

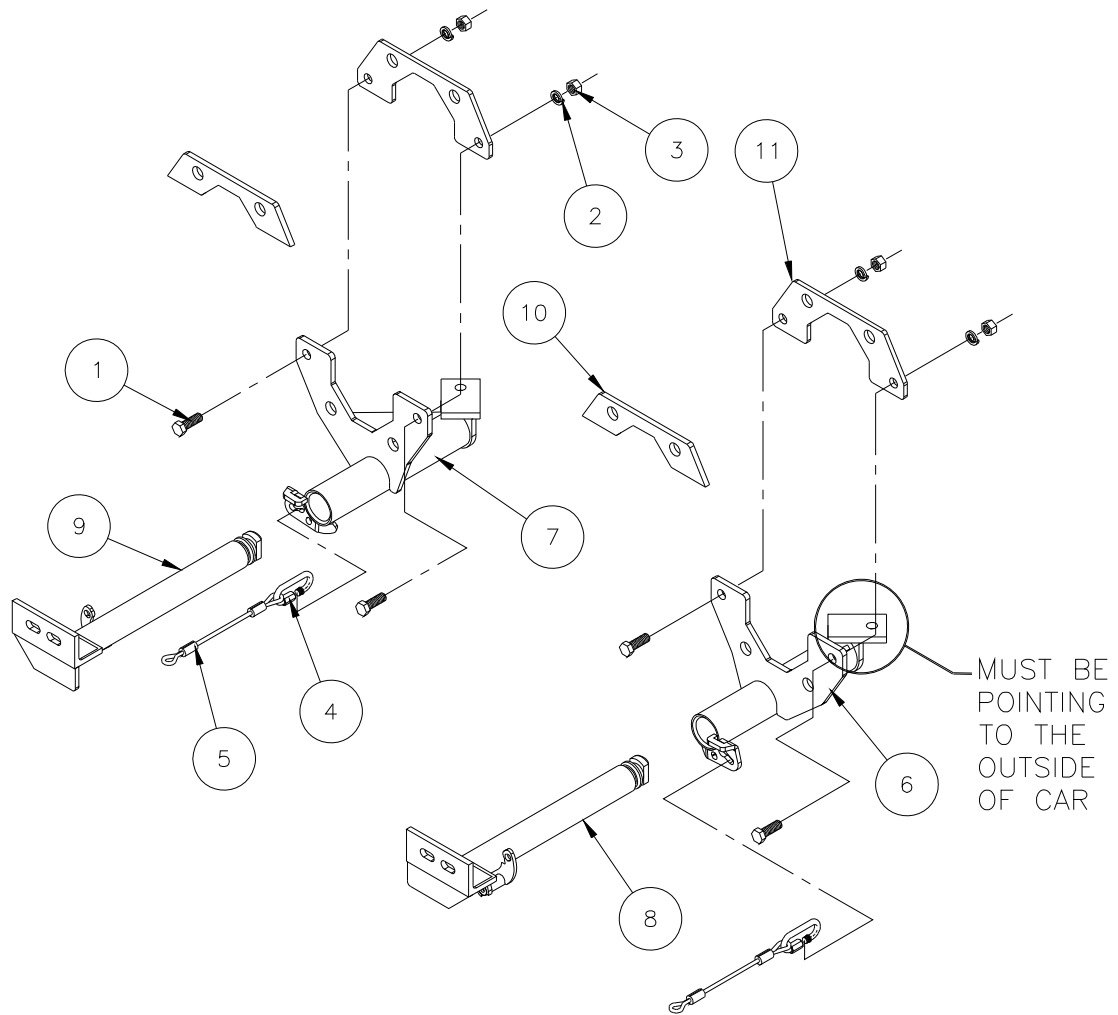


MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 52276-1

06/19/08
KS

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



ITEM	QTY	NAME	MATERIAL
1	4	1/2" x 1 1/2" BOLT	350095-00
2	4	1/2" LOCK WASHER	350309-00
3	4	1/2" HEX NUT	350258-00
4	2	QUICK LINK	200008-00
5	2	SAFETY CABLE 8"	500646-08
6	1	DRIVER SIDE RECEIVER	C-001098
7	1	PASSENGER SIDE RECEIVER	C-001099
8	1	DRIVER SIDE ARM	C-001096
9	1	PASSENGER SIDE ARM	C-001097
10	2	SPACER PLATE	A-001450
11	2	REAR BACKING PLATE	A-001449



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This is one of our EZ series brackets, which allows the visible front portion of the brackets to be rotated and easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of two front arm braces, two receiver braces, two front mounting plates, two backing plates, and a hardware pack.

Before starting the installation, lay out the kit components in order, starting with step 1. This will give you a visual idea of how the components work and will also confirm that everything is present and accounted for.



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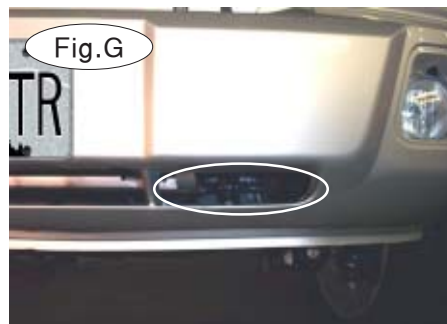
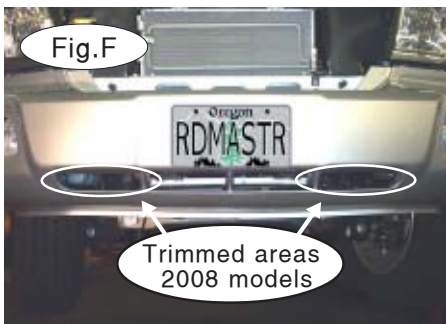
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. For 2005-'07 Dodge Dakota and '06-'07 Mitsubishi Raider models, skip to Figure H and step 3. For 2008 models, the fascia will need to be trimmed to allow clearance for the main receiver braces. Use the red lines in Figure D and E as a reference for trimming. Figures F and G show the completed trimming.



3. Remove the 19mm frame mounting bolts (Fig.H). There is one on each side. Note: if the vehicle is equipped with tow hooks, they must be removed before installing the main receiver brace. Note: the tow hooks will not be replaced. They should be kept for replacement in case the bracket is ever removed. Note: if the bushing on the top of the frame rail spins when you try to remove the bolt, use a large C-clamp to hold it in place.



4. Remove the 18mm bumper mount nuts. There are four on each side.

5. Position the main receiver braces over the bumper mounting studs (Fig.I) and bolt them into place, using the stock mounting bolts you removed in step 3, and then the stock lower bumper mounting nuts you removed in step 4 (Fig.J).

6. Insert the spacer plates over the top bumper studs (Fig. K). There is one on each side.



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7. Insert the rear backing plates over the top of the upper bumper studs. There is one on each side. Then, replace the upper bumper mount nuts (Fig.L).

8. Using the supplied 1/2" x 1 1/2" nut, bolt and lock washer combination, bolt the rear backing plates to the main brace.

9. Tighten all the nuts and bolts, starting with the rear mounting bolts. Ensure that all bolts are torqued to the specifications at the end of these instructions.

10. For 2005-'07 Dodge Dakota models and '06-'07 Mitsubishi Raider models, trim both edges of the air deflector – use the white line, as shown in Fig.M, as a guide. *Note:* 08'-09' models will not need the air deflector trimmed.

11. Re-install the air deflector by replacing the seven plastic fasteners you removed in step 1.

12. Attach the cable connectors (Q-Links) and safety cables. Then, insert the front arm braces into the receiver braces. Twist the front arm braces 90 degrees to lock them into place. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

13. Install the tow bar to the mounting brackets 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.