



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

ROADMASTER, INC.

5602 N.E. SKYPORT WAY

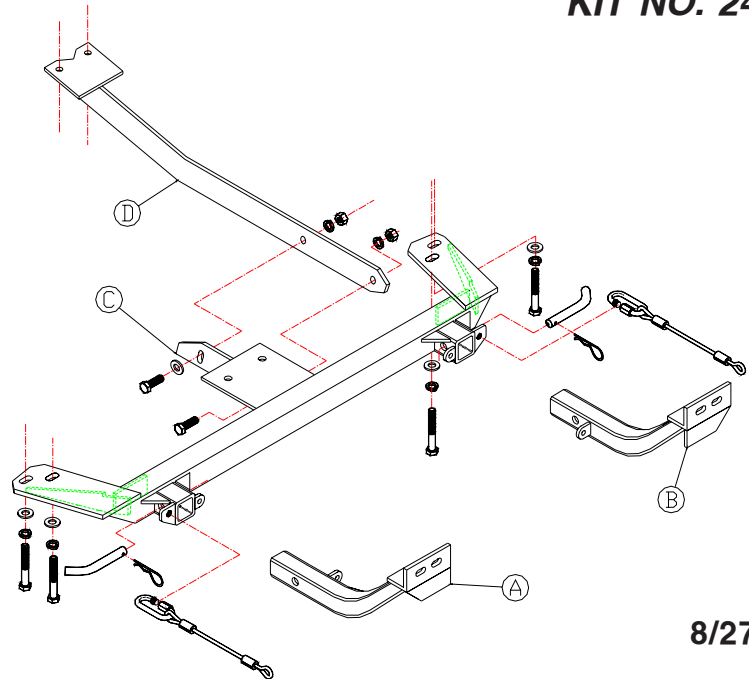
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PARTS LIST:

- 1- FRONT ARM (A) - Passenger's side
- 1- FRONT ARM (B) - Driver's side
- 1- MAIN RECEIVER BRACE (C)
- 1- REAR BRACE (D)

KIT NO. 247-8

8/27/02

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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1. This bracket is one of our **XL Series** which is partly removable. The main receiver brace attaches to the bottom of the front sub frame utilizing the stock bolt locations. The front gravel guard will have to be removed before starting. The bracket kit consists of a main receiver brace, two upper braces, a rear brace and a hardware kit.
2. Since this brace utilizes all six front sub frame mounting bolts, the sub frame will have to be supported while installing the brace. Failure to do this could cause serious injury as well as damage to the vehicle. Once the sub frame is properly supported, remove the six mounting bolts holding the front of the sub frame.
3. Hold the main receiver brace to the bottom of the sub frame. Bolt through the middle of the brace with the two original bolts. Bolt through both ends of the brace with the supplied 10mm x 1.5 x 90mm bolts, lock washers and fender washers. Note: If the vehicle has a center weight attached to the frame, remove and keep until the bracket is removed from the vehicle at a later date.
4. Remove the two front bolts on the lower rear motor mount frame and bolt through the center brace and into the frame using the same bolts.
5. Bolt the other end of the center brace to the main brace with two 1/2" x 1-1/2" bolts, and NUT.
6. Torque all bolts to the specifications below.
7. Trim the lower gravel guard to fit and reinstall.
8. Insert the upper braces into the lower receiver brace using the provided 5/8" draw pins and 1/8" spring pins.
9. Mount the tow bar according to the manufacturer's instructions then torque the bolts to the specifications below.
10. Attach the provided 13" safety cables to the RECEIVER BRACE with the provided quick links. Connect the other end to the TOW VEHICLES safety cables and the tow bar.

Hardware:

- 4- 10mm x 1.5 x 90mm bolts
- 4- 10mm x 30mm fender washers
- 4- 10mm lock washers
- 2- 1/2" x 1-1/2" bolts
- 2- 1/2" lock washers
- 1- 1/2" flat washers
- 2- 1/2" nuts
- 2- 12" safety cables
- 2- cable connectors
- 2- 5/8" draw pins
- 2- 1/8" spring pins

8/27/02

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. | | | | | | |

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.