MORE THAN 65 TOWABLES

2017 GUIDE TO DINGHY TOWING

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A motorhome may mean different things to many people, but one thing we can all agree on is that it is the ultimate symbol of RVing freedom. With a motorhome, you can explore the countryside in true comfort, always just a few steps away from a hot shower and your own bed. But, when navigating narrow mountain passes or twisty campground roads, you’ve probably found that bigger is not always better. That’s where towing a dinghy behind your motorhome becomes advantageous. And although vehicle manufacturers have yet to engineer a plug-and-play setup directly from the factory, it’s never been easier to equip both dinghy and motorhome for road duty. To that end, the 2017 Guide to Dinghy Towing provides a selection of informative articles and a listing of new vehicles designed to enhance the motorhome lifestyle.

As highlighted in “Before You Tow” (page 6), connecting a motorhome and a dinghy vehicle has evolved into an easy one-person operation. Self-aligning tow bars make hooking up a breeze, and some models are even designed to have the cables and wires routed through the hollow arms for an easy, clean installation. And manufacturers continue to offer accessories to help keep it that way: An RV underskirt, fitted beneath the towing equipment, will safeguard the dinghy vehicle and hardware from debris. For more ironclad protection, nearly indestructible rock guards are available that quickly attach to the tow bar and also shield the dinghy from road debris.

Another (and even more important) device that aids in safe dinghy transport is the supplemental braking system. Portable systems can be installed in minutes, and permanent installations remain unobtrusive. Dinghy brakes are mandatory in most states and Canadian provinces; besides, any time extra weight is added, there must be a way to slow it down without overtaxing the brakes on the motorhome.

Today’s motorhomes can accommodate a lot of dinghy weight. While many new chassis have tow ratings of at least 4,000 pounds, certain luxury coaches today carry gross combined weight ratings (GCWR) of 60,000 pounds or more — with up to 25 percent (15,000 pounds) of that available for towing.

Naturally, the focus of our annual guide is the dinghy vehicles. “Dinghy Towing 2017” (listings begin on page 18) lists vehicles that have been manufacturer-approved for four-wheels-down towing. The listings include many of the newest vehicles — from luxurious to economical. For all-terrain enjoyment, there are plenty of 4WD vehicles to choose from. While some vehicles are easy to tow, others require that very specific procedures be followed before and during towing to prevent damage. We’ve included expanded information on the manufacturer guidelines required for flat towing, though you’ll still need to check the owner’s manual for more detailed procedures.

As motorhomes continue to grow in size and available amenities, life on the road can lead to more freedom than ever. A dinghy vehicle only adds to that enjoyment.
Contents

6 Before You Tow
Everything you need to know to help you tow like a pro, from the motorhome/dinghy link to flat-towing alternatives

14 Dinghy Towing 2017
Our annual guide to manufacturer-approved flat-towable cars, trucks and SUVs

28 Towing Accessories
Prepping a dinghy vehicle for a pleasant towing experience

32 Dinghy-Braking Systems
Popular devices to improve safety and stopping power
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The right equipment helps make dinghy towing safe and easy

Owning one of today’s larger motorhomes has made towing a dinghy vehicle more of a necessity than ever. Indeed, the recent trend to bigger rigs has led to more creature comforts and amenities, but these larger floor-plans are not without their drawbacks. Even rigs with a 60-degree wheel cut will encounter some difficulty negotiating narrow roads in smaller towns during sightseeing tours, and that’s not even mentioning trying to park a larger motorhome at a local market or shopping center.

A dinghy vehicle simplifies such tasks, and eliminates the need to completely break camp when it’s time to venture away from the campground. Additionally, the dinghy can stow gear securely when motorhome storage is filled (within weight restrictions), and can provide the added benefit of having an extra set of wheels in the event of an emergency. But there is a trade-off; towing a dinghy will affect the acceleration, fuel economy and braking of any motorhome, to some degree. However, proper selection of a dinghy vehicle and towing equipment will enable you to enjoy the safety and convenience of auxiliary transportation.

Flat Towing

The first step in selecting a dinghy vehicle is to make sure it is approved by its manufacturer for flat towing (listings begin on page 18). While many nonapproved passenger cars or light trucks can be used as a dinghy — provided the appropriate towing accessory (such as a transmission lube pump) is used for that specific model as an aftermarket modification, or towing on a dolly or trailer is planned — the listed approved vehicles have been certified for four-wheels-down towing without affecting their warranties. Manufacturers do reserve the right to make engineering changes, so buyers should always first confirm flat-towability by consulting the vehicle’s owner’s manual before purchase.

When selecting a dinghy, note the maximum...
towing limit of your motorhome and then de-
termine which vehicles fall within that limit. Towing limits aren’t the only factor to consider, but they help to eliminate many choices based on weight alone. The weight rating of the motorhome’s hitch receiver is another concern, although most are adequate, and receivers can often be upgraded. Keep in mind, however, that an upgraded hitch receiver cannot increase the specified weight limit set by the chassis manufacturer.

Most flat-towed dinghies track so well that many motorhome drivers don’t even know they are there. Front-wheel-drive (FWD) vehicles with manual transmissions and compact 4WD vehicles are among the easiest and most economical to tow. Plus, they tend to rank among the lightest vehicles. Some auto manufacturers also pro-

---

Check with the vehicle manufacturer to ensure approval for flat towing. On a properly equipped motorhome, a dinghy often tracks so well that it has little impact on the driving experience.

The dinghy-vehicle hitching process often goes much smoother with a helper; be sure to select an area with little or no traffic, such as a turnout at an RV resort or campground.

(A) Demco’s Dominator aluminum tow bar has a rating up to 7,500 pounds. Easy trigger release and self-supporting arms provide convenient connection to baseplate.

[B] Roadmaster’s aluminum Sterling All-Terrain tow bar is rated to handle vehicles up to 8,000 pounds. Its nonbinding design facilitates easy hookup. For an even higher capacity, Roadmaster’s BlackHawk 2 All-Terrain has a rating up to 10,000 pounds.

[C] Aventa LX from Blue Ox uses a ball-in-socket design that allows the arms to swivel 360 degrees for quick hookup. The tow bar is rated to tow vehicles up to 10,000 pounds.
Above: Once the tow bar is pinned in the hitch receiver, ensure the electric connections and safety cables are secure. Right: While driving the dinghy, this type of tow bar remains on the motorhome.

duce FWD vehicles equipped with automatic transmissions that are flat-towable. They are popular because they’re easier to drive, and the setup for towing is usually just as simple as a manual.

But some vehicles do require special procedures, such as starting the engine every 200 miles to circulate transmission fluid. Note that this cannot be circumvented by overfilling the transmission before towing because the problem isn’t caused by lack of sufficient fluid but rather by a lack of oil circulation. Such practices, although inconvenient, are designed to prevent drivetrain damage and must be incorporated into the towing routine.

Another vehicle-specific consideration is that towing some dinghies requires the ignition switch to be in a position that allows the steering column to remain unlocked and also leaves power applied to various electrical circuits. Over the course of a full day of towing, this can lead to significant battery discharge. While strategies for dealing with this vary by model, most fixes involve temporarily pulling one or more fuses from the vehicle’s fuse box before towing. Another alternative is to connect the offending circuit through an owner-added switch or by installing Roadmaster’s FuseMaster switch, allowing these circuits to be made tow-ready quickly and conveniently. A charge line from the motorhome can often be a viable alternative.

2017 GUIDE TO DINGHY TOWING SPONSORS
Produced by the editors of MotorHome for the publication’s April issue, the 2017 Guide to Dinghy Towing was developed with assistance from the following companies:

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An essential element of safe dinghy towing involves a solid, properly designed and installed mechanical linkage between the motorhome and the towed vehicle. Hitch receivers, tow bars and baseplates must all be in good working order, rated for the weight you intend to pull and designed for the specific application.

**Hitch Receivers**
Check the rating of the hitch receiver to ensure that it is suited for the heaviest load you intend to tow. If a receiver is already installed on your coach, the weight limits and class should be visible on it. However, the ride height of a motorhome rarely matches up with that of the chosen dinghy, often necessitating the use of a drop receiver to allow the tow bar to ride level. These are available in 2- to 10-inch variations. Receivers should be bolted (not welded) in place, using the receiver manufacturer’s hardware kit, and installed per their instructions.

**Tow Bars**
Tow bars are available in two basic styles: A-frame or self-aligning. A-frame tow bars (offered as “solid” or “folding”) are the most economical, and are designed to fit a limited number of baseplates (the mounting brackets affixed to the dinghy) or specific applications; however, the folding design will fit a wider range than the solid design. These types of tow bars are strong, but heavy, and require storage space when not in use. Hitching is easier with a helper to guide alignment.

Self-aligning tow bars are available in two styles: dinghy-mounted and coach-mounted. Coach-mounted units are the most desirable, as there is less chance of damage when not in use — and hitching can be a one-person operation. Highly adaptable, self-aligning tow bars fit a wide range of vehicles by attaching to model-specific baseplates: Class III (5,000-pound) or Class IV (10,000-pound) models are available. Contact the...
tow-bar manufacturers to find out if baseplates are offered for the dinghy you plan to tow.

**Baseplates**

Baseplates are perhaps the most critical variable in this connection. While tow bars and hitch receivers are intended for mass fitment, various brands, models and years of dinghy vehicles require specific baseplates and installation procedures, so proper selection and installation are essential.

Installing a baseplate typically entails very detailed procedures. On some vehicles, the bumper covering (fascia) must be temporarily removed. Some minor drilling may be required and the bumper covering and/or grille may also require some trimming.

On some vehicles, the baseplate-installation process can be even more intricate. For example, the air dam may need to be trimmed, or the factory-installed belly pan may require trimming or permanent removal. Such requirements are described in the manufacturer’s fitment charts — hopefully eliminating any unpleasant surprises at installation time. Today’s baseplates do a good job of blending into the exterior lines of the dinghy vehicle.

Remember that all 50 states require properly rated safety chains or cables to keep the dinghy from separating from the coach if the tow bar or ball fails. Safety chains or cables must be connected securely to the dinghy and crossed under the tow bar, then secured to the hitch receiver. They should be long enough to allow full turning without binding, but should not drag when slack.

---

[1] Baseplate installation doesn’t require welding or specialized tools, but can be rather involved. If you have any reservations, hire a professional. [2] To hook up using a telescoping tow bar, the dinghy vehicle only needs to be near the center and midlength of the bar. [3] Connecting tow-bar arms to the baseplate requires the use of pins and clips. Next, secure the safety cables and plug in the electrical umbilical cord. [4] Once the pins are in, the motorhome is driven ahead slowly (or the dinghy is backed up) to lock the arms in place.
Should you already own (or choose to purchase) a vehicle that is not flat-towable, there are kits available. Many passenger vehicles can be modified to serve as dinghies using retrofit products that are on the market.

For rear-wheel-drive (RWD) and some four-wheel-drive applications, couplers from Superior Driveline Drive Shaft Coupling (DSC; www.remcodsc.com) enable the driveshaft to be easily disconnected from the transmission or differential by a cable or lever mounted near the driver’s seat. These kits start at about $600 and can be installed in about three hours.

A transmission-lube pump sold by Remco Industries (www.remcotowing.com) can be mounted and plumbed into some automatic transmissions to keep fluid circulating while the vehicle is being towed. Keep in mind that modifications to the vehicle may affect the warranty.

Tow dollies also offer an alternative to flat towing, although they take up space in camp. Remember that the dolly weight must be figured in with the total weight of the dinghy.

Trailers do track better than dollies, but they take up even more space in camp. Also, the weight of the trailer drastically cuts into the total weight that can be towed behind a motorhome, thereby making this method a distant third choice.

There are a number of other accessories for dinghy towing. Some, like dinghy-braking devices, should be considered mandatory, while others (such as rock guards and RV underskirts) can be considered conveniences. These components are addressed in “Towing Accessories” (page 28), along with dinghy wiring and lighting.

Modern baseplates are secured to the frame of the dinghy vehicle. While some installations are more complicated, the end result is usually a clean appearance.

Other Towing Equipment

A

Baseplate kits are designed for specific models, and come complete with mounting hardware. B

Lube pumps allow towing of some automatic transmission-equipped vehicles that aren’t manufacturer-approved for flat towing.
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Short of calling Uber or Lyft whenever you need to leave your site without breaking camp, dinghy towing (also known as recreational or flat towing) is still the most practical way to visit local attractions, sightsee or run daily errands. If you’ve ever tried to shoehorn your 40-footer into a parking space at the local mini mall, you already know what we’re talking about. But beyond deciding what you want to drive, it’s important to understand what you can drive, from a mechanical standpoint, that is. Not all vehicles are designed to be towed with all four wheels on the ground — in fact, doing so can cause expensive damage that won’t be covered by the vehicle warranty unless the manufacturer has explicitly stated that the vehicle is approved. That is why we have always advised potential buyers to ask the dealer for a copy of the owner’s manual before making a purchase, as this was the only way to know for sure if you can tow the vehicle with the manufacturer’s blessing. Thankfully, almost all manufacturers now have their owner’s manuals available online — all you have to do is an internet search for “2017 (make/model) owner’s manual” and you can download it in seconds. The models listed on the pages following have been fully vetted for your shopping convenience.

Now, you’ve probably noticed that there are other vehicles out there being dinghy towed that aren’t in our guide, and you may have wondered why. As stated earlier, the vehicle must be explicitly approved by the manufacturer for towing. It also must be towable without requiring mechanical modifications (such as disconnecting the driveshaft, for example). And finally, the vehicle must be towable at a speed of at least 55 MPH for no fewer than 200 miles before some sort of prescribed start-up procedure is required to circulate fluid through the transmission and/or transfer case.

One last thing to consider: If you will be choosing a brand-new vehicle as your dinghy, make sure that the equipment necessary to tow it is available through the aftermarket. You might find that a baseplate or other application-specific hardware isn’t available yet, which could certainly influence your buying decision. While you’re at it, research what is involved in the installation of a baseplate; some of these bolt on with minimal modifications and others may require the whole front fascia to be removed, along with modifications to the grille or lower valance.

And now, here are some of the newest — and coolest — dinghy choices for 2017.

**General Motors**

We didn’t know enough about the Buick Envision at press time last year to include it, but we’re happy to learn that the midsize SUV is dinghy-towable in both front-wheel-drive (FWD) and

The 2017 Chevrolet Equinox is available with a 2.4-liter I-4 or a 3.6-liter V-6 with a six-speed automatic transmission. Standards include a rear-vision camera, electronic stability control and up to 63.7 cubic feet of cargo space.
From top: The 2017 Buick Envision is designed to compete with the likes of the Acura RDX and Lincoln MKC. The available 2.0-liter turbocharged diesel can make up to 252 hp. The 2017 Chevy Traverse features a 3.6-liter V-6 that’s capable of up to 288 hp and 266 lb-ft of torque, while still achieving respectable fuel economy (15 city/22 highway). The 2017 GMC Terrain seats up to five and is capable of up to 31 mpg (2.4-liter engine). The Nightfall Edition pictured here includes a charcoal grille, black accents and 18-inch aluminum wheels.

all-wheel-drive (AWD) iterations for 2017. Designed to compete with the likes of premium models like the Acura RDX and Lincoln MKC, the Envision is offered in five trim levels and is available with a 197-hp 2.5-liter direct-injected four-cylinder or a 2.0-liter turbocharged four-cylinder engine belting out 252 horses. Standard features include LED daytime running lights (DRL) and rear LED accent lights, heated front seats, a sliding 60/40 split rear seat, dual-zone climate control, programmable power rear liftgate with hands-free operation, passive entry, pushbutton start with remote-start capability and Apple CarPlay/Android Auto compatibility. That’s quite a bit of standard content, but if you opt for one of the higher trim levels, you can nab optional features such as ventilated and cooled front seats, a heated steering wheel, heated rear seats, head-up display, panoramic moonroof and more.

Our guide lists the 2017 model, which is dinghy approved, but an all-new, 2018 Chevy Equinox model is due this spring. While it is unknown at press time if the 2018 model will be towable, the equipment list is pretty impressive; the new Equinox will be available with three turbocharged engines, including a diesel option, and will offer GM’s new nine-speed automatic transmission. Available in L, LS, LT and Premier trim levels in either FWD or AWD configurations, the new Equinox includes connectivity features like a standard 7-inch and an available 8-inch-diagonal color touch screen with MyLink infotainment designed to support Apple CarPlay and Android Auto, as well as an available OnStar 4G LTE Wi-Fi hotspot. A range of standard safety features includes Surround Vision, Forward Collision Alert, Low-Speed Forward Automatic Braking, Lane Keep Assist and Blind Zone/Rear Cross Traffic alerts.

An all-new 2018 Chevy Traverse midsize SUV also will be available by the time you read this. Although little is known about it at press time, we expect it to be similar to its sibling, the all-new for 2017 GMC Acadia/Acadia Denali, which the company claims is more than 700 pounds lighter than its predecessor for greater fuel efficiency. Speaking of which, the base engine is a fresh 2.5-liter inline four with direct injection and variable valve timing that GM estimates will knock out 26 mpg highway in the FWD models. The available 3.6-liter V-6 engine will churn out 310 hp and is rated at 25 mpg highway on FWD models, which makes us wonder what the advantage of the four-cylinder is at this point. An available All-Terrain package includes an advanced Active Twin Clutch AWD system, while Traction Select allows the user to adjust vehicle performance in accordance with prevailing road (or off-road) conditions. Three rows of seating, including second-row captain’s chairs or a split-folding bench, are equipped with USB charge ports for the passenger’s all-important mobile devices. And in keeping with the “utility” theme, the third-row 50/50 split seats fold down to create a completely flat load floor. Of special interest to RVers will likely be the Tow Vision Trailering System, which leverages the rear-vision camera to make one-person hitch-ups possible.

Photos: Courtesy the manufacturers
Jeep

The Jeep brand has been historically friendly to motorhome owners, with icons like the Wrangler, Cherokee and Grand Cherokee having been towable for as long as we can recall. But, we were more than a little bit disappointed that the company’s latest product, the Renegade, was not — even though we were told the manual model would be. Well, we can put that behind us now because the all-new Jeep Compass is towable with a manual transmission in either FWD or 4WD versions — and we think it looks a lot better, to boot. Resembling a small Grand Cherokee, Jeep claims that the Compass is the most capable compact SUV ever, with the most advanced 4x4 systems in its class. A truly global vehicle built on Fiat Chrysler Automobiles’ (FCA) “small wide 4x4 architecture,” the Compass will be built in Brazil, China, Mexico and India for consumers in more than 100 countries around the world. Some 17 powertrain options are available for those markets, but U.S.-bound models will only be available with the 2.4-liter Tiger-shark four-cylinder, which delivers 180 hp along with up to 30 mpg. Two full-time 4WD systems — Jeep Active Drive and Jeep Active Drive Low — along with Jeep’s Select-Terrain system with Auto, Snow, Sand and Mud modes, promise true off-road capability. Those who seek or anticipate more hardcore off-road scenarios will likely opt for the Trail Rated Jeep Compass Trailhawk, which adds a Rock mode to the Select-Terrain system plus Hill Descent Control, increased ride height, unique front/rear fascias, aggressive 17-inch off-road tires and up to 2,000 pounds of trailer-towing capacity.

Lincoln

Can you recall the last time a Lincoln Continental was deemed dinghy-towable? We can’t either, but this year you can roll into the RV park in style in the gorgeous Lincoln Continental Reserve, which comes standard with a 400-hp twin-turbocharged 3.0-liter V-6 engine and standard AWD — the latter of which is what makes this car towable. Models with the base 3.7-liter V-6 or 2.7-liter turbocharged V-6 and FWD can’t be towed with all four wheels on the ground — but you weren’t interested in those anyway, right? The 2017 Continental brings back the glory days of the marque, when “Lincoln” meant more than the 10-year-old limo you took home from the airport, or a re-badged Ford SUV. As such, the Reserve in particular brings more features to the party than we have room for here — but niceties like 24-way heated/ventilated seats (leather, of course), a 10-speaker audio system, navigation with SiriusXM traffic and Travel Link, power everything and trizone electronic climate control should give you some idea of what you’ll be getting for the nearly $60,000 asking price (which is still a bargain in this segment). Of course, you’ll also get state-of-the-art driving aids like adaptive steering, Blind Spot Information System (BLIS) with Cross Traffic Alert, AdvanceTrac electronic stability control and Continuously Controlled Damping.

With styling that resembles a Bentley (at a fraction of the price), the 2017 Lincoln Continental is a true head-turner. The 400-hp 3.0-liter V-6 Reserve model with AWD is approved for dinghy towing.
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## Dinghy Towing 2017

<table>
<thead>
<tr>
<th>MAKE/MODEL</th>
<th>BASE CURB WEIGHT</th>
<th>SPEED/DISTANCE LIMITS</th>
<th>TOWABLE W/ MANUAL TRANS.</th>
<th>TOWABLE W/ AUTO TRANS.</th>
<th>MILEAGE CITY/HWY.</th>
<th>APPROX. RETAIL PRICE RANGE</th>
<th>SPECIAL PROCEDURES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BUICK</strong></td>
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<tr>
<td>Enclave FWD/AWD</td>
<td>4,724/4,922</td>
<td>65 MPH/None</td>
<td></td>
<td>Yes</td>
<td>15/22</td>
<td>$39,990-$48,550</td>
<td>Run engine at the beginning of each day and at each fuel stop for 5 minutes. Remove the 15-amp ECM fuse, 15-amp OnStar fuse and 50-amp BATT1 fuse while towing.</td>
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<tr>
<td>Envision FWD/AWD</td>
<td>4,047</td>
<td>None</td>
<td></td>
<td>Yes</td>
<td>22/29-21/28</td>
<td>$34,990-$45,885</td>
<td>To prevent the battery from draining while the vehicle is being towed, remove fuses 29 and 32 (Body Control Module) from the instrument-panel fuse block.</td>
</tr>
<tr>
<td><strong>CADILLAC</strong></td>
<td></td>
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<tr>
<td>Escalade 4WD (all)</td>
<td>5,520</td>
<td>None</td>
<td></td>
<td>Yes</td>
<td>15/22</td>
<td>$76,990-$95,790</td>
<td>Only four-wheel-drive vehicles with a two-speed transfer case with a NEUTRAL position and a four-wheel-drive LOW setting can be towed. Negative battery cable must be disconnected.</td>
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<td><strong>CHEVROLET</strong></td>
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<tr>
<td>Cruze</td>
<td>2,835</td>
<td>65 MPH/None</td>
<td>Yes</td>
<td>No</td>
<td>28/39</td>
<td>$17,850-$22,115</td>
<td>To prevent the battery from draining while the vehicle is being towed, remove fuses F15, F23, F26 and F27 from the instrument-panel fuse block.</td>
</tr>
<tr>
<td>Spark</td>
<td>2,246</td>
<td>70 MPH/None</td>
<td>Yes</td>
<td>No</td>
<td>30/38</td>
<td>$13,875-$17,200</td>
<td>None.</td>
</tr>
<tr>
<td>Sonic (all except RS with automatic transmission)</td>
<td>2,720</td>
<td>65 MPH/None</td>
<td>Yes</td>
<td>Yes</td>
<td>25/33</td>
<td>$15,220-$19,205</td>
<td>Run the vehicle at the beginning of each day and at each RV fuel stop for about 5 minutes. To prevent battery from draining while vehicle is being towed, remove the DLIS fuse from the fuse block.</td>
</tr>
<tr>
<td>Equinox (all)</td>
<td>3,777</td>
<td>65 MPH/None</td>
<td></td>
<td>Yes</td>
<td>21/31</td>
<td>$23,995-$35,070</td>
<td>Run engine at the beginning of each day and at each RV fuel stop for 5 minutes. Remove fuse 32 while towing.</td>
</tr>
<tr>
<td>Malibu</td>
<td>3,086</td>
<td>65 MPH/None</td>
<td></td>
<td>Yes*</td>
<td>27/36</td>
<td>$22,555</td>
<td>*Only 1.5-liter models without Active Shutters can be towed. To prevent the battery from draining while the vehicle is being towed, remove fuses F10 and F41 from the instrument-panel fuse block.</td>
</tr>
<tr>
<td>Silverado 1500 4WD</td>
<td>4,785</td>
<td>None</td>
<td></td>
<td>Yes</td>
<td>16/22</td>
<td>$32,720-$47,237</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Silverado 2500 HD 4WD</td>
<td>6,066</td>
<td>None</td>
<td></td>
<td>Yes</td>
<td>N/A</td>
<td>$34,505-$47,420</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>MAKE/ MODEL</td>
<td>BASE CURB WEIGHT</td>
<td>SPEED/ DISTANCE LIMITS</td>
<td>TOWABLE W/ MANUAL TRANS.</td>
<td>TOWABLE W/ AUTO TRANS.</td>
<td>MILEAGE CITY/ HWY.</td>
<td>APPROX. RETAIL PRICE RANGE</td>
<td>SPECIAL PROCEDURES (SEE OWNER’S MANUAL FOR DETAILED INSTRUCTIONS)</td>
</tr>
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<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Silverado 3500 HD 4WD</td>
<td>6,322</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
<td>$35,605-$60,065</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Suburban 1500 4WD</td>
<td>5,631</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/22</td>
<td>$54,110-$68,425</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Tahoe 4WD</td>
<td>5,631</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/22</td>
<td>$51,405-$66,220</td>
<td>Only four-wheel-drive vehicles with a two-speed transfer case with a NEUTRAL position and a four-wheel-drive LOW setting can be towed. Disconnect negative battery cable.</td>
</tr>
<tr>
<td>Traverse FWD/AWD</td>
<td>4,713</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>15/22</td>
<td>$29,595-$44,440</td>
<td>To prevent the battery from draining while the vehicle is being towed, remove the 15-amp ECM fuse and the 15-amp OnStar fuse. Also, remove the 50-amp BATT1 fuse from the underhood fuse block. The engine should be run at the beginning of each day and at each RV fuel stop for about 5 minutes.</td>
</tr>
</tbody>
</table>

**DODGE**

| Durango AWD | 4,913 | None | N/A | Yes | 14/22 | $32,595 - $45,090 | AWD models with two-speed transfer case only. Trans in PARK, transfer case must be set to NEUTRAL. |

**RAM**

| 1500 4WD | 4,738 | None | N/A | Yes | 16/23 | $30,615-$55,900 | Both the manual-shift and electronic-shift transfer cases must be shifted into NEUTRAL for recreational towing. Automatic transmission shifted into PARK. |
| 2500 4WD | 6,321 | None | Yes | Yes | N/A | $34,800-$64,810 | Both the manual-shift and electronic-shift transfer cases must be shifted into NEUTRAL for recreational towing. Automatic transmission shifted into PARK. Manual transmission models must be placed in gear, not NEUTRAL. |
| 3500 4WD | 6,370 | None | Yes | Yes | N/A | $36,045-$71,060 | Both the manual-shift and electronic-shift transfer cases must be shifted into NEUTRAL for recreational towing. Automatic transmission shifted into PARK. Manual transmission models must be placed in gear, not NEUTRAL. |
# Dinghy Towing 2017

<table>
<thead>
<tr>
<th>MAKE/ MODEL</th>
<th>BASE CURB WEIGHT</th>
<th>SPEED/ DISTANCE LIMITS</th>
<th>TOWABLE W/ MANUAL TRANS.</th>
<th>TOWABLE W/ AUTO TRANS.</th>
<th>MILEAGE CITY/ HWY.</th>
<th>APPROX. RETAIL PRICE RANGE</th>
<th>SPECIAL PROCEDURES</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FIAT</strong></td>
<td></td>
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<td></td>
<td></td>
<td><strong>MAKE/ MODEL</strong> FYI: <strong>BASE CURB WEIGHT / SPEED/ DISTANCE LIMITS / TOWABLE W/ MANUAL TRANS. / TOWABLE W/ AUTO TRANS. / MILEAGE CITY/ HWY. / APPROX. RETAIL PRICE RANGE / SPECIAL PROCEDURES.</strong></td>
</tr>
<tr>
<td>500/500c</td>
<td>2,366</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>31/38</td>
<td>$16,995-$20,885</td>
<td>Transmission must be in NEUTRAL.</td>
</tr>
<tr>
<td>500 Abarth/ 500c Abarth</td>
<td>2,512</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>28/33</td>
<td>$22,575-$26,695</td>
<td>Transmission must be in NEUTRAL.</td>
</tr>
<tr>
<td><strong>FORD</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td><strong>MAKE/ MODEL</strong> FYI: <strong>BASE CURB WEIGHT / SPEED/ DISTANCE LIMITS / TOWABLE W/ MANUAL TRANS. / TOWABLE W/ AUTO TRANS. / MILEAGE CITY/ HWY. / APPROX. RETAIL PRICE RANGE / SPECIAL PROCEDURES.</strong></td>
</tr>
<tr>
<td>C-MAX Hybrid/Energi</td>
<td>3,640/ 3,899</td>
<td>70 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>42/38-95 MPGe</td>
<td>$24,170-$30,120</td>
<td>Start the engine and allow it to run for 1 minute at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>Edge 3.5/2.7L FWD/AWD</td>
<td>3,912/ 4,078</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>20/29-20/27</td>
<td>$28,950-$40,545</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Disconnect the negative cable from the battery.</td>
</tr>
<tr>
<td>Expedition 4WD</td>
<td>5,789</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>15/20</td>
<td>$49,095-$66,292</td>
<td>Place the transfer case and transmission in the NEUTRAL position and engage the four-wheel-down towing feature. See owner's manual.</td>
</tr>
<tr>
<td>Explorer 3.5L FWD/AWD</td>
<td>4,453</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>17/24-16/23</td>
<td>$30,855-$52,430</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>Explorer 3.5L EcoBoost FWD/AWD</td>
<td>4,890</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>18/22</td>
<td>$43,355-$53,235</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>F-150 4WD</td>
<td>4,305</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>18/23</td>
<td>$31,185-$63,025</td>
<td>Place the transfer case and transmission in the NEUTRAL position and engage the four-wheel-down towing feature. See owner's manual.</td>
</tr>
<tr>
<td>F-250/F-350/ F-450/F-550 Super Duty 4WD</td>
<td>6,106</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
<td>$37,670-$77,125</td>
<td>For Electronic Shift-On-The-Fly transfer case vehicles, transmission in NEUTRAL position, both hub locks in AUTO position, engage the four-wheel-down towing feature (Neutral Tow Mode) — refer to owner's manual. For manual-shift transfer case vehicles, transmission in NEUTRAL, manual transfer case shifted into NEUTRAL, both hub locks in FREE position — refer to owner's manual.</td>
</tr>
<tr>
<td>Fiesta (all except ST)</td>
<td>TBD</td>
<td>70 MPH/None</td>
<td>Yes</td>
<td>Yes</td>
<td>27/35</td>
<td>$13,660-$18,950</td>
<td>Transmission must be in NEUTRAL during four-wheel-down towing (ignition must be “ON” before shifting into NEUTRAL — see owner's manual). Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Flex FWD/AWD</td>
<td>4,439/ 4,637</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/23-16/22</td>
<td>$30,025-$40,645</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Disconnect the negative battery cable.</td>
</tr>
</tbody>
</table>
The Original

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Towed-Vehicle Braking Simplified

- Proven Reliability for over 20 Years!
- Zero Setup to Tow
- Universal Fit
- Proportional
- Five-Year Warranty

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## Dinghy Towing 2017

<table>
<thead>
<tr>
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<th>BASE CURB WEIGHT</th>
<th>SPEED/ DISTANCE LIMITS</th>
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<th>SPECIAL PROCEDURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Focus 2.0L (except ST)</td>
<td>2,928</td>
<td>70 MPH/None</td>
<td>Yes</td>
<td>Yes</td>
<td>25/34</td>
<td>$16,775-$24,075</td>
<td>Transmission must be in NEUTRAL during four-wheel-down towing (ignition must be “ON” before shifting into NEUTRAL — see owner’s manual). Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Fusion 2.7L AWD</td>
<td>3,472</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>17/26</td>
<td>$33,595</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Select “Neutral Tow” mode — refer to owner's manual.</td>
</tr>
<tr>
<td>Fusion Hybrid</td>
<td>3,668</td>
<td>70 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>44/41</td>
<td>$25,185-$37,020</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>Fusion Hybrid Energi</td>
<td>3,986</td>
<td>70 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>43/41</td>
<td>$31,120-$39,120</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>Taurus FWD/AWD</td>
<td>3,964/4,175</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>18/27-17/24</td>
<td>$27,345-$42,520</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.</td>
</tr>
<tr>
<td>GMC</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Acadia FWD/AWD</td>
<td>3,956</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>21/26</td>
<td>$29,070-$44,920</td>
<td>Run engine at the beginning of each day and at each RV fuel stop for 5 minutes.</td>
</tr>
<tr>
<td>Canyon 4WD</td>
<td>3,956</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>19/22</td>
<td>$33,340-$41,060</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Sierra/Sierra Denali 1500 4WD</td>
<td>4,785</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/22</td>
<td>$32,093-$56,500</td>
<td>Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that have an N (NEUTRAL) position and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Sierra/Sierra Denali 2500 HD 4WD</td>
<td>6,066</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
<td>$33,946-$60,256</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Sierra/Sierra Denali 3500 HD 4WD</td>
<td>6,066</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>N/A</td>
<td>$38,785-$59,125</td>
<td>Only dinghy tow four-wheel-drive vehicles with a two-speed transfer case that have an N (NEUTRAL) position and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>Terrain/Terrain Denali FWD/AWD</td>
<td>3,956</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>21/26</td>
<td>$24,995-$36,845</td>
<td>To prevent the battery from draining while the vehicle is being towed, remove fuse 32 and the Discrete Logic Ignition Switch fuse from the instrument-panel fuse block.</td>
</tr>
<tr>
<td>Yukon/Yukon Denali, Yukon XL/ Yukon XL Denali 4WD</td>
<td>5,846</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/22</td>
<td>$52,725-$68,760</td>
<td>Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.</td>
</tr>
</tbody>
</table>
TRAVEL SAFER WITH A BUDDY!
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5 Breakthrough Reasons to Choose the Stealth™

1. Eliminate the In & Out
   Installs out of sight in your towed vehicle.

2. Just Plug In & Go!
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3 YEAR WARRANTY / 30 DAY MONEY BACK GUARANTEE
## Dinghy Towing 2017

<table>
<thead>
<tr>
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<td><strong>HYUNDAI</strong></td>
<td></td>
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</tr>
<tr>
<td>Accent MT</td>
<td>2,480</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>27/37</td>
<td>$14,745-$14,995</td>
<td>None</td>
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<tr>
<td>Elantra</td>
<td>2,767</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>26/36</td>
<td>$17,150-$21,650</td>
<td>None</td>
</tr>
<tr>
<td>Veloster</td>
<td>2,679</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>27/35</td>
<td>$18,000-$22,600</td>
<td>None</td>
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<tr>
<td><strong>JEEP</strong></td>
<td></td>
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</tr>
<tr>
<td>Cherokee 4WD</td>
<td>4,046</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>18/26</td>
<td>$25,595-$35,195</td>
<td>Only 4x4 models with 2-Speed Power Transfer Unit may be towed. The Power Transfer Unit must be shifted into NEUTRAL and the transmission must be in PARK for recreational towing. See your authorized Mopar dealer for a flat-tow wiring kit. It is recommended to charge the battery before towing. See the owner’s manual for details.</td>
</tr>
<tr>
<td>Compass</td>
<td>3,327</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>23/30</td>
<td>N/A</td>
<td>Transmission in NEUTRAL, key in the ACC position.</td>
</tr>
<tr>
<td>Grand Cherokee</td>
<td>4,677</td>
<td>None</td>
<td>N/A</td>
<td>Yes</td>
<td>18/25</td>
<td>$32,695-$53,495</td>
<td>Only four-wheel-drive vehicles equipped with Quadra-Trac II and Quadra-Drive II systems are towable. The transfer case must be shifted into NEUTRAL and the transmission must be in PARK for recreational towing. See owner’s manual for details.</td>
</tr>
<tr>
<td>Patriot</td>
<td>3,133</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>23/30</td>
<td>$20,040-$26,985</td>
<td>Transmission in NEUTRAL, key in ACC position.</td>
</tr>
<tr>
<td><strong>LINCOLN</strong></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Continental 3.0L</td>
<td>4,224</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/24</td>
<td>$54,840-$68,180</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Select “Neutral Tow” mode — refer to owner’s manual.</td>
</tr>
<tr>
<td>MKT 3.7 FWD/4WD</td>
<td>4,702</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>16/24</td>
<td>$43,370-$48,865</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Disconnect the negative battery cable.</td>
</tr>
<tr>
<td>MKX 3.7/2.7 EcoBoost FWD/4WD</td>
<td>4,158</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>17/25</td>
<td>$38,260-$53,475</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Select “Neutral Tow” mode — refer to owner’s manual.</td>
</tr>
</tbody>
</table>
Motorhome Chassis Performance
Make the Journey as Great as the Destination

Trucenter™
Stop fighting the steering wheel.

- Reduces driver fatigue
- Prolongs the life of tires and chassis
- Adjusts for road crowns and high winds with the touch of a button
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Enjoy a more controlled ride.

- Eliminates constant steering corrections
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Improve the drivability of an RV.

- Minimizes top heavy feeling
- Improved control and performance during quick maneuvers

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### Dinghy Towing 2017

<table>
<thead>
<tr>
<th>MAKE/ MODEL</th>
<th>BASE CURB WEIGHT</th>
<th>SPEED/ DISTANCE LIMITS</th>
<th>TOWABLE W MANUAL TRANS.</th>
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</tr>
</thead>
<tbody>
<tr>
<td>MKZ 3.0L FWD/AWD</td>
<td>3,739</td>
<td>65 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>21/31</td>
<td>$39,670-$50,580</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Select “Neutral Tow” mode — refer to owner’s manual.</td>
</tr>
<tr>
<td>MKZ Hybrid</td>
<td>3,871</td>
<td>70 MPH/None</td>
<td>N/A</td>
<td>Yes</td>
<td>41/38</td>
<td>$35,170</td>
<td>Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter. Select “Neutral Tow” mode — refer to owner’s manual.</td>
</tr>
<tr>
<td><strong>NISSAN</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>370Z Coupe</td>
<td>3,292</td>
<td>70 MPH/ 500 miles</td>
<td>Yes</td>
<td>No</td>
<td>18/26</td>
<td>$29,990-$45,490</td>
<td>After towing 500 miles, start and idle the engine with the transmission in NEUTRAL for 2 minutes.</td>
</tr>
<tr>
<td>370Z Roadster</td>
<td>3,463</td>
<td>70 MPH/ 500 miles</td>
<td>Yes</td>
<td>No</td>
<td>17/24</td>
<td>$41,820-$48,100</td>
<td>After towing 500 miles, start and idle the engine with the transmission in NEUTRAL for 2 minutes.</td>
</tr>
<tr>
<td>Juke FWD</td>
<td>2,977</td>
<td>70 MPH/ 500 miles</td>
<td>Yes</td>
<td>No</td>
<td>28/32</td>
<td>$20,250-$28,020</td>
<td>Idle engine in NEUTRAL for 2 minutes every 500 miles.</td>
</tr>
<tr>
<td>Sentra S</td>
<td>2,848</td>
<td>None/ 500 miles</td>
<td>Yes</td>
<td>No</td>
<td>27/35</td>
<td>$16,990</td>
<td>Idle engine in NEUTRAL for 2 minutes every 500 miles.</td>
</tr>
<tr>
<td>Versa Sedan S</td>
<td>2,390</td>
<td>None/ 500 miles</td>
<td>Yes</td>
<td>No</td>
<td>27/36</td>
<td>$11,990</td>
<td>Idle engine in NEUTRAL for 2 minutes every 500 miles.</td>
</tr>
<tr>
<td><strong>TOYOTA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Corolla SE</td>
<td>2,860</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>27/35</td>
<td>$21,665</td>
<td>Shift the shift lever to N. Turn the engine switch to the ACC position (without a smart key system) or ACCESSORY mode (with a smart key system). Ensure that the audio system and other powered devices are turned off. Release the parking brake. After towing, leave the engine in idle for at least 3 minutes before driving the vehicle.</td>
</tr>
<tr>
<td>Corolla iM</td>
<td>3,031</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>27/35</td>
<td>$18,750</td>
<td>Shift the shift lever to N. Turn the engine switch to the ACC position (without a smart key system) or ACCESSORY mode (with a smart key system). Ensure that the audio system and other powered devices are turned off. Release the parking brake. After towing, leave the engine in idle for at least 3 minutes before driving the vehicle.</td>
</tr>
<tr>
<td>Yaris Hatchback</td>
<td>2,315</td>
<td>None</td>
<td>Yes</td>
<td>No</td>
<td>30/36</td>
<td>$15,250-$17,200</td>
<td>Shift the shift lever to N. Turn the engine switch to the ACC position. Ensure that the audio system and other powered devices are turned off. Release the parking brake. After towing, start the engine and let it idle for at least 3 minutes before driving.</td>
</tr>
</tbody>
</table>
BECAUSE THEY ARE WORTH IT

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tire pressure monitoring system.

Shop  800.815.2159  |  tirepatrol.com  MADE IN USA
Safe towing requires selecting the proper products

Now that you’ve made a decision and your new dinghy vehicle is in the driveway, what’s next before flat towing it behind your motorhome?

As any seasoned motorhome owner will tell you, there are a number of steps involved in getting a new vehicle to the point where it can be towed safely. As we’ve already discussed, there isn’t any automaker that offers a plug-and-play solution making its products ready for safe dinghy towing right from the factory. Thus, it’s up to you (and perhaps a knowledgeable towing-equipment dealer) to get the job done right.

Dinghy Wiring
One of the most important aspects of dinghy prep involves connecting the wiring between the two vehicles. Tail, brake and turn signals on the back of the dinghy are required in all 50 states and all Canadian provinces, so this isn’t a step.
that you can overlook.

The most common source of dinghy-wiring confusion centers on differences in the way the turn-signal lights are wired on various cars and motorhomes. Some models are wired to supply turn-signal power to the same bulbs that are used for the brakelights (commonly referred to as a 4-wire system), while others use separate amber bulbs for the rear turn signals (a 5-wire system). Note that 4- and 5-wire systems are used on both motorhomes and cars, so any one of four solutions may be needed for any particular application. Adapters are readily available to electronically match the wiring systems of the dinghy and motorhome.

The traditional method of wiring a dinghy vehicle involves the use of steering diodes, which function as one-way gates to the flow of electricity, allowing power from either the motorhome or dinghy to be supplied to the rear bulbs. Because no electricity can flow backward through a diode, it also prevents power from the motorhome from being inadvertently introduced to any other circuits in the dinghy vehicle.

Many late-model vehicles are equipped with onboard diagnostics that continuously check for proper operation of turn-signal and brakelight bulbs. Unfortunately, the introduction of aftermarket steering diodes into the vehicle’s wiring can “fool” this diagnostic function, typically causing it to give false warnings about burned-out bulbs.

For this reason, it’s common to modify each of the vehicle’s tail-lamp assemblies to accept a separate bulb. These bulbs are then connected directly to the motorhome, eliminating any connections to the dinghy vehicle’s wiring system. This modification usually involves drilling a large hole in the tail-lamp reflector. Fortunately, special snap-in sockets are available that make this job somewhat easier. Since the new socket takes up considerable space behind the lamp assembly, care must be taken in selecting a location for the new hole that avoids socket interference with any other objects behind it.

Note that most states allow the turn signals to be red or amber in color, but only permit the brakelights to be red. Thus, on automobiles equipped with amber turn signals, the new socket is typically installed behind the red brakelight lens.

In situations where modifications to the dinghy’s original wiring aren’t desirable or practical, a set of removable towing lights often provides a workable solution. Most of these products are affixed with magnets, although some models can be equipped with suction cups (ideal for use on plastic or fiberglass surfaces). A cable is then snaked across the vehicle to the connector at the motorhome hitch receiver.

In some cases, the cable is semipermanently routed inside or underneath the vehicle, allowing the lights to be quickly removed and

Accessory kits with diodes, such as this one from Demco, include everything needed for a safe connection, such as wiring kits, pins, locks, receptacles and a cover to protect the tow bar from the elements. Kits are also available with bulbs and wiring when diodes are not needed.

Hopkins nVISION tire-pressure-monitoring system keeps an eye on motorhome and dinghy tire air pressure. The wireless system can be easily transferred between vehicles and used in the dinghy without the motorhome.
Unfortunately, since no industrywide standard exists for wire color codes used in automobiles, another hurdle in dinghy wiring involves identifying the proper wires for the stop-, turn- and tail lamps (as well as a suitable ground connection). If you’ve had the foresight to purchase a service manual for your particular vehicle, this can sometimes be accomplished by visual inspection of the wire harness. More often than not, it involves connecting a test light to each suspected wire in order to match it with the corresponding bulb. Note that on 4-wire systems, the same wire may be “hot” when either the brake or one of the turn signals is operated.

When splicing diodes or other connections into the vehicle’s wiring harness, it is important to use top-quality connectors or soldered splices. In order to prevent any chance of corrosion, all connections should be waterproof. Heat-shrink tubing works very well for this purpose, as does self-vulcanizing plastic tape.

stowed inside the trunk. Several companies offer wireless, removable towing lights, thereby eliminating the need for this cable altogether.

Although many motorhomes come with a factory-installed 4- or 5-pin connector, there are situations where a different connector is necessary. Some unapproved dinghies equipped with an automatic transmission must also be equipped with an electric lube pump, which requires a connector pin for 12-volt DC power (and, ideally, a separate connector pin for ground, in order to avoid drawing excessive current through the existing one). Also, some auxiliary braking systems require connections to the motorhome, further increasing the connector-pin count. In fact, many motorhome manufacturers now provide a standard seven-way receptacle from the factory.

Ideally, the industry-standard connection scheme should be observed when installing a new connector, so that it can also be used when towing boats, ATVs, horse trailers, etc.

The mesh material on Roadmaster’s Tow Defender is suspended over the tow bar, covering the space between the motorhome and dinghy vehicle to help prevent debris from hitting the dinghy.
KAR KADDY SS FEATURES

Durable Galvanized Finish
- For years of corrosion free use

Custom Chrome Wheels
- Radial tires make this dolly one you’ll be proud of for years to come

Hydraulic Surge Disc Brake System
- Provides safe, controlled stopping

Auto Steer
- Steerable axle allows for tighter turns

Hinged Tongue
- Hitch folds back to promote minimal storage capacity

Tilt-bed Frame
- Provides fast, easy loading. Positive locking mechanism on tilt-bed; does not require a separate loose pin

Folding Ramps
- Ramps fold up to allow for comfortable fit in almost any RV park or garage

Unfolded Kar Kaddy™ SS length is 133”
Many RV park lots are not deep enough to accommodate your motorhome and tow dolly.

Folded Kar Kaddy™ SS length is 67”
By using only half the space, you can fit both the motorhome and tow dolly comfortably in almost any RV lot. Or you can store your tow dolly in front of your car in your garage at home.

www.towdemco.com • 800.543.3626
If you’re like many motorhome owners, you’re already familiar with the freedom that traveling in a motorhome offers. But when you’re shopping for the necessary equipment to tow a vehicle behind your motorhome to enhance that freedom, you shouldn’t stop at the tow bar and baseplate. A supplemental dinghy-braking system — designed to apply the brakes in the dinghy vehicle when the motorhome’s brakes are applied — should be considered a necessity as well.

Anytime you tow something and apply the brakes, that towed load is going to push on the motorhome, extending its stopping distance. For that reason, some chassis manufacturers specify that towed loads in excess of 1,500 pounds must have independent brakes and safety breakaway systems. The fact that dinghy brakes are not required by law in all states is inconsequential. Many state and local governments are either unfamiliar with the practice of dinghy towing, or simply have not considered it, but that doesn’t mean towing without supplemental dinghy braking is a safe practice.

Fortunately, there are a number of dinghy-braking systems on the market. Some are completely portable (easily transferable from one vehicle to another); some are semiportable (can be used in another vehicle with some exceptions); and some are permanent (require modification to the motorhome and/or dinghy and therefore can’t be transferred from one vehicle to the next).

The BrakeBuddy Stealth is the latest from Hopkins and it can be installed in an inconspicuous place virtually anywhere in the dinghy vehicle. From Danko, the brand-new RVibrake3 features smart-tablet technology and a Brake Lock detection feature. Refinements from Roadmaster, Blue Ox and SMI continue to make braking devices more effective and user-friendly.

The popular systems on the following pages — those from Blue Ox, BrakeBuddy, Roadmaster, RVibrake and SMI — are most commonly used among motorhome owners. Use of a dinghy-braking device saves wear and tear on your coach’s brakes, while providing the confidence of state and provincial compliance and safe travels.
only deplete the vacuum in the brakes, but it will also auto-position itself. There is no need to adjust the seat because RVibrake3 pushes up against the rise in the floor pan. Setting up the RVibrake3 takes less than 30 seconds.

How it Works:
RVibrake3 is an inertia-activated system. It applies the brakes in the towed vehicle in proportion to motorhome braking. RVibrake3’s cutting-edge software adjusts for terrain, whether the motorhome is going uphill or downhill. The RVibrake3 housing pushes against the floorpan (the rise in the floor where the driver’s seat is mounted) instead of the soft seat when activating.

Features and Benefits:
• Includes “Command Center” 7-inch Wi-Fi-enabled tablet for smart monitoring; compatible with other RVi products, including RV Level and upcoming Tire Patrol TPMS.
• Brake Lock detection safeguards against damaged brake pads.
• Audio assistant helps with daily startup, which only takes 30 seconds.
• One-touch auto positioning.
• True proportional braking.
• Three-year warranty.
• Fits in all vehicles.
• Weighs 10 pounds.

Blue Ox | 800-228-9289, www.blueox.com

Patriot
Portable Supplemental Braking System
MSRP: $1,395

How it’s Installed:
Place the Patriot on the driver’s-side floorboard, adjust the push pad/feet, attach the spring-loaded brake claw to the brake pedal, plug the unit in, push the button and the unit will self-calibrate.

How it Works:
When the motorhome’s brakes are applied, the Patriot applies progressive and proportional braking force using an electric cylinder and actuator.

Features and Benefits:
• Self-contained unit sits on the floor in front of the driver’s seat. Installs within a few minutes (after the initial installation).
• Features internal 12-volt battery to extend towed vehicle battery life.
• Adjustable push pad and feet.
• Weighs only 15 pounds.

Blue Ox | 800-228-9289, www.blueox.com

RVibrake3
Portable Supplemental Braking System
MSRP: $1,195

How it’s Installed:
The Breakaway System is the only part of the system that must be permanently installed in the dinghy vehicle. Installation of the breakaway takes approximately 25 to 45 minutes. Once the breakaway is installed, place RVibrake3 on the floorboard of the towed vehicle and push the auto-start button. This will not
driver’s-side floor in front of the seat and attach the clevis to the brake pedal. Adjust the driver’s seat forward to touch the adjustable handle of the BrakeBuddy. Plug in the 12-volt DC power and attach the emergency breakaway cables. Then, verify the program settings are customized to the dinghy’s weight or braking sensitivity and plug in the wireless remote inside the motorhome. Installation time is less than 30 minutes; after the initial installation, the setup time for towing is less than five minutes.

How it Works:
By way of an electronic decelerometer, the BrakeBuddy senses the inertia created during braking. The sensed inertia activates an internal air cylinder that puts a specified amount of pressure on the towed vehicle’s brake pedal. An air compressor and tank supply the air pressure. The motorhome operator is notified of the towed vehicle’s braking via the BrakeBuddy Alert System, which has a light that indicates that safe braking has occurred.

Features and Benefits:
• Meets or exceeds state and provincial towing laws.
• Utilizes advanced terrain-sensing technology and provides the right braking force needed.
• The unit’s compact design fits into all dinghies and it only weighs 12 pounds. Because it’s portable, it can be transferred from vehicle to vehicle.

BrakeBuddy Vantage Select
Portable Supplemental Braking System
MSRP: $1,499

How it’s Installed:
Same procedure as the Digital Classic.

How it Works:
Operates the same as the Classic BrakeBuddy, but with the addition of a fully automatic one-touch startup button. Choose between Full and Proportional braking technology at the touch of a button.

Features and Benefits:
• Vantage Select lets the driver adjust braking sensitivity on the fly from the motorhome to react to changing road conditions. The remote utilizes radio frequency technology and is AA-battery powered.
• Fully Automatic Startup feature: Push the auto-start button and Vantage Select prepares itself for use.

BrakeBuddy Stealth
Supplemental Braking System
MSRP: $1,099

How it’s Installed:
Stealth main unit mounts anywhere in the towed vehicle. All-in-one adapter mounts at the front of the vehicle, and the dual controller mounts inside the motorhome.

How it Works:
Senses the inertia of the braking event, and communicates the exact amount of pressure to apply the towed vehicle’s brake pedal. After braking, the pump restores vacuum to the towed vehicle.

Features and Benefits:
• Compact unit mounts anywhere in dinghy.
• Dual controller offers on-the-fly sensitivity and gain adjustments. Can be switched between dinghy towing and conventional trailer towing.
• Dual braking mode allows towing a dinghy vehicle or trailer at the push of a button.
• Easy to use and install. Plug in adapter while attaching the tow bar and it’s ready to go (also connects lights, braking system and charge line).

Hopkins Manufacturing Corp. | 800-470-2287, www.brakebuddy.com
ROADMASTER

BrakeMaster
Permanently Mounted Brake System
MSRP: $1,234.23 (for coaches with hydraulic brakes), $801.67 (for coaches with air over hydraulic or air brakes)

How it’s Installed:
The BrakeMaster is connected directly to the motorhome’s air or hydraulic brake line. The initial installation (in the coach and the towed vehicle) takes from four to six hours, depending on the motorhome’s brake system and the specific towed vehicle. Once the initial installation is complete, BrakeMaster connects and disconnects from the towed vehicle in just a minute or two, without any tools, adjustments or settings. Attach the brake-pedal clamp to the towed vehicle’s brake pedal, secure to the floor or seat adapter and quick-connect the air hose.

How it Works:
Because it connects directly to what powers the motorhome’s brakes, BrakeMaster is a truly proportional, synchronized braking system — whenever the motorhome’s brakes are applied, BrakeMaster automatically applies proportional pressure to the dinghy vehicle.

Features and Benefits:
• Dinghy’s brakes respond to the coach’s brakes at the same time and at the same intensity.
• Emergency breakaway system is included.
• Monitor light in the motorhome’s dash illuminates when the towed vehicle’s brakes are applied.
• Meets braking requirements for both the U.S. and Canada.

Even Brake
Portable Supplemental Braking System
MSRP: $1,556

How it’s Installed:
The initial installation of electrical components in the towed vehicle takes less than an hour. Once the initial installation is complete, Even Brake connects and disconnects from the towed vehicle in just a minute or two. Position Even Brake between the driver’s seat and the brake pedal, and adjust the pedal clamp over the brake pedal, move the driver’s seat forward against Even Brake, plug in the wiring harness cord and the power cord, and press the test button.

How it Works:
Even Brake automatically increases or decreases braking pressure in direct proportion to coach deceleration. When the motorhome brakes are applied, an electronic microprocessor inside Even Brake signals a magnetic valve to release a proportional amount of air pressure, activating the brake cylinder, which applies braking force on the towed vehicle’s brake pedal. The amount of brake pressure applied is determined by the amount of braking pressure applied in the coach.

Features and Benefits:
• Proportional braking.
• Three-tiered motorhome monitor (LED light, LCD text message, audio tone) provides complete braking information at a glance.
• Continuous monitoring allows any changes in system status to be transmitted to the monitor mounted on the motorhome’s dashboard.
• Power Save low-battery protection warns of a low battery in the towed vehicle with LED and LCD alerts at the motorhome monitor.
• Automatic brake protection alerts the driver after an extended period of continuous braking, then releases braking pressure to avoid excessive wear on dinghy brakes.
• Onboard memory remembers the settings.
SMI MANUFACTURING

Air Force One
Permanently Mounted Brake System
MSRP: $1,249.95

How it’s Installed:
The Coach Protection Assembly (CPA) mounts near the rear axle of the coach with two bolts. Supply and metered air connections are made in the same location with Department of Transportation (DOT)-approved push-to-connect fittings. In the towed vehicle, the operating unit is secured under the hood with provided stainless-steel ties. The direct-pull actuator is attached to the brake arm just above the pedal, using a sandwich-type clamp. The system’s design allows the firewall anchor to be installed with a single self-drilling screw without the use of a pulley.

How it Works:
Air is delivered from the CPA to the operating unit (in the dinghy vehicle), which then mechanically generates vacuum for the towed vehicle’s power assist. It also stores an emergency reserve supply for breakaway activation and passes air to the actuator, which provides the proportional braking.

Features and Benefits:
• Powder-coated aluminum enclosure.
• Directly proportional.
• Universal fit on all vehicles, including those with hydroboost braking systems and hybrids.
• DOT-compliant coach installation.
• Patented actuator allows for easy mounting to accommodate firewall irregularities without the use of a pulley.
• Tow-ready in seconds.
• Integrated breakaway system.
• Provides vacuum assist for towed vehicle’s power brake system.

InvisiBrake
Fully Automatic, Progressive Supplemental Braking System
MSRP: $1,080

How it’s Installed:
In most applications, the InvisiBrake controller is installed beneath the front seat of the towed vehicle. An air cylinder is installed close to the controller; a bracket and cable pulley are installed on the brake-pedal arm. The entire system is designed to stay in the vehicle.

How it Works:
InvisiBrake uses the towed vehicle’s electrical harness — the same electrical signal that activates the towed vehicle’s brakelights also activates InvisiBrake.

Features and Benefits:
• Nothing to put in or take out to tow or drive.
• Small size (8¾ by 8¾ by 2¾ inches) means it can be mounted under the driver’s seat.
• Simple operation.
• Charges the battery — InvisiBrake connects directly to the towed vehicle’s battery providing a constant charge during towing.
• Engages the power braking system whether towing or driving.
• Works in virtually any towed vehicle with vacuum-powered brakes, including hybrids and those with full-time (active) power braking systems.
• Includes an emergency breakaway system and two-stage monitor alarm.

Roadmaster Inc. | 800-669-9690, www.roadmasterinc.com

even when unplugged, and will automatically adjust itself.
• Includes a brake relay to allow the dinghy’s turn signals and brakelights to work simultaneously with the dinghy-to-motorhome electrical connection.
TOWING SOMEWHERE?
SMI HAS YOUR BACK

Your #1 Choice

Stop before the accident, not after!
SMI tow braking systems can reduce overall stopping distance by up to 100 feet!

STOP YOUR COACH FASTER! RESULTS FROM 60 MPH *

No Braking System
250-280 Feet

With SMI Systems
170-205 Feet

*Approximate distances. Actual stopping distances will vary.

Towing without a braking system is illegal.
Officers and insurance adjusters are checking that towed vehicles have a braking system. Protect your loved ones with SMI.

[Map showing required vs. not required]

Required | Not Required

Stress-free travels.
☐ Industry-leading 5 year warranty
☐ Legendary 24/7 customer support
☐ Transferability to any new vehicle
☐ Everything you need, no extras to buy
☐ A design that fits all vehicles, even hybrids
☐ Simple & direct universal install process

smibrake.com/dig_youtube
www.smibrake.com • 800.893.3763
Stay-IN-Play DUO
Permanently Mounted Brake System
MSRP: $1,099.95

How it’s Installed:
The Stay-IN-Play DUO is mounted in the towed vehicle. A lightweight operating unit is secured under the hood with provided stainless-steel ties. The G-Force Controller is secured to the toe-kick panel above the driver’s left foot. The direct pull actuator is attached to the brake arm just above the brake pedal, using a sandwich-type clamp. The design allows the firewall anchor to be installed with a single self-drilling screw without the use of a pulley.

How it Works:
The G-Force Controller monitors the tow-vehicle wiring brakelight signal and deceleration to provide dual-signal, progressive braking. The operating unit under the hood generates vacuum for the towed vehicle’s power assist and air pressure for the actuator. The actuator uses variable amounts of air pressure to modulate braking effort while stopping.

Features and Benefits:
• Rugged, powder-coated aluminum enclosure.
• Dual-signal activation — brakelights and deceleration.
• Universal fit on all vehicles, including those with hydroboost braking systems and hybrids.
• Tow-ready in seconds.
• Integrated breakaway system.
• Provides vacuum assist for towed vehicle’s power brake system.

Delta Force
Portable Supplemental Braking System
MSRP: $1,199.95

How it’s Installed:
Adjust the Set-It-Once pedal clamp. Install the tether connection using the provided single self-tapping screw. There are two optional inputs: the included breakaway switch and the included connection for the tow-vehicle wiring brakelight signal, which allows the Delta to operate in Dual-Signal Mode.

How it Works:
The Delta Force is placed on the driver’s-side floorboard. The actuator is rotated from the storage position as it incorporates the flexball actuator mount. The Set-It-Once pedal clamp is secured to the brake pedal by maneuvering it over the top of the brake pedal and pressing down on the actuator to lock it in place. The tether is secured to the base of the actuator with a stainless-steel carabiner. The system’s flexball design allows Delta Force to fit all towed vehicles. The tether allows for automatic self-alignment with every activation, and does not require the unit to be positioned against the driver’s seat or floor bracket. Activation is proportional based on deceleration, and can be dual-signal with the addition of the optional brakelight connection. The driver is informed of the system’s status by the wireless CoachLink receiver, which includes an active link monitor.

Features and Benefits:
• Rugged, powder-coated aluminum enclosure.
• Can be used as inertia only or dual signal.
• Proportional.
• Patent-pending tether-anchoring system.
• Patent-pending Set-it-Once pedal clamp.
• Simple foldaway storage.
• Weighs a little more than 9 pounds.
• Universal fit on all vehicles, including hydro-boost and hybrids.
• Intelligent fault monitoring and display, including low-battery indicator.
• Visual and audible breakaway alert.
• CoachLink constantly monitors radio connection to towed vehicle.

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Length, strength & stability.

Since day one, the longest arms in the industry for superior towability.

For decades Roadmaster has made tow bars that are the easiest to use and release in the industry. For the tow bars with the longest list of features and the highest levels of craftsmanship and quality, look no further than Roadmaster, the industry leader in tow bar technology.

NEW! 8,000 lb. rating
Includes safety cables and wiring

For those who simply want the best.

10,000 lb. rated!
BLACKHAWK 2 ALL TERRAIN™

For heavy duty, hard core, serious towers.

6,000 lb. rated!
FALCON ALL TERRAIN™

Our best-selling tow bar. Simple. Durable. Time

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Call the experts
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800-669-9690 or visit roadmasterinc.com
Time Tested • Time Proven
TRAVEL SAFER WITH A BUDDY!
PORTABLE TOWED VEHICLE BRAKE SYSTEMS

DIGITAL CLASSIC™
THE ORIGINAL BRAKE-IN-THE-BOX
THE SYSTEM THAT CREATED AN INDUSTRY

- Industry standard for dependability and has more miles of experience that all others combined
- Full braking technology
- Works on all towed vehicles

VANTAGE SELECT™
THE ULTIMATE IN PORTABLE BRAKING

- One touch start up button
- “On-the-fly” sensitivity adjustment from the coach
- Choose between full for proportional braking
- Simply adjust unit from driver's seat of coach with interactive remote
- Works on all towed vehicles

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