

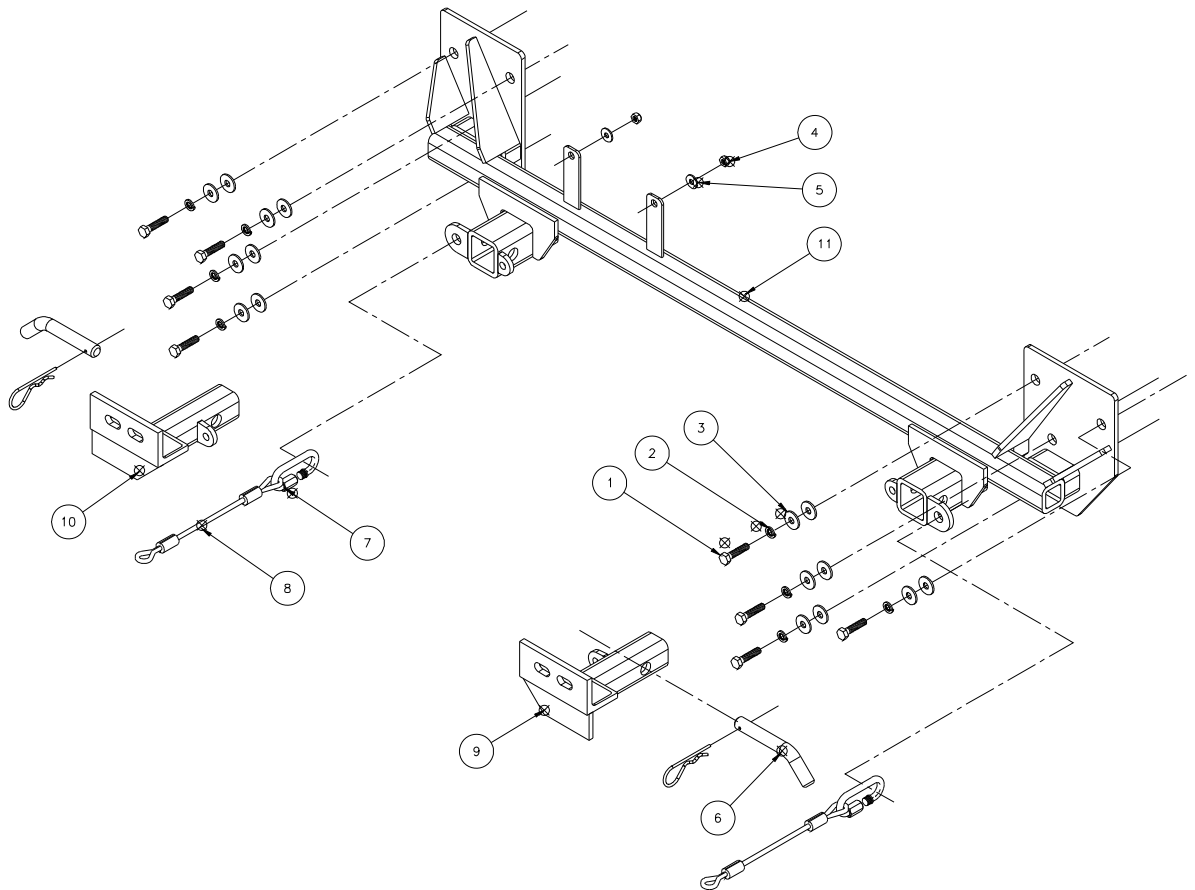


# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

**KIT# 1625-1**

02/15/11  
KS

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



ITEM	QTY	NAME	MATERIAL
1	8	8mm x 1.25 x 35mm BOLT	356002-00
2	8	8mm LOCK WASHER	355705-00
3	16	8mm FENDER WASHER	355702-00
4	2	6mm LOCK NUT	355760-00
5	2	6mm FENDER WASHER	355755-00
6	2	DRAW PIN W/ CLIP	357035-00
7	2	QUICK LINK	200008-00
8	2	8" SAFETY CABLE	500646-08
9	1	DRIVER SIDE ARM	C-001513
10	1	PASSENGER SIDE ARM	C-001514
11	1	MAIN RECEIVER	C-001515



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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 braces and a hardware pack. The main receiver brace mounts to the frame rails; the removable front braces install in the main receiver brace.

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.



**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.

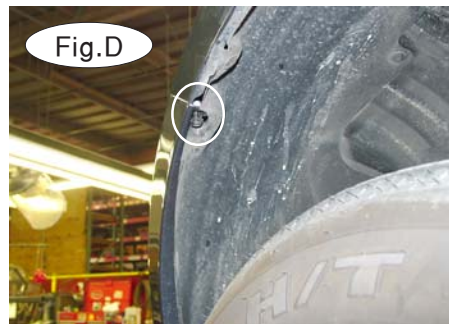
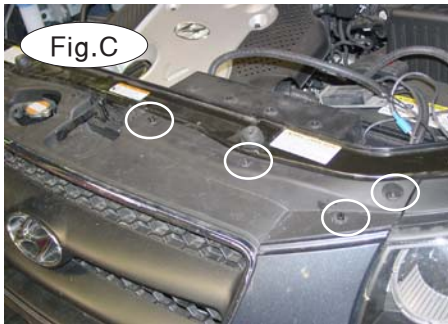


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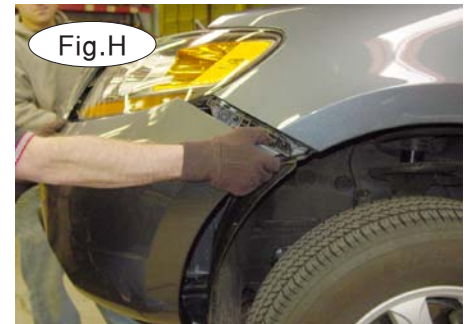
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On both sides, remove three plastic fasteners and one 10mm bolt attaching the top of the fascia to the core support (Fig.C).

2. Next, on each side, remove one 10mm bolt attaching the corner of the fascia to the fender (Fig.D).



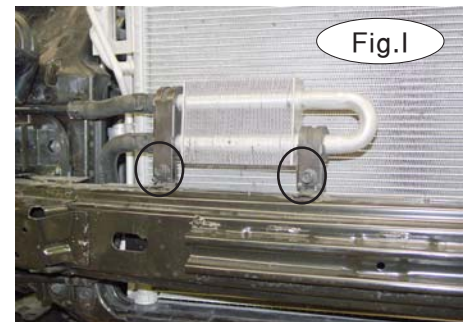
3. On both sides, remove two plastic fasteners attaching the bottom of the fender liner to the bottom of the fascia (Fig.E).

4. Remove three more plastic fasteners attaching the bottom center of the fascia to the radiator support (Fig.F).

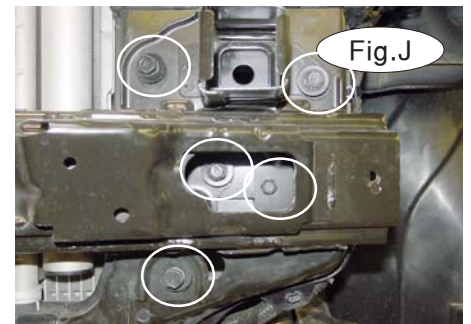
5. Pull back the fender liner and unplug the fog lights (Fig.G – if your vehicle is so equipped).

6. Pull out and forward on the corners of the fascia to remove it (Fig.H).

7. Now, disconnect the oil cooler from the bumper core by removing two 10mm bolts (Fig.I).



8. On both sides, remove four 12mm bolts and one 10mm bolt attaching the bumper core to the ends of the frame rails, then remove the bumper core (Fig.J). *Note:* the bumper core will not be reinstalled but should be retained in case the bracket is ever removed.



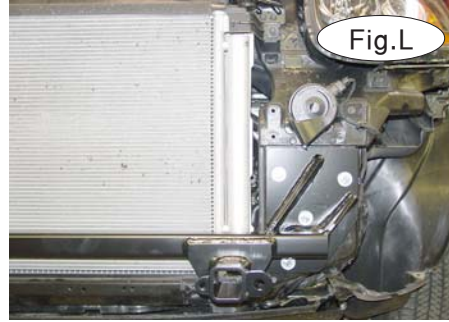
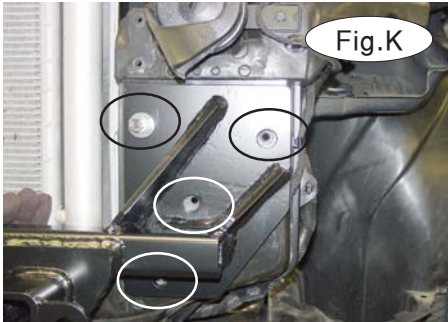


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9. Position the main receiver brace over the ends of the frame rails. Center the holes in the main receiver brace over the weld nuts in the frame (Fig.K). Now, bolt into place using the eight supplied 8mm x 1.25 x 35mm bolts, lock washers and flat washers (use two flat washers per bolt – Fig.L).

10. Now, remount the oil cooler line to the main receiver brace, using the bolts you removed earlier in step 7, and finish with the two supplied 6mm flat washers and nyloc nuts (Fig.M).

11. Torque all bolts to the bolt torque requirements below.

12. Before reinstalling the fascia trim it on both sides. Refer to Figure N for correct trimming.

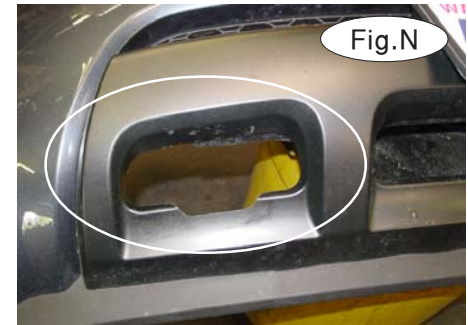
13. Reinstall the fascia reversing steps 1 through 6. Then, plug back in the fog lights (if your vehicle is so equipped).

14. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins (Fig.O).

15. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.O).

16. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

17. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



## 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.

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval. ROADMASTER, INC. reserves the right to make changes at any time without notice in material, specification and models or to discontinue models.