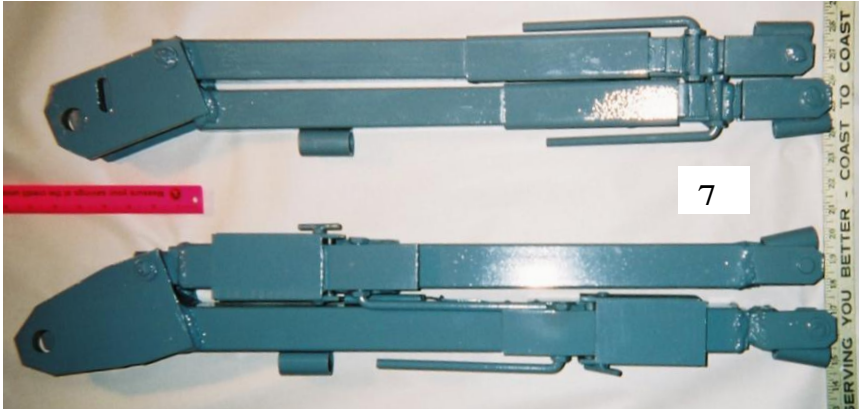
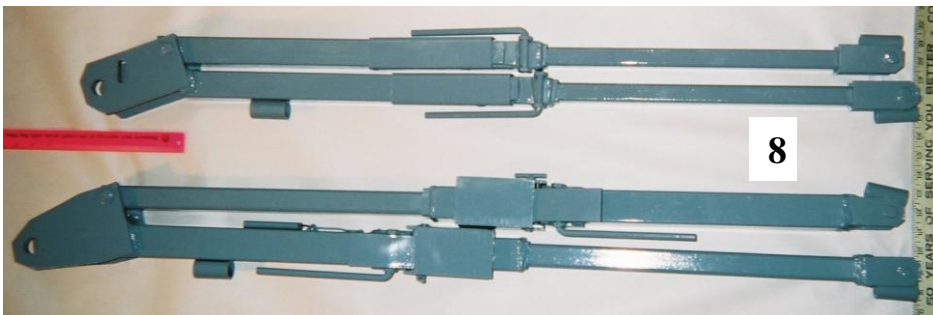


## Article I. Standard and Brute tow bars:

In picture 7 the top tow bar is the standard tow bar. It is 29 3/8" total length as shown. It weighs 23 lbs and is rated about 4700 lb.



In picture 7 the bottom tow bar is the brute tow bar. It is 31" total length as shown. It weighs about 33 lbs and is rated at 7500 lb.



Both tow bars have pressure release, fold and store the same and use the same eyebolts.



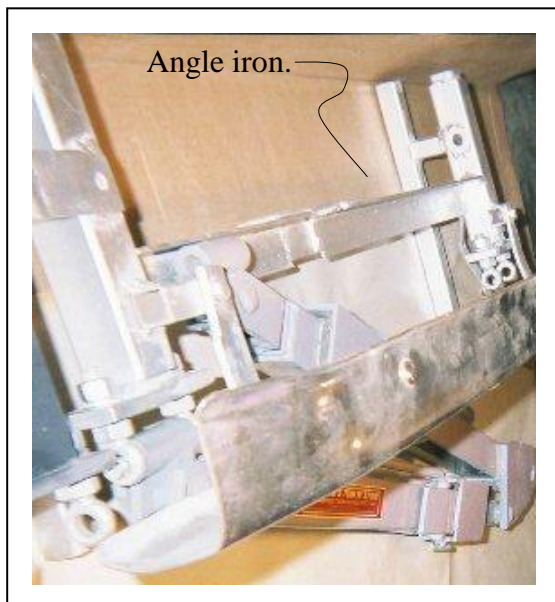
In the towing position, the standard is 41 3/4" long, the Brute is 44 1/2" long.

Both tow bars fold and store the same way, the Brute is about 4" longer than the standard.

The tow bars can be folded flat under the bumper as shown:

After you back up and reliever pressure with the latch, you remove the pin from one tow bar arm.

Then, when the free tow bar arm folds, it is held in position by an angle iron that goes between the two receiver tubes.



When the tow bar is folded in, above right, a longer pin with a welded extension member is inserted in the eyebolts.



Arrow above: I welded a U-iron to the receiver tube.

An optional method to lock the above clevis pin in without a hook pin is shown at the bottom of page 6.



This is a swivel made to go in a receiver tube hitch to take the place of a ball coupler tow bar, usually used for RV tow bars. The hole in the tongue of the tow bar is 7/8". The hole in the 'weld-on'-3 - point-hitch



component', is 7/8", so there is no slop.

I got the 'weld-on-swivel' at TSC for about 12-\$14.



The key hole is welded to the cars

receiver hitch.

The left picture of the car shows a 'weld-on'-3 -point-hitch component', in the cars receiver hitch.

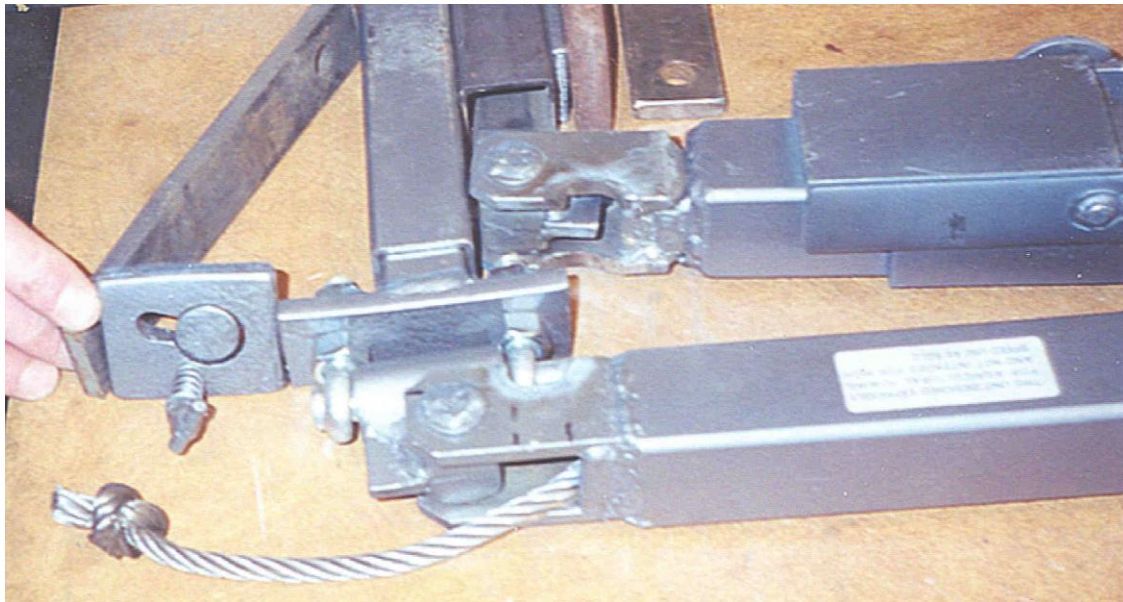


This is a keyhole lock I used for safety chains. The pictures show it open and closed and welded on a cars receiver tube hitch.

(I used the chain slot at left in the above right picture of the car hitch to make the knot in the cable.)

The cable knot goes in the key hole, slides to the slot, and then the plug covers the hole.

These keyholes can be on the hitch of the tow vehicle, and by the left and right eyebolts on the vehicle being towed, below.



The cable goes through the center of the telescoping tow bar arms.

Both tow bars

can use the same options and mount the same way.

The tow bars come with a back plate; a flat iron reinforcement that goes behind the bumper. Other options like angle irons or receiver tubes for the eyebolts are extra, as are safety chains and signal lights.

Tow N' Stow tow bars get very concealed. You can get two



sets of eyebolts and use the same tow bar on both vehicles. Comparing the

Standard tow bar latch with the Brute: The roller latch would likely release 100-200 times more forces than prying a pin out of a hole, and rust and dirt isn't a problem.

You can't measure roller release in mechanical advantage, like 12:1.

There is really no limit to what can be relieved with rollers; and dirt and rust and wear isn't a problem. The heavier the loads; the softer or the rougher the terrain, the more you need the roller latch.

Different ways to fold ,mount and store Tow N' Sow towbars:

Mounting tow bars on 88-97' Chevrolet pickups:



The

picture at right shows the horizontal tow hook that came with the vehicle removed and an angle iron replaced it. The shiny eyebolts go in the end of the angle iron.

The pictures at the right shows that the longer that angle iron is, the easier it is to use the swing up storage option, but the tow bar is less concealed.

The longer that angle iron is the weaker the mounting is.

Depending on the vehicle and the length of that iron; the angle iron may also have to be welded to the frame.





Above left is a 76 Chevy, the tow bar is mounted on edge.  
 Below left is a 2002 Chevy with the tow bar on edge.



Mounting tow bars on other brands of vehicles would be very similar.

Below is an alternate way to swing-lock one of the clevis pins in the eyebolts shown earlier at the bottom of page 2. In picture 1, the arrow shows where the lock goes. Picture 2 shows the eyebolts with the tow bar universal joint in them, and the pin in; the hinged flat plate is hanging down. In picture 3 the hinged plate is up and being swung into lock position. In picture 4 the hinged plate is locking the pin in position.

