

3-2 TOWING

3-2 Towing

3-2.1 Receiver Type Trailer Hitch

This is a 10,000 pounds rated capacity and 1,000 pounds tongue weight capacity receiver type hitch.

When using the rear hitch remember that the motorhome is intended for towing light loads. Your motorhome is designed to be used primarily as a recreational vehicle, towing will affect durability and economy. Your safety and satisfaction require proper use. Avoid excessive loads. Do not use the motorhome to tow anything until it has been driven 500 miles (800 kilometers). Weight pushing down on the rear hitch must not exceed 1,000 pounds. We recommend weighing your motorhome, as it will be operated, to be certain that there is proper weight distribution. When weighing the motorhome be sure to take the passenger locations into consideration. Total weight of your motorhome and any vehicle towed by it must not exceed the GCWR.

▲WARNING: Any trailer being towed by your motorhome must have adequate brakes. Failure to follow these instructions will create a safety hazard and may result in an accident.

3-2.2 Tow Hooks

Two tow eyes are located at the front of the motorhome. Removable tow hooks are provided. Insert hooks into receivers and secure with pins provided.

NOTE: If towing a vehicle from tow hooks generator access panel must be removed prior to towing.

▲WARNING: DO NOT LIFT MOTORHOME WITH TOW EYES. TOW EYES ARE FOR FLAT GROUND MANEUVERING ONLY.

3-2.3 Having Your Motorhome Towed

3-2.3.1 Towing Procedures

It is recommended that if a towing company is called make sure they use a wheel grid (an arm that goes under motorhome and lifts from the front tires.) Refer to figures 1 and 2 below.



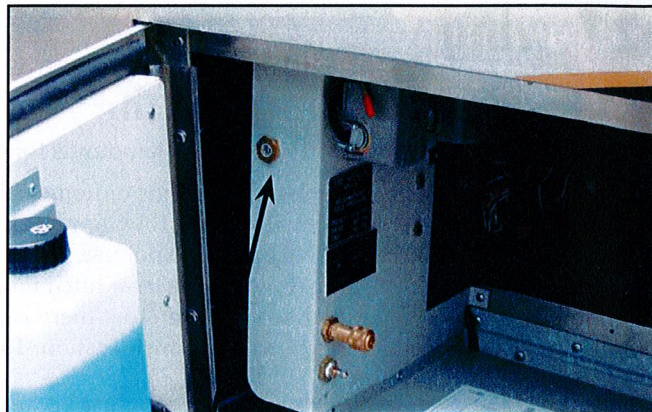
Figure 1



Figure 2

The towing company may need to locate the air valve (see fig. 3) to release the air brakes. The air fitting is located in the front electrical compartment and should only be used by towing or service personnel. If the motorhome ever needs to be towed, use the following instructions:

- Secure any loose or protruding parts if the motorhome is damaged.
- Inspect points of attachment on a disabled motorhome. If attachment points are damaged, select other attachment points at a substantial frame structural member.
- Never allow anyone to go under a motorhome while it is being lifted by towing equipment unless the disabled motorhome is adequately supported by safety stands.
- Do not lift the motorhome from the rear. Lifting from the rear will cause the front tires and suspension to be seriously overloaded, possibly resulting in a tire or front suspension failure. Rear frame extensions are not designed to withstand loads imposed by lifting the rear of the motorhome. Flat towing of motorhome from rear is acceptable.
- If rear wheels are disabled, place the motorhome on a flat bed trailer or use a heavy-duty dolly under the rear wheels and tow from the front of the motorhome.
- The drive shaft must be removed to protect transmission.



Air Fitting

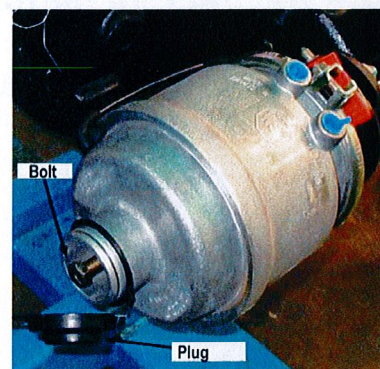
Figure 3

▲WARNING: In the event the motorhome requires towing ensure all precautions are followed. The driveline must be disconnected and the mud flap may need to be removed. Blue Bird Coachworks will not cover damage to the motorhome from a towing company.

3-2.3.2 Disabling the Parking Brake

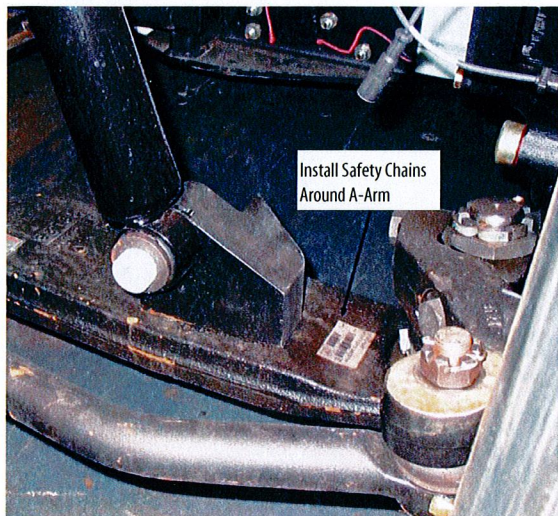
- Block wheels securely before attempting this procedure.
- Remove the plug from the center of drive and tag axle brake cans. (see fig. 4)
- Use a wrench to tighten the bolt, which compresses the internal spring, releasing the brake.
- Repeat for the other brake cans.
- After towing, or when air pressure is again available, loosen the bolt and replace plug.
- Repeat for the other brake cans.

▲WARNING: Do not attempt to disassemble brake canisters without special tools and without having studied specific manufacturer's instructions. Canisters contain springs under very high tension. Improper handling could result in component damage or personal injury.



3-2.3.3 Towing With a Wheel Grid (Front End Only)

Make sure the tow truck can safely handle the weight of the motorhome. Give the towing company the weight of your motorhome when you call. If your motorhome is going to be towed with a wheel grid do the following:



- Maneuver wheel grid into position. After motorhome has been lifted, install safety chains on lower A-arms. (See fig. 5)
- Attach safety chains, which are completely independent of the primary lifting device, to the tow eyes.
- When the motorhome is under tow allow enough room between the front of the motorhome and the rear of the tow vehicle while turning corners.

Figure 5 - Front Axle

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3-3 Adding Antifreeze

3-3.1 Adding Shell Heavy Duty Extended Life Antifreeze

The 450LXi comes with KOSTGard Pre-Charged Antifreeze made especially for Blue Bird Corporation. Kost does not recommend that Shell's Heavy Duty Extended Life Antifreeze be added to this solution. Though it will not cause any permanent damage, it will cause maintenance to be done more frequently. The KOST USA product is formulated with a conventional additive system that is less aggressive when reacting with the components of the cooling system. The Shell Extended Life product is made with an organic acid technology based additive system. These two additive systems will not create a major problem in the cooling system when mixed together, but they do not particularly like each other and essentially revert to the lowest common denominator, which would be approximately a 30,000 mile coolant.

If you do choose to mix these two technologies together Kost recommends servicing the cooling system at this 30,000 mile interval which includes draining and refilling the cooling system.

3-3.2 Acceptable Products

Any conventional type antifreeze that is low in silicates and is phosphate free would be suitable to mix with the KOSTGuard Pre-Charged Antifreeze. Some of these products include:

- Fleet Charge - by Old World
- Zerex Pre-Charged - by Valvoline
- Shell Diesel Ready with SCA's added - by Shell

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