

Tow Bars & Other Tips

Tow Bar Tip - If you use a Roadmaster tow bar to pull a car behind your motorhome, Douglas Powell, WBCCI # 9900, has a safety tip for you. While towing he glanced in the rear TV monitor and it looked like the car was trying to pass him. It seems that each of the two bars attached to the car has a springloaded locking latch that engages when you first pull forward. It helps to center the car when towing and to apply appropriate twisting to turn the car's front wheels when going around the corner. The spring had failed, allowing the one arm to telescope back and forth causing a very dangerous car towing condition. He subsequently called Roadmaster and they shipped him a replacement kit free of charge. Editors note: While on the topic of motorhome car towing, if you are on a sand road there may not be sufficient road contact/resistance to force the front wheels to turn and then straighten when making a ninety degree left or right turn. This results in the front wheels being dragged sideways which is not too bad in sand until they hit a tree root or rock below the surface. These hit the sidewall and may cut it or try to tear the tire off the rim. Proceed slowly in sand road turning situations, watch the monitor where a locked wheel situation will be evident, and stop the coach to walk back and physically turn the car steering wheel to parallel the direction of the motorhome.

Radiator Maintenance - The latest word from the manufacturers regarding cleaning your motorhome radiator is not to use a pressure wash in the process, since the high pressure can bend the radiator fins. Instead spray liberally with Simple Green cleaner on both sides and wait 20 to 30 minutes. Then just finish by hosing it off! Simple Green is not caustic and does not harm the radiator. This maintenance process insures that road oil and engine oil blow-by do not get lodged in radiator fins to collect dust on dirt roads and dramatically reduce radiator capacity.

Motorhome Slide-Outs – We have recently heard stories of motorhome slide outs inadvertently extending while driving down the highway. Evidently the motorhome owner's thinking is that the two removable safety locks, provided to insure this does not occur, are just too much trouble to install in their location near the ceiling. These locks must be installed before the coach is moved. Not only is road safety and liability involved, but also uneven movement can apply a bending torque to the slide, necessitating professional repair. Find a three-step ladder or solid footstool and get your eyes high enough to insure correct placement of each lock at the reinforced spot indicated.

Seal the Diesel Motorhome Front Access – The front access panel on diesel motorhomes is never designed for a tight water seal when it comes from the manufacturer. As you drive down the road through light to heavy rain at 50 to 65 miles per hour there is sufficient force to push rain spatter over most of the components behind the front access panel. Various models contain any of the follow