

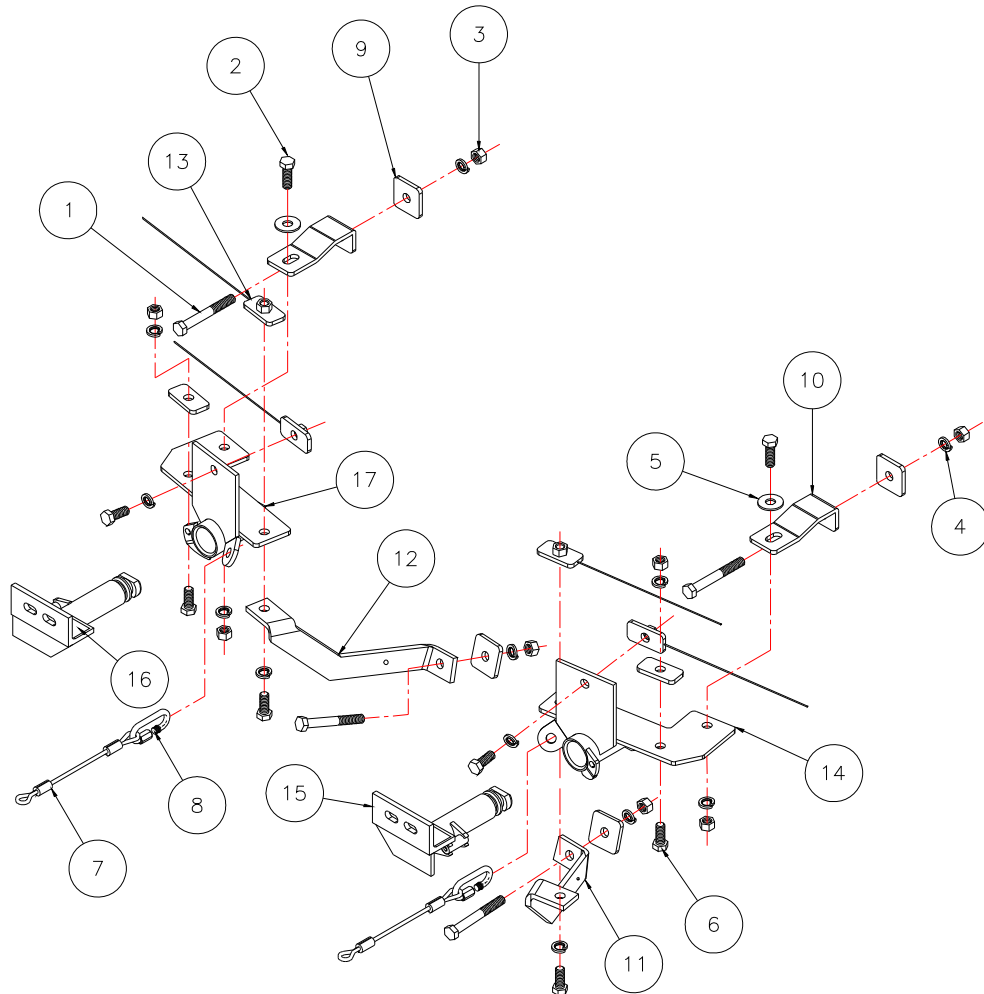


MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 52281-1

06/16/06
KB

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



Item	Qty.	Description	Part No.
1	4	1/2" x 4" BOLT	350105-00
2	4	1/2" x 1 1/2" BOLT	350095-00
3	12	1/2" NUT	350258-00
4	12	1/2" LOCK WASHER	350309-00
5	2	1/2" FLAT WASHER	350308-20
6	4	1/2" x 1 1/4" BOLT	350094-10
7	2	SAFETY CABLE	500646-08
8	2	CABLE CONNECTOR	200008-00
9	4	1/4" x 2" x 2" BACKING PLATE	A-001066
10	2	OUTER REAR MOUNTING BRACE	B-000966
11	1	DRIVER SIDE INNER BRACE	B-000967
12	1	PASSENGER SIDE INNER BRACE	B-000968
13	4	THREADED BACKING PLATE	C-001416
14	1	DRIVER SIDE RECEIVER WELDMENT	C-001414
15	1	DRIVER SIDE ARM WELDMENT	C-001412
16	1	PASSENGER SIDE ARM WELDMENT	C-001413
17	1	PASSENGER SIDE RECEIVER WELDMENT	C-001415



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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 two main receiver braces, two rear braces, two lower braces, two removable front braces and a hardware pack. The main receiver braces mounts to the bumper core, rear braces and the lower braces. The rear braces mount to the core support and main receiver braces. The lower braces mount to the core support and main receiver braces. The removable front braces install in the main receiver braces.

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

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. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- 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 bolt torque requirements chart on the last page. Failure to do so could result in loss of the towed vehicle.
- 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. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- If running changes were made by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the included 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 may 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.

WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.



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Fig.C



Fig.D



Fig.E

1. Start by removing six T-15 Torx screws attaching the fascia to the core support (Fig.C).
2. Remove two 7mm (head) screws attaching the fender liner to the fascia (Fig.D). Repeat for the other side.
3. Remove two plastic fasteners attaching the fender liner to the lower splash shield (Fig.E). Repeat for the other side.



Fig.F



Fig.G



Fig.H

4. Next, remove three 10mm (head) bolts attaching the lower splash shield to the core support (Fig.F).
5. Remove one plastic fastener attaching the fender liner to the frame rail (Fig.G). Repeat for the other side.
6. Now, pull back the fender liner and remove one 7mm (head) screw attaching the fascia to the fender (Fig.H). Repeat for the other side.



Fig.I



Fig.J



Fig.K

7. Pull forward to remove the fascia (Fig.I).
8. Remove two plastic fasteners to remove the ambient air temperature sensor from the bumper core (Fig.J).
9. Starting on the driver side, drill out the existing outside hole in the bottom of the bumper core to 1/2" (Fig.K).



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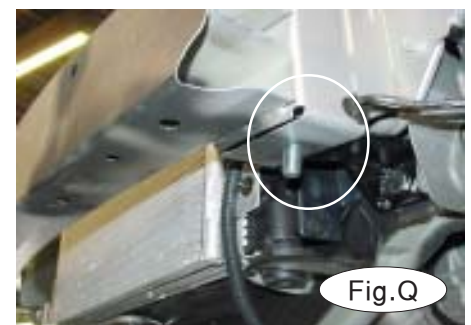
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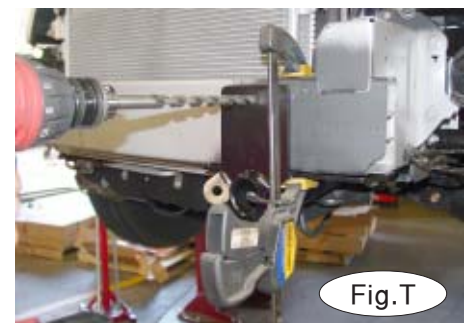
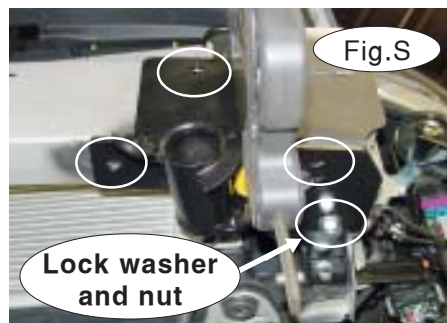


10. Temporarily mount the rear brace using the forward most mounting point (Fig.L,M). Now, use the remaining hole in the brace as a template and mark for drilling (Fig.N). Then remove the rear brace. Using a long drill bit, drill a $\frac{1}{2}$ " hole through the front and back of the core support. *Note:* use caution not to drill into any engine components.



11. Now, remount the rear brace through the hole you just drilled, using a $\frac{1}{2}$ " x 4" bolt, 2" x 2" backing plate, lock washer and nut (Fig.O). *Note:* the backing plate mounts on the back side of the bumper core.

12. Insert the supplied bolt and flat washer (Fig.P), through the rear brace and into the bumper core (Fig.Q).



13. Position the main receiver brace over the bolt from step 12. Now, clamp the main receiver brace tightly against the bumper core (Fig.R) Finish with a lock washer and nut (Fig.S)

14. Using the main receiver brace as a template, drill through the two lower holes and the hole on the face of the bumper core (Fig.S, T).

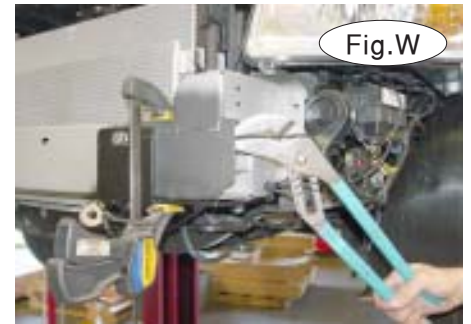
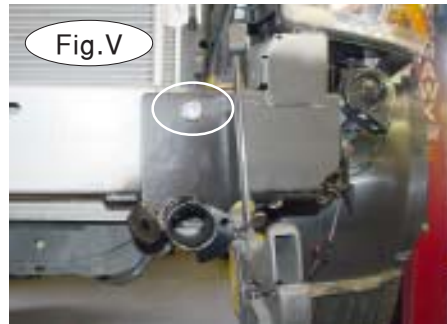


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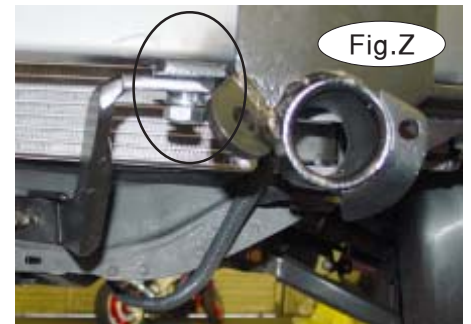
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15. Using the attached wire insert the $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " nitted backing plate into the upper opening in the bumper core (Fig.U). Bolt into place using a $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolt and lock washer (Fig.V). Now, break off the attached wire (Fig.W).



16. Using a $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolt, $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " backing plate, lock washer and nut, bolt through the lower outside hole in the main receiver brace and into the bumper core (Fig.X, Y).

17. Now, bolt the lower brace to the main receiver brace and bumper core. Using a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, lock washer and nitted backing plate, bolt through the remaining hole you drilled through the main receiver brace (Fig.Z). *Note:* insert the backing plate into the lower opening in the bumper core.

18. Using the remaining hole in the lower brace as a template, drill through the front and back of the core support (Fig.AA). Bolt into place using a $\frac{1}{2}$ " x 4" bolt, $\frac{1}{4}$ " x 2" x 2" backing plate, lock washer and nut (Fig.BB). *Note:* the backing plate goes on the back of the core support.





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Fig.CC

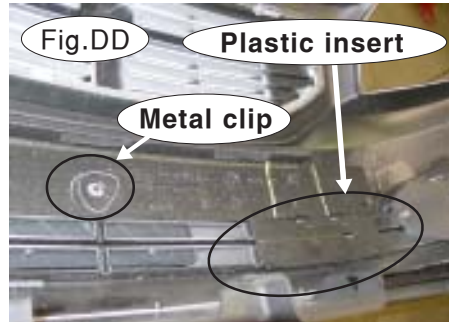


Fig.DD

Plastic insert

Metal clip



Fig.EE

19. Repeat steps 9 through 18 for the passenger side of the vehicle.
20. Tighten all bolts to the torque specifications listed at the end of these instructions.
21. Remount the ambient temperature sensor in the existing hole on the driver side lower brace (Fig.CC).
22. For both sides, remove the plastic insert on the back side of the fascia by pushing back on the four plastic tabs (Fig.DD).
23. Next, the foam shock absorption pad will need to be removed or trimmed to allow clearance for the main receiver brace. Remove the metal clip to release the pad (Fig.DD). If trimming, refer to the yellow marker lines for correct trimming (Fig.EE). Repeat for the other side.
24. Hold the fascia in place over the main receiver brace and mark for trimming (Fig.FF). Repeat for the other side and trim.
25. Reinstall the fascia, reversing steps 1 through 7.
26. Attach the safety cable and cable connectors to the front of the receiver braces (Fig.GG), then insert the front arm braces into the receiver braces and twist 90 degrees to lock in place.
27. Attach the other end of the 8" safety cables to the tow vehicle's safety cables and the tow bar.
28. Install the tow bar according to the manufacturer's instructions.



Fig.FF



Fig.GG

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.