



RoadWing™ removable mud flap system

RoadWing's 'anti-sail' design keeps the mud flaps down, where they can stay on the job — double-bolt attachment points hold the system in place and grooved interior channels deflect rocks, gravel and road debris down and away from your towed vehicle or trailer.

RoadWing fits most 2" hitch receivers. It slides over your ball mount or tow bar stinger and is easily attached with set bolts, or just as easily detached. The 24" x 24" flaps can be trimmed to fit nearly any vehicle.

The four models below fit vehicles from full-size trucks to buses and trucks with dual tires.

- 4400** 77-inch – fits full-size trucks
- 4400-73** 73-inch – fits SUVs and midsize trucks
- 4400-69** 69-inch – fits mini-pickups and small SUVs
- 4400-102** expandable from 91" to 102" for buses and trucks with dual tires

Vision Plus™ portable side view mirrors

Mount these portable mirrors quickly and easily on the door or fender of your tow vehicle. Each mirror extends up to 17" so you can see to back up and monitor how your trailer is tracking.



Adjustable-length nylon strap and non-scratch hooks at the top and bottom of the door or fender hold the 9½" long x 6¾" wide x 2½" deep stainless steel mirror heads securely in place.

The mirrors are powder coated for durability and good looks; rubber padding helps control vibration and prevent scratching.

- 6500** Vision Plus mirror (shown), two-pack
- 6510** Vision Plus 5" round convex wide-angle mirror
- 6600** Eagle Vision 7" square mirror
- 6800** Wide angle spot mirror, 3¼" x 3¼"

Tire pressure gauges

Proper air pressure is an integral part of a safe road adventure and boosts your gas mileage. These easy-to-read gauges are designed to help you get to your next stop safe and sound while saving you money.

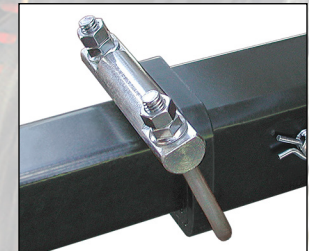


- 8216** **Deluxe tire pressure gauge**
Professional construction for longevity and accuracy
- 8200-00** **Universal tire pressure gauge (shown)**
Measures from 10 to 120 psi
- 8216-4** **Long dual foot tire pressure gauge**
For all valve stem applications
- 8216-5** **90° tire pressure gauge**
Allows you access to hard-to-reach areas
- 8216-6** **Short dual foot tire pressure gauge**
For all valve stem applications

Got a camper?
Go to 'Truck Camper Gear' under 'Products' at roadmasterinc.com.

Quiet Hitch™

Quiet Hitch stops sway and wander before it begins by eliminating any free play between the receiver and the bike rack, ball mount (or whatever you insert) for a solid, seamless connection. Consistent pressure keeps your towing combination tracking straight through crosswinds, curves and sudden maneuvers — all with considerably less effort on your part. Quiet Hitch also reduces tire wear, as well as wear and tear on the hitch and the receiver, by eliminating free play.



Especially effective on towing combinations with multiple hitch extensions; also reduces noisy rattle caused by bike racks or hitch accessories.

All three Quiet Hitches (see below) bolt on in seconds.

- 061** Quiet Hitch for 2" hitch receivers
- 062** Quiet Hitch for 2½" hitch receivers
- 061-125** Quiet Hitch for 1¼" hitch receivers
(The receiver must have a ring or collar around it for Quiet Hitch to attach.)

Hi-Low Hitches

Use a Hi-Low Hitch to level the hitch to the trailer. The shanks can be turned up or down as needed to level the towing system.



Shown: 048-8
Also available in 2", 4", 6" and 10" sizes.

for 2" receiver hitches

The 07 series hitches have a 6,000-pound GVWR and a 100-pound maximum tongue weight. They are only for lightweight utility trailers or hitch accessories.

The 048 series hitches have a solid-steel shank, allowing a 10,000-pound capacity and 400-pound tongue weight; both styles fit nearly all 2" receiver hitches.

| | size | capacity | | size | capacity |
|--------------|------|------------|---------------|------|------------|
| 048-2 | 2" | 10,000-lb. | 072 | 2" | 6,000-lb. |
| 048-4 | 4" | 10,000-lb. | 070 | 4" | 6,000-lb. |
| 048-6 | 6" | 10,000-lb. | 076 | 6" | 6,000-lb. |
| 048-8 | 8" | 10,000-lb. | 048-10 | 10" | 10,000-lb. |

for 2½" receiver hitches

For a direct connection to 2½" hitch receivers. Eliminates the need for an adaptor, resulting in a tighter, more secure connection. 10,000-pound capacity; 400-pound tongue weight; they fit nearly all 2½" receiver hitches.

| | size | capacity | | size | capacity |
|--------------|------|------------|---------------|------|------------|
| 058-4 | 4" | 10,000-lb. | 058-6 | 6" | 10,000-lb. |
| 058-8 | 8" | 10,000-lb. | 058-10 | 10" | 10,000-lb. |

Hitch Receiver Extensions

These hitch receiver extensions provide 7½ and 12 inches, when you need a little more reach. Rated at 6,000-pound GVWR and 100-pound maximum tongue weight — only for lightweight utility trailers or hitch accessories.

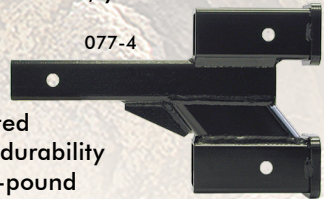


7½" and 12" sizes

- 071-75** 7½" Hitch Receiver Extension
- 071** 12" Hitch Receiver Extension

Dual Hitch Receivers

With this dual-purpose hitch receiver, you can add a bike carrier or other hitch accessory.

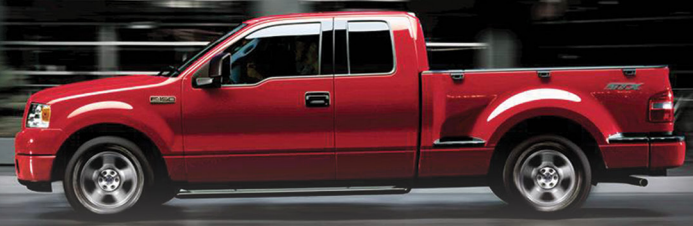


077-4

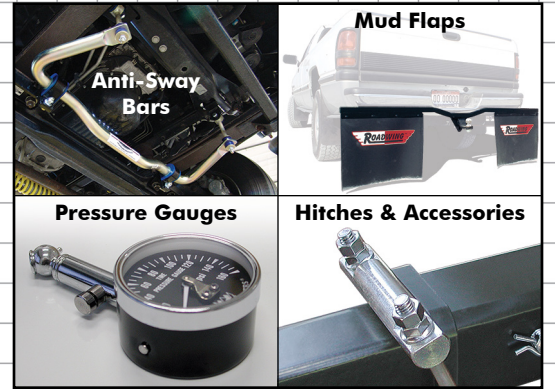
- Fits most 2" hitch receivers
- Solid steel construction
- Computer-designed and -tested
- Powder coated for maximum durability
- 10,000-pound capacity; 400-pound maximum tongue weight

U. S. patent number 5,884,930

- 077-2** Both receivers offset by 2"
- 077-4** One receiver offset by 2", the other by 4"



Truck Towing & Suspension Performance



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Anti-Sway Bars

Does your rig handle like the Queen Mary? Does it pitch and roll with every gust of wind or passing semi, or list to port or starboard on the curves, or waddle over speed bumps, railroad tracks and driveways?

Well, it shouldn't. As a matter of fact, trucks and other big rigs can be made to handle just like what they are — motor vehicles — with two aftermarket upgrades.

Upgrading your shock absorbers will control up and down motion. But the best shocks in the world won't affect side to side motion (the "Queen Mary effect," commonly called "body roll" or "sway") by one iota.

The solution to sway is in the suspension.

Adding a set of custom anti-sway bars to your suspension system will have the same effect on sway as a good set of shocks has on up and down motion — there's an immediate improvement in stability and tracking, especially on the curves.

For many big rig owners, this is an empowering experience. What was beyond their control, just yesterday, is suddenly within it — cornering with confidence, quicker maneuvering and a remarkably level ride over uneven terrain.



Made in the U.S.A.

Do you need a custom component?

Every "yes" to the following questions is a "yes" for an anti-sway bar and/or a steering stabilizer...

- Does the vehicle "roll" when cornering?
- Does driving for an extended period of time leave you physically exhausted?
- Is your rig all over the road — can't keep it between the lines?
- Would you lose control if one of the front tires blew out?
- Does the steering wheel have a mind of its own?
- Do passing trucks and crosswinds rock your vehicle back and forth?
- Is driving a 'white knuckle' experience?

Which component is right for you?

ROADMASTER designs, engineers and manufactures anti-sway bars and steering stabilizers. They work in concert with the other components of your suspension system to add stability and control.

The chart below identifies the primary benefits of aftermarket suspension products. Each one has value — for a specific application. Use the chart to make an informed, educated decision about what aftermarket suspension product(s) will enhance your vehicle's stability, handling and maneuverability.

To see if an anti-sway bar is available for your vehicle call us (800-669-9690), visit www.roadmasterinc.com or scan the QR code to the right.



| Problem | Solution | | | | |
|---|-----------------|----------|----------------|---------------------------|----------------------------|
| | Shock Absorbers | Air Bags | Anti-Sway Bars | Generic Steering Dampener | Reflex Steering Stabilizer |
| Bouncing | X | | | | |
| 'Porpoising' (up and down movement) | X | | | | |
| Rough Ride | X | X | | | |
| Sway ('body roll') | | | X | | |
| Soft Steering | | | X | X | X |
| Wind Buffeting (crosswinds, wind gusts and passing 18-wheelers) | | | X | | X |
| Wander | | | | | X |
| Rut Tracking | | | | | X |
| Blow Out Protection | | | | X | X |

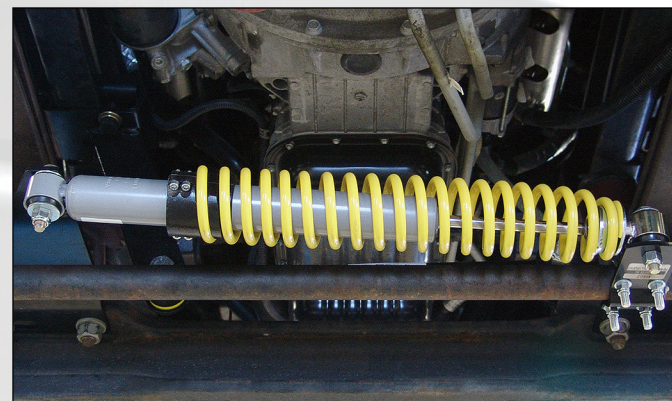
Which component is right for you?

REFLEX™

steering stabilizers

How do Reflex steering stabilizers work? Tempered steel springs, which are attached to the tie rods and undercarriage, automatically compensate for oversteer caused by pot holes, rut tracks and other unfavorable road conditions, as well as crosswinds and passing 18-wheelers.

The springs react instantaneously to bring the vehicle back to center.



Reflex helps you handle...

- **Front tire blow out** — when you blow out a front tire, your vehicle will make an abrupt turn toward that tire, causing you to veer into oncoming traffic or off the road. The stabilizer reacts instantaneously to bring the vehicle back to center.
- **Crosswinds and passing traffic** — works to keep your steering centered and prevents oversteering to help control your vehicle more effectively.
- **Road fatigue** — helps you stop fighting the steering wheel for control. The stabilizer keeps the steering wheel centered — not you.
- **Rut tracking** — ruts cause you to oversteer. With the Reflex steering stabilizer on board, your reactions become easier, eliminating overcompensation when steering out of a rut.
- **Rut edging** — when your tire drops off the edge of the pavement, it can startle even the most careful driver. The Reflex steering stabilizer keeps you going straight — helping you control the vehicle until you're back on the road.
- **Pot holes and debris** — with the Reflex steering stabilizer in place, your rig will stay straight and go in the direction you want, even when you bounce through a pot hole or other dangerous road condition.

To see if a Reflex steering stabilizer is available for your vehicle call us (800-669-9690), visit www.roadmasterinc.com or scan the QR code to the right.



Padlock & Receiver Hitch Locks

Don't spend your time worrying about a stranger or kids unlatching or removing your safety pins. Replace them with padlocks and peace of mind. Padlocks discourage theft and tampering and protect against accidental release.



Hardened steel shackles with solid brass tumblers and components.

- 305 Coupler padlock**
- 315 Receiver hitch lock**
- 316 2-pack receiver hitch locks (keyed alike)**

Roller Hitches

Use a Roller Hitch (available in 4" to 10" drops) to level the receiver hitch to the trailer.

- The solid-steel roller prevents scraping and dragging.
- GVWR capacity of 5,000 pounds; 200-pound maximum tongue weight.
- Fits all square tube hitch receivers with two-inch inner diameters.

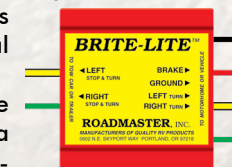


- 051-4 4" Roller Hitch**
- 051-6 6" Roller Hitch**
- 051-8 8" Roller Hitch**
- 051-10 10" Roller Hitch**

Brite-Lite™ 3-to-2 converter

If you have this — your truck has separate brake and turn signal lights; your trailer has combined brake and turn signal lights.

You need this — the Brite-Lite converter connects a vehicle with a separate brake and turn signal system to a trailer with combined brake and turn signals, while delivering more current to the trailer's brake and turn signal lights for brighter illumination.



- 732 Brite-Lite 3-to-2 wiring converter**