



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

ROADMASTER, INC.

5602 N.E. SKYPORT WAY

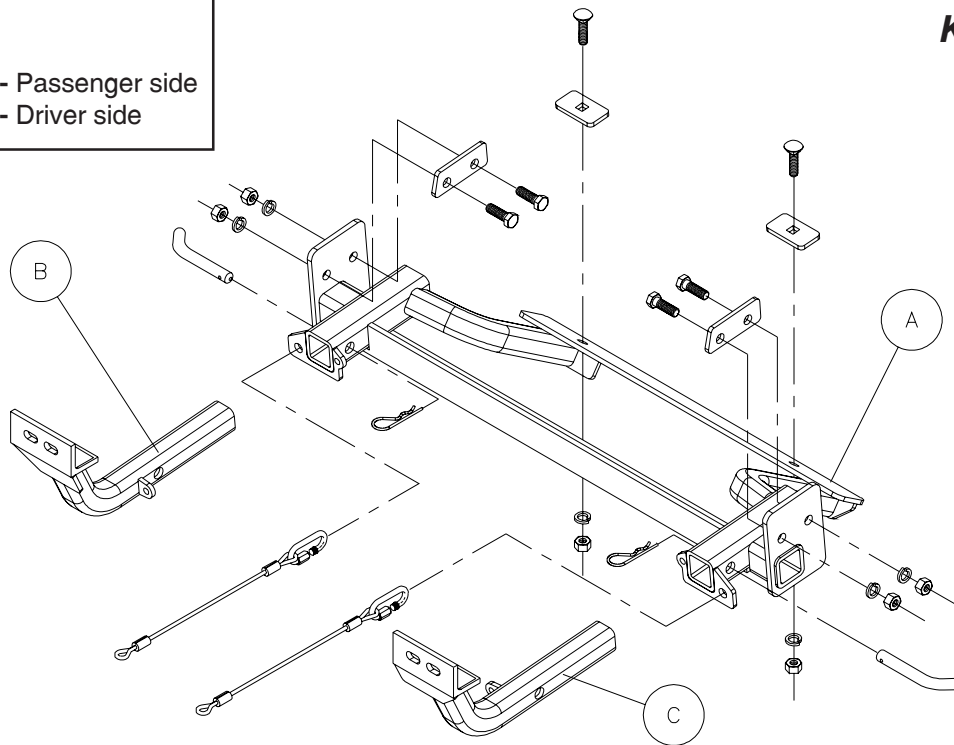
PORTLAND, OR 97218

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PARTS LIST:

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

KIT NO. 252-1

6/4/01

IMPORTANT: Unless otherwise instructed, all brackets **must** be assembled with all the bolts left loose for final adjustment & positioning (before tightening). All bolts **must** be torqued (see torque chart) 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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ROADMASTER, INC. 5602 N.E. SKYPORT WAY PORTLAND, OR 97218 1-800-669-9690 FAX (503) 288-8900

Congratulations! Thank you for purchasing another fine ROADMASTER product!

KIT NO. 252-1

1. This bracket kit is one of our XL series which is designed to be partly removable. The kit consists of the main receiver brace, front braces and a hardware pack. The main receiver brace mounts behind and below the front bumper fascia to the front frame and bumper mounting brackets. The front braces insert into the receiver brace on each side. Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for.
2. Start by locating two slotted holes facing forward in the large frame cross over member located under the engine. Once you have located these holes notice that the ends of this member are open. Fish wire two ½" x 1-3/4" carriage bolts and two ¼" x 1-1/2" x 2-3/4" backing plates into the center slotted holes.
3. Hold the main receiver brace up to the cross member and bolt in place on the previously installed carriage bolts with two ½" nuts and lock washers. Adjust and align the receiver brace then tighten to hold the positioning.
4. Using the receiver brace as a drilling template, drill two holes per side through the frame bumper braces.
5. Hold a shaped ¼" x 1-1/2" x 4" two holed backing plate behind each bumper brace and bolt in place on each side with two ½" x 1-1/2" bolts, lock washers and nuts. Be sure to match the shape of the backing plate to the inside of the bumper bracket.
6. Torque all mounting bolts to the specifications below.
7. Insert the front braces into the receiver tubes and pin with 5/8" draw pins and 1/8" spring pins.
8. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.
9. Attach one end of the included 12" safety cables to the lower front hole in the side mounting plate on each side of the receiver brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.

Hardware

- | | |
|----------------------------------------------------|---------------------------------------|
| 2- ½" x 1-3/4" carriage bolts | 6- ½" nuts |
| 4- ½" x 1-1/2" bolts | 2- 12" safety cables, 8,000 lb. rated |
| 2- ¼" x 1-1/2" x 4" two hole shaped backing plates | 2- cable connectors |
| 2- ¼" x 1-1/2" x 2-3/4" sq. hole backing plates | 2- 5/8" draw pins |
| 6- ½" lock washers | 2- 1/8" spring pins |

6/4/01

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.