

Adjustable Ball Hitch

part number 880

Attachment and adjustment instructions

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All specifications are subject to change without notice.

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WARNING

Read the instructions before using this product. Failure to understand how to attach and adjust the Adjustable Ball Hitch could result in property damage, personal injury or even death.



Required tools

- ruler or measuring tape
- 6" adjustable wrench or a 3/8" open-end wrench

Attachment and adjustment

1. Insert the stinger (Figure 1) into the receiver with the shaft (Figure 1) in a vertical position (either up or down, but down in most applications). Lock the stinger in place with a standard removable hitch pin (not provided).
2. On a reasonably level surface, position the towed vehicle, with the tow bar attached, behind the motorhome and the Adjustable Ball Hitch.
3. Hold the tow bar level to the ground, and measure the distance between the top of the coupler and the ground.
4. If necessary, loosen the 3/8" square-headed set screw (Figure 1) on the adjustable sleeve (Figure 1). Then slide the adjustable sleeve up or down the shaft, to the corresponding holes that will set the top of the ball at the same height as the distance you measured in the previous step.
5. Insert both of the hitch pins (Figure 1) through the sleeve and the holes in the shaft, and secure them in place with the clips (Figure 1).
6. Tighten the 3/8" set screw with a wrench until the sleeve is securely held in place.
7. Test the fit – attach the tow bar coupler to the ball hitch. If the tow bar is not approximately level, readjust the setting.

WARNING

If the tow bar is not approximately level, readjust the sleeve up or down. Towing with the tow bar at an upward or downward slope puts undue strain on the ball mount, which could force the coupler off the hitch ball.

Failure to follow these instructions may cause property damage, personal injury or even death.

WARNING

Failure to properly attach and adjust this product may cause the tow system to fail, which can result in property damage, personal injury or even death.



Towing and Suspension Solutions

IMPORTANT

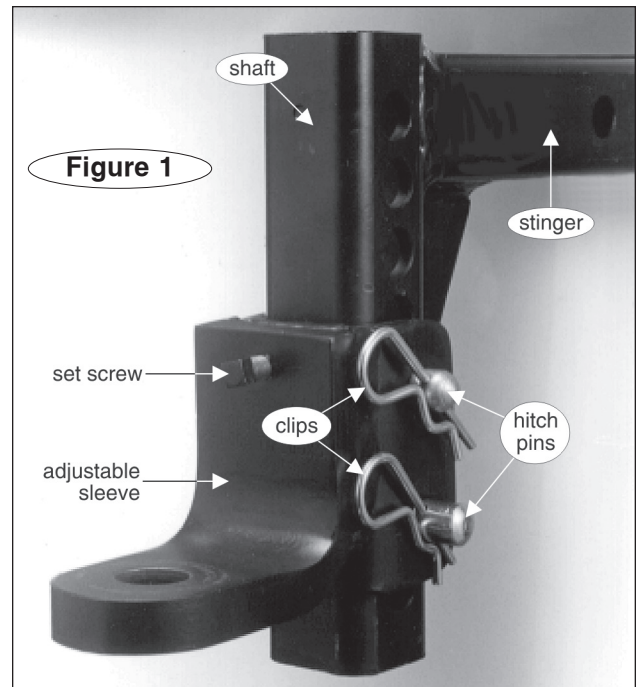
The load limits listed below **must not be exceeded**. Additionally, this product **must be used** with the equipment listed below:

Maximum load limits – 6,000 pound GVWR capacity; 100 pounds maximum tongue weight.

Required hitch ball and shank (hitch ball not supplied) – one-inch threaded shank with a two-inch ball. Carrying capacity: 6,000 pounds.

WARNING

Exceeding the load limits for this product or using it with a hitch ball of insufficient size or weight capacity may cause the towing system to fail, which may result in property damage, personal injury or even death.



IMPORTANT NOTICE!

Safety Definition

These instructions contain information that is very important to know and understand. This information is provided for your **safety**. To help recognize this information, observe the following symbol:

WARNING

WARNING indicates a potentially hazardous situation which, if not avoided, could result in property damage, serious personal injury or even death.

“We hit the guard rail at about 60 miles an hour...”

“The front tire on our 40-foot motorhome blew out and we hit the guard rail at about 60 mph, which knocked out the fuse box and all electronics, including the brakes. We had no ABS.

We were pretty lucky to be towing with an Even Brake. Even Brake kicked in on the motorhome’s deceleration and brought the motorhome and our family truck to a controlled stop along the guard rail.

I was amazed at how fast we stopped.

My wife, two children and myself were all okay, and very thankful we had an Even Brake.

Our Falcon All Terrain tow bar was undamaged.

As soon as our motorhome is repaired, I’m adding another Roadmaster product — a Reflex steering stabilizer.”

— *Bill McGinnis*
Drexel Hill, Pennsylvania

Even Brake® supplemental braking system

Even Brake is the only braking system as technologically advanced as your motorhome and your towed vehicle.

Automatic towed vehicle brake protection, automatic low battery protection and constant braking information and system status, reported to you via a three-tiered motorhome monitor, are three exclusive features. Continuous self-diagnostic testing and smoother, more responsive braking are two more.

What’s even more remarkable is that these innovations are incorporated into the world’s only portable system with full-time ‘proportional’ braking — Even Brake always brakes at the same time, and at the same intensity, as you brake the motorhome.

Why settle for a “me too” system that costs more and does less?

Reflex™ steering stabilizer

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 keep the vehicle under your control.

***More people put their trust in
ROADMASTER than in any other brand.***

Be safe out there.



**Made in the
USA**



ROADMASTER

Towing and Suspension Solutions

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