

DEALER
CERTAIN
RECEIVES
INSTRUCTION SHEET

DEALER
USER RECEIVED
INSTRUCTION

INSTRUCTION SHEET
1982-83 HONDA ACCORD
STYLE #2207-42

NOTICE

1. The Tow Bar coupler is designed to be parallel to the ground when the Tow Bar is attached to both the towed and towing vehicles. If the coupler 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 transmission pump, drive shaft disconnect or half shaft disconnect.
3. The transmission should be placed in neutral when towing.
4. Unlock the steering wheel to allow the front wheels of the towed vehicle to "track".
5. Be sure the car being towed is properly aligned.
6. USE SAFETY CABLE OR CHAIN (see sketch). Blue Ox Style #8805 (5ft) or #8806 (6ft) Safety Cable Kit is recommended. The shorter #8805 is normally best.
7. Adjust the coupler for proper fit to the ball (see coupler adjustment). Lightly lubricate the ball with grease. For added security, place a lock, pin or bolt through the hole provided in the coupler locking lever.
8. Check the vehicle to vehicle clearance in a turning situation.
9. Most states require lighting at the rear of the towed car. A Blue Ox Style #8811 Wiring Kit or Style #8813 Light Bar is recommended.
10. 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.
11. Do Not Back Up when towing. Backing up may damage the Tow Bar assembly or the towed car's chassis.
12. Avoid sharp turns and rough terrain. Check installation after any unusual event and periodically on a long trip.
13. Do not use towed vehicle for storing luggage, etc.; you may exceed the towing capacity of the Tow Bar.

PARTS LIST

Qty./Part number	
1	TOW BAR
1	BASE PLATE, BX2207
1	61-3379, TIE DOWN BRACKET, RIGHT
1	61-3380, TIE DOWN BRACKET, LEFT
2	61-3537, TIE DOWN BRACKET REINFORCEMENT
1	61-3538, FRONT UPRIGHT BRACKET, RIGHT
1	61-3539, FRONT UPRIGHT BRACKET, LEFT
2	200-1316, PIN, 1/2 X 2 1/2 EFF., W/CLIP
4	201-0007, 3/8-16 X 1 BOLT
4	201-0416, 7/16-14 X 1 1/2 BOLT
4	202-0003, 3/8-16 HEX NUT
4	202-0004, 7/16-14 HEX NUT
4	203-0010, 3/8 LOCK WASHER
4	203-0011, 7/16 LOCK WASHER

TOOLS

- 14MM SOCKET
- 17MM SOCKET
- 9/16 SOCKET
- 11/16 SOCKET
- 5/8 END WRENCH
- SOCKET EXTENSION
- JACK

3. REMOVE THE TWO BOLTS WHICH SECURE THE FRONT BUMPER TO ITS MOUNTING BRACKETS. THESE BOLTS ARE ACCESSIBLE THROUGH HOLES IN THE UNDERSIDE OF THE BUMPER. INSPECT THE BOLTS FOR REUSE. (SEE SPECIAL NOTICE)
4. PLACE A JACK BELOW THE CENTER OF THE ENGINE SUPPORT CROSSBRACE AND RAISE IT ENOUGH TO HOLD THE CROSSBRACE IN POSITION WHEN THE TWO BOLTS SECURING IT TO THE FRAME ARE REMOVED.
5. REMOVE THE CROSSBRACE BOLTS AND INSPECT FOR REUSE. THE LARGE WASHERS WILL NOT BE REUSED.
6. USING THE PREVIOUSLY REMOVED BOLTS WITH "LOCKTITE", LOOSELY INSTALL THE TWO BUMPER BRACKETS THROUGH THE HOLES IN THE UNDERSIDE OF THE BUMPER.
7. POSITION THE BASE PLATE BY INSERTING THE SHORT TUBES ON THE BASE PLATE INTO THE METAL CORE OF THE RUBBER CROSSBRACE BUSHINGS AND HAND STARTING THE CROSSBRACE BOLTS USING "LOCKTITE".
8. HAND START THE FOUR 3/8" BOLTS PROVIDED, WITH LOCKWASHERS, THROUGH THE BUMPER BRACKETS INTO THE BASE PLATE.

1982 MODELS

9. POSITION A "TIE DOWN" CLAMP ON TOP OF EACH "TIE DOWN" BRACKET SUCH THAT THE SMALL RECTANGULAR PART OF THE CLAMP FITS INTO THE RECTANGULAR HOLE IN THE BRACKET.
10. INSTALL A 7/16" BOLT THROUGH EACH CLAMP, "TIE DOWN" BRACKET, AND BASE PLATE AND SECURE WITH A LOCKWASHER AND NUT.

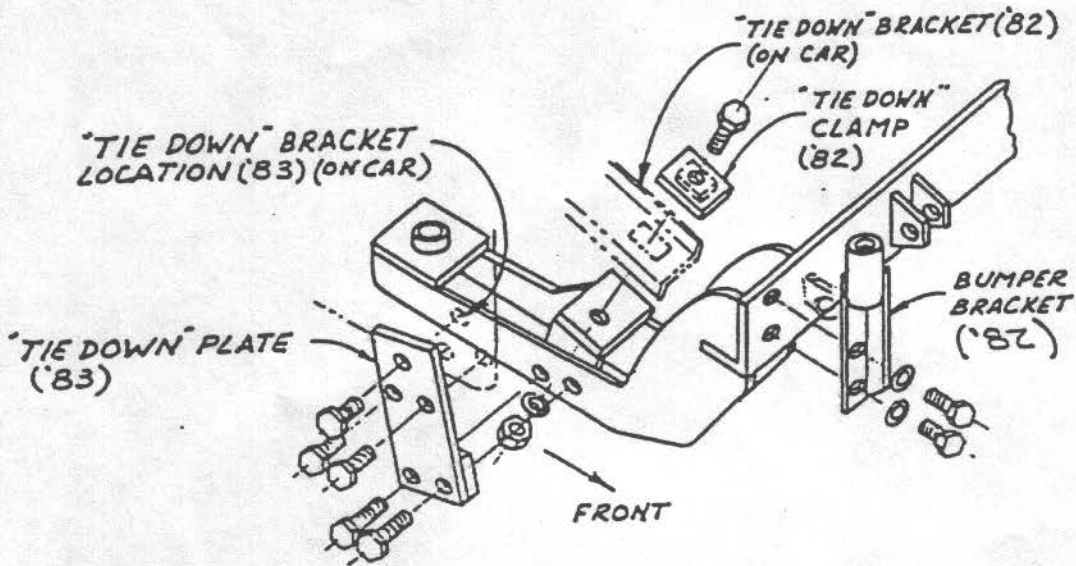
1983 MODELS

11. REMOVE THE "TIE DOWN" BRACKETS FROM EACH SIDE OF THE CAR. THEY ARE STAMPED METAL BRACKETS WITH AN UPSIDE DOWN "Y" SHAPED HOLE IN THEM.
12. USING THE BOLTS JUST REMOVED, LOOSELY INSTALL A "TIE DOWN" PLATE WITH ITS SPACER INBOARD, IN PLACE OF EACH "TIE DOWN" BRACKET.
13. LOOSELY ATTACH THE "TIE DOWN" PLATES TO THE BASE PLATE USING THE FOUR 7/16" BOLTS, LOCKWASHERS AND NUTS PROVIDED.

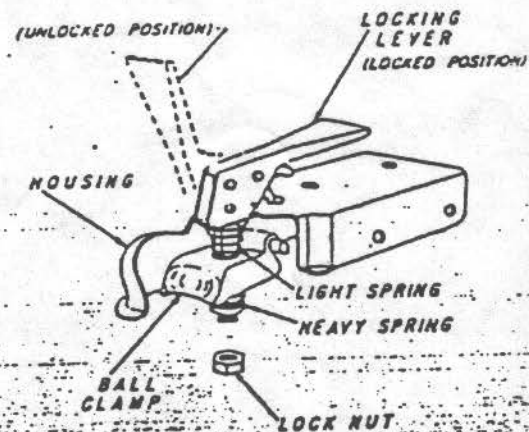
ALL MODELS

14. 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.
15. WHEN ALL BOLTS ALIGN, TIGHTEN THE CROSSBRACE BOLT FIRST, THE BUMPER BOLTS SECOND, THE BUMPER BRACKET TO BASE PLATE BOLTS THIRD AND THE "TIE DOWN" BOLTS LAST.
16. WITH ALL BOLTS PROPERLY INSTALLED, YOU ARE READY TO INSTALL THE TOW BAR. HOLD THE TOW BAR IN POSITION WITH THE TABS ALIGNED INSIDE THE TABS OF THE BASE PLATE AND INSERT THE PINS. SLIDE THE HAIRPIN CLIPS THROUGH THE HOLES IN THE PINS. INSTALL A SAFETY CHAIN AND ADJUST THE COUPLER.
17. DO NOT SUBSTITUTE OTHER DEVICES IF THE PIN AND CLIP ARE LOST.

82-83 HONDA ACCORD



COUPLER FIT ADJUSTMENT



SAFETY CHAIN RECOMMENDATION



1. X PATTERN BELOW TOW BAR SOLIDLY CONNECTED TO THE FRAME OF BOTH CARS.

2. USE A CHAIN WITH THE SAME (OR GREATER) LOAD RATING THAT IS MARKED ON THE COUPLER.

1. ADJUST COUPLER TO BALL BY TIGHTENING THE NUT. TIGHTEN OR LOCK NUT UNTIL FIRM CONTACT BETWEEN COUPLER AND BALL IS ESTABLISHED.

2. CHECK BALL TO HOUSING TENSION PERIODICALLY AND TIGHTEN IF NECESSARY.