



BLUE OX®

BX7370

**Alpha® Tow Bar with AutoStop™
Operator Manual &
Installation Instructions**

Serial Number



ALPHA® Tow Bar w/ AutoStop™
(6,500 lb) 2 Inch Receiver

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General Information

1. Ensure that your product(s) are registered online at www.blueox.com. It is crucial to register your product(s) so that you may be alerted of product offerings, updates, upgrades, maintenance and safety bulletins, and/or recalls.

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

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 the steering wheel of the towed vehicle 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 tow bar 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 jackknife 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.; which may cause you to exceed the towing capacity of the tow bar, baseplate, and its accessories.**
12. **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, motor home chassis, and safety cables (each individual cable) need to be rated at a minimum for the weight of the vehicle being towed.**
13. Dealer or installer be certain the user receives these instruction sheets.



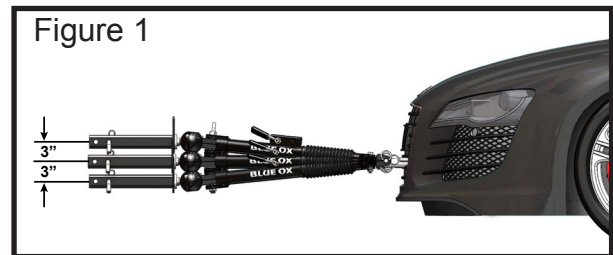
CAUTION: As with any mechanical product, care should be taken during installation and operation to prevent your fingers from being pinched.

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Tow Bar Installation

1. Slide the hitch connector into the receiver tube of your towing vehicle hitch. Install the receiver pin provided into the hole of the hitch receiver. Blue Ox offers receiver and tow bar lock sets (BX88101 & BX88177) that help prevent theft. Contact Blue Ox for more information.

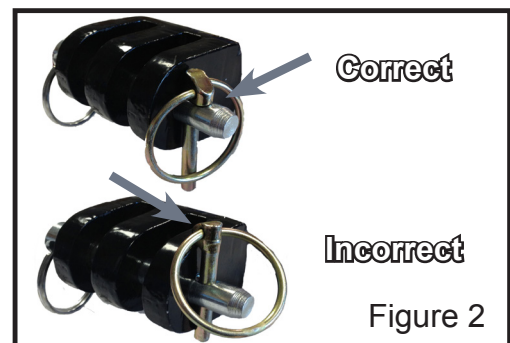
⚠ CAUTION: It is important that the attachment points at the center of the attachment tabs and the center of the coach's hitch receiver should be of equal distance. If a deviation must occur, then it is recommended that the hitch receiver be no more than 3" above or below the attachment tabs of the baseplate.



Hooking Up to Towed Vehicle

1. Position the towing vehicle on a level surface with a straight driveway ahead and engage the parking brake. Position the towed vehicle behind the towing vehicle in the approximate towing position.
2. 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 and quick pin. Be sure the 1/2" pin is installed **correctly** through the attachment tab with the nose towards middle of the baseplate. Repeat for both legs.
3. On the towed vehicle, disengage the parking brake and set up the transmission for towing and unlock the steering wheel. Pull forward with the towing vehicle until one or both of the locking handles are engaged and locked (When locked they will "pop" up). If only one locking handle is locked, turn the towed vehicle's steering wheel towards the unlocked tow bar leg approximately 1/2 to 3/4 turn, before continuing forward. Drive the towing vehicle forward until the second leg locks into place.

IMPORTANT: Check to ensure both legs are latched properly and pins are secured properly before towing. When properly installed the quick pin ring will snap back onto itself, and the chamfered side will be facing outwards. 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.



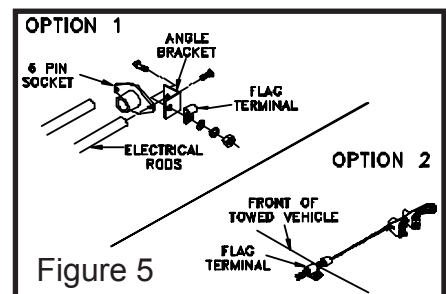
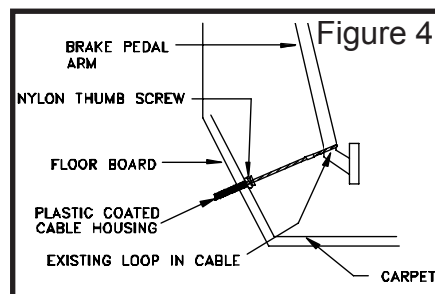
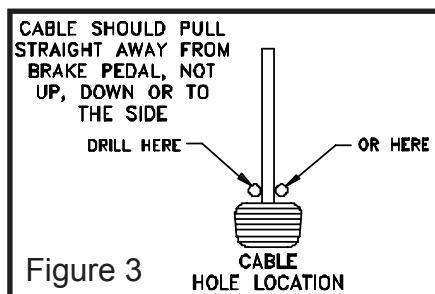
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AutoStop™ Cable Attachment

1. From the driver's seat note the distance and direction from the steering column to the brake pedal when the brake pedal is fully depressed. This will normally be a little below and a little inboard of the steering column. Mark the spot on the carpet with chalk where the cable should pass through the floor. Measure the distance and direction and confirm that a drilled hole will not interfere with anything fastened or close to the drilled hole. When selecting the location for the hole, it should be positioned so the cable is pulling straight back on the brake pedal arm, not to either side and not up or down. (Figure 3 & 4)
2. After you have confirmed that the location for the hole will not cause any problems, pull the carpet back and drill a 1/8 inch pilot hole. Allow the drill bit to just barely break through the metal floor. Next, inspect where the hole actually is from the engine compartment side to verify that this location will not cause problems and to see how the cable aligns with the brake arm. If the hole needs to be relocated, redrill and seal the previous hole with a rivet or sealant. When alignment is correct, enlarge the pilot hole with a 5/16 inch bit. Cut a slit in the carpet to correspond to the hole in the floor.
3. Now you are ready to install the coated brake cable housing in the towed vehicle. Pull the inside cable from the housing and set aside. The cable housing should run thru the hole drilled in the floor board into the engine compartment with the nylon thumb screw showing on top of the carpet. Visually select a route that will not interfere with any moving components or possibly contact electrical terminals. Route the cable to the central area of the fascia (preferably the opening where the electrical rods extend thru the front fascia). The cable housing should be fastened in the engine compartment (to the frame) with flag type terminals provided in parts bag. Fasten the end of the plastic housing to the baseplate with the supplied angle bracket (Figure 5).

Note: Flag terminals are used so the cable housing is stationary allowing the inside cable to move freely. Avoid abrupt bends in the cable housing as this will cause friction and premature wear of the cable. The cable housing should protrude a 1/2" beyond the fascia or where ever the flag terminal is mounted.

4. Lubricate the cable with silicon spray and feed the cable back thru the cable housing from the driver's side compartment. Loop the cable around the brake pedal arm allowing the cable to feed directly and straight into the cable housing. If alignment is proper, the cable will feed into the cable housing when the brake pedal is depressed (Figure 4).



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5. Run the loose end of the brake cable around the cable thimble, double it back on itself and loosely secure it with the two cable clamps. Place the first clamp as close as possible to the thimble and the second cable clamp about 4 inches from the first. Adjust the thimble position so it sticks out approximately 4-5 inches from the fascia and tighten the clamps fully.
6. Hook the cable fork end of the connector cable assembly to the cable fork on the AutoStop™ receiver cable assembly with the detent pin. Run the loose end of the connector cable thru the closed end of the s-hook, double it back on itself and loosely secure it with the two cable clamps. Before tightening the clamps adjust the cable length so there is about 4 inches of vertical play in the cable before the towed vehicle's braking lights come on. (Figure 6)
7. Cut off and discard any excess cable. Recheck this adjustment after a trial run. If the towed vehicle's brake lights come on at the slightest touch of the cable, with the cable properly adjusted, the brake lights are coming on during pedal free travel. Most brake light switches are not adjustable, so install a bungee cord from the pedal to the driver's seat base to reduce the free travel movement of the pedal while towing.
8. Install all other safety and towing equipment as required. The AutoStop™ only actuates the towed vehicles brakes. It does not eliminate the necessity of safety chains, towing lights, transmission pumps or driveshaft disconnects.

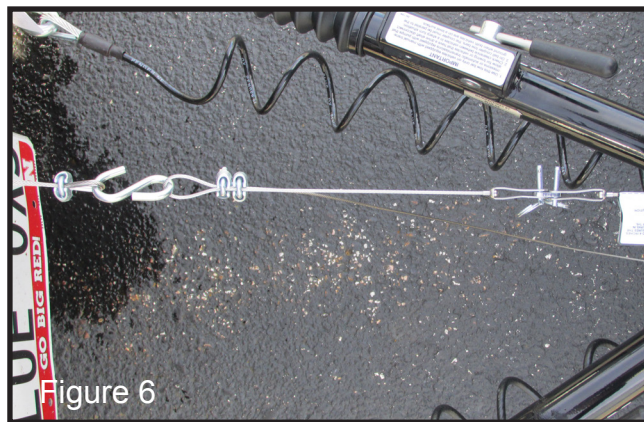


Figure 6

MECHANICAL INSTALLATION NOTES

When routing the housing, do not make a turn tighter than a four (4) inch radius (Figure 7). Anchor the housing in the middle of the bend. There are plastic cable ties and extra flag terminals included with the kit. You will also need to anchor the housing as close as possible to the end that sticks out of the grill of the car. After you have the housing installed and the cable inserted, lay under the vehicle and have someone pull on the cable. When pressure is applied to the cable the housing will tend to try to "straighten out" through the bends. If there are several places where this happens, most of the cable pull will be used up straightening the housing rather than pulling on the brake pedal. Note where the housing is trying to straighten and anchor these areas.

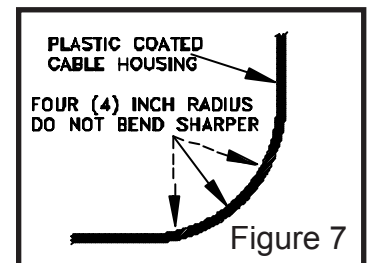


Figure 7

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AutoStop™ Electrical Installation

The AutoStop™ uses the towed vehicle's brakes. Most vehicle's brake lights work with the key in the off or in the accessory position. This creates the possibility of the towed vehicle's battery being drained while towing as the brake lights are activated each time the brake pedal is depressed by the AutoStop™. Included are electrical parts which bypass the towed vehicle's battery while towing. The only change you will notice to the towed vehicle is that the brake lights will only be activated by the brake pedal when the ignition is in the "on" position. We also include a light indicator that is installed in the dash of the towing vehicle which lights up when the brake pedal in the towed vehicle is pulled on by the AutoStop™. (Figure 8)

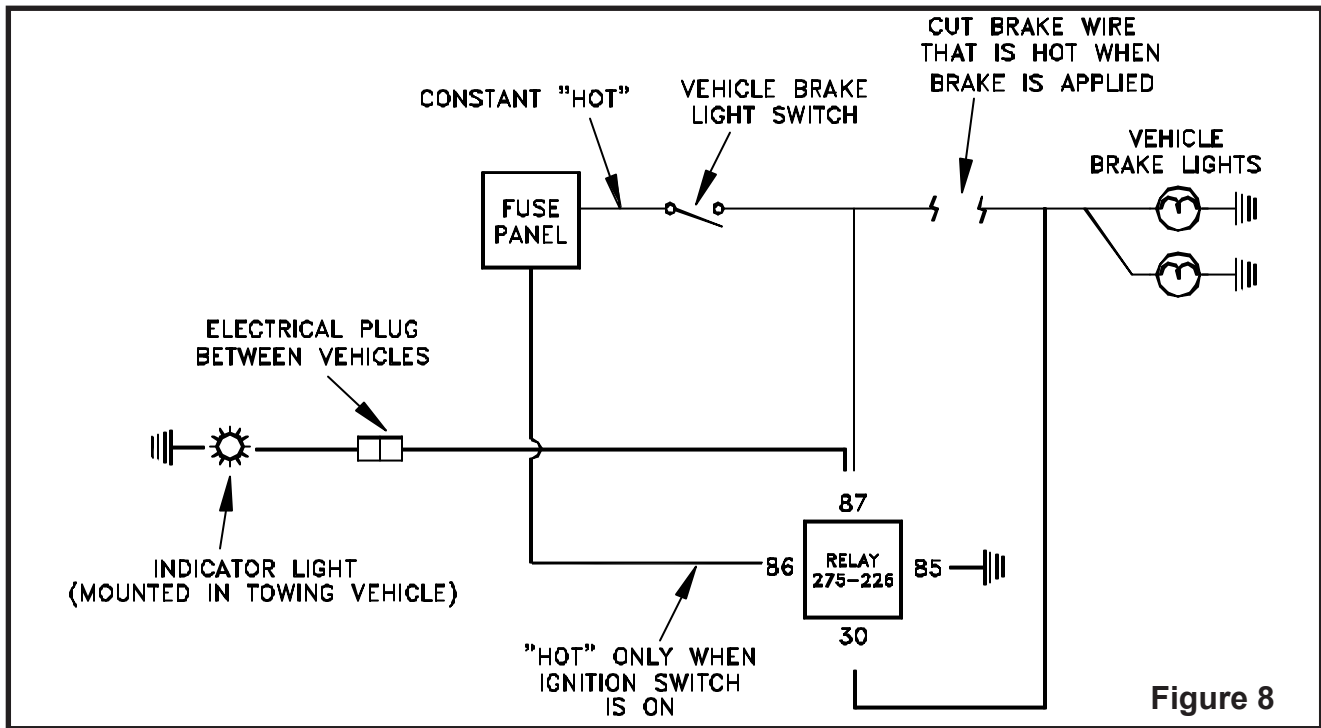
1. Locate the brake light switch which is activated when the brake pedal is pressed down. Locate the hot wire into the switch and the wire from the switch to the brake lights. You will need to splice into the wire coming from the switch to the brake lights. Cut the wire at a convenient place and strip the two ends.
2. If there is room, you can locate the relay where you cut the wires. If there isn't room, splice wires onto the ones you cut to give yourself working room. Black wire and butt connectors are supplied in the parts sack.
3. Strip one end of the yellow wire and twist it together with the wire coming from the brake switch. Crimp a female spade terminal on the twisted pair. Slide the terminal over the male terminal on the relay labeled "87".
4. Crimp a female spade terminal on the end of the wire going to the brake lights. Slide this terminal over the male terminal on the relay labeled "30".
5. Locate a bolt to use as a ground. Cut a piece of the black wire long enough to reach from the relay to the bolt. Strip both ends of the black wire and crimp a ring terminal on one end and a female spade terminal on the other. Put the ring terminal under the head of the bolt and the spade terminal on the male terminal on the relay labeled "85".
6. In the car's fuse panel locate a fuse that is "hot" only when the ignition switch is in "on" position. Use the mini fuse tapper with fuse, crimp a female spade terminal on the end of black wire and attach it to fuse tapper. Cut a piece of black wire to reach from the fuse to the terminal on the relay labeled "86".
7. Route the yellow wire from the relay through the engine compartment of the car into the wiring disconnect plug. Then from the wiring disconnect plug on the back of the coach along the bottom of the coach and into the dash of the coach. Tie the wire to the frame of the coach with cable ties or other suitable means.
8. Locate a suitable place in the dash and drill a half (1/2) inch hole for the light indicator. Crimp a butt connector to both wires and insert the indicator into the dash.
9. Cut the yellow wire to length and attach it to one of the wires on the indicator. Locate a bolt to use as a ground. Cut a piece of black wire to length and connect it to the other indicator wire, crimp a ring terminal on the other end of the black wire and fasten it to the grounding bolt.

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10. Gather up the wires and the relay. Anchor them up out of the way so they will not interfere with driving the vehicle with wire ties.



WARNING: Motorhome dash light must be installed according to installation instructions or warranty will be void.

RV DASH LIGHT

1. Dash light will allow a visual indication that the towed vehicles' brakes are activated.
2. Should light remain "ON" after braking, corrective action must be taken. "STOP" the RV to investigate. You may be experiencing a malfunction of the system, which would require you to check, the braking system for proper operation.
 - a. Cable tension should comply with the installation instructions.
 - b. Check wiring of relay in towed vehicle to insure proper installation.
 - c. If breakaway device is installed, refer to its installation instructions.
3. Should dash light activate while turning, corrective action must be taken. "STOP" the RV to investigate.
 - a. If readjustment of cable is needed, this is usually an indication that the cable is too tight or is hanging up on one of the towing components.

TESTING

The electrical installation can be tested to see if it is installed correctly. When applying the brakes with the key in the off and the accessory position, the rear brake lights should not come on, but when applying the brakes with the key in the on position, the brake lights should come on.

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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.
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. **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.

Unhooking from Towed Vehicle

1. Park the towing vehicle with vehicle in tow, **in a straight line, on a level surface** to ensure 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. 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. Place the 1/2" pins back into the triple lugs and secure with the quick pins to avoid losing either of them.

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.

Tow Bar Storage Position

1. Swing the legs inwards towards each other (Figure S1).
2. With legs together, swing them up towards the towing vehicle until the hold up bolt passes through the gap in the hitch connector (Figure S2).
3. Rotate the legs down to either side until the hold up bolt engages completely to the side of the hitch connector slot (Figure S3).

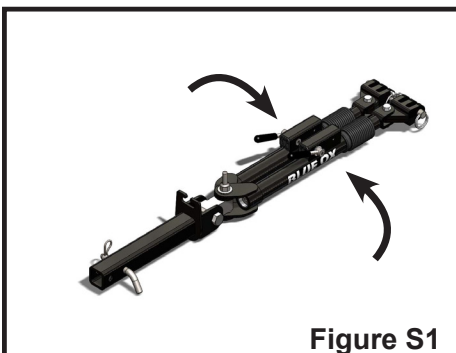


Figure S1

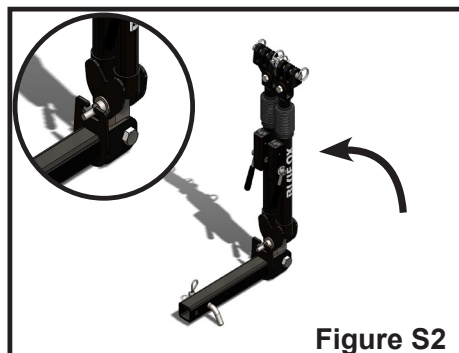


Figure S2

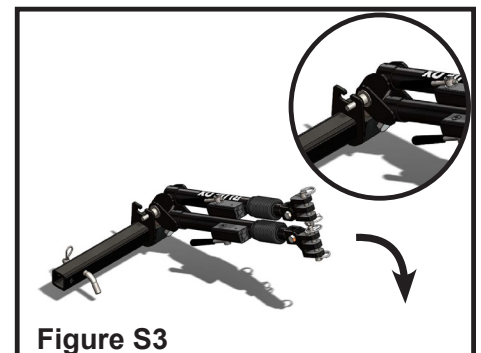


Figure S3

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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 of the towed vehicle and the hitch on the towing vehicle.

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" nylon cable tie.

AutoStop™ Maintenance

The AutoStop™ and the inside of the receiver tube should be cleaned and lubricated with silicon spray at 1,000 mile intervals to prevent the buildup of road dust preventing the action to slide with ease. The AutoStop™ should be disassembled, thoroughly cleaned and lubricated every 10,000 miles. At this time the actuating cable should be replaced if there are any signs of cable wear.

DISASSEMBLY INSTRUCTIONS

If your AutoStop™ becomes sluggish or you are in need of replacing a broken part, the following disassembly instructions will step you through how to dismantle, clean and reassemble your AutoStop™.

1. Remove the AutoStop™ from the receiver hitch. Remove the hex bolt. (Figure 9)
2. Loosen the set screw in the cable anchor and remove the 5/8" rod going through the AutoStop™ tube. **NOTE:** You may need to tap out the 5/8" rod with a punch.
3. At this point, slide the pulleys and adjusting bolt assembly out of the AutoStop™ tube. **NOTE:** Use caution when removing the pulleys. The cable is coiled around the pulleys several times and may unwind when removed from of tube. This is normal, reassembly will be explained in a later section.
4. Remove the round head screw holding the cable clamp, then pull the cable assembly out of the AutoStop™ tube.
5. Clean all parts with a mild solvent such as WD-40 and be sure to dry all parts. Use a brush to insure the inside of the AutoStop™ tube is clean as well.

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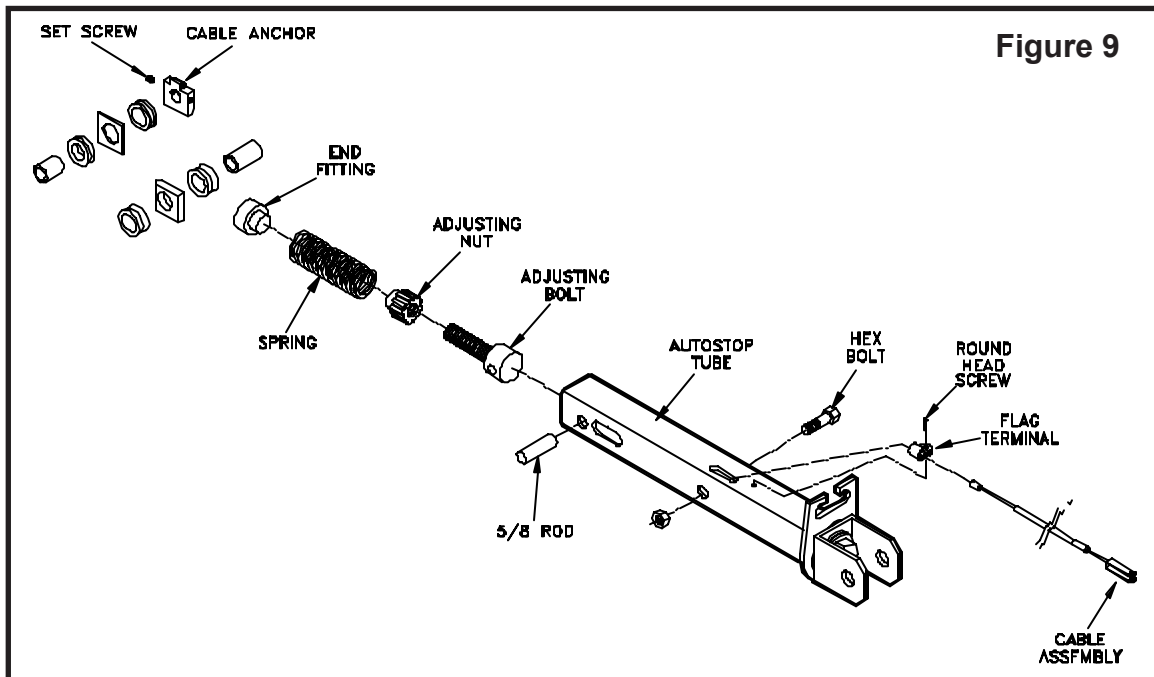
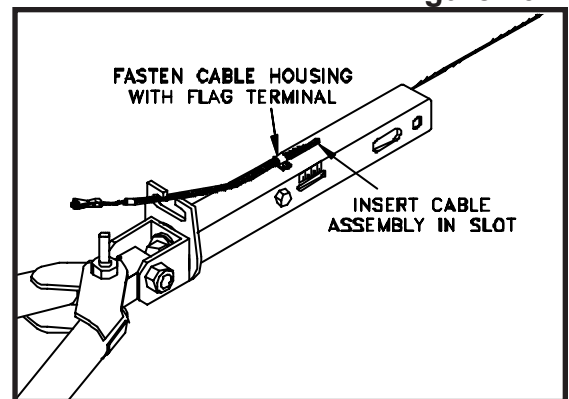


Figure 10

ASSEMBLY INSTRUCTIONS

1. Slide the cable assembly back into the slotted hole in the AutoStop™ tube and secure the cable clamp with the flag terminal and the round head screw. Be sure the plastic cable housing is inserted in the slot so the inside cable does not rub at the slot, but also be sure the cable assembly isn't inserted too far that it interferes with the spring inside the tubing. See Figure 10.
2. Lay the AutoStop™ tube on a table or bench with the hitch mount end towards you. (Figure 11) Thread the adjusting nut onto the adjusting bolt all the way on the threads. Slide the compression spring onto the adjusting bolt all the way onto the adjusting nut. Then place the end fitting on the other end of spring. Slide this assembly into the AutoStop™ tube until adjusting bolt hole is lined up with the two front holes of AutoStop™ tube, then insert the 7/16" hex bolt through the AutoStop™ tube and secure bolt with hex jam nut.
3. Place one of the two identical pulleys with the beveled edge on the table. Place the long bushing through this pulley, next place the center spacer with chamfers on the bottom right side. Place on top of the spacer the other pulley with the beveled edge on top.
4. Set the tube aside and find the narrow pulley. Please note that the narrow pulley's groove is off center. Set the pulley on the bench with the groove oriented closest to the bench. (Figure 12&16) Insert the short bushing into the pulley and the 5/8 rod into the bushing. (Figure 13)

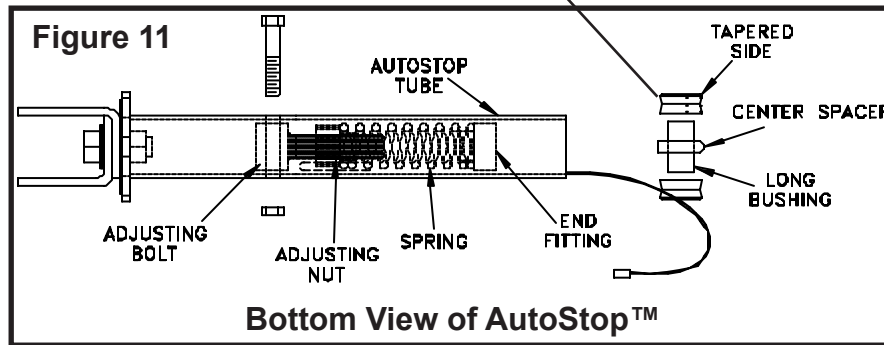


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Primary Pulley Assembly



Secondary Pulley Assembly

5. Place the pulley divider on the pulley. (Figure 13) NOTE: The pulley divider is NOT square. It is slightly wider one direction than the other. During use, the pulley divider must be oriented long side horizontal, to keep the cable from jumping between pulleys.
6. Set the wide pulley on top of the pulley divider. It is symmetrical so it can be put on either way. (Figure 14) Set the cable anchor on top of the wide pulley with the groove facing you and the notch out of the corner to your right. (Figure 15)
7. Set the movable pulley assembly next to the AutoStop™ tube, and next to it place the stationary pulley assembly. (Figure 16) You are now ready to route the cable around the pulleys.
8. Pull the cable through so you have all the slack at the back where you will be wrapping the cable. The AutoStop™ tube should still be positioned with the tongue flat side towards you. (Figure 16)
9. Refer to (Figure 17) while wrapping cable around the pulleys. The cable should protrude from the AutoStop™ tube at the lower corner of the tongue flat side facing you. From here, route the cable in front of pulley "A" and counterclockwise around pulley "B". Continue on the back side back to pulley "A" and go around it counterclockwise also. From here, route the cable around pulley "C" counterclockwise then pulley "D" counterclockwise. Lay the cable in the groove in the cable anchor and set the cable swage into the notch in the cable anchor.
10. Once you have the cable wrapped properly, pull slowly on the other end of the cable while holding the pulleys and swage in place with the other hand to prevent the cable from unwrapping. Keep tension on the cable and slide the pulleys into the AutoStop™ tube. (Figure 18) When the second set of pulleys start into the tube, stop and remove the 5/8 rod.

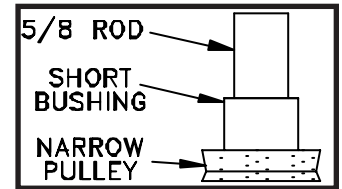


Figure 12

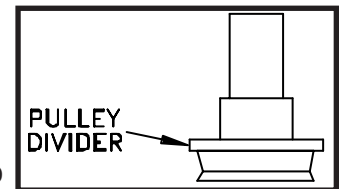


Figure 13

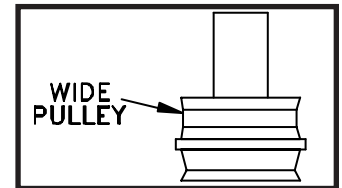


Figure 14

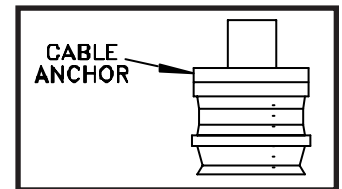
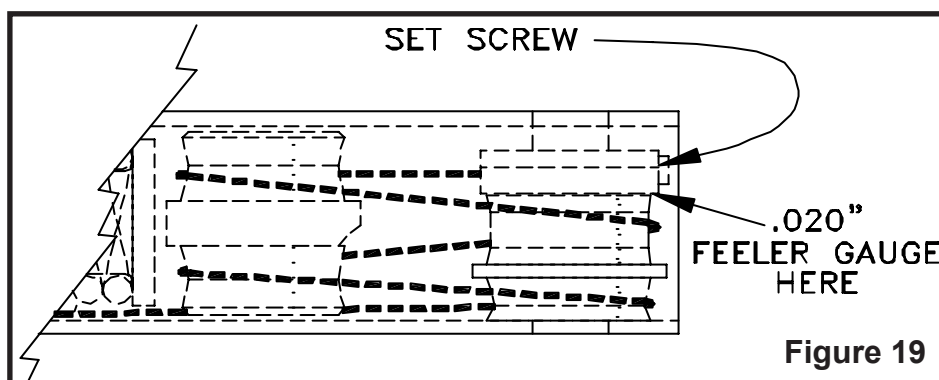
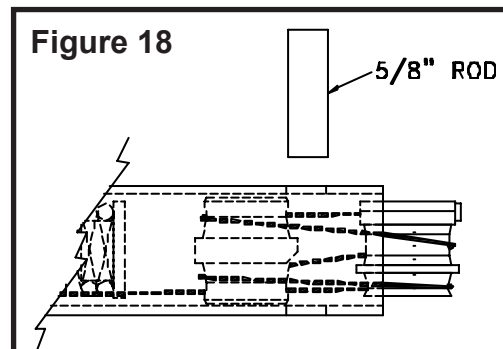
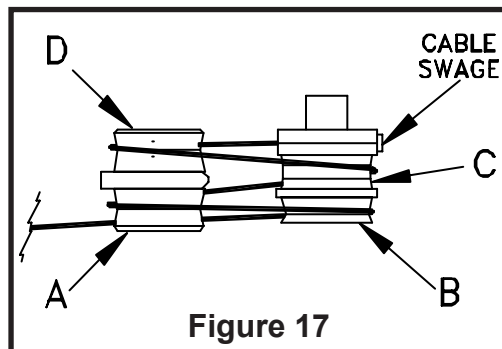
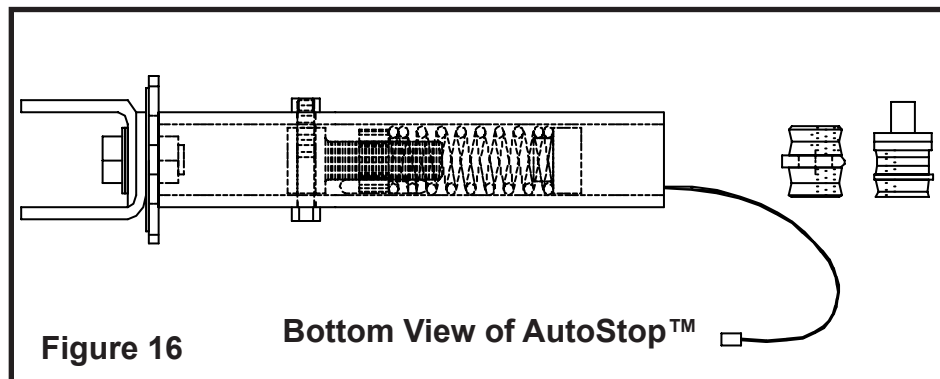


Figure 15

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11. Pull slowly on the cable until the holes in the second set of pulleys line up with the holes in the end of the AutoStop™ tube and insert the 5/8 rod.
12. With the AutoStop™ still on its side, be sure that the pulleys, cable anchor, and pulley divider are all together and pressed down to the side of the tube. Place a 20 thousandths inch (.020") feeler gauge between the cable anchor and wide pulley and tighten the set screw in the end of the cable anchor. (Figure 19) **NOTE:** Be sure to keep the 5/8 rod centered in the AutoStop™ tube while tightening the set screw.

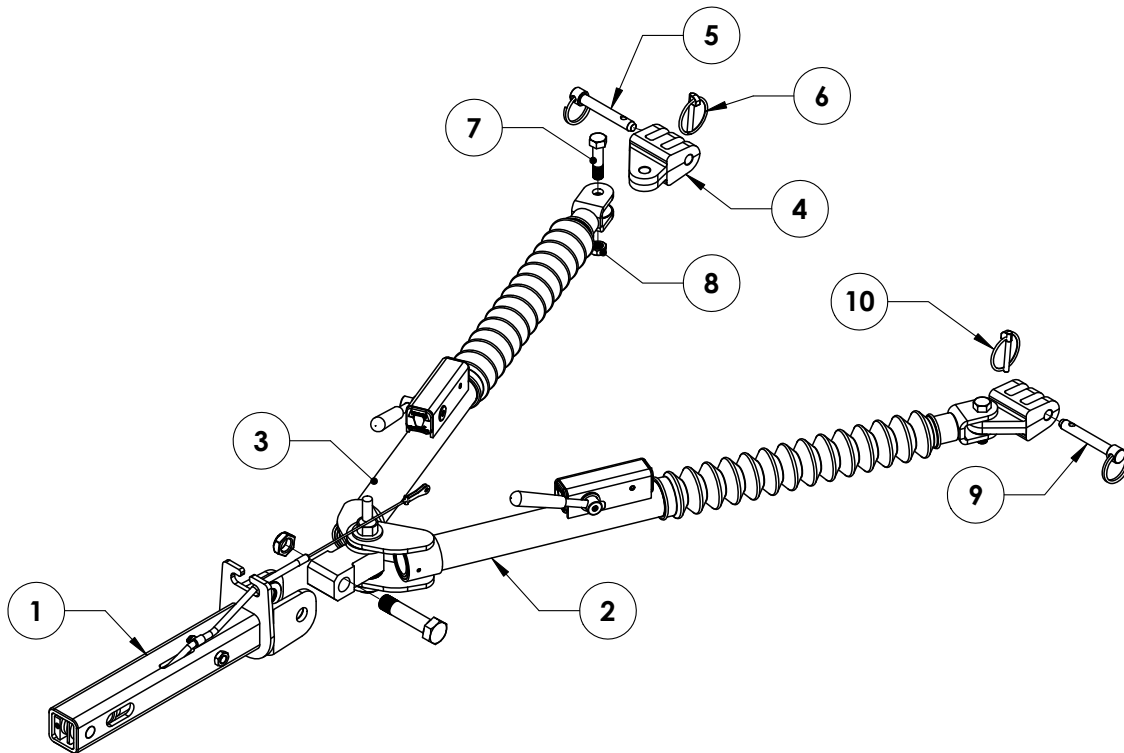


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Replacement Parts



Item No.	Part No.	Description	Qty.
1.....	62-3964	AutoStop™ Hitch Connector, Standard 2"	1
2.....	84-0053	Leg Assembly, Driver Side.....	1
3.....	84-0054	Leg Assembly, Passenger Side	1

BX88154 (Triple Lug Kit)

4.....	100-1176	Offset Triple Lug	2
5.....	229-0520	1/2" Pin	2
6.....	62-3213	Quick Pin	2
7.....	201-0645	1/2"-13 x 2" Hex Head Bolt.....	2
8.....	202-0143	1/2"-13 Essna Jam Nut, ZP	2

84-0140 (Pins w/Clips Kit)

9.....	229-0520	1/2" Pin	2
10.....	62-3213	Quick Pin	2

Additional Kits Available:

11.....	84-0089	Tow Bar Washer Replacement Kit.....	1
12.....	84-0102	Tow Bar Rubber Boot Kit	1
13.....	84-0178	Tow Bar Latch Handle Kit	2
14.....	84-0179	Tow Bar Latch Retainer Kit.....	2

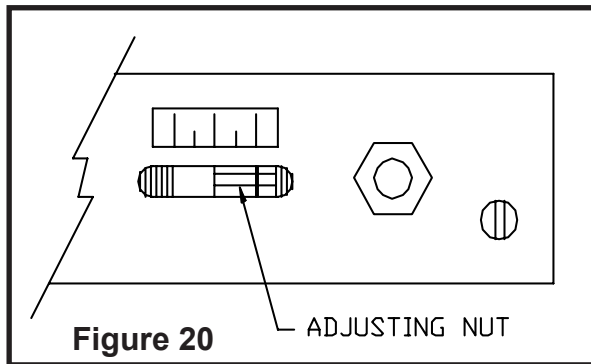
Important:

Use only genuine factory replacement parts on your tow bar. Do **NOT** substitute homemade or non-typical 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 (In most cases it will be Grade 5, please reference the parts list above). Replacement parts may be ordered through your nearest Blue Ox® Dealer or Distributor. Failing to follow and/or altering these installation instructions in either installation or required equipment will void the manufacturer's warranty.

BX7370
Alpha® Tow Bar with AutoStop™
Operation Manual & Installation Instructions

AutoStop™ Adjustment

The AutoStop™ "Load Ranger" is equipped with a return spring and an adjusting nut to set the spring pre-load in proportion to the weight of the towed vehicle. This pre-load will not allow the activation of the towed vehicle's brakes during light braking of the towing vehicle. This also prevents application of the towed vehicle's brakes when descending a moderate grade against engine compression, jake brake or exhaust brake, but still allows proportional braking when the towing vehicle's service brakes are applied. Before making any adjustment, drive the rig a few blocks and re-check the installation for proper cable slack. With a flat blade screwdriver, rotate the adjusting nut upward with a down motion of the screwdriver handle to increase the preload. This will move the nut in the direction of the towing vehicle, compressing the return spring. Continue to rotate the adjusting nut to the desired preload. If you desire the AutoStop™ to activate only during very heavy braking, adjust to the max. setting. After your initial setting, adjust to your driving preference if needed. The location of the adjusting nut is shown in Figure 20. The initial preload ranges are listed below.



Suggested initial preload ranges are:

- 1/4" - Towed vehicle under 2,000 lbs.
- 1/2" - 2,000 to 3,500 lbs.
- 3/4" - 3,500 to 5,000 lbs.
- 1" - Maximum preload

CUSTOMER SERVICE COMMITMENT

Blue Ox® is committed to providing you with exceptional customer care throughout your lifetime with our products. Our team is here to assist you with any questions you may have regarding the performance of your product. Simply call (402) 385-3051 and you can speak with our technical service team.

Additionally, please visit our website to see which rallies our Destination America team will be attending. For a nominal fee, our service technician will service your towing system to ensure it's in proper working condition. Also, as a commitment to our customers, should you visit our factory, you can stay at our full service Blue Ox® campground at no charge along with enjoying a factory tour.

Again, thank you for being our customer and for the confidence you have shown in the performance of our products. It is because of customers like you we enjoy the success we have today.

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One Mill Road, Industrial Park
Pender, Nebraska 68047
Phone: (402) 385-3051
Fax: (402) 385-3360
www.blueox.com

BLUE OX ORIGINAL PURCHASERS THREE YEAR LIMITED WARRANTY

Automatic Equipment Manufacturing Company ("Automatic") warrants to the original (first) retail purchaser that this product, manufactured by Automatic, shall be free from defect in material and workmanship under normal use and service for a period of three years from the date of delivery.

During said three-year period, Automatic will repair or replace any parts that have been returned by the original purchaser, to the factory, transportation prepaid, and in Automatic's sole and absolute opinion found to be defective.

Limitations on Warranty Coverage:

Coverage under this warranty will be valid only if the customer warranty card is returned by the original purchaser within 30 days of purchase.

Coverage under this warranty will be effective only when a copy of the original invoice, showing date and place of purchase, accompanies any claim for warranty. This warranty is NON TRANSFERABLE.

This limited warranty will not cover, in any way or form, any alleged damages caused by incorrect or improper installation, improper use, modification or neglect of product, failure to properly service and maintain, misuse, act of God, accident or failure of the user to follow guidelines contained in the instructional material provided by Automatic.

This warranty does not cover normal wear and tear, paint or rust.

Warrantor assumes no responsibility to the owner for loss of use of product, loss of time, inconvenience or any other damage consequential or otherwise. Including, but not limited to mileage, expense of transporting of product, return shipping expense, mechanics travel time, telephone, road service, towing, and rental during repairs, travel, lodging, loss or damage to personal property or loss of earnings.

REPAIR OR REPLACEMENT AS SET FORTH IN THIS LIMITED WARRANTY IS THE SOLE EXCLUSIVE REMEDY OF THE PURCHASER. AUTOMATIC SHALL NOT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES FOR BREACH OF ANY EXPRESS OR IMPLIED WARRANTY ON THIS PRODUCT. EXCEPT TO THE EXTENT PROHIBITED BY APPLICABLE LAW, ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE ON THIS PRODUCT IS LIMITED IN LENGTH TO THE DURATION OF THIS WARRANTY.

Please visit <http://blueox.com/warranty/> to register your warranty

