



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

ROADMASTER, INC.

5602 N.E. SKYPORT WAY

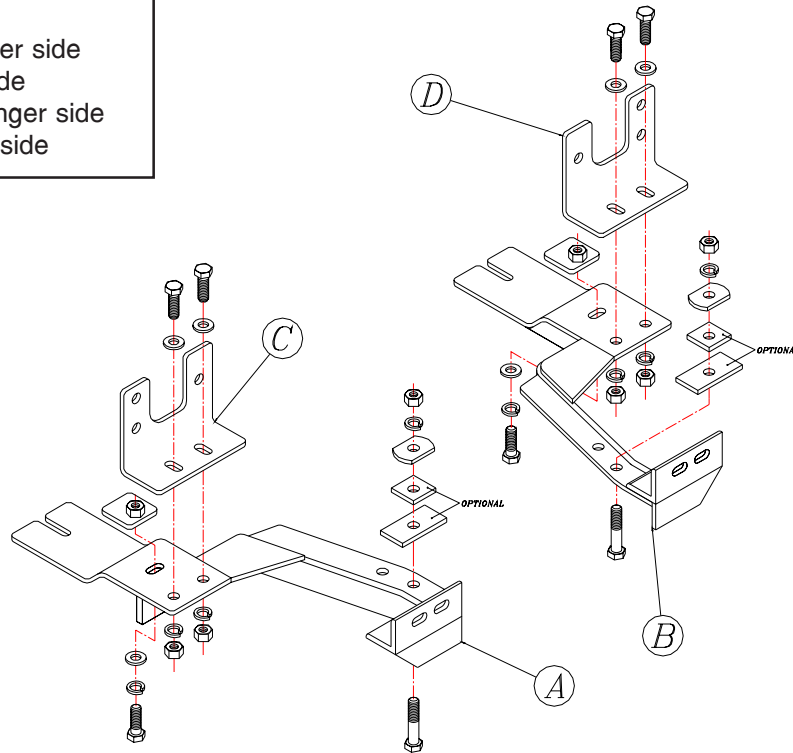
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PARTS LIST:

- 1- MAIN BRACE (A) - Passenger side
- 1- MAIN BRACE (B) - Driver side
- 1- UPPER BRACE (C) - Passenger side
- 1- UPPER BRACE (D) - Driver side

KIT NO. 113-1**12-03-97**

IMPORTANT: All brackets **must** be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners

ROADMASTER Limited Warranty, including One-Year Conditional Warranty Text and Product Registration Card, in Carton.

WARNING

- Do not use this document for custom fabrication as it may not show all parts or structural components.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- The owner must inspect all mounts and brackets before each use for cracks or other signs of fatigue. Also, inspect the fasteners for proper torque, according to the torque chart.
- The owner must check the manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- The installer must read the instructions and use all bolts and parts supplied.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the brackets. Do not install the brackets if any structural frame damage is found. Failure to repair the damage may result in loss of your towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle or tow bar while turning sharply. Before getting on the road, test your turning radius in an empty parking lot. Damage that results from turning too sharply is not covered by warranty.
- The driver must not back up the motorhome with the towed vehicle attached or non-warranty damage will occur to your towing system or towed vehicle.
- The safety cables must connect the towing vehicle to the towed vehicle frame to frame, with the cables crossed. Refer to the cable instructions for proper routing.
- Make sure there is enough slack in the safety cables at the motorhome to allow for sharp turns.
- Use caution when handling the tow bar — if your hands, fingers or any part of your body are caught between moving components, they can be pinched, cut or otherwise injured.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Important! This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, AC lines, radiators, etc., or non-warranty damage will result.

**WARNING**

Failure to follow these instructions can result in property damage, personal injury or even death.

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KIT NO. 113-1

1. This bracket utilizes the EA unit mounts on each side as well as the front bumper. Working on one side at a time, remove the three bolts that attach the EA units to the car. Save these bolts, as they will be reinstalled later.
2. Install the upper brace over the EA bolt holes and bolt through the brace and the EA mounts with the original bolts removed earlier, hand tight only at this time.
3. Locate the large rubber isolation dampener at the sub frame and loosen the bolt until there is approximately 1/4" between the sub frame and the body of the car. Install a main brace (A or B) through the lower grill and insert the rear slotted portion of the brace between the sub frame and the body.
4. Loosely bolt the upper and lower braces together with four 1/2" x 1 1/2" bolts and nuts. Adjust the front of the main braces so that there is a hole spacing of 27" and 30" at the front clips and using the braces as templates, drill a 17/32" hole up through the oval hole in the brace. Remove the upper braces and main braces, then install the special 1/2" nutted backing plates into the end of the frame and over the hole just drilled. Reinstall the main braces and upper braces and bolt the two braces together with four 1/2" x 1 1/2" bolts, flat washers, lock washers and nuts. Bolt through the oval hole just drilled with a 1/2" x 1 1/2" bolt, lock washer and flat washer.
5. Once again align the braces at the front clips to 27" and 30", then torque all bolts to the chart below. Using the braces as templates, drill up through the brace into the bottom of the bumper. If there is any clearance between the brace and bumper, a 1/4" and 1/2" spacer blocks is included in the kit to take up the space. Insert the 1/2" x 2 1/2" bolt up through the brace, the spacer blocks and into the hole just drilled, then insert a clipped plate washer onto the bolt inside the bumper. Finish with a 1/2" lock washer and nut.
6. Torque all remaining bolts to the chart below. Install the tow bar according to the manufacturers instructions.

HARDWARE LIST:

- 2-1/2" X 2 1/2" BOLTS
- 6-1/2" X 1 1/2" BOLTS
- 2-1/2" CLIPPED PLATE WASHERS
- 6-1/2" FLAT WASHERS
- 6-1/2" NUTS
- 8-1/2" LOCK WASHERS
- 2-1/4" X 2" X 2" NUTTED BACKING PLATES
- 2-1/4" X 1 1/4" X 1 3/4" SPACER BLOCKS
- 2-1/4" X 1 1/2" X 3" SPACER BLOCKS

12-03-97

CAUTION: Installer must read instructions and use all bolts and parts supplied.

FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN DEATH, PERSONAL INJURY OR PROPERTY DAMAGE

BOLT TORQUE REQUIREMENTS

Note: The torque values represented below are intended as general guidelines. Torque requirements for specific applications may vary. Roadmaster does not warrant this information to be accurate for all applications and disclaims all liability for any claims or damages which may result from its use.

STANDARD BOLTS			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 ft./lb.						

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