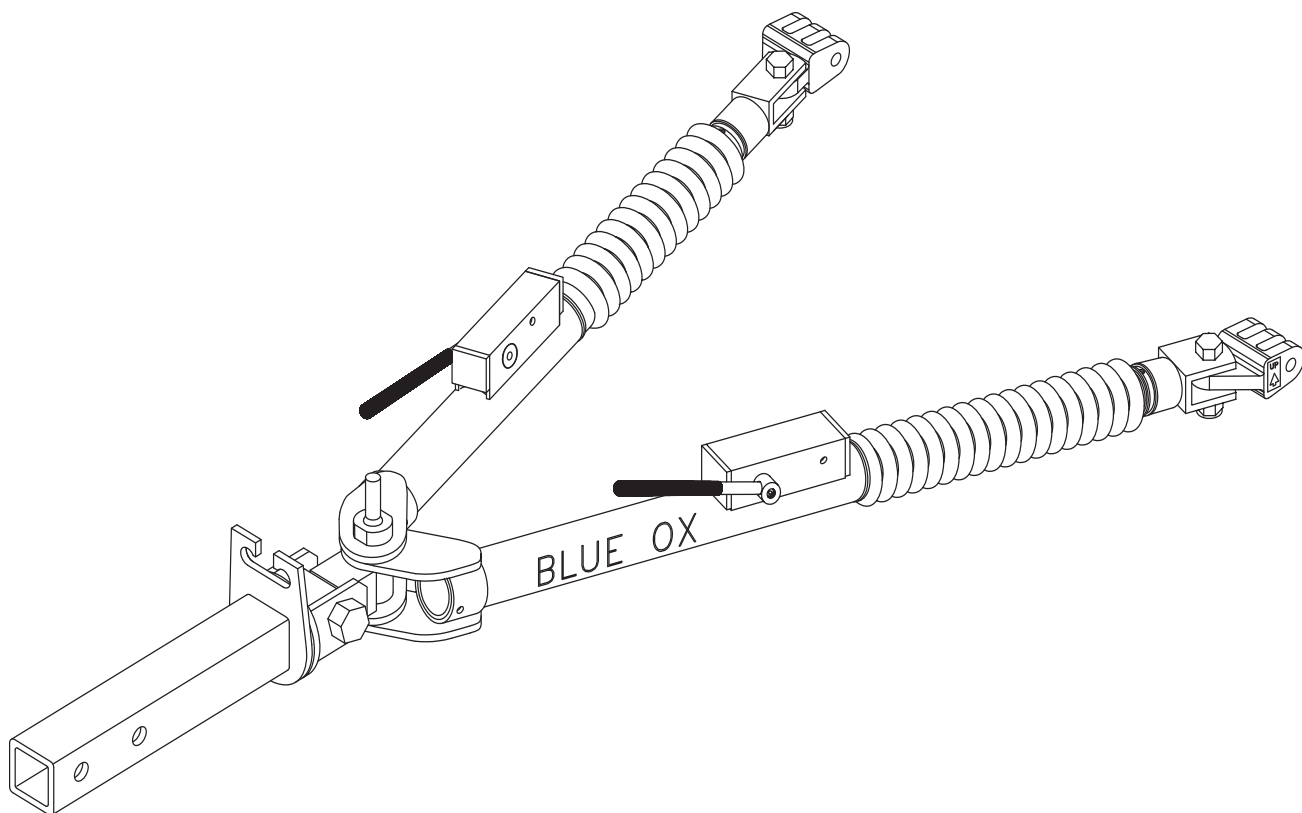




# ALPHA®



## OPERATOR, PARTS, AND INSTALLATION MANUAL

### BX7365 ALPHA® Tow Bar (6,500 lb) 2 Inch Receiver



## SAFETY

**DO NOT INSTALL, OPERATE OR USE THIS EQUIPMENT UNTIL THE FOLLOWING OPERATING AND SAFETY INSTRUCTIONS HAVE BEEN READ AND UNDERSTOOD.**

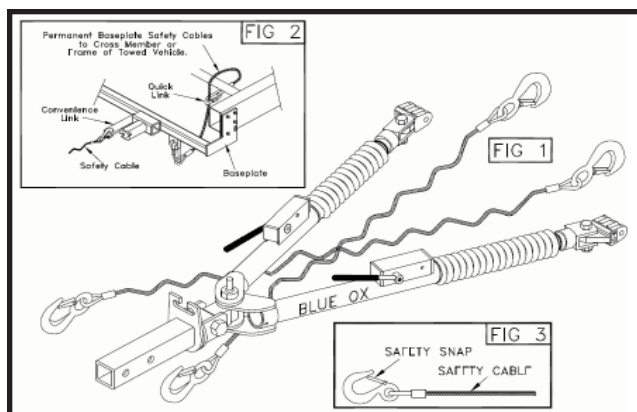


This symbol is used to bring attention to safety precautions and instructions. When you see this symbol, be alert and pay attention to all instructions. **YOUR PERSONAL SAFETY IS INVOLVED.**

1. Blue Ox Tow Bars should only be used with vehicles that are towable or have been equipped to be towed.
2. Follow towing procedures in the vehicle owners manual.
3. Tow with steering wheel in the unlocked position.
4. Be sure the front end of the towed vehicle is properly aligned. Misaligned vehicles may cause poor tracking or abnormal wear on the tires.
5. **The use of safety cables or chains are required by law in most states of the United States as well as Canadian territories and provinces. Follow state or territory recommendations. Blue Ox strongly recommends the use of safety cables (BX88196, Class III or BX88197, Class IV) and permanent safety cables (BX88207, Class III or BX88208, Class IV) with all applications of towing. Please refer to their specific installation instructions for more information.**
6. Check clearance between vehicles in all turning situations. Check the height difference in your towing set up and make appropriate adjustments by following the recommendations of the towbar instruction manual.
7. Rear lighting is required on the towed car. Blue OX offers lighting kits to cover all of your lighting needs. Contact your Blue Ox representative for more information.
8. Prior to usage, inspect all towing equipment for cracked welds, missing or worn parts and loose bolts.
9. Disconnect the towed vehicle from the towing vehicle before backing up. **Do Not Back Up** while vehicles are connected! Damage to both vehicles and the towing system may occur. The towed vehicle may jack knife causing abnormal stress to the tow bar, car chassis, baseplate and/or pintle hitch of the towing vehicle. These abnormal stresses may cause damage that may go undetected.
10. Avoid sharp turns and rough terrain. Check towing set up after any emergency situation and/or periodically on a long trip.
11. **Do not use the towed vehicle for storing luggage, etc.; causing you to exceed the towing capacity of the tow bar, baseplate, and its accessories.**

## SAFETY CABLE INSTALLATION

1. Utilizing the hooks, attach the cables to a solid part of the chassis on the towed vehicle or the convenience links of the baseplate. Verify the safety snap clicks back against the hook in order to prevent disconnection. (See Fig. 3)



2. Adjust slack if needed. Cables should not come in contact with the ground, pintle coupler or the locking handles; damage could occur! **DO NOT USE DAMAGED CABLES!** Route cables away from the locking handles. Safety cable contact with a locking handle could cause the leg to become unlatched and collapse, leading to major damage to one or both vehicles and towing equipment. **NOTE: DO NOT WRAP SAFETY CABLES AROUND THE LEGS!**
3. Verify the load capacity of cables or chains used that meets the needs of the towing set up.



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## INSTALLATION

### TOW BAR INSTALLATION (Towing Vehicle)

1. Slide the hitch connector into the receiver tube of your towing vehicle hitch. Secure the receiver pin provided into one of the two holes of the hitch receiver. The inside hole of the receiver tube is most commonly used. (Figure 1) Blue Ox offers receiver and towbar lock sets (BX88101) (BX88177) that help prevent theft. Contact Blue Ox for more information.
2. Proceed with hooking up towed vehicle. (Page 3)
3. **DEALER OR INSTALLER: BE CERTAIN USER RECEIVES INSTRUCTION SHEETS.**

**NOTE:** The configuration of the rear of your towing vehicle will determine how far you can slide the hitch connector into the receiver tube. Later, when the tow bar is folded, you may need to change which set of holes are used in the hitch connector or order a longer hitch connector.

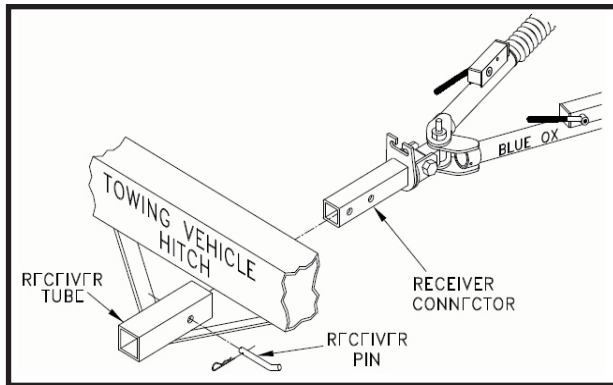


Figure 1

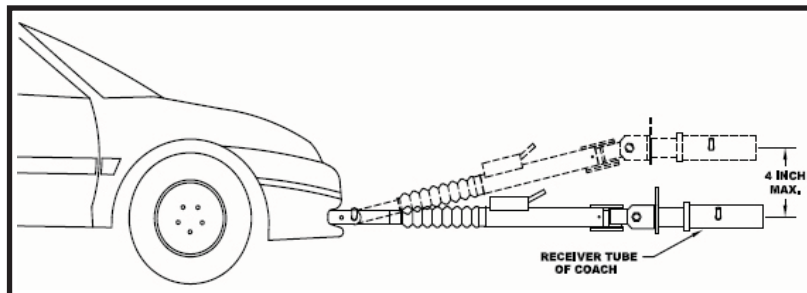


Figure 2

**CAUTION:** As with any mechanical product, care should be taken during installation and operation, to prevent your fingers from being pinched.

**WARNING:** Ensure that your towing vehicle is of adequate size to properly control your towed vehicle. The weight and braking capacity should be large enough to handle both vehicles in an emergency situation. Check your towing vehicle manufacturers recommendations for towing, hitch load, and braking capacities. The hitch, ball, motorhome chassis, and safety cables (each individual cable) need to be rated at a minimum for the weight of the vehicle being towed.

**CAUTION:** It is important that the attachment points at the center of the attachment tabs and the center of the coach's hitch receiver should be of equal distance. If a deviation must be present, it should be no more than four (4) inches from the tabs up to the hitch receiver. There should be no deviation allowed for the hitch receiver tube to be below the level of the attachment tabs. Refer to Figure 2.



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## HOOKING UP (Towed Vehicle)

1. Position the towing vehicle on a level surface with a straight driveway ahead and engage the parking brake. (Later, You will be driving straight ahead to latch the legs when extending the tow bar.) Position the towed vehicle behind the towing vehicle in the approximate towing position and engage the parking brake of the towed vehicle.
2. Rotate the tow bar legs to the opposite side of the stored position until the hold up bolt is centered with the slot in the hitch connector. Push the tow bar legs towards the towing vehicle while raising them to allow the hold up bolt to clear. If the hold up bolt does not align with the gap, rotate the tow bar farther. Pull the legs out away from the towing vehicle and place them on the ground. **NOTE:** The hold up bolt will pass through the gap in the hitch connector when the legs are pulled out from the towing vehicle. See Figure 4.

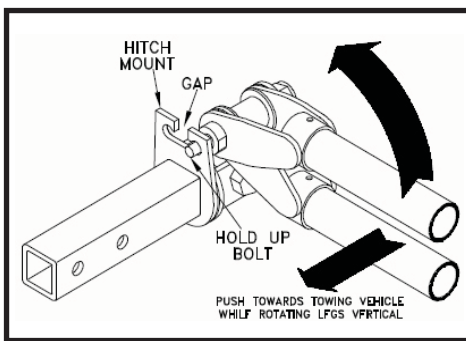


Figure 4

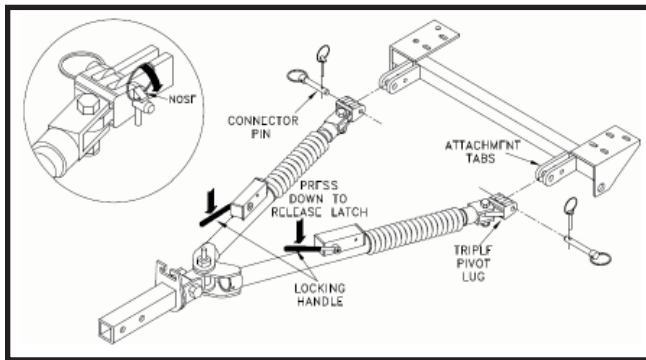


Figure 5

3. Partially extend one leg. The legs are held in with an internal "soft" latch. Pulling out on the leg will disengage this latch. Place the triple lug between the attachment tabs on the baseplate, and secure with the 1/2 pin. See Figure 5. Be sure to place the 1/2" pin is installed **correctly** through the attachment tab with the nose towards middle of the baseplate. See Figure 5. Repeat for both legs.

## EXTENDING TOW BAR

**Caution:** It is possible to extend the tow bar by driving away with the towing vehicle. This can cause the towed vehicle to wander from side to side and does not insure that the legs will lock into position. We **DO NOT recommend towing any vehicle until the operator has confirmed that the leg latches have been properly locked** as outlined in step 4.

4. On the towed vehicle disengage parking brake and set up the transmission for towing, see **Safety** section on Page 1 and unlock the steering wheel. Pull forward with the towing vehicle until one of the locking handles are engaged and locked. (When locked they will "pop" up)

**NOTE:** If only one locking handle is locked, turn the top of the towed vehicle's steering wheel towards the unlocked tow bar leg approximately 1/2 to 3/4 turn, before continuing forward. Pull the towing vehicle forward one to two feet until the leg locks into place. **IMPORTANT:** Check to insure both legs are latched properly before towing. The steering wheel on the towed vehicle must be unlocked at all times while being towed. Failure to do so will create hazardous driving conditions.

5. Install safety cables or chains and lighting. (See **Safety Cable Installation** - Page 1).



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## UNHOOKING TOW BAR / MAINTENANCE

### Unhooking / Folding:

1. Park the towing vehicle with vehicle in tow, **in a straight line, on a flat, level surface** to insure minimum pressure is exerted on the tow bar legs. This will aid in the removal of the 1/2 pins. Engage the towing vehicle parking brake. Place the towed vehicle either in park for automatic transmissions or securely in first gear for manual transmissions. Unhook the lighting and safety cables.
2. Disengage the leg latches by pushing down on the locking handles. (Figure 5) Remove the quick pins and 1/2 pins attaching the triple lugs to the attachment tabs. You may need to tap the 1/2 pins out if there is still pressure on them. Compress both legs completely until they lock in place.

**NOTE:** Each leg is equipped with a "soft" latch inside the end. Push in on each leg until they are held in detent by the soft latch.

**NOTE:** Place the 1/2 pins back into the triple lugs and secure with the quick pin assemblies to avoid losing either of them.

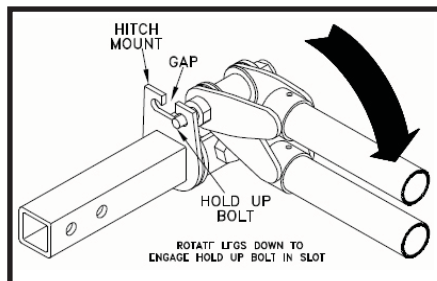


Figure 6

3. With legs together, swing them up towards the towing vehicle until the hold up bolt passes through the gap in the hitch connector. (Figure 6) Rotate the legs down to either side until the hold up bolt engages completely to the side of the hitch connector slot.

### Tow Bar Maintenance

1. This tow bar requires periodic maintenance. It will be subjected to road dirt and weather during use. The following tips will help maintain the condition of your new tow bar.

2. Keep the tow bar covered when not in use, on or off of the towing vehicle. This will cut down on the dust and dirt build up on the legs and latches of the tow bar. A BX8875 tow bar cover is recommended.
3. Periodically clean the entire surface of the tow bar with a mild soap and water solution. Wipe dry with a clean cloth.
4. Check and replace any loose, worn or damaged bolts, rubber boots or cap plugs.
5. Check for cracked welds and loose bolts on the baseplate, towed vehicle (where baseplate is bolted) and the hitch on the towing vehicle.
6. In normal straight line towing conditions, both legs will be in tension. Due to the design of the latch, both handles will feel loose. During turning, braking or parking one or both of the legs may be in compression. This will make the handles feel stiff or tight. Due to parking on slopes or the angle between the coach and the car, the two locking mechanisms could be in compression or tension or any combination of the two. Having one lock in tension and one in compression may give the operator the feeling that one leg is locked and one is not, when in fact whenever the legs are fully extended and the springs are holding the latch handles up, the legs are locked and ready to tow whether in tension or compression.

### Lubrication

1. Approximately once per year or if it is difficult to move the legs in and out you should remove the small cable ties holding the rubber boots on the legs and slide the boots back. Wipe clean each inside leg and apply a light coat of multipurpose grease to insure smooth operation. Secure each boot back in place with an 8 inch nylon cable tie (available at most automotive and hardware stores). See Fig 7.

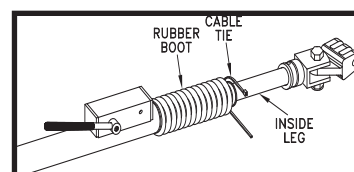
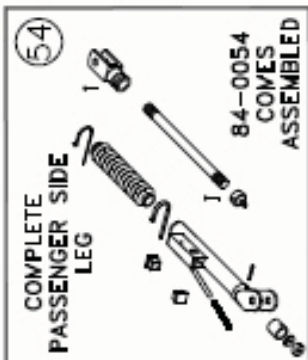
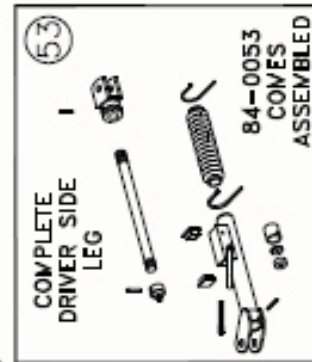
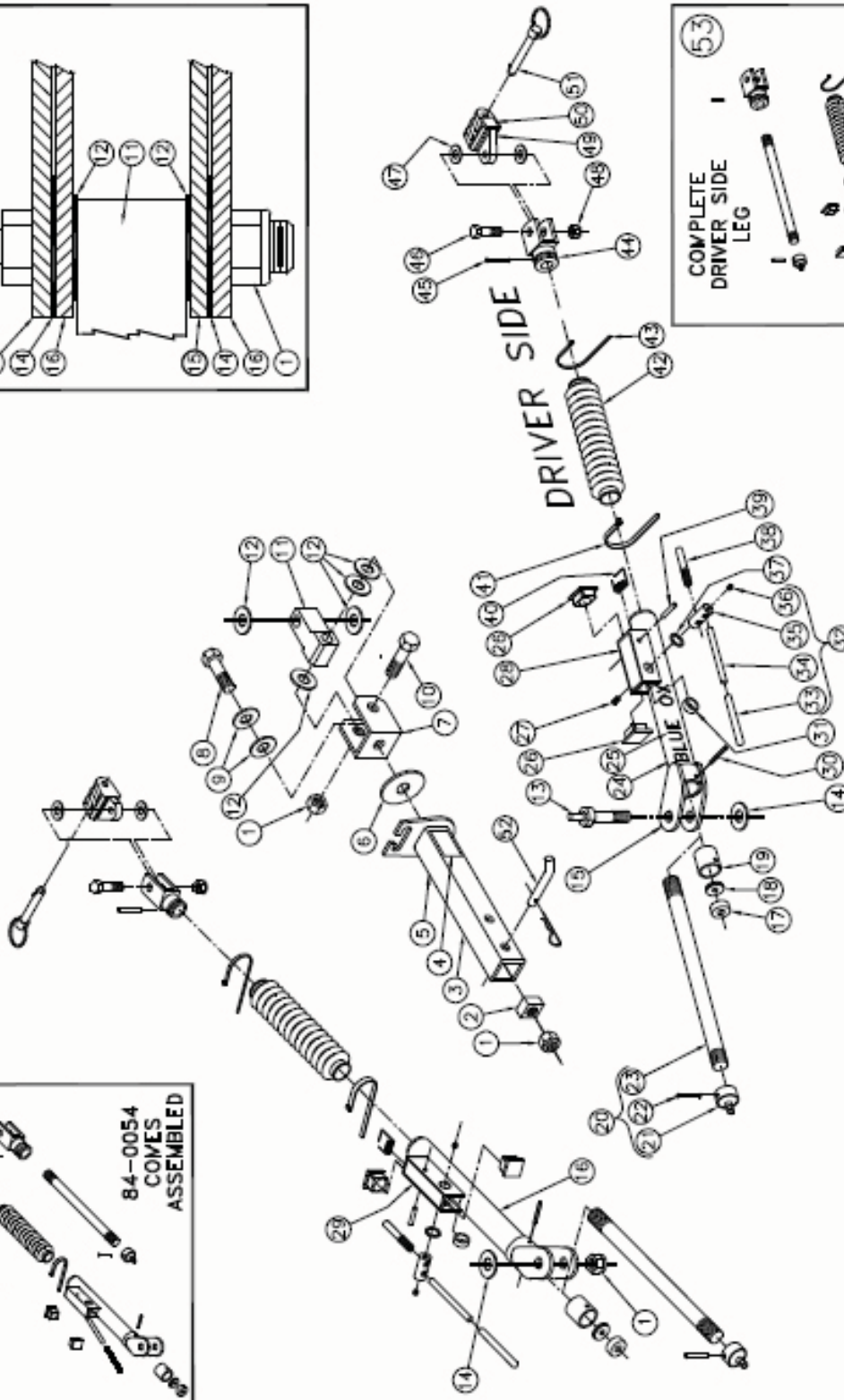
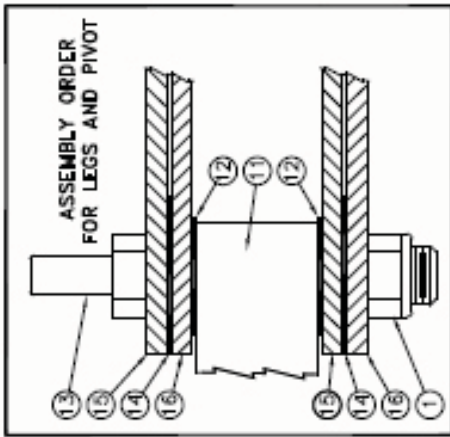


Figure 7



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# REPLACEMENT PARTS



**IMPORTANT:** Use only genuine factory replacement parts on your Tow Bar. Do not substitute homemade or nontypical parts. If a bolt is lost or in need of replacement, for your safety and the preservation of your Tow Bar, be sure to use a replacement bolt of the same grade (Usually Grade 5).

Repair parts may be ordered through your nearest Blue Ox dealer or distributor.



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# REPLACEMENT PARTS

## Parts List

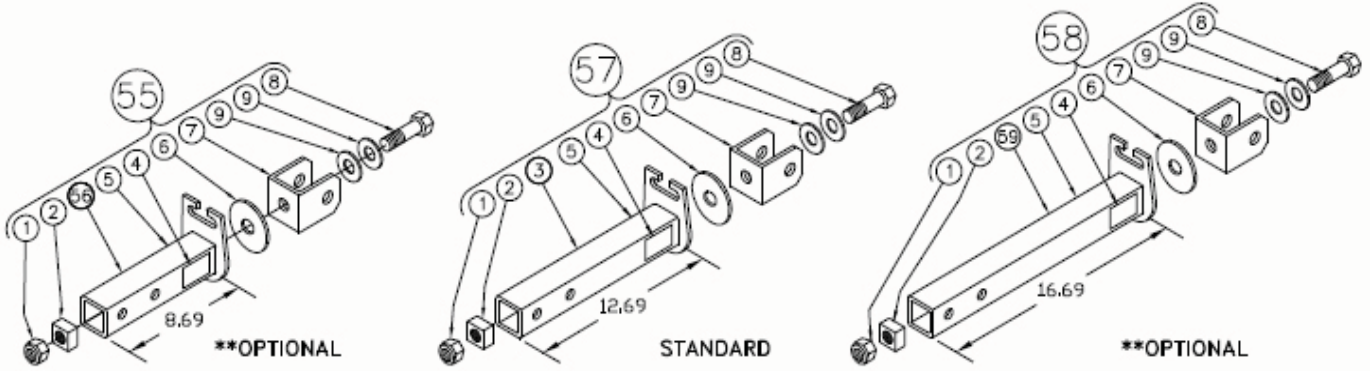
Ref. No.	Qty.	Part No.	Description	Ref. No.	Qty.	Part No.	Description
1	3	202-0152	.....3/4-16 Hex Nylon Insert Lock Nut	50	2	292-2660	..... Decal Up Arrow
2	1	102-6374	..... Threaded Insert	51	2	229-0674	..... Pin, 1/2 X 2 5/8 Eff, W/Spring Lock
3	1	61-4789	..... Hitch Connector, (Standard)	52	1	200-1483	..... Pin, 5/8" x 3 Eff., W/ Clip
4	1	292-6176	..... Decal, Measurement, Height Diff.	<b>Replacement Leg Assemblies</b>			
5	1	292-6709	..... ID. Sticker Alpha	53	1	84-0053	..... DS Complete Leg Assembly
6	1	290-0348	..... Plastic Spacer, 3" O.D. x 1/16" Thk	54	1	84-0054	..... PS Complete Leg Assembly
7	1	100-1103	..... Cast Yoke	<b>Replacement Hitch Connector Assemblies</b>			
8	1	201-0632	..... 3/4-16 x 3" Hex Bolt, Grade 5	<b>(Completely Assembled)</b>			
9	2	203-0064	..... 3/4" Flat Washer	55	-	84-0051	..... Hitch Assy, Short (Complete, Optional)*
10	1	201-0644	..... 3/4-16 x 3 1/4" Hex Bolt, Grade 5	56	1	61-4716	..... Weldment, Hitch Connector, Short
11	1	100-1104	..... Swivel Lug, Black	57	-	84-0052	..... Hitch Assy, Standard (Complete, Standard)*
12	6	290-0360	..... Plastic Spacer, 1 1/2" O.D. x 1/16" Thk	58	-	84-0047	..... Hitch Assy, Long (Complete, Optional)*
13	1	229-0436	..... Machined Hold Up Bolt	59	1	61-4790	..... Weldment, Hitch Connector, Long
14	2	290-0347	..... Plastic Spacer, 2" O.D. x 1/16" Thk	<b>Replacement Hitch Connector Assemblies</b>			
15	1	61-4743	..... Driver Side Round Outside Leg	<b>(2 1/2" Receiver for Aladdin and Alpha)</b>			
16	1	61-4744	..... Passenger Side Round Outside Leg	<b>(Completely Assembled)</b>			
17	2	290-0363	..... Plastic Spacer, 1 1/4" O.D. x 1/2" Thk	60	1	102-6692	..... Nut, 2.5 Receiver, 3/4-16 Thread
18	2	250-0169	..... Grommet, 3/8" x 1" x 1/16"	61	-	84-0107	..... Hitch Assy, 2.5 Rcvr, Short (Complete, Opt.)*
19	2	229-0472	..... Latch Retainer	62	1	61-6147	..... Wldm't, Hitch Conn., 2.5 Rcvr. Short, Av2/Ald
20	2	62-3235	..... Inner Leg, Assy.	63	-	84-0108	..... Hitch Assy, 2.5 Rcvr, Standard (Complete, Opt.)*
21	2	229-0386	..... Leg Stop, Steel	64	1	61-6148	..... Wldm't, Hitch Conn., 2.5 Rcvr. Standard, Av2/Ald
22	2	229-0032	..... Spring Pin, 3/16" x 1 1/4", ZP	65	-	84-0109	..... Hitch Assy, 2.5 Rcvr, Long (Complete, Opt.)*
23	2	207-0688	..... Inside Leg	66	1	61-6149	..... Wldm't, Hitch Conn., 2.5 Rcvr. Long, Av2/Ald
24	1	292-6236	..... Sticker, Patent No., Towbar				
25	2	292-1035	..... Decal, Blue Ox, White				
26	4	290-0332	..... Cap Plug, Black, 1 1/4" Square				
27	2	201-0699	..... 1/4-20 x 1/2" Set Screw				
28	1	292-1206	..... Decal, Instructions (Not Shown)				
29	1	292-1621	..... Decal, Cables Required (Not Shown)				
30	2	220-0015	..... Spring Pin, 3/16" x 2"				
31	2	290-0394	..... Locking Handle Spacer, Nylon				
32	1	62-3311	..... Latch Handle Assy., Ald/ Avt 2				
33	2	250-0157	..... Foam Grip, 3/8" X 3 5/8" X 5/64"				
34	2	207-0735	..... Locking Handle, SS				
35	2	299-0234	..... Swivel Locking Handle, Steel Plated				
36	2	201-0504	..... 1/4-20 x 1/4" Set Screw, Knurled, ZP				
37	2	290-0377	..... Plastic Wshr, .765 ID. x 1" OD. x 1/16"				
38	2	229-0387	..... Locking Handle, Bolt, SS.				
39	2	220-0033	..... Spring Pin, 1/4" x 1 3/8"				
40	2	222-0068	..... Spring, Locking Handle				
41	2	290-0364	..... 9 Inch Nylon Cable Tie				
42	2	250-0156	..... Rubber Boot				
43	2	290-0275	..... 8 Inch Nylon Cable Tie				
44	2	61-5484	..... Weldment, Leg Pivot				
45	2	220-0032	..... 3/16" x 1 1/4" Roll Pin, ZP				
46	2	201-0645	..... 1/2-13 x 2 Hex Bolt, Grade 5				
47	4	290-0381	..... Nylon Washer, .051 x .523 x 1.38 OD.				
48	2	202-0143	..... 1/2-13 Essna Jam Nut, ZP				
49	2	100-1176	..... Offset Triple Lug				



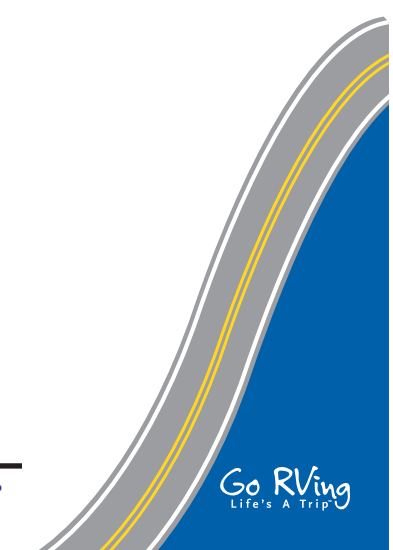
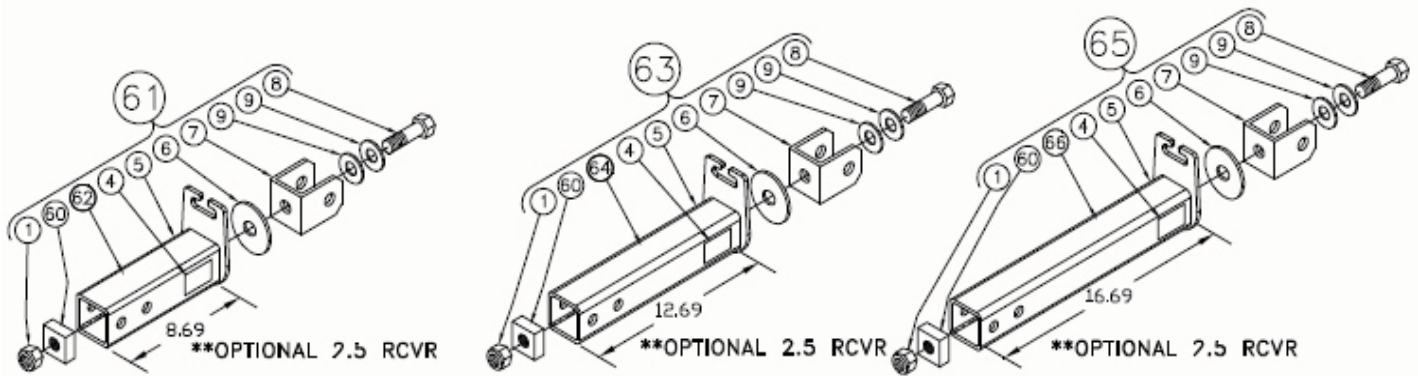
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# REPLACEMENT PARTS

## Replacement Hitch Connector Assemblies



## Replacement Hitch Connector Assemblies, 2 1/2" Receiver







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## QUICK REFERENCE GUIDE

### HOOKING UP & EXTENDING FOR TOWING

1. Align vehicles in towing position with straight driveway ahead and parking brakes locked.
2. Rotate legs up to unfold tow bar. Partially extend legs, pin double pivot lug between baseplate attachment tabs.
3. Drive towing vehicle forward until both legs are locked. (Locking Handles Up)
4. Install safety cables and towed vehicle lighting.
5. Detailed instructions appear on page 3.

### UNHOOKING & FOLDING FOR STORAGE

1. Park vehicles in a straight line on level surface. Apply towing vehicle parking brake. Place towed vehicle in park or 1st gear for manual transmissions.
2. Remove safety cables and towed vehicle lighting.
3. Disengage locking handles, remove quick pins and connector pins and replace to prevent loss.
4. Compress and place legs together, fold towards towing vehicle and rotate down to engage hold up bolt.
5. Detailed instructions appear on page 4.

**TO BE VALID, THE WARRANTY CARD MUST BE COMPLETED IN ITS ENTIRETY BY AN AUTHORIZED DISTRIBUTOR OR DEALER AND SENT TO AUTOMATIC EQUIPMENT MFG. CO., PENDER, NEBRASKA. FAILURE TO DO SO WILL VOID THE WARRANTY.**

Repair parts may be ordered through your nearest Automatic dealer or distributor.

### Product Safety Policy Statement

It is, and shall continue to be, a primary objective of Automatic Equipment Manufacturing Company to provide customers with safe and reliable products. Automatic will, and has, established safety procedures in product design, manufacture, promotion and sales; and will coordinate efforts to promote customer safety to the greatest extent possible. Each department has primary responsibility for the promotion of safety under the guidelines of the Product Safety Committee.

**⚠ WARNING:** Ensure that your towing vehicle is of adequate size to properly control your towed vehicle. The weight and braking capacity should be large enough to handle both vehicles in an emergency situation. Check your towing vehicle manufacturers recommendations for towing, hitch load, and braking capacities. The hitch, ball, motorhome chassis, and safety cables (each individual cable) need to be rated at a minimum for the weight of the vehicle being towed.