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2017 GUIDE TO DINGHY TOWING



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11 POPULAR DINGHY-BRAKING SYSTEMS

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Tabs Out

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- Links for safety cable attachment
- Weight on suspension reduced
- Spreads towing force equally



The Ultimate Freedom

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. **M**

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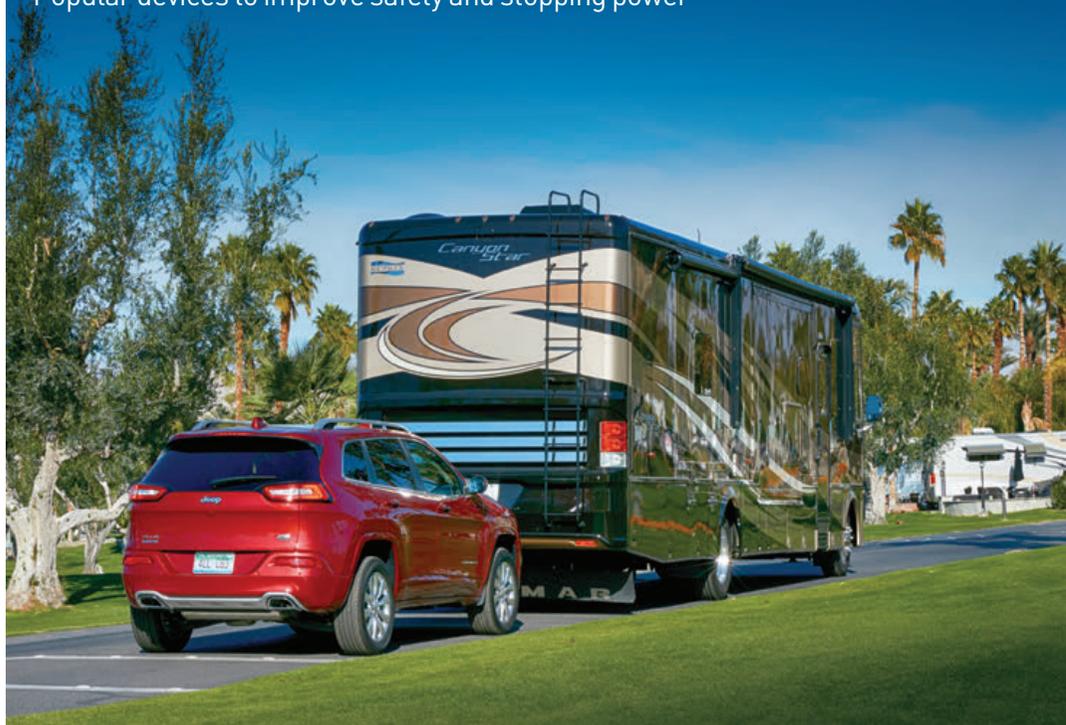
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Before You Tow

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 floorplans 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.

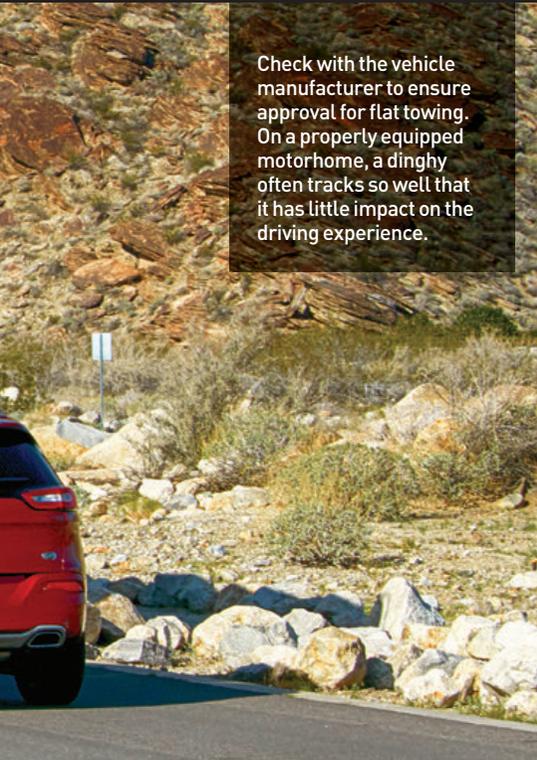
Flat Towing

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.

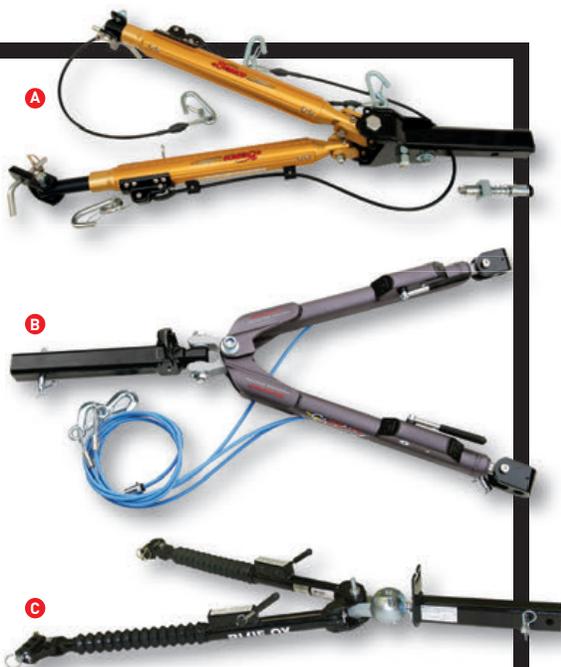
When selecting a dinghy, note the maximum



A drop receiver may be necessary to help keep the tow bar level. ▶



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.



[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.

towing limit of your motorhome and then determine 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-



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.

BEFORE YOU TOW



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.



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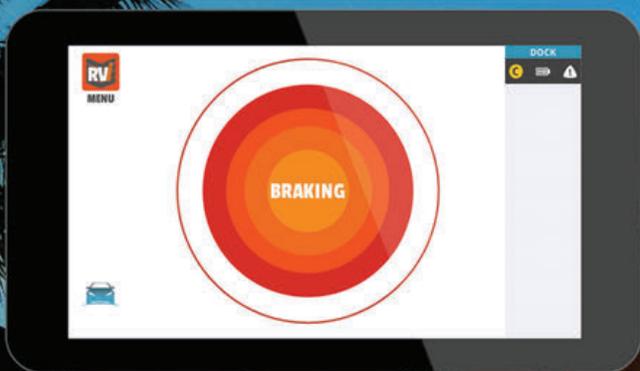
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The Dinghy Connection

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

AS YOU GO

- Observe the speed limit for towing in each state or province you traverse.
- Maintain an adequate stopping distance from the vehicle in front of you. A minimum five-second interval is recommended.
- Avoid towing in snowy or icy conditions.
- Pay attention to traffic merging onto the freeway, and be prepared to take evasive action to avoid "daydreamers."
- Plan ahead — most flat-towed dinghies can't be backed more than a few feet, so it's necessary to focus on easy ingress and egress. Most tow-bar manufacturers will not warrant damage caused by backing. And, dollies tend to jackknife quickly. It's better to disconnect the dinghy and drive to a safe place to reconnect.
- Avoid making tight turns, as doing so puts a lot of pressure on tow bars.
- Towing in deep sand or gravel may cause the dinghy's front wheels to turn to one side. If this happens, you must manually re-center them before continuing.
- Walk around the coach and dinghy to inspect all connections, check tire pressure (or use a TPMS like the nVISION from Hopkins) and look for signs of trouble every time you stop.



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.

BEFORE TOWING

- Make sure the equipment is rated for the dinghy's weight, and that the combo doesn't exceed the motorhome's gross combined weight rating (GCWR).
- Confirm the hitch height is correct.
- Make sure all hitch bolts, tow-bar and baseplate fasteners are securely tightened.
- Confirm all hitch and wiring connections are engaged and secure, all safety chains or cables are attached and that all locking pins are properly installed.
- Connect the brake system and the breakaway device.
- Check motorhome and dinghy for proper function of taillights, brake-lights and turn signals.
- Check tire pressure on motorhome and dinghy (including the spare tires).
- Make sure the dinghy is set up for towing: steering unlocked; emergency brake off; gear selector in the position specified by manufacturer; ignition in proper position; lube-pump switch, driveshaft coupler, 4WD transfer case and hubs (if applicable) in proper position.
- Ensure the appropriate fuses are pulled or the battery disconnected, if applicable.

[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.





▲ 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

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.

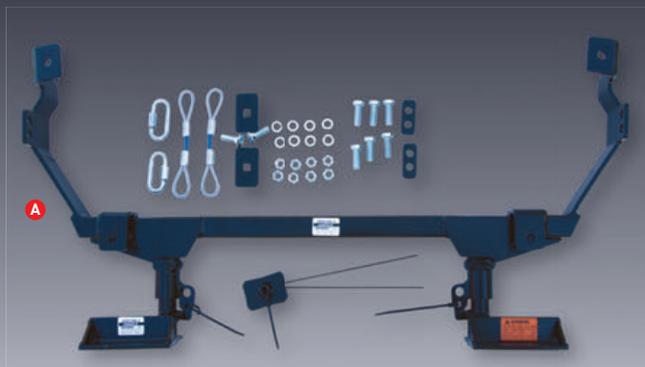
A transmission-lube pump sold by Remco Industries (www.remcotowing.com) can be mounted and plumbed into some automatic transmissions to keep fluid circulating while the vehicle is being towed. Keep in mind that modifi-

cations 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 undershirts) can be considered conveniences. These components are addressed in "Towing Accessories" (page 28), along with dinghy wiring and lighting. **M**



[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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Dinghy Towing 2017

SUVs top this year's list of new towables, and a familiar icon returns

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.

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 Selec-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 Selec-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



The new 2017 Jeep Compass could be your ticket to freedom. Towable in either FWD or 4WD, Jeep calls the Compass the most capable compact SUV ever, with the most advanced 4WD systems in its class.

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. **M**

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

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
BUICK							
Enclave FWD/AWD	4,724/ 4,922	65 MPH/None	N/A	Yes	15/22	\$39,990-\$48,550	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.
Envision FWD/AWD	4,047	None	N/A	Yes	22/29-21/28	\$34,990-\$45,885	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.
CADILLAC							
Escalade 4WD (all)	5,520	None	N/A	Yes	15/22	\$76,990-\$95,790	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.
CHEVROLET							
Cruze	2,835	65 MPH/None	Yes	No	28/39	\$17,850-\$22,115	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.
Spark	2,246	70 MPH/None	Yes	No	30/38	\$13,875-\$17,200	None.
Sonic (all except RS with automatic transmission)	2,720	65 MPH/None	Yes	Yes	25/33	\$15,220-\$19,205	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.
Equinox (all)	3,777	65 MPH/None	N/A	Yes	21/31	\$23,995-\$35,070	Run engine at the beginning of each day and at each RV fuel stop for 5 minutes. Remove fuse 32 while towing.
Malibu	3,086	65 MPH/None	N/A	Yes*	27/36	\$22,555	*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.
Silverado 1500 4WD	4,785	None	N/A	Yes	16/22	\$32,720-\$47,237	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.
Silverado 2500 HD 4WD	6,066	None	N/A	Yes	N/A	\$34,505-\$47,420	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
Silverado 3500 HD 4WD	6,322	None	N/A	Yes	N/A	\$35,605-\$60,065	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.
Suburban 1500 4WD	5,631	None	N/A	Yes	16/22	\$54,110-\$68,425	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.
Tahoe 4WD	5,631	None	N/A	Yes	16/22	\$51,405-\$66,220	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.
Traverse FWD/AWD	4,713	65 MPH/None	N/A	Yes	15/22	\$29,595-\$44,440	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.
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

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
FIAT							
500/500c	2,366	None	Yes	No	31/38	\$16,995-\$20,885	Transmission must be in NEUTRAL.
500 Abarth/ 500c Abarth	2,512	None	Yes	No	28/33	\$22,575-\$26,695	Transmission must be in NEUTRAL.
FORD							
C-MAX Hybrid/Energi	3,640/ 3,899	70 MPH/None	N/A	Yes	42/38-95 MPGe	\$24,170-\$30,120	Start the engine and allow it to run for 1 minute at the beginning of each day and every 6 hours thereafter.
Edge 3.5/2.7L FWD/AWD	3,912/ 4,078	65 MPH/None	N/A	Yes	20/29-20/27	\$28,950-\$40,545	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.
Expedition 4WD	5,789	None	N/A	Yes	15/20	\$49,095-\$66,292	Place the transfer case and transmission in the NEUTRAL position and engage the four-wheel-down towing feature. See owner's manual.
Explorer 3.5L FWD/AWD	4,453	65 MPH/None	N/A	Yes	17/24-16/23	\$30,855-\$52,430	Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.
Explorer 3.5L EcoBoost FWD/AWD	4,890	65 MPH/None	N/A	Yes	18/22	\$43,355-\$53,235	Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.
F-150 4WD	4,305	None	N/A	Yes	18/23	\$31,185-\$63,025	Place the transfer case and transmission in the NEUTRAL position and engage the four-wheel-down towing feature. See owner's manual.
F-250/F-350/ F-450/F-550 Super Duty 4WD	6,106	None	N/A	Yes	N/A	\$37,670-\$77,125	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.
Fiesta (all except ST)	TBD	70 MPH/None	Yes	Yes	27/35	\$13,660-\$18,950	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.
Flex FWD/AWD	4,439/ 4,637	65 MPH/None	N/A	Yes	16/23-16/22	\$30,025-\$40,645	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.

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Dinghy Towing 2017

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
Focus 2.0L (except ST)	2,928	70 MPH/None	Yes	Yes	25/34	\$16,775-\$24,075	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.
Fusion 2.7L AWD	3,472	65 MPH/None	N/A	Yes	17/26	\$33,595	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.
Fusion Hybrid	3,668	70 MPH/None	N/A	Yes	44/41	\$25,185-\$37,020	Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.
Fusion Hybrid Energi	3,986	70 MPH/None	N/A	Yes	43/41	\$31,120-\$39,120	Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.
Taurus FWD/AWD	3,964/ 4,175	65 MPH/None	N/A	Yes	18/27-17/24	\$27,345-\$42,520	Start the engine and allow it to run for 5 minutes at the beginning of each day and every 6 hours thereafter.
GMC							
Acadia FWD/AWD	3,956	65 MPH/None	N/A	Yes	21/26	\$29,070-\$44,920	Run engine at the beginning of each day and at each RV fuel stop for 5 minutes.
Canyon 4WD	3,956	None	N/A	Yes	19/22	\$33,340-\$41,060	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.
Sierra/Sierra Denali 1500 4WD	4,785	None	N/A	Yes	16/22	\$32,093-\$56,500	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.
Sierra/Sierra Denali 2500 HD 4WD	6,066	None	N/A	Yes	N/A	\$33,946-\$60,256	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.
Sierra/Sierra Denali 3500 HD 4WD	6,066	None	N/A	Yes	N/A	\$38,785-\$59,125	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.
Terrain/Terrain Denali FWD/AWD	3,956	65 MPH/None	N/A	Yes	21/26	\$24,995-\$36,845	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.
Yukon/Yukon Denali, Yukon XL/ Yukon XL Denali 4WD	5,846	None	N/A	Yes	16/22	\$52,725-\$68,760	Only dinghy tow four-wheel-drive vehicles that have an N (NEUTRAL) and a four-wheel-drive LOW setting. Disconnect the negative battery cable.



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Dinghy Towing 2017

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
HYUNDAI							
Accent MT	2,480	None	Yes	No	27/37	\$14,745-\$14,995	None
Elantra	2,767	None	Yes	No	26/36	\$17,150-\$21,650	None
Veloster	2,679	None	Yes	No	27/35	\$18,000-\$22,600	None
JEEP							
Cherokee 4WD	4,046	None	N/A	Yes	18/26	\$25,595-\$35,195	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.
Compass	3,327	None	Yes	No	23/30	N/A	Transmission in NEUTRAL, key in the ACC position.
Grand Cherokee	4,677	None	N/A	Yes	18/25	\$32,695-\$53,495	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.
Patriot	3,133	None	Yes	No	23/30	\$20,040-\$26,985	Transmission in NEUTRAL, key in ACC position.
Wrangler 4WD	3,760	None	Yes	Yes	17/21	\$23,995-\$38,445	Automatic transmission in PARK. Manual transmission in gear (not in NEUTRAL). Transfer case in NEUTRAL. Tow in a forward direction. See owner's manual for details.
Wrangler Unlimited 4WD	4,075	None	Yes	Yes	16/21	\$27,895-\$42,245	Automatic transmission in PARK. Manual transmission in gear (not in NEUTRAL). Transfer case in NEUTRAL. Tow in a forward direction. See owner's manual for details.
LINCOLN							
Continental 3.0L	4,224	65 MPH/None	N/A	Yes	16/24	\$54,840-\$68,180	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.
MKT 3.7 FWD/AWD	4,702	65 MPH/None	N/A	Yes	16/24	\$43,370-\$48,865	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.
MKX 3.7/2.7 EcoBoost FWD/AWD	4,158	65 MPH/None	N/A	Yes	17/25	\$38,260-\$53,475	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.



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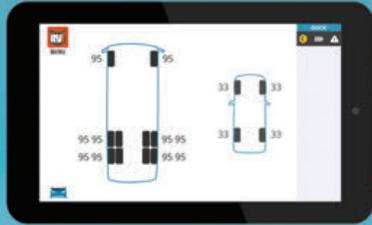
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Dinghy Towing 2017

MAKE/ MODEL	BASE CURB WEIGHT	SPEED/ DISTANCE LIMITS	TOWABLE W/ MANUAL TRANS.	TOWABLE W/ AUTO TRANS.	MILEAGE CITY/ HWY.	APPROX. RETAIL PRICE RANGE	SPECIAL PROCEDURES (SEE OWNER'S MANUAL FOR DETAILED INSTRUCTIONS)
MKZ 3.0L FWD/AWD	3,739	65 MPH/None	N/A	Yes	21/31	\$39,670-\$50,580	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.
MKZ Hybrid	3,871	70 MPH/None	N/A	Yes	41/38	\$35,170	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.
NISSAN							
370Z Coupe	3,292	70 MPH/ 500 miles	Yes	No	18/26	\$29,990-\$45,490	After towing 500 miles, start and idle the engine with the transmission in NEUTRAL for 2 minutes.
370Z Roadster	3,463	70 MPH/ 500 miles	Yes	No	17/24	\$41,820-\$48,100	After towing 500 miles, start and idle the engine with the transmission in NEUTRAL for 2 minutes.
Juke FWD	2,977	70 MPH/ 500 miles	Yes	No	28/32	\$20,250-\$28,020	Idle engine in NEUTRAL for 2 minutes every 500 miles.
Sentra S	2,848	None/ 500 miles	Yes	No	27/35	\$16,990	Idle engine in NEUTRAL for 2 minutes every 500 miles.
Versa Sedan S	2,390	None/ 500 miles	Yes	No	27/36	\$11,990	Idle engine in NEUTRAL for 2 minutes every 500 miles.
TOYOTA							
Corolla SE	2,860	None	Yes	No	27/35	\$21,665	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.
Corolla iM	3,031	None	Yes	No	27/35	\$18,750	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.
Yaris Hatchback	2,315	None	Yes	No	30/36	\$15,250-\$17,200	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. 

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▲ The plug receptacles installed on the dinghy and motorhome allow for easy hookup of an electrical connector for taillights, turn signals and the supplemental braking system.

Dinghy-Towing Accessories

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

Below: One-way diodes, such as this one from Roadmaster, prevent electrical feedback when connected to the dinghy's lighting circuit. Right: As an alternative, you can install an extra pair of lamps in the dinghy's taillight assembly, independent of its electrical system.





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.

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



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.

The KarGard shield from Blue Ox attaches to the tow bar and adds yet another level of dinghy protection, guarding against potential damage from road debris.



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.

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. **M**

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.



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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.

Dinghy-Braking Systems

More stopping power leads to increased safety

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.



BLUE OX

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

DANKO MANUFACTURING

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



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.

Danko Manufacturing | 800-815-2159,
www.rvibrake.com

HOPKINS MANUFACTURING

BrakeBuddy Digital Classic

Portable Supplemental Braking System

MSRP: \$1,149

How it's Installed:

First, install the emergency breakaway system. Next, set the BrakeBuddy on the dinghy's



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

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.



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

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.

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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.

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Be Safe

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Be Confident

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 hydroboost and hybrids.
- Intelligent fault monitoring and display, including low-battery indicator.
- Visual and audible breakaway alert.
- CoachLink constantly monitors radio connection to towed vehicle.

SMI Manufacturing Inc. | 800-893-3763,

www.smibrake.com



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- 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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