

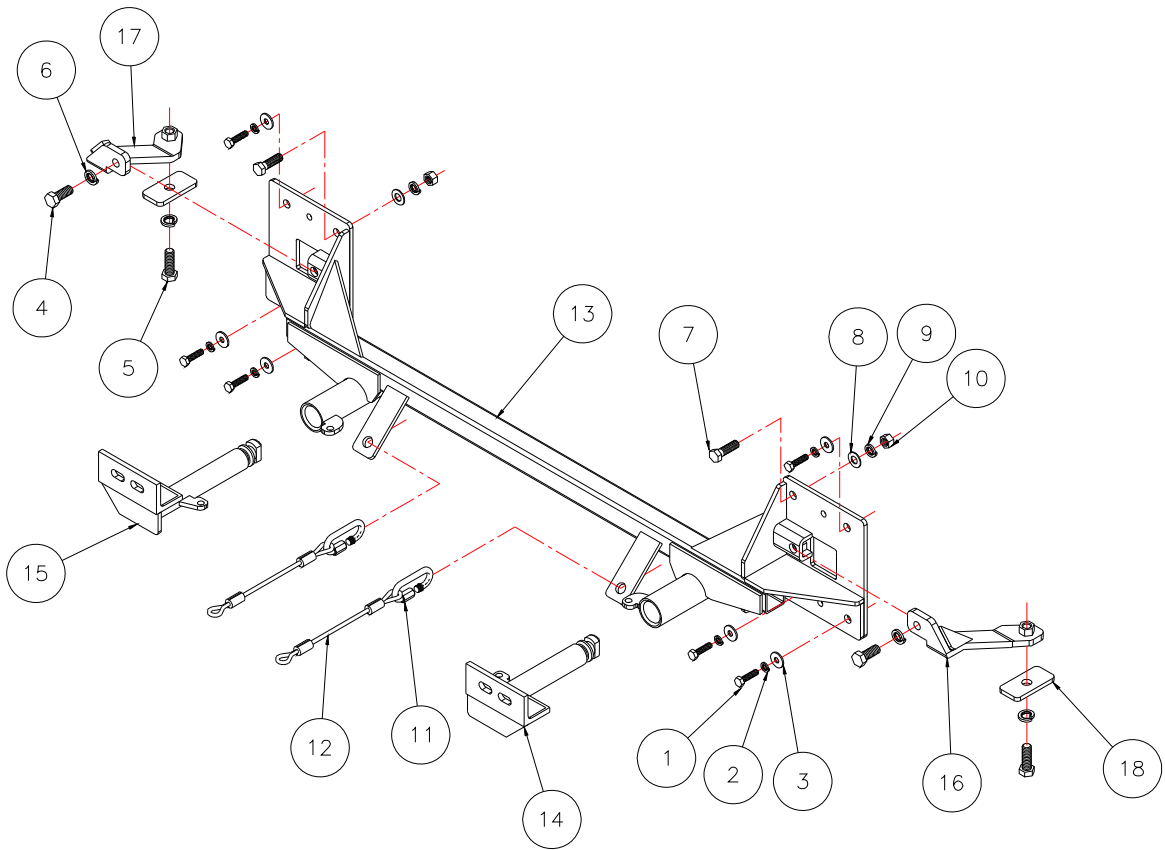


MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 521622-1

02/21/06
KB

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



Item	Qty.	Length	Width	Description	Part#
1	6	30mm	8mm	8mm x 1.25 x 30 BOLT	356001-00
2	6		8mm	LOCK WASHER	355705-00
3	6		8mm	FENDER WASHER	355702-00
4	2	1 1/4"	1/2"	BOLT	350094-10
5	2	1 1/2"	1/2"	BOLT	350095-00
6	4		1/2"	LOCK WASHER	350309-00
7	2	1 1/2"	7/16"	BOLT	350074-00
8	2		7/16"	FLAT WASHER	350345-00
9	2		7/16"	LOCK WASHER	350307-00
10	2		7/16"	NUT	350256-00
11	2			CABLE CONNECTOR	200008-00
12	2	8"		SAFETY CABLE	500646-08
13	1			MAIN RECEIVER BRACE WELDMENT	C-001389
14	1			DRIVER SIDE ARM WELDMENT	C-001390
15	1			PASSENGER SIDE ARM WELDMENT	C-001391
16	1			DRIVER SIDE REAR WELDMENT	C-001392
17	1			PASSENGER SIDE REAR WELDMENT	C-001393
18	2			1/4" x 1 1/2" x 3" BACKING PLATE	A-000185



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This is one of our EZ 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 rear braces, two removable front braces and a hardware pack. The main receiver brace mounts to the frame rails. The rear braces mount to the main receiver brace and 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.



Fig.A



Fig.B

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

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.** When the instructions require the reuse of factory bolts, thread lock and/or lock washers must also be used. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- **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.

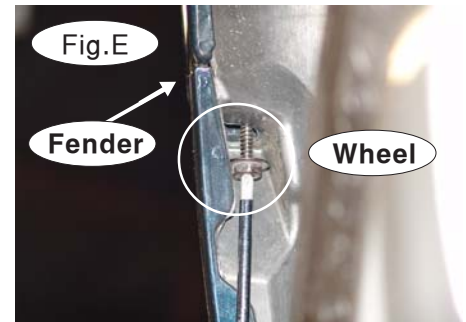


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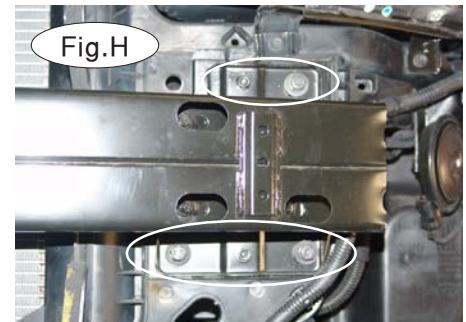
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Start by removing seven Phillips screws from the top of the fascia (Fig.C).

2. Now, remove one 10mm (head) bolt located between the headlight and the grille (Fig.D). Repeat for the other side.

3. Remove one Phillips (head) screw attaching the fascia to the corner and the fender (Fig.E). Repeat for the other side.



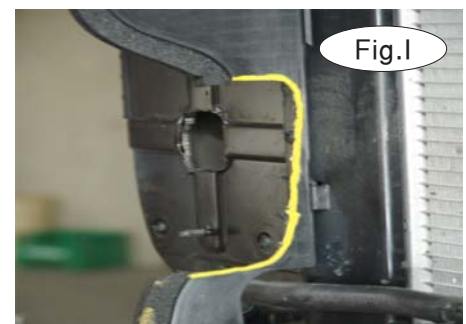
4. On both sides, remove two plastic fastener holding the splash panel to the corner of the fascia (Fig.F).

5. Unplug the fog lights (if the vehicle is so equipped).

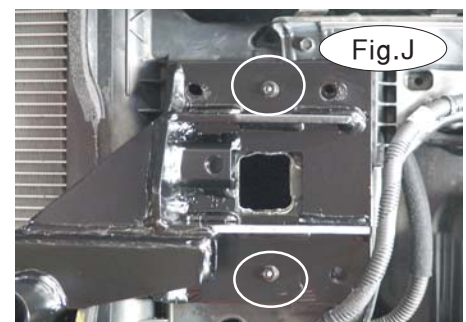
6. Now, remove the fascia by pulling out and forward (Fig.G).

7. Remove the bumper core by removing three 12mm (head) bolts and two 10mm (head) nuts per side (Fig.H). The bumper core will not be reinstalled.

8. The air deflectors on both sides will need to be trimmed before the main receiver brace can be installed. Refer to the yellow marker line in Figure I for correct trimming.



9. Next, place the main receiver brace over the existing bumper core mounting studs. Replace the two 10mm (head) nuts you removed in step 7 (Fig.J).



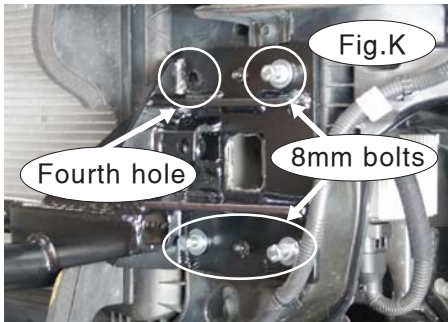


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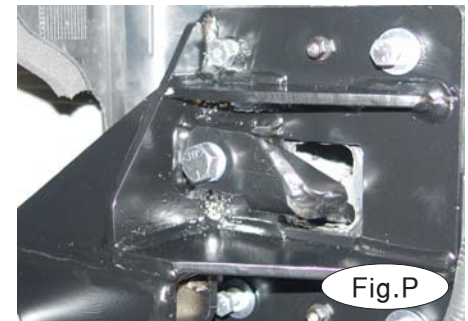
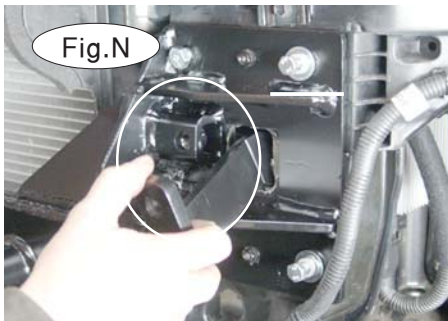
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10. Using the supplied 8mm x 1.25 x 30mm bolts, lock washers and fender washers (three of each per side), bolt the main receiver brace to the ends of both frame rails (Fig.K).
11. Using a 7/16" x 1½" bolt, flat washer, lock washer and nut, bolt through the fourth remaining hole in the main receiver brace (Fig.K). *Note:* place the flat washer on the back side of the frame. Also, the hole for the 7/16" bolt may need to be enlarged. Repeat for the other side.
12. Next, remove the rubber plugs from the bottom of each of the frame rails (Fig.L).
13. Using a die grinder, enlarge the existing holes in the ends of the frame rails (Fig.M).



14. Starting with the driver's side, insert the rear brace through the enlarged hole in the end of the frame rail (Fig.N).
15. Using the supplied ½" x 1½" bolt, lock washer and ¼" x 1½" x 3" backing plate (with a 9/16" hole), bolt through the bottom of the frame rail and into the rear brace (Fig.O).
16. Using the supplied ½" x 1¼" bolt and lock washer, bolt the rear brace to the main receiver brace (Fig.P). *Note:* Figure N also shows the mounting point for the rear brace to the main receiver brace.
17. Repeat steps 14 and 16 for the passenger's side.
18. Now, tighten all the remaining bolts to the torque specifications listed at the end of these instructions. Start with all the bolts on the front of the main receiver brace, and end with the bolts on the bottom of the frame rails.



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19. Reassemble the fascia by reversing steps 1 through 5.
20. Insert the front braces in the receiver braces (Fig.Q) and turn 90 degrees to lock.
21. Install the safety cables and connectors .
22. Attach the ends of the 8" safety cables to front holes in the cable mounting tabs located on the inside of the receiver braces with the included cable connectors (Q-Links - Fig.Q). Connect the other end to the tow vehicle's safety cables and tow bar.
23. Install the tow bar 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.