

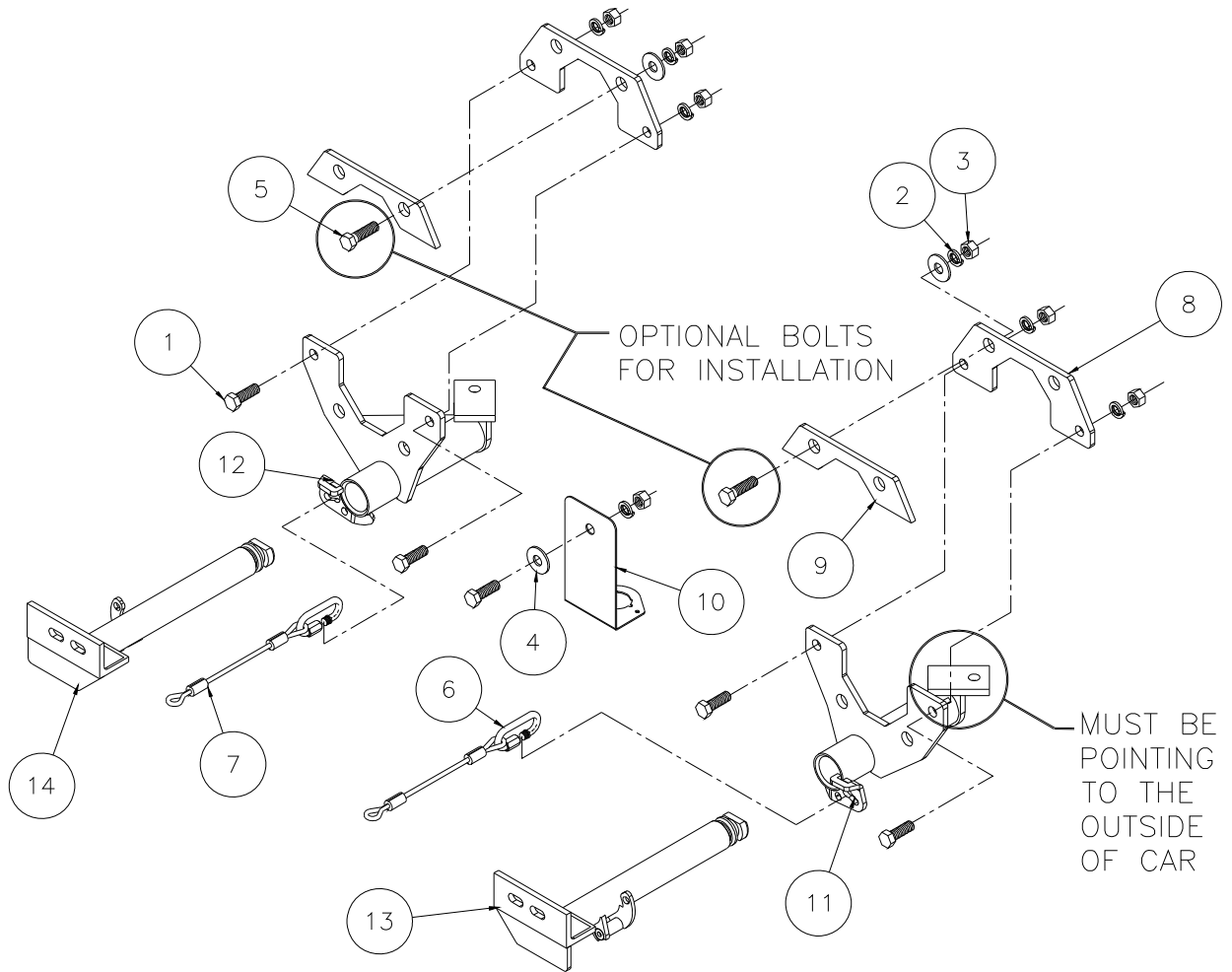


MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 52273-1

12/29/08
KS

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



TEM	QTY	NAME	MATERIAL
1	5	1/2" x 1 1/2" BOLT	350095-00
2	7	1/2" LOCK WASHER	350309-00
3	7	1/2"NUT	350258-00
4	3	1/2" FLAT WASHER	350308-00
5	2	1/2" x 1 3/4" BOLT	350096-00
6	2	QUICK LINK	200008-00
7	2	SAFETY CABLE 8"	500646-08
8	2	REAR BACKING PLATE	A-001449
9	2	SPACER PLATE	A-001450
10	1	WIRE PLUG BRACKET	B-000556
11	1	DRIVER SIDE RECEIVER	C-000843
12	1	PASSENGER SIDE RECEIVER	C-000844
13	1	DRIVER SIDE ARM	C-000845
14	1	PASSENGER SIDE ARM	C-000846



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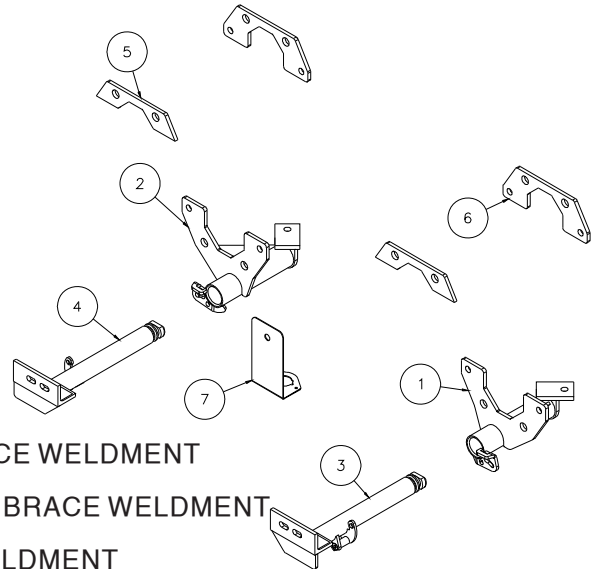
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IMPORTANT: All brackets **must** be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners



Item	Qty	Part No.	Assembly
1	1	C-000843	DRIVER SIDE RECEIVER BRACE WELDMENT
2	1	C-000844	PASSENGER SIDE RECEIVER BRACE WELDMENT
3	1	C-000845	DRIVER SIDE ARM BRACE WELDMENT
4	1	C-000846	PASSENGER SIDE ARM BRACE WELDMENT
5	2	A-001450	SPACER PLATE
6	2	A-001449	REAR BACKING PLATE

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- 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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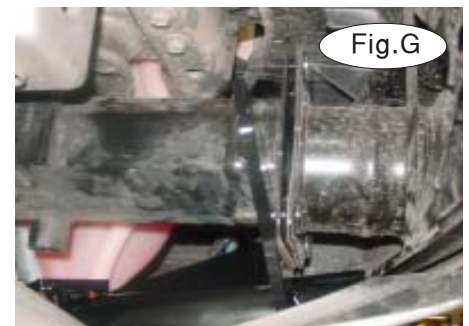
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1. This bracket kit is one of our EZ series, with removable front arm braces. The kit consists of two rear receiver braces which mount behind the bumper, two front arm braces, two spacer plates, two rear backing plates, a wiring plug bracket and a hardware kit (Fig.A). Everything but the front arm braces installs behind the bumper fascia.



Note: for the 2007-2009 Chrysler Aspen (Fig.B) and the 2007-2008 Dodge Durango (Fig.C), if either vehicle is equipped with tow hooks, they must be removed before installation begins. If the vehicle is not equipped with tow hooks, the openings must be trimmed out.



2. Remove the lower air deflector located behind the bumper core (three plastic fasteners and five screws), if the vehicle is so equipped (Fig.D).

3. Working on one side at a time, remove four 18mm bumper mounting nuts (for 2005 and newer models: remove three 18mm nuts – Fig.E). Remove the rear frame bolt also (Fig.F). *Note:* if the bushing on the top of the frame rail spins when you try to remove the frame bolt, use a large C-clamp to hold the bushing in place.

4. Position a receiver brace over the bumper mounting studs as shown and bolt in place using the stock nuts removed in step 3 (Fig.G).

5. Bolt through the rear of the brace with the rear bolt removed in step 3 (Fig.H).





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Fig.I



Fig.J

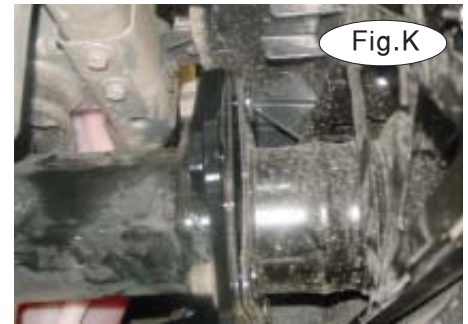


Fig.K

6. Figure I illustrates how the spacer plates and rear backing plates will be assembled under the vehicle. Put one of the rear backing plates in position on the top bumper mounting studs (Fig.J).

7. Now, put one of the spacer plates over the rear backing plate and bolt in place using the original top bumper mounting nuts and two $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, lock washers and nuts through the receiver brace and mounting plate on each side (Fig.K,L).

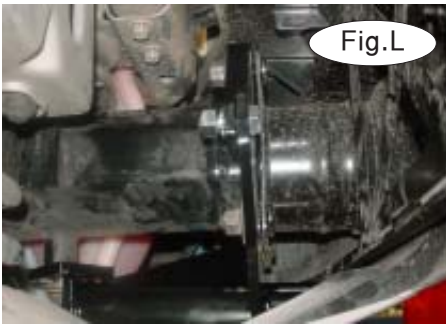


Fig.L



Fig.M

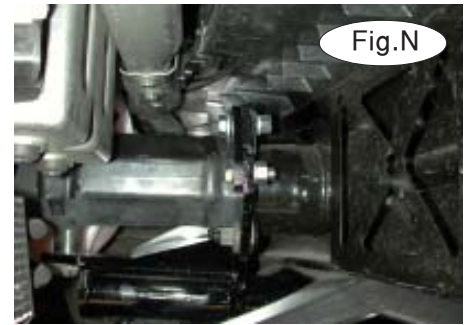


Fig.N

Note: 2005 and newer models do not have an upper inside stud. Once the bracket is bolted in place, use the upper inside hole in the bracket as a template and drill through the end of the frame with a 90-degree drill or a die grinder (Fig.M). Bolt through the plate, using the optional $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt and $\frac{1}{2}$ " lock washer, flat washer and nut (Fig.N). Repeat this procedure on the other side.

8. Torque all the mounting bolts and nuts to the specifications on the last page (Fig.O).

9. Repeat steps 3 through 8 for the remaining side.

10. Mount the wiring bracket behind the bumper core with a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, flat washer, lock washer and nut (Fig.P,Q).



Fig.O



Fig.P



Fig.Q



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11. Trim the lower air deflector as shown and remount (Fig.R).

12. Attach the safety cable and cable connectors to the front of the receiver braces (Fig.S), then insert the front arm braces into the receiver braces and twist 90 degrees to lock in place (Fig.T).

13. Install the tow bar according to the manufacturer's instructions.

14. Attach one end of the 8" safety cables to the tow vehicle's safety cables and the tow bar (Fig.U).



Fig.R



Fig.S



Fig.T



Fig.U

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.