



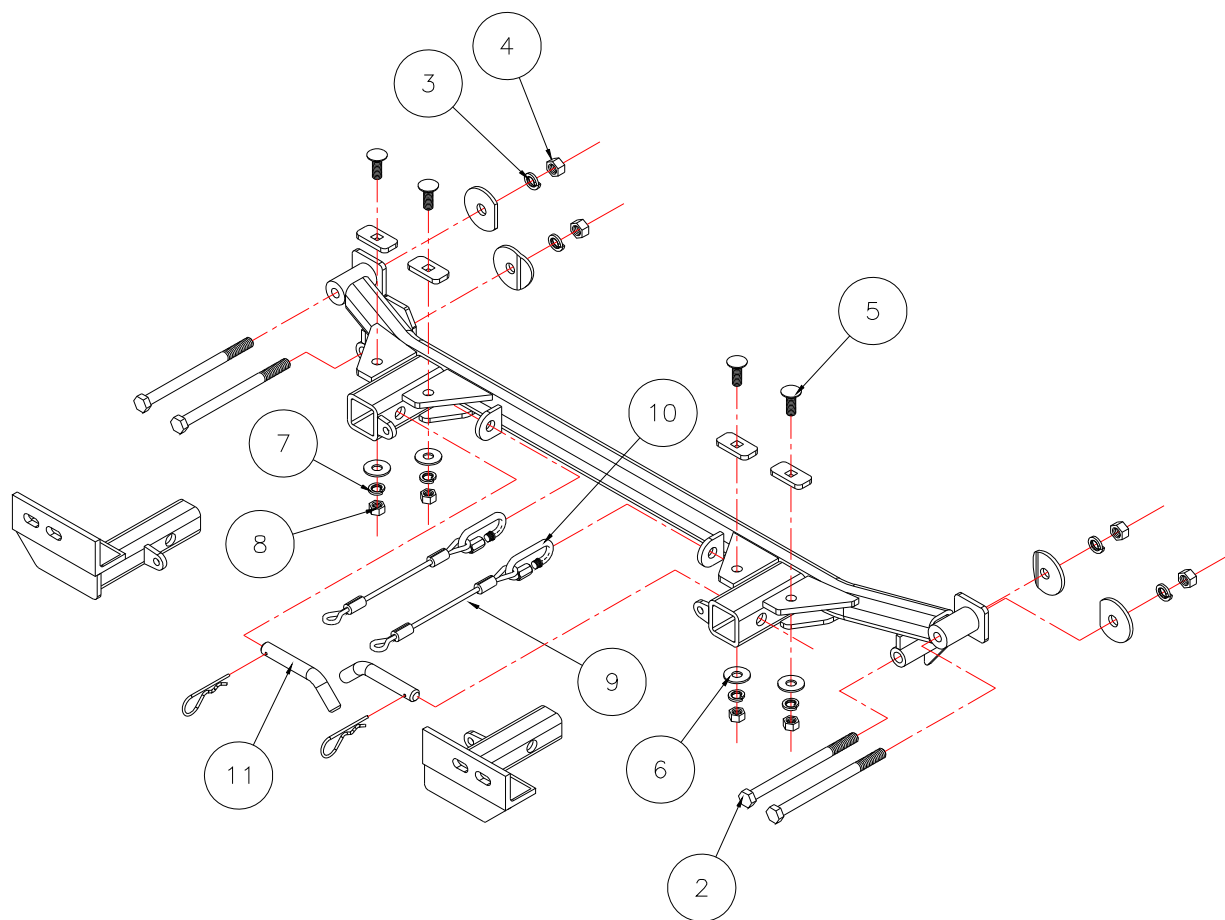
MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 1553-1

03/26/08

KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com



Item	Qty.	Length	Width	Hardware	Part No.
2	4	7"	1/2"	1/2" x 7" BOLT	350111-00
3	4			1/2" LOCK WASHER	350309-00
4	4			1/2" NUT	350258-00
5	4	1 1/4"	7/16"	7/16" x 1 1/4" CARRIAGE BOLT	350213-00
6	4			7/16" FLAT WASHER	350306-00
7	4			7/16" LOCK WASHER	350307-00
8	4			7/16" NUT	350256-00
9	2	10"		SAFETY CABLE	500646-10
10	2			CONNECTORS	200008-00
11	2			DRAW PIN/SPRING PIN	357035-00



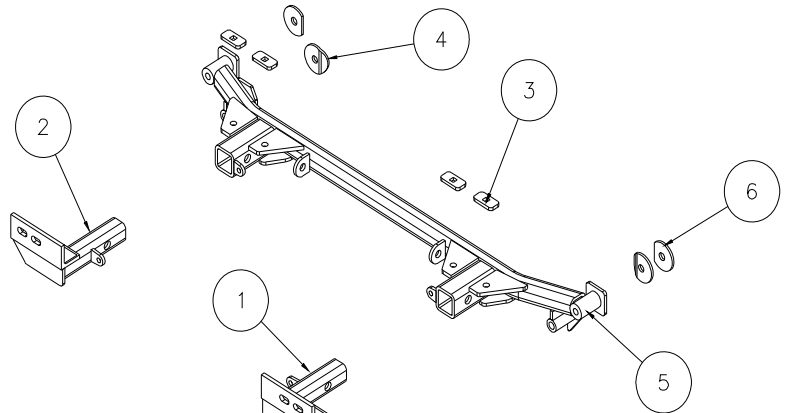
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Item	Qty.	Part No.	Assembly
1	1	C-000318	DRIVER SIDE ARM WELDMENT
2	1	C-000319	PASSENGER SIDE ARM WELDMENT
3	4	A-000603	BACKING PLATE - 1/4" x 1" x 2"
4	2	B-000236	BENT PLATE WASHER
5	1	C-000747	MAIN RECEIVER BRACE
6	2	A-003086	CLIPPED PLATE WASHER

IMPORTANT: All brackets *must* be assembled with all the bolts left loose for final adjustment and 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

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

- Installation of most mounting brackets requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounts and brackets for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- The owner must check the vehicle 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.
- If running changes were made by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket while turning sharply. Before getting on the road, test your turning radius in an empty parking lot. Turning too sharply could result in non-warranty damage to towing system, motorhome and/or towed vehicle.
- Do not back up with the towed vehicle attached or non-warranty damage will occur to your towing system, motorhome and/or towed vehicle.
- The safety cables must connect the towing vehicle to the towed vehicle frame to frame, with the cables crossed, with enough slack for sharp turns. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.



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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of a main receiver brace, two removable front bracket arms and a hardware pack. The main receiver brace mounts to the bumper core and the removable front brackets install in the main receiver braces.

Before starting the installation, lay out the kit components in order as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is present and accounted for.



Fig.A



Fig.B



Fig.C



Fig.D



Fig.E

1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. The bumper fascia and lower splash panels will have to be removed to install the main receiver brace. Start at the top of the fascia by pulling 12 plastic fasteners from the grille cover between the headlights (Fig.C). Then pull two more longer plastic fasteners on each side of the grille opening (Fig.D,E), and remove the grille cover and set aside.



Fig.F



Fig.G



Fig.H

2. Follow the junction of the bumper fascia and front fenders to the front of the fender well and remove the 10mm (head) Phillips screw inside each fender well (Fig.F).
3. Locate and remove the black 10mm (head) bolts in the bottom of the bumper fascia next to the fender wells (Fig.G).
4. Next, remove the plastic fasteners and other screws holding the bottom of the bumper fascia (Fig.H,I).



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Fig.I



Fig.J



Fig.K

5. Remove the fascia by pulling forward and off (Fig.I), disconnecting the fog lights, if the vehicle is so equipped (Fig.K).

6. Hold the main brace in position under the steel bumper core with the side mounts over the existing holes in the front of the frame (Fig.L).

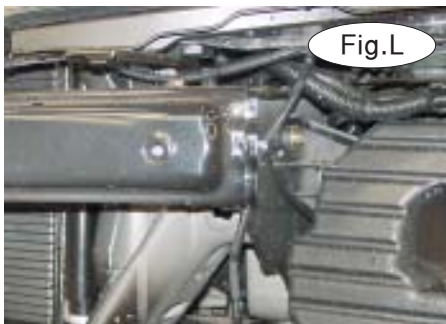


Fig.L



Fig.M

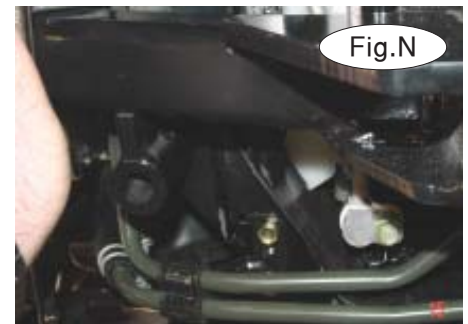


Fig.N

7. Clamp the main receiver brace to the bottom of the bumper core (Fig.M). Check the center alignment and make sure the brace is centered on the vehicle and the existing holes. It is important to position the receiver brace properly. *Note:* the brace holes may not line up vertically with the existing holes.

8. Drill through the front of the frame below the bumper core on each side with a long 1/2" drill bit using the receiver brace as a drill template (Fig.N).

9. Now bolt through the main receiver, and the frame on each side with two 1/2" x 7" bolts, clipped plate washer, plate washer, lock washers and nuts. *Note:* the plate washers go behind the frame.

10. Continue using the main receiver brace as a drilling template and drill through the upper mounting holes under the bumper core with a 7/16" drill bit. Once this is done, fishwire four 7/16"x 1 1/4" carriage bolts and 1/4" x 1" x 2" backing plates through the ends of the bumper into the drilled holes. Finish bolting through the brace and bumper core with 7/16" flat washers, lock washers and nuts.

11. Torque all mounting bolts to the bolt torque requirements found at the end of this document. Make certain to check for clearance between the receiver brace, power steering cooling coil and aluminum evaporation canister.

12. Trial fit the fascia and trim the outermost cross ribs in the grille to fit around the receiver tubes.

13. Now reinstall the fascia by reversing steps 1 through 5.

14. Insert the front braces into the receiver brace and pin with 5/8" drift pins and spring pins.

15. Mount the tow bar according to the manufacturer's instructions.

16. Attach the 10" safety cables to the receiver brace using the supplied cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.



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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

Thread Size	Grade	Torque
5/16	5	13 ft./lb.
3/8	5	23 ft./lb.
7/16	5	37 ft./lb.
1/2	5	56 ft./lb.
5/8	5	150 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
8mm-1.0	8.8	20 ft./lb. 18 ft./lb.
8mm-1.25	8.8	19 ft./lb. 18 ft./lb.
10mm-1.25	8.8	38 ft./lb. 36 ft./lb.
10mm-1.5	8.8	37 ft./lb. 35 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
14mm-2.0	8.8	104 ft./lb. 97 ft./lb.

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