

DEALER  
BE CERTAIN  
USER RECEIVES  
INSTRUCTION SHEET

INSTRUCTION SHEET  
1988-89 ACURA INTEGRA  
STYLE #1002-42

DEALER  
BE CERTAIN  
USER RECEIVES  
INSTRUCTION SHEET

NOTICE

1. This Tow Bar is designed to be parallel to the ground when it is attached to both the towed and towing vehicles. If the Tow Bar is at an angle, there is a risk of damage or accident.
2. This Tow Bar has been designed to tow a manual transmission car or an automatic - See Acura/Honda Automatic Notice.
3. The transmission should be placed in neutral when towing.
4. Unlock the steering wheel to allow the front wheels of the towed vehicle to "track".
5. Be sure the car being towed is properly aligned.
6. USE SAFETY CABLE OR CHAIN (see sketch). Blue Ox Style #8805 (5ft) or #8806 (6ft) Safety Cable Kit is recommended. The shorter #8805 is normally best.
7. Adjust the coupler for proper fit to the ball (see coupler adjustment). For added security, place a lock, pin or bolt through the hole provided in the coupler locking lever.
8. Check the vehicle to vehicle clearance in a turning situation.
9. Most states require lighting at the rear of the towed car. A Blue Ox Style #8811 Wiring Kit or Style #8813 Light Bar is recommended.
10. Prior to starting on a towing trip, check to be sure all towing accessories and attachment points are secure; ie. all bolts tight and no cracked welds. This is important on all occasions but particularly on a new installation. All bolted connections and weldments on a new installation should be checked just prior to initial towing and again after 100-200 miles of towing.
11. Do Not Back Up when towing. Backing up may damage the Tow Bar assembly or the towed car's chassis.
12. Avoid sharp turns and rough terrain. Check installation after any unusual event and periodically on a long trip.
13. Do not use towed vehicle for storing luggage, etc.; you may exceed the towing capacity of the Tow Bar.

PARTS LIST

- |     |                                  |
|-----|----------------------------------|
| 1.  | 1 - Tow Bar (purchased separate) |
| 2.  | 1 - Base Plate Tube              |
| 3.  | 2 - 1/2" diameter pins           |
| 4.  | 2 - hairpin clips                |
| 5.  | 2 - rear brackets (1-rh & 1-lh)  |
| 6.  | 2 - front brackets (1-rh & 1-lh) |
| 7.  | 2 - Bumper bracket clamps        |
| 8.  | 4 - 3/8"-16 x 1-1/2" bolts grd.5 |
| 9.  | 4 - 3/8" lockwashers             |
| 10. | 4 - 1/2"-13 x 2-1/2" bolts grd.5 |
| 11. | 6 - 1/2"-13 x 1-1/2" boltsgrd.5  |
| 12. | 10 - 1/2" lockwashers            |
| 13. | 6 - 1/2"-13 nuts                 |
| 14. | 6 - 10mm-1.25 x 30mm bolts       |
| 15. | 6 - 10M lockwashers              |
| 16. | 4 - 8mm-1.25 x 35mm bolts        |
| 17. | 4 - 8mm-1.25 nuts                |
| 18. | 4 - 8mm lockwashers              |

TOOLS

- |                                      |
|--------------------------------------|
| 3/4" socket (for coupler adjustment) |
| 10mm socket                          |
| 12mm socket                          |
| 13mm socket                          |
| 14mm socket                          |
| 17mm socket                          |
| 9/16" socket                         |
| 3/4" end wrench                      |
| Long socket extension                |
| Universal                            |

### SPECIAL NOTICE

1. Blue Ox Towing products and accessories are intended to be installed by professional installers with experience, proper equipment, and knowledge of how to do "fit" work. Installers with this background will normally be found in Hitch Shops or RV/Automotive Service Centers.
2. If the car to be towed has been in an accident, the chassis may be damaged in an area where the Base Plate attaches. It may no longer be suitable for towing. Extreme caution and careful examination are required in such a situation. It is also likely, even from a minor accident, that the installation will be more difficult due to hole alignment problems.
3. Many Blue Ox Base Plates are designed to use existing holes and hardware to mount the Base Plate to the towed vehicle. Even though the bolt is there however, do not assume it is adequate for mounting the Base Plate. Manufacturers make many changes in hardware both within and between model years. Be sure the bolt is long enough to protrude past the nut a distance no less than 1/2 the diameter of the bolt, after the Base Plate is mounted. The threads should be in "as new" condition. It is recommended that "Locktite Blue" be used. If a new bolt is required, be sure it is SAE Grade 5 or Metric 8.8.

### 1989-90 ACURA/HONDA AUTOMATICS - NOTICE

Acura and Honda automatic transmissions for 1989-90 were modified so they cannot be shifted rapidly from reverse to drive. Rapid shifting from reverse to drive can damage any automatic transmission.

According to Honda, the modification leaves a portion of the automatic transmission in reverse when it is only shifted from reverse to neutral. This partial neutral condition cannot be detected by revving the engine, because the car will not move even though a portion of the transmission is still in reverse. If the car is towed on all four wheels in this false-neutral condition, the automatic transmission will be damaged.

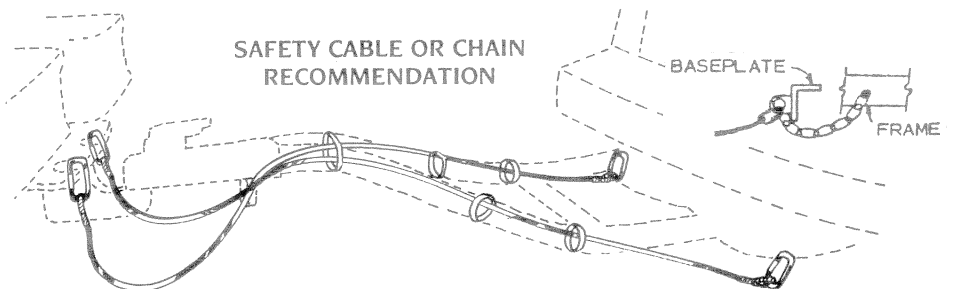
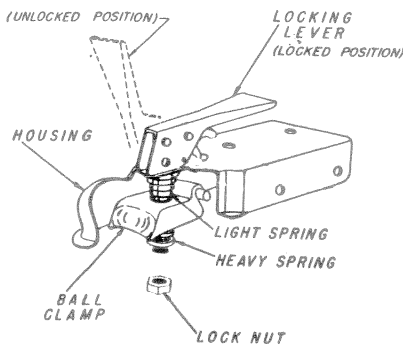
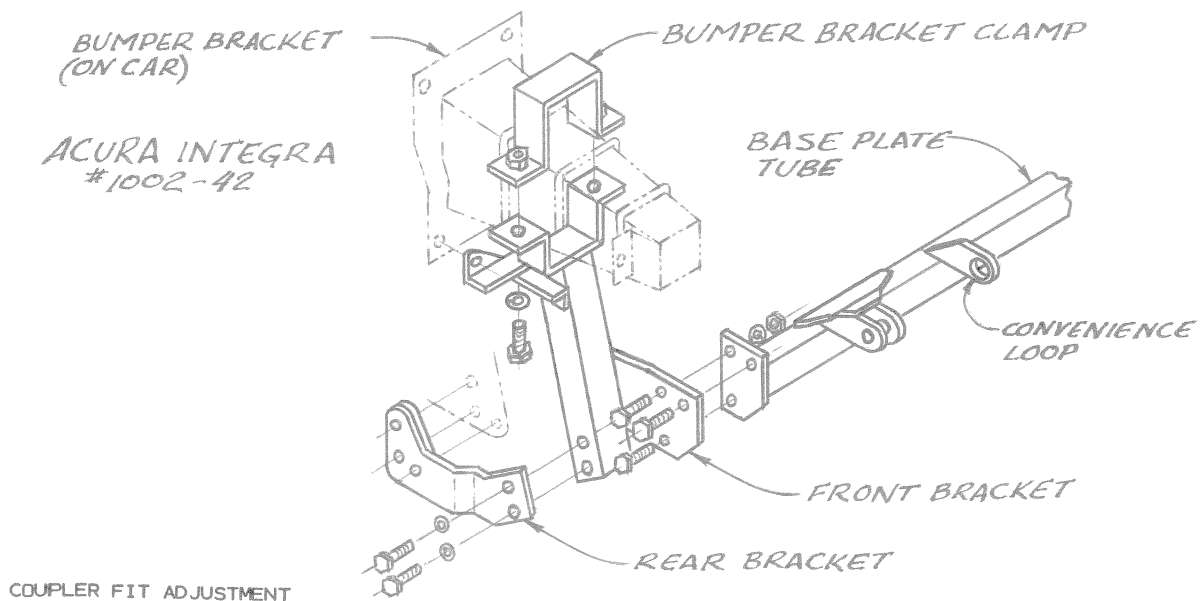
To make sure that the automatic transmission is completely in neutral, it must be shifted to drive and then to neutral before turning the engine off and towing the car on all four wheels. In other words, a 1989 and later model Honda or Acura car equipped with an automatic transmission can be towed on all four wheels without damaging the transmission, if the transmission lever is shifted from the drive position to the neutral position before the engine is turned off. If the transmission lever is shifted from the reverse position to the neutral position, the automatic transmission will be damaged when the car is towed on all four wheels.

### INSTALLATION

1. The Tow Bar assembly consists of a permanently mounted Base Plate and a detachable Tow Bar.
2. The Base Plate mounts to the front underside of the vehicle using fourteen provided bolts; seven on each side.
3. Remove the plastic belly pans.
4. Disconnect the turn signal wires and remove the turn signals.
5. The front bumper is held in place by six bolts, two in front, inboard from the turn signals, two behind the turn signals, and two in the bottom. Remove the bolts and remove

- the bumper by pulling it straight forward. It may be necessary to push the plastic wheel well liner in at the rear of the bumper to allow the bumper to slide forward.
6. Remove the lower two bolts only from each bumper bracket where the bracket is attached to the car.
  7. Remove the "tie down" bracket from each side of the car. These are stamped metal plates with an oblong hole facing downward.
  8. If the horns are mounted directly below the bumper bracket, unbolt them and let them hang down out of the way.
  9. The dimensional variations between otherwise identical cars can be considerable. While the location and size of the holes in the Base Plate were designed to facilitate easy installation. It may be necessary to file a hole slightly to allow a bolt to clear.
  10. The bumper bracket clamps bolt to the front brackets to form a band around the bumper brackets. To do this, turn the headlights on so they swing up, and position the bumper bracket clamps down over the flat area on the bumper brackets between the first and second ribs from the body. Make sure the clamps are all the way down on the bumper brackets before turning the headlights off.
  11. If the vehicle is equipped with air conditioning it may be necessary to remove the A/C tube clamp which is located next to the bumper bracket on the driver's side of car. This is done for clearance during assembly and will be replaced later.
  12. Position the front brackets such that the flat plates are on the inboard side of the car and the holes align with the bumper bracket holes and clamps.
  13. Using the 8mm bolts and lockwashers supplied, hand start the bolts through the front brackets and into the bumper bracket holes. This can be done by using a socket and a universal joint on an extension. Use Locktite on all bolts but do not tighten yet.
  14. Using the 3/8" bolts and lockwashers supplied, hand start the bolts through the front brackets and into the bumper bracket clamp nuts. Again use a socket and universal joint on an extension.
  15. Position the rear brackets such that the three hole pattern aligns with the "tie down" bracket bolt holes in the car and the spacer is inboard so that it will be against the car. Hand start the 10mm bolts with lockwashers supplied.
  16. Loosely assemble the rear brackets to the front brackets with the 1/2"-13 x 2-1/2" bolts and lockwashers.
  17. If the A/C tube clamp was removed, replace and tighten it.
  18. Position the Base Plate tube between the front bracket plates and loosely assemble them with the 3/8"-16 x 1-1/2" bolts, lockwashers, and nuts.
  19. In a two step sequence, snug up all bolts and then tighten all bolts except the Base Plate tube bolts.
  20. If the horns were removed, relocate to a suitable hole in the sheet metal and secure with the bolts previously removed and the 8mm nuts provided.
  21. The Tow Bar tabs and convenience loops are designed to fit through the openings in the bumper. Start the bumper onto the side retainers and guide it over the tow bar tabs while pushing it back into position. Adjust the tabs slightly up

- or down to allow the bumper bolt holes to align and install the four front bumper bolts.
22. Tighten the Base Plate tube bolts.
  23. Install and connect turn signals.
  24. Hold the belly pans in position and mark where they must be cut away to clear the rear brackets. Cut and install with bolts previously removed.
  25. Reinstall the bottom bumper bolts.
  26. With all bolts properly installed, you are ready to install the Tow Bar. Hold the Tow Bar in position with the tabs aligned inside the tabs on the Base Plate and insert the pins. Slide the hairpin clips through the holes in the pins.
  27. INSTALL A SAFETY CABLE OR CHAIN AND ADJUST THE COUPLER.  
(SEE SKETCHES)
  28. Do Not Substitute other devices if the pin and clip are lost.



1. Using a 3/4" socket adjust the coupler to the ball by turning the nut. Tighten or loosen the nut until firm contact between coupler and ball is established.
2. Check ball to housing tension periodically and tighten if necessary.
3. Lightly lubricate the ball.

1. "X" pattern below Tow Bar solidly connected to the frame of the towing car and to the Base Plate convenience loops.
2. Permanent chains connected to the convenience loops and to the frame of the towed car.
3. Use cable or chain with at least the load rating that is on the coupler.