

DEALER
BE CERTAIN
USER RECEIVES
INSTRUCTION SHEET

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NISSAN PATHFINDER

STYLE #1814

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NOTICE

1. THIS TOW BAR IS DESIGNED TO BE PARALLEL TO THE GROUND WHEN IT IS ATTACHED TO BOTH THE TOWED AND TOWING VEHICLES. IF THE TOW BAR IS AT AN ANGLE, THERE IS A RISK OF DAMAGE OR ACCIDENT.
2. THIS TOW BAR HAS BEEN DESIGNED TO TOW A MANUAL TRANSMISSION CAR OR AN AUTOMATIC WHICH HAS BEEN EQUIPPED WITH A SUITABLE PUMP OR DRIVESHAFT DISCONNECT.
3. BE SURE THE CAR BEING TOWED IS PROPERLY ALIGNED.
4. USE SAFETY CABLE OR CHAIN (SEE SKETCH). #8805 CABLE OR #8804 CHAIN IS RECOMMENDED.
5. DO NOT BACK UP WHEN TOWING. BACKING UP WILL DAMAGE THE TOW BAR.
6. UNLOCK STEERING WHEEL TO ALLOW FRONT WHEELS OF TOWED VEHICLE TO "TRACK".
7. PRIOR TO STARTING ON A TOWING TRIP, CHECK TO BE SURE ALL TOWING ACCESSORIES AND ATTACHMENT POINTS ARE SECURE; IE. ALL BOLTS TIGHT AND NO CRACKED WELDS. THIS IS IMPORTANT ON ALL OCCASIONS BUT PARTICULARLY ON A NEW INSTALLATION. ALL BOLTED CONNECTIONS AND WELDMENTS ON A NEW INSTALLATION SHOULD BE CHECKED JUST PRIOR TO INITIAL TOWING AND AGAIN AFTER 100-200 MILES OF TOWING.
8. AVOID SHARP TURNS AND ROUGH TERRAIN. CHECK INSTALLATION AFTER ANY UNUSUAL EVENT AND PERIODICALLY ON A LONG TRIP.
9. CHECK THE VEHICLE TO VEHICLE CLEARANCE IN A TURNING SITUATION.
10. DO NOT USE TOWED VEHICLE FOR STORING LUGGAGE, ETC. AS YOU MAY EXCEED THE TOWING CAPACITY OF THE TOW BAR.
11. ADJUST THE COUPLER FOR PROPER FIT TO THE BALL (SEE COUPLER ADJUSTMENT). FOR ADDED SECURITY, PLACE A LOCK, PIN OR BOLT THROUGH THE HOLE PROVIDED IN THE COUPLER LOCKING LEVER.

PARTS LIST

Qty./Part number

- 1 TOW BAR
- 1 BASE PLATE, BX1814
- 2 61-3631, TIE DOWN CLAMP
- 2 288-1316, PIN, 1/2 X 2 1/2 EFF., W/CLIP
- 2 281-0051, 1/2-13 X 1 1/2 HEX BOLT

Qty./Part number

- 2 281-0411, 12MM-1.25 X 48MM BOLT
- 2 282-0005, 1/2-13 HEX NUT
- 2 283-0012, 1/2 LOCK WASHER
- 2 283-0105, 12MM LOCK WASHER

TOOLS

- 3/4 SOCKET
- 17MM SOCKET
- 19MM SOCKET
- 3/4 OPEN END WRENCH

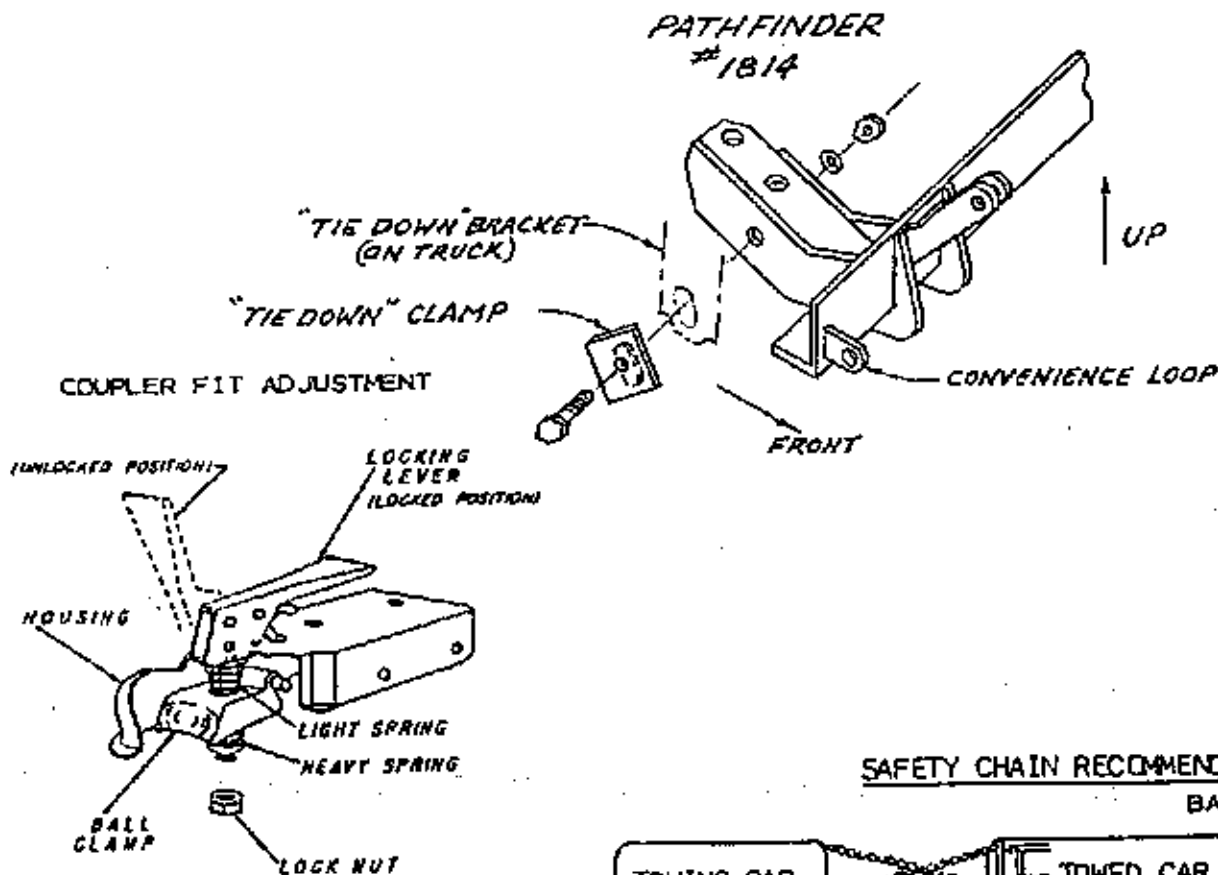
SPECIAL NOTICE

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

INSTALLATION

1. THE TOW BAR ASSEMBLY CONSISTS OF A PERMANENTLY MOUNTED BASE PLATE AND A DETACHABLE TOW BAR.
2. THE BASE PLATE MOUNTS TO THE FRONT UNDERSIDE OF THE TRUCK USING SIX BOLTS: (TWO EXISTING AND FOUR PROVIDED), THREE ON EACH SIDE OF THE TRUCK.

3. REMOVE THE TOW HOOK FROM THE PASSENGERS SIDE OF THE TRUCK AND NOTE THAT THERE ARE SIMILAR BOLT HOLES ON THE DRIVERS SIDE. INSPECT THE BOLTS FOR REUSE. (SEE SPECIAL NOTICE)
4. POSITION THE BASE PLATE ALIGNING THE BASE PLATE HOLES WITH THE HOLES IN THE FRAME WHERE THE TOW HOOK BOLTS WERE AND HAND START THE BOLTS JUST REMOVED AND THE 12MM BOLTS WITH LOCKWASHERS SUPPLIED. USE LOCKTITE BUT DO NOT TIGHTEN YET.
5. THE DIMENSIONAL VARIATIONS BETWEEN OTHERWISE IDENTICAL CARS CAN BE CONSIDERABLE. WHILE THE LOCATION AND SIZE OF THE HOLES IN THE BASE PLATE WERE DESIGNED TO FACILITATE EASY INSTALLATION, IT MAY BE NECESSARY TO FILE A HOLE SLIGHTLY TO ALLOW A BOLT TO CLEAR.
6. INSERT THE SMALL RAISED PART OF THE "TIE DOWN" CLAMPS INTO THE OBLONG HOLE OF EACH "TIE DOWN" BRACKET AND INSTALL A 1/2" BOLT THROUGH THE CLAMP, "TIE DOWN" BRACKET, AND BASE PLATE. LOOSELY SECURE WITH THE 1/2" NUTS AND LOCKWASHERS PROVIDED.
7. WHEN ALL BOLTS ALIGN, TIGHTEN SECURELY.
8. WITH ALL BOLTS PROPERLY INSTALLED, YOU ARE READY TO INSTALL THE TOW BAR. HOLD THE TOW BAR IN POSITION WITH THE TABS ALIGNED INSIDE THE TABS OF THE BASE PLATE AND INSERT THE PINS. SLIDE THE HAIRPIN CLIPS THROUGH THE HOLES IN THE PINS. INSTALL A SAFETY CABLE OR CHAIN AND ADJUST THE COUPLER.
9. DO NOT SUESTITUTE OTHER DEVICES IF THE PIN AND CLIP ARE LOST.



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

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