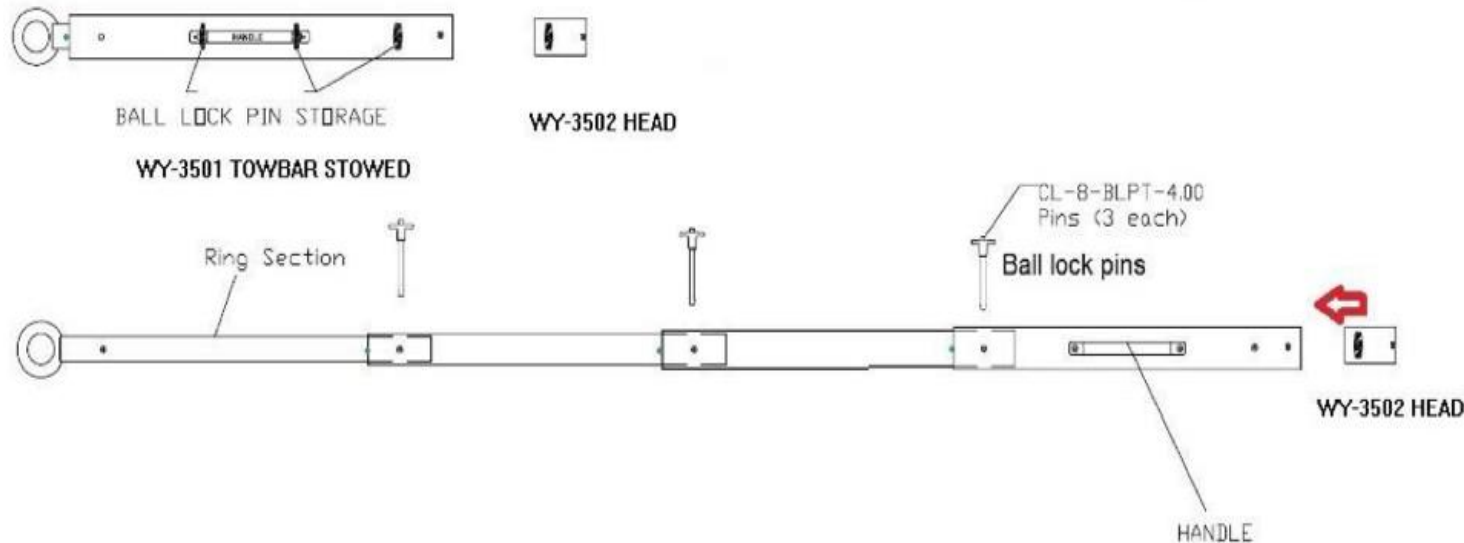


1 Remove ball lock pins from towbar and telescope all section's, attaching each section with a ball lock pin. Each tube section has a Green and Red dot. The Green dot indicates the tube sections are aligned properly and ready to be pinned using Ball lock Pin. Red dot indicates tube section is misaligned. 2 Attach towhead to aircraft attachment point using towhead Pin. 3 Attach fully assembled towbar to towhead using ball lock pin. 4 Attach ring section to tug.



The Towbar and Head are designed, constructed, and tested for use only with the particular aircraft as designated on the bar and head. This designation is imprinted into the material on these two components, and is specified at the heading of these instructions. The Towbar and Head should be carried in the aircraft only as installed by an Aircraft Maintenance or Completion Center having FAA approval for the installation. This towing system is designed for temporary portable use and should not be used as a permanent ground unit. Prior to each usage, all components of the bar and head should be inspected for any visual defects by a qualified person.

It is the aircraft owner's responsibility to insure that he or his authorized assignee(s) are aware of the operating limits of the bar and head as outlined in these instructions, prior to actual usage, and that this equipment be used only by personnel properly trained, qualified and experienced in the use of such equipment. The bar and head is intended for use on flat, dry, hard surfaces, with a weight load limited to the unhindered empty pull weight of the aircraft for which the bar and head were designed, at approved ground tow speeds, using an official aircraft tow vehicle, one ground spotter, and with a qualified person in the aircraft cockpit who is experienced in the use of the aircraft braking system. The bar and head are to be coupled to the aircraft and tow vehicle only in the fashion for which it was designed.

Any damages or injuries resulting from deviations in the use of this equipment as outlined above, either in whole or part, becomes the sole responsibility of the aircraft owner or his authorized assignee.

[Link to the G280 Tow Bar Assembly Video.](#)

Tow bar assembly instructional video can be found on the Flight Services Sharepoint: Documents>Planes>+G280>G280 Tow Bar Assembly Video