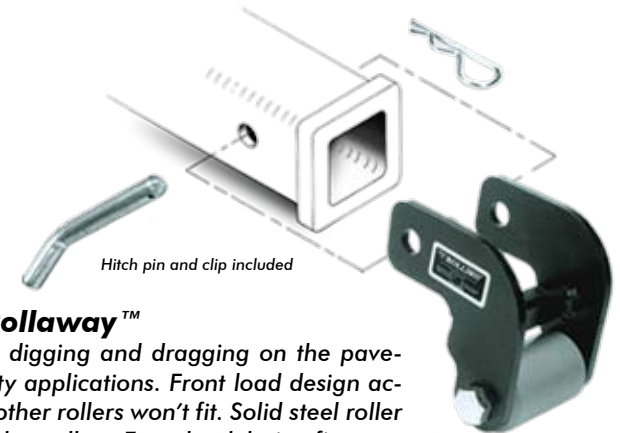
This anti-rattle ring slips over the tow bar's stinger mount. Tightening one bolt (049-1) or two bolts (061) removes any free play between the stinger mount and the hitch.

- Bolts on in seconds
- The 061 works on 2" class 3 and 4 hitch receivers; the 049-1 works on 2½" class 5 hitch receivers
- Powder coated finish for maximum durability

- 061 Quiet Hitch for 2" class 3 and 4 receivers
- 049-1 Quiet Hitch for 2½" class 5 receivers



Made in the U.S.A.



Rollaway™

Prevents the hitch from digging and dragging on the pavement. Made for heavy duty applications. Front load design accommodates hitches that other rollers won't fit. Solid steel roller won't fail like plastic or rubber rollers. Front load design fits most two-inch hitch receivers. Works with or without ball mount.

050 Rollaway



Roller Hitches

U. S. patent number
5,695,204

Shown: 10" and 4" Roller Hitches.
Also available in 6" and 8" sizes.

Drop extension for car-mounted tow bars. Use a Roller Hitch in 4" through 10" drops to level the RV hitch to the tow bar.

- The solid-steel roller prevents scraping and dragging.
- Fits all square tube hitch receivers with two-inch inner diameters.
- 5,000-pound GVWR capacity; 200-pound maximum tongue weight

- 051-4 4" Roller Hitch
- 051-6 6" Roller Hitch
- 051-8 8" Roller Hitch
- 051-10 10" Roller Hitch

Supplemental Braking Systems



Why do you need a supplemental braking system? Here are five reasons...

1. Safety first! Supplemental brakes...

- ...take the load off the motorhome, and the motorhome and the towed vehicle brake in tandem, taking significantly less time and distance to come to a controlled stop.
- ...relieve stress on the tow bar and the mounting brackets — a panic stop without supplemental brakes is a leading cause of tow system failure.
- ...reduce the chance of a catastrophic brake failure at the motorhome, as a result of sustained braking.

2. It's required — According to the American Automobile Association, most states, plus many Canadian provinces, now require supplemental brakes if the towed weight exceeds 3,000 pounds (see page 23).

3. Chassis warranty — Workhorse will void your chassis warranty if you tow more than 1,000 pounds without supplemental brakes; Ford stipulates 1,500 pounds.

4. Wear and tear — Because they aren't braking for two vehicles, your motorhome brakes last longer.

5. It just makes good sense — Every other trailer on the road today — fifth wheels, travel trailers, boat trailers or semi-trailers — has its own braking system. When you're towing two or three extra tons, shouldn't you have a supplemental braking system to stop it?

Which system is right for me?

A 'direct' system? — **BrakeMaster** is recommended if you don't frequently change motorhomes or towed vehicles. Because it connects directly to the motorhome's braking system, the initial installation is longer than a portable system. But once installed, it's a truly trouble-free and easy-to-use braking system.

A 'progressive' system? — **InvisiBrake** is recommended if you like convenience above all else and plan on keeping your towed vehicle for the foreseeable future. InvisiBrake is not a portable system, but the major components can be easily removed and installed in a new towed vehicle. Initial installation time is approximately three hours.

Or a portable? — **Even Brake** and the **9700** are recommended if you change towed vehicles or motorhomes often. Both are portable systems, with no installed components in the motorhome except for a dashboard monitor. Initial installation time is approximately one hour, depending on the vehicles.

Even Brake is a sophisticated system with proportional braking; the **9700** is a basic system which applies a pre-set braking pressure.



BrakeMaster™
Proportional braking system



InvisiBrake
Progressive braking system



Even Brake®
Portable proportional braking system



9700™
Portable braking system

All systems...

- ...will bring your towed vehicle into compliance with U.S. and Canadian requirements.
- ...include an emergency break away system, to stop your towed vehicle should it ever separate from the motorhome.
- ...work in virtually any towed vehicle with power brakes.
- ...work in virtually any motorhome.
- ...greatly decrease your stopping distance, helping you avoid the danger and hassle of accidents.



Towing and Suspension Solutions

Weight limits for towing without supplemental brakes

It's required!

The states in **red** require supplemental brakes if the towed weight exceeds 3,000 pounds. The color key for the other states, as well as state-by-state weight limits, is listed below.

Source:
American Automobile Association
Digest of Motor Laws, 2010 edition

SPECIFIC WEIGHT LIMITS — UNITED STATES

If the towed weight exceeds the following, a supplemental braking device is required.



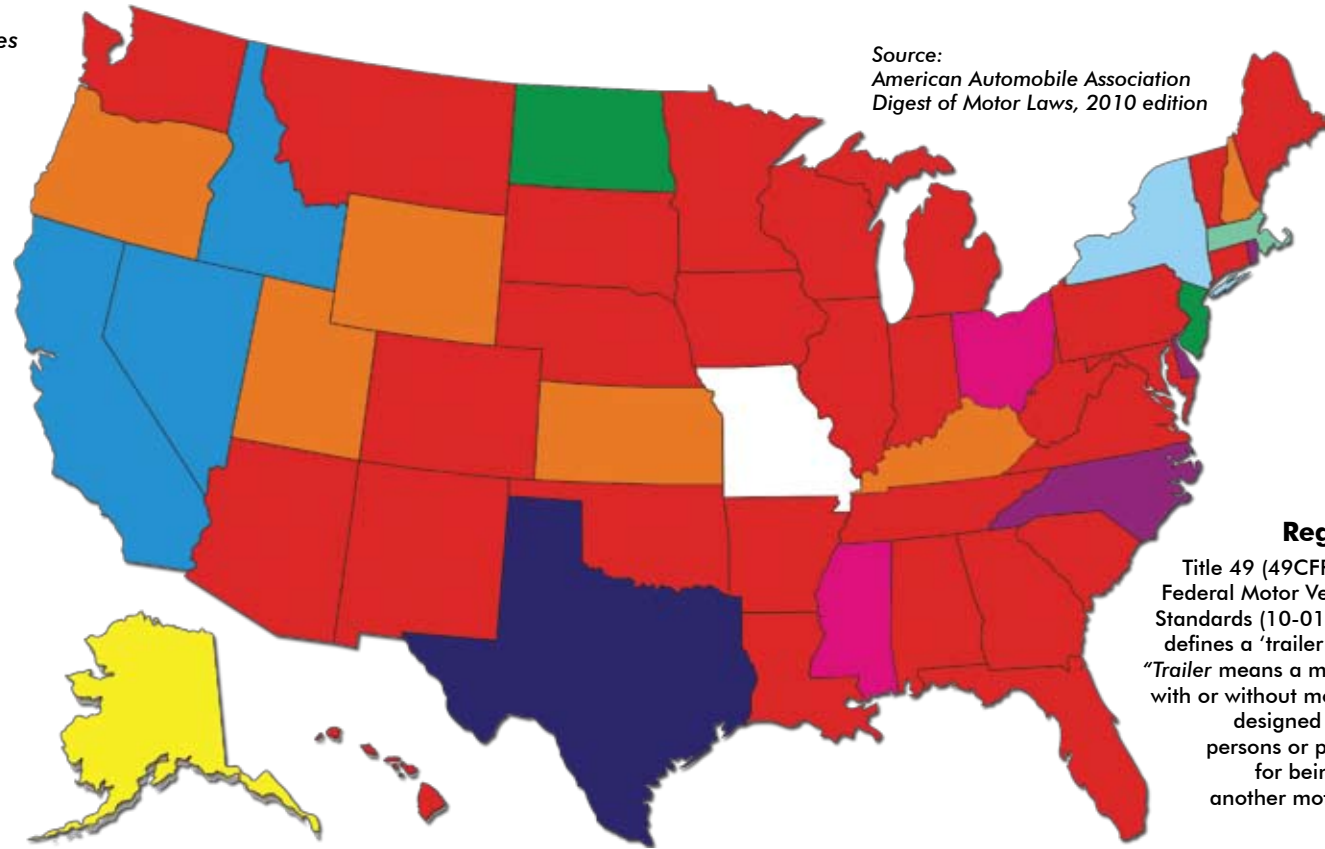
OTHER CATEGORIES



KEY

- 'A' Must stop within a specified distance (varies by state)
- 'B' Not stated or no requirement
- 'C' Supplemental brakes always required

Important! Every reasonable effort was made to verify the accuracy of this information; however, ROADMASTER, Inc. does not warrant its accuracy and disclaims all liability for any claims or damages which may result from errors or omissions.



Federal Regulations

Title 49 (49CFR571) of the Federal Motor Vehicle Safety Standards (10-01-08 edition) defines a 'trailer' as follows: "Trailer means a motor vehicle with or without motive power, designed for carrying persons or property and for being drawn by another motor vehicle."

United States

	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Alabama.....	3,000
Alaska.....	5,000
Arizona.....	3,000
Arkansas.....	3,000
California.....	1,500
Colorado.....	3,000
Connecticut.....	3,000
Delaware.....	4,000
District of Columbia.....	3,000
Florida.....	3,000
Georgia.....	3,000
Hawaii.....	3,000
Idaho.....	1,500
Illinois.....	3,000
Indiana.....	3,000
Iowa.....	3,000
Kansas.....	'A'

	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Kentucky.....	'A'
Louisiana.....	3,000
Maine.....	3,000
Maryland.....	3,000
Massachusetts.....	10,000
Michigan.....	3,000
Minnesota.....	3,000
Mississippi.....	2,000
Missouri.....	'B'
Montana.....	3,000
Nebraska.....	3,000
Nevada.....	1,500
New Hampshire.....	'A'
New Jersey.....	'C'
New Mexico.....	3,000
New York.....	1,000
North Carolina.....	4,000

	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
North Dakota.....	'C'
Ohio.....	2,000
Oklahoma.....	3,000
Oregon.....	'A'
Pennsylvania.....	'B'
Rhode Island.....	4,000
South Carolina.....	3,000
South Dakota.....	3,000
Tennessee.....	3,000
Texas.....	4,500
Utah.....	'A'
Vermont.....	3,000
Virginia.....	3,000
Washington.....	3,000
West Virginia.....	3,000
Wisconsin.....	3,000
Wyoming.....	'A'

Canada

	WEIGHT LIMIT IN POUNDS OR OTHER RESTRICTION (SEE 'KEY')
Alberta.....	2,000
British Columbia.....	4,400
Manitoba.....	'A'
New Brunswick.....	3,000
Newfoundland.....	'A'
Northwest Territories.....	'C'
Nova Scotia.....	4,000
Ontario.....	3,000
Prince Edward Island.....	3,300
Quebec.....	2,860
Saskatchewan.....	3,000
Yukon Territory.....	2,000

Portable Pre-set Braking



Efficient, effective...and **EASY!**
Push-button control — the 9700 is a
preset system with three braking preferences —
light, medium or heavy braking.
Or, the 9700 may be set to activate
only in an emergency break away.

The 9700 uses the electrical connections already in place on your towed vehicle (the towed vehicle's electrical harness) to brake when you brake the motorhome — the same electrical signal that activates the towed vehicle's brake lights also activates the 9700.



Includes an emergency break away system, designed to bring your vehicle to a controlled stop should it ever separate from your motorhome.

Features

- Three braking pressure presets: light, medium or heavy
 - Or, the 9700 may be set to activate only in a break away
- Activates only when the motorhome's brake lights illuminate — no false braking!
- Connects and disconnects from the towed vehicle in just a minute or two
- Includes an LED motorhome monitor for a visual reference of braking activity
- Includes an emergency break away system
 - The 9700 automatically delivers maximum braking pressure in a break away.
- Automatically protects the towed vehicle's brakes —
 - The 9700 releases braking pressure after an extended period of braking, then activates the next time the motorhome's brakes are applied.
 - Audible alert at motorhome indicates extended braking.
- Easily transfers from one towed vehicle to another, without expensive labor fees. (Initial installation is typically under an hour, depending on the vehicles.)
- Recovers quicker — the 9700 is ready for the next stop nearly twice as fast as other systems with smaller air compressors.
- Adjustable brake pedal clamp — fits brake pedals that other systems can't
- Does not accumulate water in the reservoir tank, unlike other systems — no puddles on the carpet!
- Four independently adjustable feet — for a stable platform in vehicles with uneven floors
- Meets U.S. and Canadian braking requirements



9700 9700 portable braking system

A revolutionary innovation in supplemental braking — **nothing.**

Zip. Zero. Zilch. Nothing. Nada. Nil.

That's what you have to do to connect and disconnect InvisiBrake. There's nothing to take in and out of your towed vehicle and there's nothing to push, pull, set, adjust, activate or deactivate.

What could be easier than nothing at all?

What is InvisiBrake?

InvisiBrake is a fully-automatic, progressive supplemental braking system that uses the electrical connections already in place on your towed vehicle (the towed vehicle's electrical harness) to brake when you brake the motorhome — the same electrical signal that activates the towed vehicle's brake lights also activates InvisiBrake.

Features

- **Completely out of sight**

InvisiBrake is so small it can usually be mounted under the driver's seat, under the rear seat, behind interior panels or in the trunk, without sacrificing any of the vehicle's usable space.

- **Progressive braking**

When you apply continuous braking force, so does InvisiBrake — the longer you apply the brakes in the motorhome, the harder your towed vehicle will brake. (InvisiBrake will **not** skid your tires.)

- **Bypasses the 12-volt outlet and charges your battery**

InvisiBrake connects directly to the towed vehicle's battery and constantly charges the battery during towing — InvisiBrake will never drain the battery.

- **Two-stage motorhome monitor**

InvisiBrake includes an LED monitor for a visual reference of braking activity; an audible alert at the motorhome will warn you if the brakes have been on for too long.

- **Activates only when the motorhome's brake lights illuminate** — no false braking!

- **Works in virtually any towed vehicle** — including those with full-time ('active') power braking systems

- **Includes an emergency break away system**

- **Easily adjusts to individual braking preferences** — braking pressure is adjustable from five to 80 psi.

- **Meets U.S. and Canadian braking requirements**



Made in the U.S.A.

8700 InvisiBrake supplemental braking system

Progressive Braking



Towing and Suspension Solutions

INVISI BRAKE



Portable Proportional Braking

EVEN BRAKE®

Patent Pending

Portable Proportional Braking System

Even Brake...Even Safer.

Even Brake is the ultimate portable, proportional towed vehicle braking system. It automatically increases or decreases braking pressure in direct proportion to the motorhome. In other words, it brakes evenly — at the same time, and at the same intensity, as you brake the motorhome.

Proportional braking is a distinct advantage over 'on-or-off' systems, which brake at one preset level, no matter how hard the motorhome stops. Even Brake delivers full emergency braking when you need it, and won't cause excessive brake wear when you don't.

Nobody brakes the same way every time — and neither does Even Brake.



**Stop 30%
FASTER!**
(Your results may vary)

9400 Even Brake portable proportional braking system



Easy as 1 • 2 • 3 to connect!



Step 1

Position Even Brake between the driver's seat and the brake pedal. Adjust the pedal clamp over the brake pedal.



Step 2

Move the driver's seat up to Even Brake.



Step 3

Plug in the wiring harness, the power cord and press the "Test" button.
Ready...Set...Tow!



Even Brake's monitor gives you complete, continuous braking information — at a glance.

Even Brake stays in constant communication with the motorhome, and with you. It reports any braking activity, or a change in system status, to a wireless monitor in the motorhome.



The monitor **shows** you —

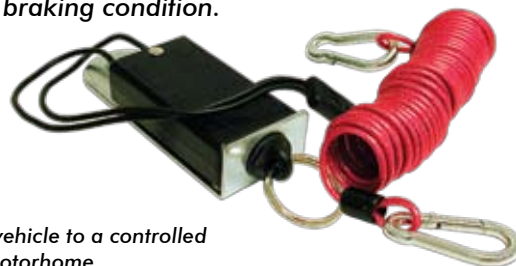
- An LED display across the top of the monitor illuminates when Even Brake is applying the brakes or if there is any change in the braking system. The LED display is a quick, visual reference — a green, yellow or red light.
- Simultaneously, an LCD text message directly below the LED explains the current braking condition, in complete detail.

The monitor **tells** you —

- In addition to the LED display and the LCD text message, an audio tone will alert you to an emergency braking condition.

An emergency break away system is included.

This system is designed to bring your vehicle to a controlled stop should it ever separate from your motorhome.



Exclusive Features

- **Full-time proportional braking** — proportional braking is even braking — your towed vehicle's brakes respond to your motorhome's brakes, at the same time and intensity.
- **Constant self-diagnostic testing** — Even Brake monitors its own performance constantly, and any change in system status is transmitted to the motorhome monitor. Even Brake is the only supplemental braking system that checks itself, so you don't have to — a glance at the monitor assures you that Even Brake is fully operational.
- **'Power Save' low battery protection** — Even Brake warns you of a low battery in the towed vehicle with LED and LCD alerts at the motorhome monitor, giving you time to recharge the battery. If the battery's voltage drops too low, Even Brake goes into sleep mode, while retaining emergency braking power.
- **'Terrain-Sensing Logic'** — Even Brake adjusts to uphill or downhill grades, and to rough terrain, by automatically leveling itself. Because it's always level, Even Brake always brakes with maximum efficiency.

Additional Features

- **Automatic brake protection** — the monitor alerts you after an extended period of continuous braking, then Even Brake releases braking pressure, avoiding excessive wear on the towed vehicle's brakes.
- **Easily adjusts to individual braking preferences** — adjust braking force and sensitivity at the touch of a button.
- **On-board memory** — even when unplugged, Even Brake will remember your adjustment settings, and will automatically level itself.
- **Completely portable** — easily transfers from vehicle to vehicle without expensive labor fees; connects and disconnects in seconds.
- **Automatically delivers maximum braking pressure** in an emergency or a break away situation — Even Brake works the most when you need it the most.
- **Small and lightweight** — fits in virtually all vehicles, with plenty of "elbow room" under the steering wheel and dash.
- **High-capacity air compressor** — recovers quicker — ready for the next stop nearly twice as fast as other systems.
- **Adjustable brake pedal clamp** — fits brake pedals that other systems can't.
- **Adjustable monitor lights** — bright for daytime driving; dimmer switch allows the monitor lights to be dimmed for nighttime driving.
- **Four independently adjustable feet** — for a stable platform in vehicles with uneven floors.



“Direct” Proportional Braking

BRAKEMASTER[™]

by ROADMASTER

PROPORTIONATE TOWED CAR BRAKING SYSTEM



U. S. patent number 5,915,798



What is BrakeMaster?

BrakeMaster is ROADMASTER's 'direct' proportional braking system. It connects directly to the motorhome's air or hydraulic braking system for rock-solid, reliable braking — brake line pressure in the motorhome controls the brakes in the towed vehicle.

Because it connects directly to what powers your motorhome's brakes, BrakeMaster is a truly proportional, truly synchronized braking system — however you brake the motorhome, BrakeMaster automatically applies the same pressure. Every time.

Connects and disconnects from the towed vehicle in under a minute, without any tools, adjustments or settings — attach the brake pedal clamp, secure to the floor or seat adaptor (see BrakeMaster Accessories on the next page), quick-connect the air hose, and you're ready to tow.

Weighs just 3¾ pounds and measures 17 inches in length — stores almost anywhere.

BrakeMaster...

- ...works in virtually any motorhome.
- ...works in virtually any towed vehicle with power brakes.
- ...easily disconnects from the brake pedal — from towed car to road car in seconds!
- ...includes a break away emergency braking system.
- ...meets U.S. and Canadian braking requirements.

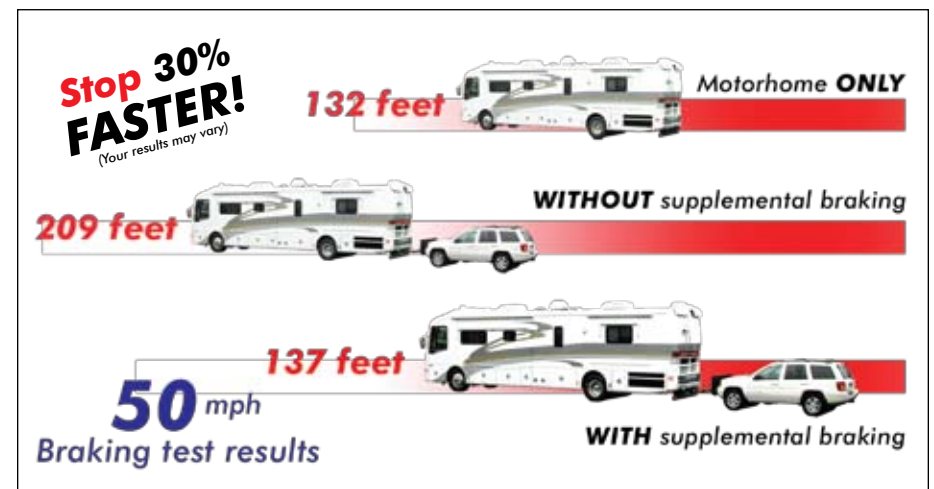


Included with BrakeMaster 9060 and 9160, the BrakeAway system works in conjunction with your BrakeMaster to bring your towed vehicle to a controlled stop should it ever separate from your motorhome.

The BrakeAway is available separately, but you must have an installed BrakeMaster system for it to function.

There's a BrakeMaster for all three types of motorhome brakes...

- 9060** BrakeMaster with BrakeAway for motorhomes with hydraulic brakes
- 9100** BrakeMaster for motorhomes with air or air over hydraulic brakes
- 9160** BrakeMaster with BrakeAway for motorhomes with air or air over hydraulic brakes
- 8600** BrakeAway kit (included with 9060 and 9160)
- 104** Air cylinder storage bag



BrakeMaster Accessories



Seat adaptors — 88XXX

Provide a vehicle-specific mounting location to pin the BrakeMaster. Available for most vehicles; required on some applications. Check online at www.roadmasterinc.com to see if one is required for your vehicle.

Second vehicle kits

98100/98160 — If you switch BrakeMaster between two vehicles, install the 98100 or the 98160 in the second vehicle. Both kits contain monitor wiring, air lines and installation hardware; the 98160 also includes a BrakeAway.

Second motorhome kits

98200/98300 — If you change motorhomes, install these components in the motorhome. The 98200 is for motorhomes with air or air over hydraulic brakes; the 98300 is for motorhomes with hydraulic brakes.

900002 Brake Pressure Reducer

With the Brake Pressure Reducer, you can install BrakeMaster in a hybrid, a Hummer H3, or in any vehicle with a full-time ('active') power braking system. Working in conjunction with these braking systems, the Brake Pressure Reducer delivers a correspondingly reduced braking pressure that eliminates over-braking issues associated with these hybrids and Hummers.

In addition to BrakeMaster, the Brake Pressure Reducer works in other supplemental braking systems which use pressurized air to brake the towed vehicle.

7921 Metric-to-Standard Brake Line Tee

Use the Metric-to-Standard Brake Line Tee to install the BrakeMaster 9060 proportioning valve in motorhomes with metric brake lines.

See the next page for a listing of accessories for all ROADMASTER braking systems.



104 Air cylinder storage bag

Protect your air cylinder when you're not towing. The storage bag is made of marine-grade vinyl, with a Velcro closure, and has two carrying straps. Approximate size: 26" w x 7½" h



Towing and Suspension Solutions

Accessories for Even Brake and the 9700

9332 12-volt outlet kit

Even Brake and the 9700 are powered through the towed vehicle's 12-volt outlet, with the ignition key turned to the "tow" position. If your vehicle has no power to the outlet with the key in this position, use this kit.

The 12-volt outlet kit can also be used to bypass a corroded or otherwise damaged 12-volt outlet socket, or to replace an outlet with insufficient amperage.



9330 12-volt 'Y' adaptor

Use this 'Y' adaptor to connect more than one 12-volt accessory to a single 12-volt outlet.

9331 12-volt extension cord

This extension cord will extend your 12-volt outlet by six feet.

Second vehicle kits

98800 For the 9700

If you switch the 9700 between two vehicles, install this break away system, and monitor and brake light signal wiring, in the second vehicle.

98400 For Even Brake

If you switch Even Brake between two vehicles, install this break away system, ICX transmitter and Brake-Lite Relay in the second vehicle.

Air cylinder shaft and foot extensions

Although Even Brake and the 9700 fit most vehicles as is, in rare cases it may be necessary to gain additional clearance over obstructions on the floor, or to extend the reach of the air cylinder shaft to ensure a secure and stable fit.

9336/9336-3 Air cylinder shaft extensions

This option extends the reach of the air cylinder shaft by either 1½ inches (part number 9336) or by 3½ inches (part number 9336-3).

9337/9337-4 Foot extensions

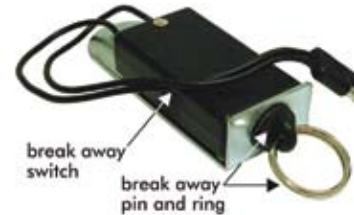
This option allows the 9700 or Even Brake to sit up to one inch higher in the vehicle. Available singly (part number 9337) or in a four-pack (part number 9337-4).

Braking Accessories for All ROADMASTER Systems (BrakeMaster, Even Brake, InvisiBrake and the 9700)



8603 Break away cable

A self-supporting, coiled design provides lift off the road surface while still allowing plenty of slack for cornering. Extends to eight feet and conveniently retracts for storage. Ideal for virtually any break away system.



650898 Break away switch, pin and ring 200200-20 Break away pin and ring

Our replacement break away switch has a sealed, corrosion-resistant ABS housing and metal contact points.

The replacement break away pin is attached to a plated steel ring and comes with a water-resistant O-ring seal.



TechTip

What does the Brake-Lite Relay do?

It stops the brake lights from functioning until the vehicle is started. This prevents the towed vehicle's brake signal from overriding the motorhome's turn signal.

When you tow without the Brake-Lite Relay, your towed vehicle's brake lights **alone** will work fine. Your turn signals **alone** will work fine. But if you're braking **and** turning, the brake light from the towed vehicle will override the turn signal from the motorhome and drivers behind you will be unaware you're about to turn.

Do you need a Brake-Lite Relay?

You only need a Brake-Lite Relay if you're installing a supplemental towed vehicle braking system that pushes or pulls the brake pedal.

Exceptions –

- With the engine off step on your brakes. If the brake lights do not illuminate, you do **not** need a Brake-Lite Relay.
- If you're using magnetic tow lights or a bulb and socket wiring kit, you do **not** need a Brake-Lite Relay.
- If both your motorhome and towed vehicle are wired for separate brake and turn signals, you do **not** need a Brake-Lite Relay.

88400 Brake-Lite Relay

Comes standard with Even Brake®.

- Wiring and components included
- Easy to follow instructions



Made in the U.S.A.



Why do I need a stop light switch?

For two very important reasons:

- A stop light switch and 10-amp fuse must be installed in some towed vehicles to enable the brake lights to illuminate with the ignition key turned to the "tow" position, which is required by law.
- What does the motorhome monitor actually monitor? Most indicate when the **supplemental braking system** is activated. ROADMASTER uses a stop light switch to connect BrakeMaster, Even Brake, InvisiBrake and 9700 monitors to the towed vehicle's brake light, so you always know when the **brake pedal** is depressed and released.

That's an important distinction. Say you position the braking system too far forward, so it's riding on the brake pedal. Most monitors will indicate nothing. ROADMASTER monitors accurately indicate continuous braking, which notifies you of a problem before you even drive away. Systems that monitor the supplemental braking system only would not indicate braking activity, which would likely result in brake damage.

If the supplemental braking system is positioned too far back and doesn't reach the brake pedal, most monitors will indicate braking when the supplemental braking system activates, even though the brake pedal isn't being depressed. Every ROADMASTER monitor accurately indicates no braking, giving you the opportunity to reposition your supplemental braking system — before you head down that six percent grade in the mountains.

ROADMASTER manufactures stop light switch kits for most popular towed vehicles; check online at www.roadmasterinc.com for the most current list.

Stop light switch kits — 751XXX



TechTip





Towing and Suspension Solutions



Self-steering wheels with stabilizers allow the dolly to track the motorhome without cutting corners.



Electric brakes are standard.

Specifications

Overall length: 136"
Overall width —
Narrow axle position: 93.5"
Wide axle position: 101.5"
Weight: 620 pounds
Maximum vehicle weight: 4,380 pounds
Tires: ST215-75 R14 radials
Maximum tread width —
Ramps narrow position: 68"
Ramps wide position: 76"
Trailer ball size: 2"

Conveniently located bed tilt release

Convenient location eliminates crawling under car to tilt bed.



Dual pin bed latch

Bed cannot tilt even if one pin fails.



Heavy-duty trailer tires

...increase safety when towing heavier vehicles.



Adjustable TieDowns

One size adjusts to fit tires from 12" to 16".



Adjustable Tow Dollies

The RoadMaster (shown on this page) is our premium dolly; the RM3477 (see the next page) is the economical alternative.

Both dollies are easily adjustable, to accommodate a wide range of towed vehicles — simply adjust the ramps in or out. There's no need to buy a new dolly every time you change towed vehicles.

Both are ideal for anyone who wants to tow multiple vehicles without having to install a tow bar mounting bracket. And a transmission lube pump is not necessary for vehicles with front wheel drive automatic transmissions, since the front wheels are off the ground.

RoadMaster™ tow dolly

U. S. patent number 6,164,897

Axles can be adjusted **out** to a maximum of 101½"...
...or **in** to a minimum of 93½".



TruGrip™ ramps are easily adjustable from 40" to 76".

Locking storage trays

...for TieDown straps and miscellaneous equipment. One key fits both trays.



Accu-Lube™ hubs

Easily repack the bearings through the grease fitting.



Roadmaster

Tow Dolly model
RM3477

Part number 2050-1

the economical
adjustable



Features

- Slideable 'Easy-load' ramps —
 - Slideable ramps quickly adjust your dolly to tow vehicles ranging from ultra compact cars all the way up to full size trucks
 - Unique TrueGrip laser-cut pattern on ramps provides positive traction in both directions for safe loading and unloading
- Accu-Lube™ hubs — easily repack the wheel bearings with a grease gun
- Built-in electric brakes for safer stops
- Deck swivels 9° for easy cornering and maneuvering
- Ramps, axle and deck are powder coated for maximum durability
- Complete with adjustable TieDown™ straps (fit most tires from 12 to 16 inches) and ratchets
- High-density polyethylene fenders elimi-

nate metal fatigue problems frequently associated with metal fenders, and they will not rust.

- Easy assembly (average assembly time: one to two hours)

Specifications

Minimum tire width: 34" inside to inside
Maximum tire width: 77" outside to outside
Overall length: 121"
Overall width: 102"
Height at fenders: 29"
Weight — empty: 545 pounds
Tires: ST205-75 R14 radials
Adjustable TieDown straps: fit 12" - 16" tires
Maximum weight of towed vehicle: 4,250 pounds
Trailer ball size: 2"

Accessories for both tow dollies

Add functionality and protection to your towed vehicle with a Guardian™ and a spare tire carrier. The all-steel, powder-coated brackets bolt on or off in seconds, and can be attached on the tow dolly tongue (spare tire and Guardian not included).



2000-7 Spare tire carrier for tow dolly (Spare tire not included)

Mount your spare tire and wheel on your tow dolly using this heavy-duty steel, powder-coated mounting bracket.

2000-8 Guardian carrier for tow dolly (Guardian not included)

Using the mounting bracket, you can add the protection of our Guardian to your tow dolly. Helps protect your towed vehicle against damage from rocks and road debris.

2000-1 RoadMaster tow dolly with electric brakes

2050-1 Tow dolly model RM3477

2000-7 Spare tire carrier for both tow dollies

2000-8 Guardian carrier for both tow dollies

2000-9 Spare tire and wheel for 2000-1 tow dolly

200330-80 Spare tire and wheel for RM3477 tow dolly

2100 Deluxe magnetic tow lights for both dollies

2120 Standard magnetic tow lights for both dollies

099 Anti-scratch pads (set of three)

2110 Tie down ratchet (one — for both dollies)

2114 TieDown strap (one — for both dollies) — fits 14" tires

2115 TieDown strap (one — for both dollies) — fits 15" tires

2150 Adjustable TieDown™ strap (one — for both dollies) — fits 12"-16" tires



Voom™ RV

The newest cleaning technology in Voom RV allows you to use only one cleaner for all of your RV's cleaning and maintenance. From top to bottom, front to rear, inside and out, Voom RV is the only cleaner you will ever need.

Voom RV is an all-purpose cleaner that's safe for all surfaces not harmed by water. And it's safe for the planet — Voom RV is biodegradable and contains no petroleum distillates. Great for around the home too!

Exterior uses: aluminum; awnings; black streaks; chrome; bug stains; painted surfaces; rubber; rubber roofs; screens; tar; wheels and more! **Interior uses:** appliances; carpets; counter tops; fiberglass; grease; hard water stains; mold and mildew; pet stains; spot cleaning; tubs; toilets; upholstery.

- 9911 Voom RV** 32 oz. spray
- 9910 Voom RV** 1 gallon
- 9955 Voom RV** 55-gallon drum



Voom™ Gold

Effortless showroom shine and UV protection in seconds — uniquely formulated Voom Gold produces a microfine UV- and chemical-resistant film, creating a deep, rich luster that will deepen with each application, protecting surfaces from further oxidation or deterioration. Spray on, wipe off — it's that simple!

Perfect for both smooth and textured surfaces, vinyl, rubber, plastic and fiberglass. Renews and protects all exterior surfaces from further oxidation and deterioration. Contains no acrylic polymers that yellow and crack. Shine lasts for months and deepens with every application.

- 9941 Voom Gold** 22 oz. spray
- 9940 Voom Gold** 1 gallon

Care and Cleaning



Tow Bar Cleaner

A fast-acting, environmentally-friendly solution that sticks to your tow bar, making it a breeze to clean. Removes dirt and grime build-up, penetrating into blind holes and between adjacent surfaces. Melts away road film, diesel exhaust, bugs, tar, grease and grime, dirt and debris.

Biodegradable, non-toxic, contains no phosphates or petroleum distillates.

Designed for tow bars, but works wonders on any surface that's hard to clean.

- 9932 Tow Bar Cleaner** 22 oz. spray

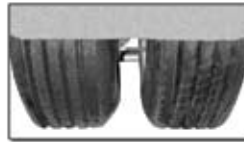


Dual Tire Inflators

Dual tires out of sight? Out of reach? Out of air?

Safe travel begins with safe tires.

- On average, one out of every four vehicles on the road today is being driven with under-inflated tires.
- A tire can lose up to half its pressure without appearing to be under-inflated.
- Tires can lose one to two psi per month in normal conditions.
- Driving with under-inflated tires is the number one cause of tire wear and catastrophic blowouts.



The tire on the left is dangerously low, yet to the naked eye, looks the same as the full tire on the right.

A typical dual tire inflator kit includes:

- four stainless steel hoses with quadruple-crimped plated brass fittings
- mounting brackets
- all attachment hardware



WHEEL MASTERS®

Checking and inflating tires is as easy as 1, 2, 3!

- 1) Determine your mounting system: hub-mount; hand-hole mount; or wheel cover mount.
- 2) Determine which style fits your budget: rubber two-ply; stainless steel; or airless stainless steel.
- 3) Determine how many hoses you need: two-hose kit (inner dual wheels only); or four-hose kit (both inner and outer wheels).



Dual inflators for wheel covers



- 8208 Wheel cover-mount stainless steel 4-hose kit** for 16" to 19½" dual wheels, with 45° extenders for front tires
- 82082 Wheel cover-mount airless 4-hose kit** for 16" to 19½" dual wheels, with 45° extenders for front tires
- 8008 Wheel cover-mount two-ply rubber 4-hose kit** for 16" to 19½" dual wheels, with 45° extenders for front tires

Dual inflators for hand hole-mount steel wheels



- 8009 Hand hole-mount stainless steel 2-hose kit** for 16" to 19½" inner dual wheels
- 80092 Hand hole-mount airless 2-hose kit** for 16" to 19½" inner dual wheels
- 8007 Hand hole-mount two-ply rubber 2-hose kit** for 16" to 19½" inner dual wheels

Dual inflators for stainless steel wheel liners and axle covers



- Hub-mount stainless steel**
- 8001 4-hose kit** for 16" to 19½" wheels
- 8002 2-hose kit** for 16" to 19½" dual wheels
- 8004 4-hose kit** for 22½" wheels
- 8005 2-hose kit** for 22½" inner dual wheels
- 8110A 4-hose kit** for 22½" aluminum wheels
- Hub-mount airless**
- 80012 4-hose kit** for 16" to 19½" wheels
- 80022 2-hose kit** for 16" to 19½" inner dual wheels
- Hub-mount two-ply rubber**
- 8003 4-hose kit** for 16" to 19½" wheels
- 8006 2-hose kit** for 16" to 19½" inner dual wheels

Valve stem support, valve extenders and lug nut covers

Rubber valve stem support

Does your 16" wheel have a rubber valve stem? Rubber may be insufficient to support an aftermarket air extension hose or extender. Easy to install, the valve stem support clips to the wheel and attaches to the factory valve stem — no tools required.

The bracket supports and strengthens the valve stem against the extra weight and rotation force while in motion.

For all 16" wheels with rubber valve stems.

8029VS Rubber valve stem support



Custom lug nut covers

Dress up your plain wheels or replace lost lug nut covers with stainless steel lug nut covers. Designed to stay rust- and corrosion-free for years.

Each cover fits snugly over your existing lug nuts and stays in place even in the toughest conditions.



8010 GM/Chevrolet 1" lug nut covers — stainless steel, eight-pack

8011 Ford 1-1/16" lug nut covers — stainless steel, eight-pack

8019 Ford 7/8" lug nut covers — stainless steel, eight-pack

8012 1 1/2" truck lug nut covers — stainless steel, six-pack

9005-6 Lug nut covers for 22 1/2" hub piloted wheels (33mm) — stainless steel, six pack

9003-4 Snap-in lug nut covers for wheel covers — four-pack

Valve extenders

Enjoy easy access to your hard-to-reach front and rear valve stems. These durable, nickel-plated brass valve extenders are angled to lengthen your front or rear tire valves. These extenders make checking and inflating your dual tires easy. Available in 45°, 90°, 135° and 180° angles.

Straight valve extenders

Sets include two straight extenders and two caps.

80292 2" straight valve extender

80293 3" straight valve extender

80294 4" straight valve extender

45° valve extender

Set includes two 45° extenders and two caps.

8029 45° valve extender

90° valve extender

Set includes two 90° extenders and two caps.

802990 90° valve extender

135° valve extender

Set includes two 135° extenders and two caps.

8029135 135° valve extender

180° valve extender

Set includes two 180° extenders and two caps.

8029180 180° valve extender

GOT AIR?

Universal lug nut cover pliers

Remove and install your lug nut covers quickly with these universal lug nut cover pliers. The rubber-coated handles provide a non-slip grip and their 9" length makes it easy to reach down into deep dish wheels. Made of heavy gauge steel for durability and strength.

8211 Universal lug nut cover pliers



Valve stem end caps

These sturdy valve stem caps look great, plus they don't rust, providing you with years of detailed beauty. They also assist in maintaining proper tire air pressure.

8030 Valve stem end caps — six-pack



'Spare Air' tire inflation system and tire pressure gauges

'Spare Air' tire inflation system

When you need your spare tire, wouldn't it be nice if it were fully-inflated and ready to get you on the road? With the Spare Air tire inflation system, you can easily check your pressure and inflate the air in your spare tire.

Our under-chassis system includes a 36" stainless steel hose that attaches to under-chassis spare tires found in trucks, vans or SUVs. An easy-to-install bracket attaches your hose to the bumper, providing easy access.

In our trunk-mounted system, a 36" rubber hose attaches to your tire and can be fed under the trunk lining to a position that's easy and quick to check. Included is a bracket to attach the end of the hose to your trunk wall, if you so choose. All mounting hardware is included, in addition to a 90° valve extension to get into tough-to-reach spots.

82286-S Under-chassis 'Spare Air' inflation system



GOT AIR?

82286-R Trunk-mounted 'Spare Air' inflation system



Tire pressure gauges

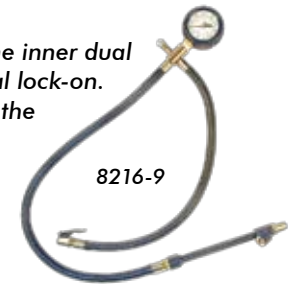
Proper air pressure is an integral part of a safe road adventure, and boosts your gas mileage. These professional-quality, easy-to-read gauges are designed to help you get to your next stop safe and sound, while saving you money.

Dual tire inflation and equalization tool

Fill or release air from both tires at the gauge. Check the inner dual with a screw-on valve; check the outer dual with a manual lock-on. Read the pressure on the gauge and either raise or lower the pressure in both tires with the valve at the gauge.

- Ideal for all dual wheel applications.
- Equalize and fill both dual tires simultaneously.

8216-9 Dual tire inflation and equalization tool



Deluxe tire pressure gauge

8216



- For trucks and RVs
- Measures from 10 to 160 lbs.

- High ANSI grade B accuracy
- Shock resistant
- Portable case with an easy-to-read dial
- Convenient pressure release button

8216 Deluxe tire pressure gauge

Long dual foot tire pressure gauge

- For trucks and RVs
- Measures from 10 to 150 pounds
- For all valve stem applications

8216-4 Long dual foot tire pressure gauge



8216-5
length: 11½"



90° tire pressure gauge

Can't reach your valve stem because of those small hand holes? Wheel Masters' new 90° bend allows you access for those hard-to-reach areas to properly check tire pressure.

- Durable stainless steel construction
- Easy-to-read indicator
- Measures in two-pound increments from 10 to 160 psi.

8216-5 90° tire pressure gauge

Short dual foot tire pressure gauge

- Measures from 10 to 120 psi
- For all valve stem applications
- Spring pocket clip

8216-6 Short dual foot tire pressure gauge





WHEEL MASTERS®

Innovative solutions for performance, safety and beauty

'Vision Plus' portable side view mirrors

Mount these portable mirrors quickly and easily on the door or fender of your tow vehicle. Each mirror extends up to 17" so you can see to back up and monitor how your trailer is tracking.

Adjustable-length nylon strap and non-scratch hooks at the top and bottom of the door or fender hold the 9½" long x 6¾" wide x 2½" deep stainless steel mirror heads securely in place.

The mirrors are powder-coated for durability and good looks; rubber padding helps control vibration and prevent scratching.

6500 Vision Plus mirror, two-pack

6510 Vision Plus 5" round convex wide-angle mirror

6600 Eagle Vision 7" square mirror

6800 Wide angle spot mirror, 3¼" x 3¼"



Mirrors and trailer levels

'Level Master' trailer levels

These giant all-in-one RV levels provide visual side-to-side and front-to-rear leveling assistance for trailers, fifth wheels and motorhomes.

Both can be viewed from the driver's seat to help locate the best level location for parking your RV. Each mark on the side-to-side scale indicates one inch of blocking.

The front-to-rear scale is adjustable and can be easily viewed while operating your tongue jack.

The leveling bars are encased in UV-resistant plastic — no leaking or rusting sometimes associated with other levels.

Both levels come with easy-to-install instructions on your trailer or motorhome. The Level Master bracket (part number 6700BK; see below) can be used with either level.

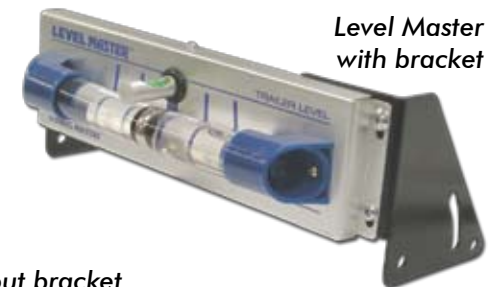
6700 Level Master — 11" x 2¾" all-in-one level — metal housing

6780 Level Master with 6700BK bracket

67200 Level Master 2 — 10¾" x 2-7/8" all-in-one level — UV-resistant plastic housing



Level Master 2 without bracket



Level Master with bracket

Level Master bracket

Adds flexibility to the installation of the Level Master on pin box surfaces that are 25° to 90°.

- Heavy-duty plastic
- Mounting hardware included
- Easy to mount
- Adjustable to fit your needs
- Fits most fifth wheel pin boxes

6700BK Level Master bracket



**Fits most fifth wheel pin boxes
For both Level Masters (above)**

Suspension Solutions



Motorhome manufacturers make your RV “livable.”
We help make your motorhome “drivable.”

Very few people would say they bought their motorhome (or truck, van or SUV) for the suspension. For most of us, the suspension is out of sight and out of mind — even though your driving performance, safety and comfort are all riding on those components.

The primary benefits of ROADMASTER suspension components are:

- Anti-sway bars — virtually eliminate ‘body roll’ (the vehicle rolls from side to side, especially during cornering). Anti-sway bars stabilize the vehicle, which keeps it level through crosswinds, as well as dramatically improving overall handling.
- Steering stabilizers — front tire blow out protection. Stabilizers also automatically compensate for oversteer caused by pot holes, rut tracks and other unfavorable road conditions.
- Trac bars — drastically reduce ‘wander’ (the steering feels loose, making it difficult to keep the vehicle in a straight line).



We’re the suspension experts.

Do you need a custom suspension component?

Every “yes” to the following questions is a “yes” for an anti-sway bar, a steering stabilizer and/or a trac bar...

- Does the vehicle “roll” when cornering?
- Does driving for an extended period of time leave you physically exhausted?
- Is your rig all over the road — can’t keep it between the lines?
- Would you lose control if one of the front tires blew out?
- Does the steering wheel have a mind of its own?
- Do passing trucks and crosswinds rock your vehicle back and forth?
- Is driving a ‘white knuckle’ experience?

Which component is right for you?

ROADMASTER designs, engineers and manufactures anti-sway bars, steering stabilizers and trac bars. They work in concert with the other components of your suspension system to add stability and control.

The chart on this page identifies the primary benefits of aftermarket suspension products. Each one has value — for a specific application. Use the chart to make an informed, educated decision about what aftermarket suspension product(s) will enhance your vehicle’s stability, handling and maneuverability.

	Shock Absorbers	Air Bags	RSS Anti-Sway Bar	Steering Stabilizer	Davis TruTrac™ Bar	Steering Dampener	Reflex Steering Stabilizer	Bell Crank
Bouncing	X							
‘Porpoising’ (up and down movement)	X							
Rough Ride	X	X						
Sway (“body roll”)			X					
Soft Steering			X		X	X		X
Wind Buffeting (crosswinds, wind gusts, passing 18-wheelers)			X	X	X		X	
Wander					X		X	X
Rut Tracking				X	X		X	
Blow Out Protection				X		X	X	
Load Leveling		X						

Stabilizers and Trac Bars

RSS suspension products are vehicle-specific. To find the stabilizer and/or TruTrac bar for your vehicle, visit www.roadmasterinc.com or call 800-669-9690.

REFLEX Steering Stabilizers When control is an issue...

Reflex Steering Stabilizers are a safety feature for Class A and C motorhomes, SUVs, vans and emergency vehicles. Tempered steel springs, which are attached to the tie rods and undercarriage, automatically compensate for oversteer caused by pot holes, rut tracks and other unfavorable road conditions, as well as crosswinds and passing 18-wheelers.

The springs react instantaneously to bring the vehicle back to center.



Benefits Reflex provides...

- **Front tire blow out** — when you blow out a front tire, your vehicle will make an abrupt turn toward that tire, causing you to veer into oncoming traffic or off the road. The stabilizer reacts instantaneously to bring the vehicle back to center.
- **Crosswinds and passing traffic** — works to keep your steering centered and prevents oversteering to help control your vehicle more effectively.
- **Road fatigue** — helps you stop fighting the steering wheel for control. The stabilizer keeps the steering wheel centered — not you.
- **Rut tracking** — ruts cause you to oversteer. With the Reflex Steering Stabilizer on board, your reactions become easier, eliminating overcompensation when steering out of a rut.
- **Rut edging** — when your tire drops off the edge of the pavement, it can startle even the most careful driver. The Reflex Steering Stabilizer keeps you going straight — helping you control the vehicle until you're back on the road.
- **Pot holes and debris** — with the Reflex Steering Stabilizer in place, the motorhome will stay straight and go in the direction you want, even when you bounce through a pot hole or other dangerous road condition.

*What
do our
customers
say?*

"I had a Reflex Steering Stabilizer installed, and the difference was night and day — my class C motorhome handles like a sports car. The stabilizer keeps the steering centered, no matter what the road throws at me. Ruts, bumps and hairpin curves are no problem. My steering wheel doesn't belong to potholes any more. It belongs to me."
— **Jerry Miller**, Portland, Oregon

Davis **TruTrac**[™] When tracking is an issue...

Does your motorhome vibrate from side to side?

Are 'wandering,' 'rut tracking' and 'lazy steering' a problem?

Tired and fatigued trying to keep in line going down the road?



Davis TruTrac bars link the chassis to the front axle, eliminating excessive axle side play, without affecting normal up-and-down suspension travel. The result is precise, predictable handling. The benefits are an immediate improvement in both vehicle performance and safety, as well as increased driver comfort — more positive control means less driver fatigue.

Each TruTrac bar comes complete with all mounting hardware, and installs using pre-drilled factory holes — no drilling or welding required. They will not interfere with original equipment, or affect any factory warranty.

Davis TruTrac bars are available for Ford F53 chassis (V8 and V10), all Workhorse motorhome chassis (W16, W18, W20, W22 and W24), Freightliner front engine diesel (FRED) chassis, and Kodiak 45/5500 chassis. Davis TruTrac bars are cadmium-plated and use polyurethane bushings for maximum stability and longevity.

*What
do our
customers
say?*

"My F53 chassis would vibrate so bad that it shook the whole motorhome. The only way to stop the vibration was to slow down to 20 mph — which almost got me rear-ended twice. Finally my wife told me, 'I'm not riding in that motorhome any more.'

A mechanic told me about Davis TruTrac bars. I had one installed and the vibrations stopped immediately. I drove that motorhome for another 150,000 miles (with my wife back on board) and it was solid as a rock.

Buying that Davis TruTrac bar was the best move I ever made."
— **John Kielty**, Reno, Nevada

Anti-Sway Bars

Why fight it?

Does your suspension have the best of you?...beat you down?...control you?

Driving your RV should be an enjoyable experience. And it can be. Adding a set of RSS anti-sway bars to your suspension has an immediate effect on stability and cornering control.



Does your motorhome (or SUV, pickup truck or van) handle like the Queen Mary? Does it pitch and roll with every gust of wind or passing semi, or list to port or starboard on the curves, or waddle over speed bumps, railroad tracks and driveways?

Well, it shouldn't. As a matter of fact, motorhomes can be made to handle just like what they are — motor vehicles — with two aftermarket upgrades.

Upgrading your shock absorbers will control up and down motion. But the best shocks in the world won't affect side to side motion (the "Queen Mary effect," commonly called "body roll" or "sway") by one iota.

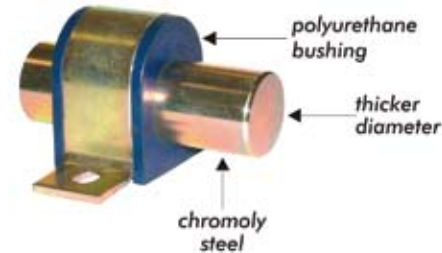
The solution to sway is in the suspension.

Adding a set of custom anti-sway bars to your suspension system will have the same effect on sway as a good set of shocks has on up and down motion — there's an immediate improvement in stability and tracking, especially on the curves.

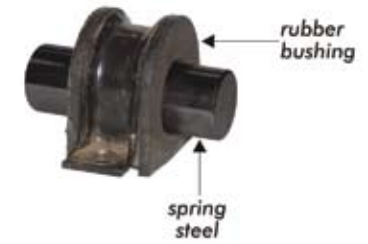
For many motorhome owners, this is an empowering experience. What was beyond their control, just yesterday, is suddenly within it — cornering with confidence, quicker maneuvering, and a remarkably level ride over uneven terrain — all without launching the dishes out of the cupboard.



Ours



Theirs



A better anti-sway bar.

RSS anti-sway bars are built to offer significantly more resistance to sway than stock bars...

- **Bigger is better** — RSS anti-sway bars have a thicker diameter than stock bars (often, a quarter to three-eighths of an inch more). Each incremental increase in diameter has an exponential effect on performance — on average, torsional roll stiffness is increased by 30 percent with every 1/8" increase in diameter.
In plain English — the bar offers 30 percent more resistance to sway.
- **A high-grade alloy** — RSS anti-sway bars are made of 4140 "chromoly" steel (a chrome and molybdenum alloy) which is considerably stronger and more durable than the standard spring steel (a 1020 grade) used in many stock anti-sway bars.
- **A better pivot point** — RSS anti-sway bars have polyurethane bushings, which, unlike the rubber used in stock bushings, is impervious to gas, oil and ozone corrosion, is more resistant to abrasion, and doesn't buckle under heavier load weights.

Anti-Sway Bars

About RSS anti-sway bars...

RSS currently manufactures more than 100 different anti-sway bars for large vehicles such as pickup trucks, vans and SUVs, and on up to full-size motorhomes. Whether you're driving a Ford F350 or a 40-foot Class A motorhome, we make an anti-sway bar for you. And chances are, the next ambulance or rescue vehicle you see has an RSS anti-sway bar — RSS anti-sway bars make it safer and easier to drive an emergency vehicle at high speeds, and they also hold it level, so that both patient and paramedic are on a more stable platform.



Which means that throughout the country, you'll find a wide variety of vehicles already equipped with RSS anti-sway bars.

Each RSS anti-sway bar is designed as a custom fit, for a specific chassis. RSS engineering designs take into consideration chassis and axle manufacturers' specifications (your warranty will not be affected), and to avoid any interaction or conflict between the anti-sway bar and popular accessory add-ons, whether or not they're presently on your vehicle.



RSS suspension products are vehicle-specific. To find the anti-sway bar for your vehicle, visit www.roadmasterinc.com, or call 800-669-9690.

RSS anti-sway bars are designed to fit specific...

- ...class A motorhomes
- ...class C motorhomes
- ...sport utility vehicles
- ...trucks and vans



RSS anti-sway bar benefits

- **Safety** — body roll forces more weight to the outside tires, reducing traction. An anti-sway bar distributes the weight evenly over all the wheels. With more rubber on the road, the vehicle is more stable and responsive. Sway can force the driver into a series of oversteer reactions, especially during cornering. Compensating for sway at the steering wheel is dangerous at any speed.
- **Comfort** — constantly having to correct for sway is not only dangerous, it's also physically exhausting. RSS anti-sway bars virtually eliminate sway caused by crosswinds and weight shift. So even after hours at the wheel, the driver arrives fresh, instead of fatigued.

"I noticed a difference as soon as I stepped into the motorhome — there was no rocking movement. During a recent trip we encountered substantial crosswinds. With the RSS anti-sway bar, I estimate our motorhome's sway was reduced by 90%. We don't feel anything now when a tractor trailer blows by us.

I'm 100% satisfied — everyone should experience the benefit of this product."

— **Johnny Singleton**, Myrtle Beach, South Carolina

"The installation of the (RSS anti-sway bar) vastly improved steering. Sway on turns very much reduced. Sway due to passing trucks reduced also. My motorhome handles like our car. Very smooth."

— **A. Dunham**, Rochester, Washington

"It changed our Superchief from the most miserable to the best handling and riding rig on the road. We can now go out looking for crooked roads to enjoy."

— **R. Hanson**, Wisconsin Rapids, Wisconsin

What do our customers say?



"I swerved to avoid a collision with a truck in the wrong lane, and veered off the road into the brush. I could see my Ford Explorer in the motorhome's rear view camera, whipping back and forth. I thought for sure it was going to roll on its side. I know a little about physics, and I was amazed that your Falcon 2 tow bar held it in place. You folks make a damn good product."

— Walt Leutwyler, Dallas, Texas

"Congratulations on the superior quality and workmanship in the manufacturing of tow bar bracket kit #1012-1 XL, which I have recently purchased and installed. Chilton & Haynes would surely be interested in ROADMASTER's installation instruction writer. Every single detail and part was clearly discussed, including safety factors. Thanks!"

— Ron Haskins, Pahrump, Nevada

"It's been such a pleasure doing business with a company like ROADMASTER. Not only do you get a very good product, you get treated like a PERSON. I think you have a very professional staff working for you."

— John Blondina, Toms River, New Jersey

(Visit www.roadmasterinc.com/products/testimonials to see what dozens of other customers have said about our products.)



Towing and Suspension Solutions

ROADMASTER, Inc. • 6110 NE 127th Ave
Vancouver, Washington 98682 • 800-669-9690
fax (360) 735-9300 • roadmasterinc.com

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