

Flat Towing My 2009 Lincoln MKX

We purchased our MKX in November 2009 and quickly went about purchasing the Roadmaster XL hidden tow brackets (Kit # 4408-1). My wife and I jumped into removing the front of our new MKX, this had to be done in order to remove the steel front bumper and replace it with the new Roadmaster bracket kit.

After installing the bracket kit, we installed the car mounted Roadmaster quick- disconnect tow kit for the tow bar. Now we are ready to install the tow lighting package.

I always use a standard four pin female receptacle with wiring routed back to the rear light receptacles, the turn signal and brake light wiring are both through a hi-power diode pack to prevent electrical feedback into the vehicle electronics package. Feedback into the vehicle electronics will cause problems with the vehicle lighting system.

We also have a supplemental braking system controlling toad braking while connected to our RV. Our VIP Tow Brake system is 100% electric and has been used on two prior coach's, with zero problems in almost 100,000 miles. The Lincoln MKX is really easy to hookup and tows like a dream. My wife positions the MKX behind the RV. We connect the tow bar, four wire lighting cord and seven wire supplemental braking cords between the coach and the toad. I back the MKX up until the tow bars arms extend and lock in place. Then it is a matter of installing the supplemental brake (Tow Brake) in position and connecting its electrical control cord.

Lincoln states the following is required to tow this FWD vehicle:

1. Tow only in the forward direction.
2. Release the parking brake.
3. Place the transmission shift lever in N (Neutral).
4. Place the ignition in the accessory position (refer to starting in the driving chapter).
5. Do not exceed 65 MPH.
6. Start the engine and allow it to run for five minutes at the beginning of each day and at each fuel stop.

I disagree about number 4 above. **It is not necessary to leave the key in the accessory position.** The key left in accessory position will drain the battery even if the navigation system display and other accessories are turned OFF.

The following is a quote from the same book on the following page.

Positions of the Ignition

1. **OFF** --- Locks the automatic transmission gearshift lever and allows key removal. **This position also shuts the engine and all electrical accessories off without locking the steering wheel. To lock the steering wheel remove the key then turn the steering wheel.**

A dummy ignition key was made which is left in the ignition **OFF** position during towing to prevent the steering wheel from locking. This key will not allow the engine to start but will keep the steering wheel from locking when left in place, **AFTER** turning the key ON and then back to OFF. **DO NOT REMOVE THE KEY AFTER TURNING THE KEY ON THEN OFF, IF YOU DO THE STEERING WHEEL WILL LOCK DURING THE FIRST TURN OF THE WHEEL.** If you do remove the key from the ignition, the key ON and OFF sequence will require repeating a second time. I looped a bungee cord through the key's key ring hole to prevent the key from being ejected from the ignition switch while traveling.