

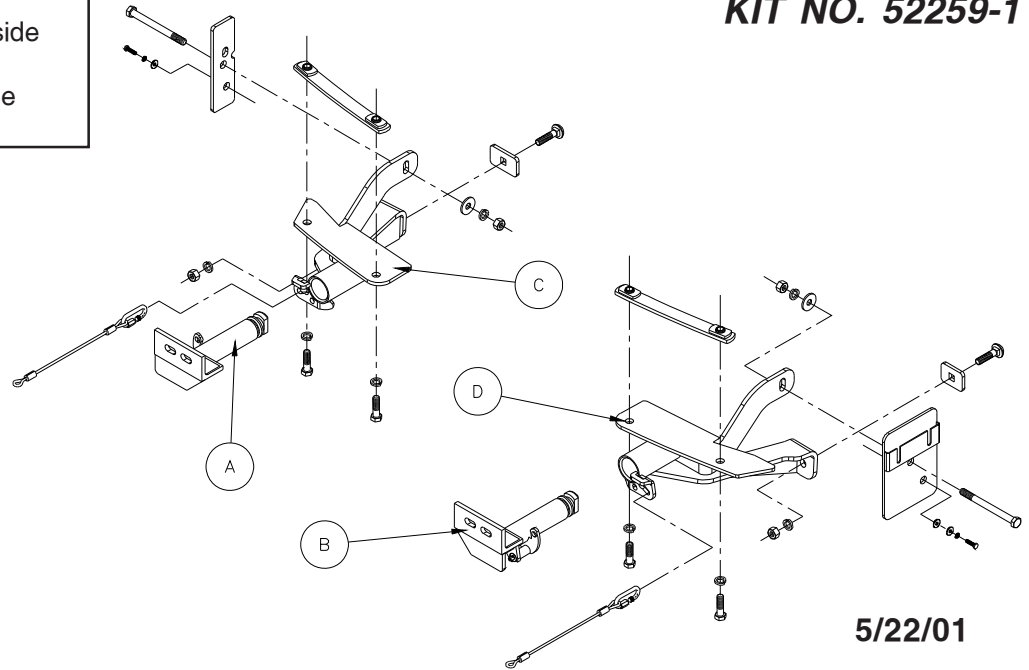
MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

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

KIT NO. 52259-1



5/22/01

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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1. This is one of our EZ lock bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the car by rotating the front braces. The bracket kit consists of two main receiver braces, two tubular front braces and a hardware pack. The rear receiver braces mount to the bottom and side of the frame and protrude through the lower grill below the bumper. The front tubular braces insert into the rear braces and rotate 90 degrees to lock in place. The lower grille has to be cut to fit around the braces, or can be removed from the chrome trim ring and left out for later replacement. The plastic air flaps on the sides of the radiator will also be trimmed to fit or left off the installation. Before starting the installation, lay out the kit components as illustrated. This will give you a visual idea of how the components work and also confirm that everything is present and accounted for.
2. **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 by removing the front fascia and headlights starting with the headlights. Remove two screws (10mm head) from each headlight, pull forward then disconnect and set aside. Remove six plastic fasteners in the top of the fascia between the headlights. Remove three screws (7mm head) in each fender well, then remove eight more plastic fasteners on the bottom of the fascia. Pull forward, disconnect the fog light connections, then remove and set aside.
3. The bumper core has two formed plastic ends secured with screws (10mm head), remove and set aside.
4. Two plastic air seals are located on each side of the radiator, remove by pulling down and out then set aside (two plastic fasteners each).
5. Working on the drivers side first, remove the 10mm head bolt holding the black vacuum canister on the side of the frame, then lift the vacuum canister up and out of the frame retaining slots.
6. Now hold the driver side receiver brace to the bottom of the bumper core and against the inside of the frame. Note: This area has a hose line running through it, the brace should fit below and inside the line. The lower rear-mounting tab should be against the front motor sub frame support with the brace positioned over a existing hole on the inside of the frame. Once the brace is in position clamp to the bottom of the bumper core.
7. We now have to drill a 1/2" hole on the outside of the frame opposite the existing hole in the inside of the frame. Measure back from the front of the frame 5" and 3 3/8" down from the top flange, mark and drill for a 1/2" bolt.
8. Take a 1/2" x 4 1/2" bolt, the large 3/16" x 5" x 7" backing plate and bolt through the backing plate, frame, and receiver brace. Align the brace then finish with a 1/2" lock washer and nut.
9. Check the brace alignment again, then drill three more 17/32" holes, two under the bumper core and one into the front of the sub frame support using the receiver brace as a drill template.
10. Insert the driver side bumper backing plate into the bumper core and bolt through the receiver brace and bumper core with two 1/2" x 1 1/2" bolts and lock washers.
11. Bolt through the back of the brace and the sub frame support with a 1/4" x 1 1/2" x 2" backing plate and a 1/2" x 1 1/2" carriage bolt, lock washer and nut.
12. Torque all the mounting bolts to the specifications below then hang the vacuum bottle in the new slots on the backing plate Bolt the bottom of the vacuum bottle in place with a supplied 6mm x 1.0 x 35mm bolt, lock washer, and fender washers. *Note:* put one of the fender washers under the bottle to cover the over size plate hole.

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.						



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13. Now take the passenger side receiver brace and repeat steps 6 through 12 with the following exceptions. The passenger side has two air conditioning lines to avoid and the front mounting bolt for the windshield washer bottle and the horn must be removed. After the side hole is drilled a special 1/4" x 2" x 7" backing plate will be inserted under the front of the washer bottle mount. Both the washer bottle and the lower horn mount will use the supplied 6mm x 1.0 x 35mm bolts and fender washers for remounting. Prepare the horn mount alignment tab for reattachment by bending the small alignment tab straight then bolting through the backing plate. The sub frame carriage bolt will use a larger 1/4" x 1 1/2" x 2 1/2" backing plate.
14. Once the two main braces are mounted, note that not much room exists to put the air seals removed in step 4 back. The lower half can be trimmed off and put back or you can elect to leave them intact by leaving them off as we have chosen to do.
15. The plastic bumper ends will have to have the bottoms cut to fit around the backing plate and bolts in the bumper core. Cut to clear then reinstall.
16. We are ready to put the fascia back on the vehicle but another decision must be made. To put the fascia back on, the grille must be trimmed to fit over the braces or removed from its trim ring and left off for refitting at a later time. Trimming involves trial fitting and marking the grill lattice work for cutting. Removing the grille from its trim ring entails removing the plastic rivets holding the lattice work to the trim ring. Once the decision is made, refit the fascia and headlights reversing step 2.
17. Install the front braces by inserting with front braces vertical to the ground, push in and twist down 90 degrees to lock in place.
18. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 8" safety cables to the side of the main receiver portion of the bracket with quick links provided. Attach the other end to the tow vehicle's safety cables and the tow bar.

Hardware list

- 3- 6mm x 1.0 x 35mm bolts
- 5- 6mm fender washers
- 3- 6mm lock washers
- 2- 1/2" x 4 1/2" bolts
- 4- 1/2" x 1 1/2" bolts
- 2- 1/2" x 1 1/2" carriage bolts
- 1- 1/4" x 1 1/2" x 2" backing plate
- 1- 1/4" x 1 1/2" x 2 1/2" backing plate
- 8- 1/2" lock washers
- 4- 1/2" nuts
- 2- 1/4" x 1" x 9 11/16" threaded backing plates
- 1- 3/16" x 5" x 7" driver side backing plate
- 1- 1/4" x 2" x 7" passenger side backing plate
- 2- 8" safety cables
- 2- quick links

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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.