



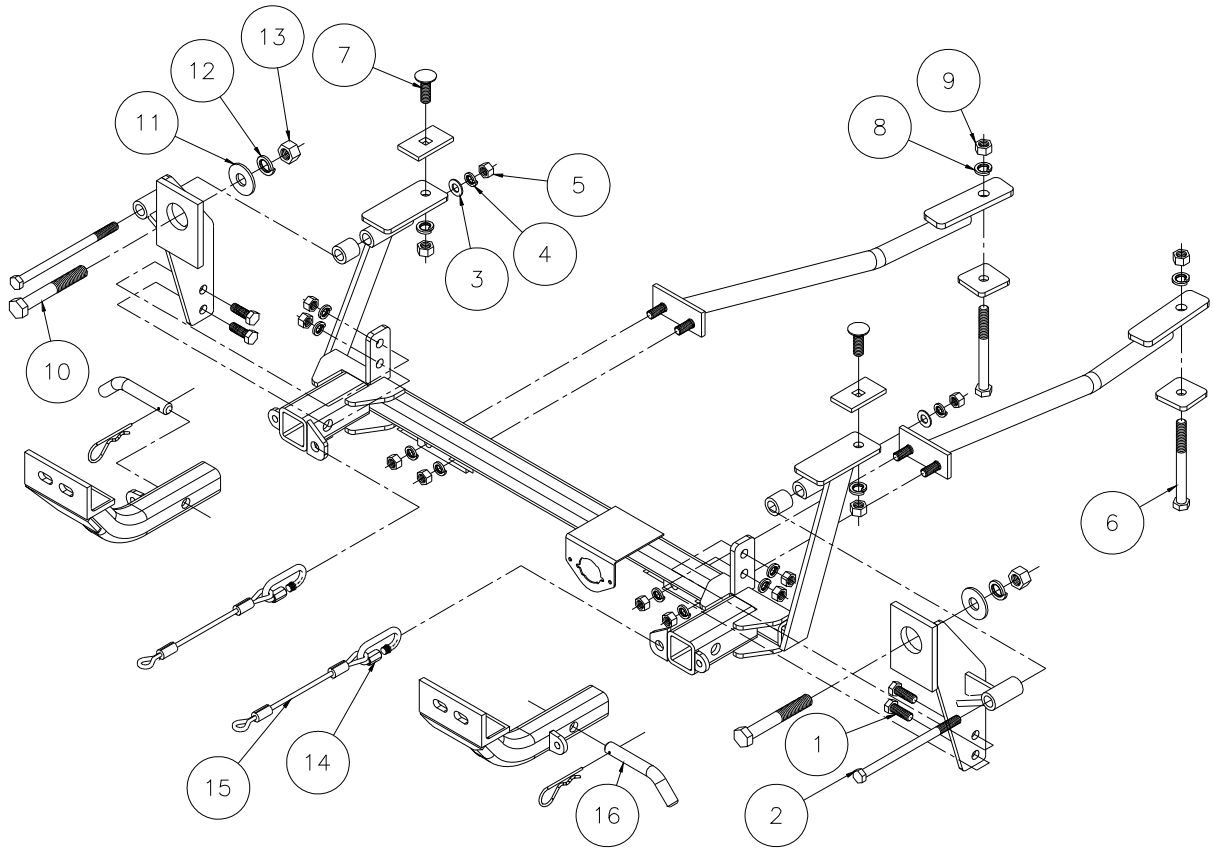
BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 727-1

09/17/04

RV

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Item #	Qty.	Length	Width	Description
1	4	1 1/4"	7/16"	7/16" x 1 1/4" BOLT
2	2	7"	7/16"	7/16" x 7" BOLT
3	2		7/16"	FLAT WASHER
4	10		7/16"	LOCK WASHER
5	10		7/16"	NUT
6	2	5"	1/2"	1/2" x 5" BOLT
7	2	1 1/2"	1/2"	1/2" x 1 1/2" CARRIAGE BOLT
8	4		1/2"	LOCK WASHER
9	4		1/2"	NUT
10	2	4 1/2"	5/8"	5/8" x 4 1/2" BOLT
11	2		5/8"	FLAT WASHER
12	2		5/8"	LOCK WASHER
13	2		5/8"	NUT
14	2	8"		SAFETY CABLE
15	2			CABLE CONNECTOR
16	2		5/8"	DRAW PIN/SPRING PIN

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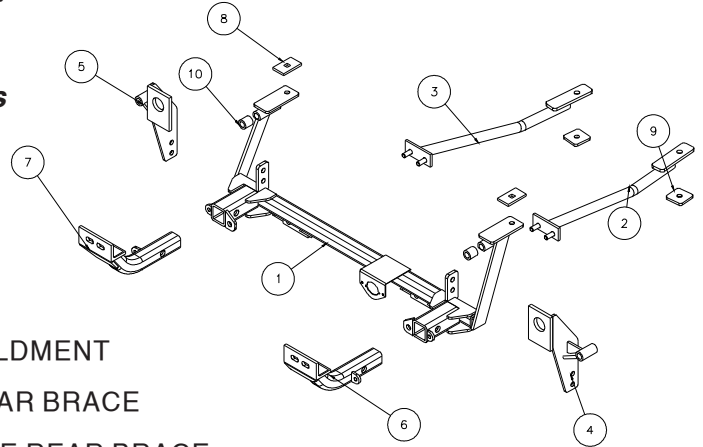
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IMPORTANT: All brackets **must** be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening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

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



Item #	Qty	Name	Description
1	1	C-001058	MAIN BRACE WELDMENT
2	1	C-001059	DRIVER SIDE REAR BRACE
3	1	C-001060	PASSENGER SIDE REAR BRACE
4	1	C-001061	DRIVER SIDE BUMPER CORE BRACE
5	1	C-001062	PASSENGER SIDE BUMPER CORE BRACE
6	1	C-001063	DRIVER SIDE ARM TUBE
7	1	C-001064	PASSENGER SIDE ARM TUBE
8	2	A-000084	BACKING PLATE - 1 1/2" x 2 1/2" - SQ. HOLE
9	2	A-001066	1/4" x 2" x 2" BACKING PLATE
10	2	A-001724	1" O.D. x 1" O.D. WITH CUT END

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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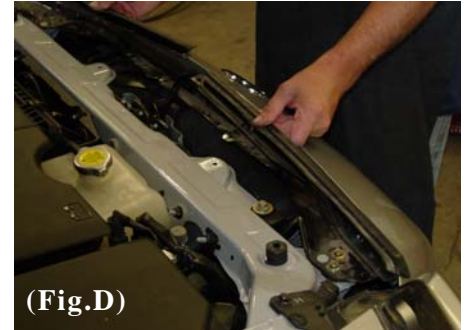
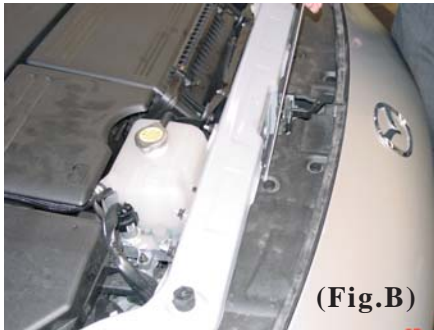
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1. This is one of our XL bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A). The bracket consists of a main receiver brace, upper braces, rear braces, front braces and a hardware pack. **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.



2. Start by removing the six plastic retainers from the core support cover and remove (Fig.B).



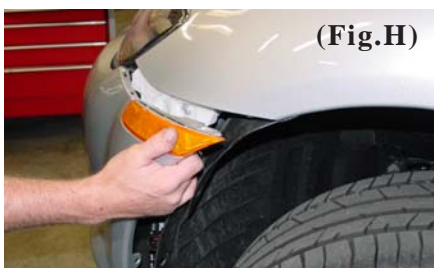
3. There are two plastic retainers and four 10mm head bolts connecting the fascia to the core support and remove the hood sealer retainers (Fig.C,D).

4. Now remove four plastic retainers from each fender liner (Fig.E), and ten 8mm bolts from the lower front fascia (Fig.F).



5. Pull away the fender liner in each wheel well and remove one 8mm bolt from each side (Fig.G).

6. Carefully pull the side of the fascia down and out on each side (Fig.H). Then from the center of the fascia lift up and pull out be sure to disconnect the fog lights and turn signals before completely removing.(Fig.I,J).





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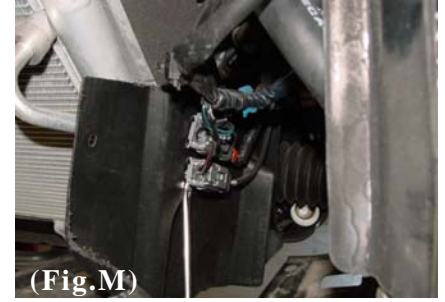
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(Fig.K)



(Fig.L)



(Fig.M)

7. Remove six plastic retainers and two 10mm bolts from the center of the splash panel (Fig.K). Also remove the two 10mm head bolts and the one plastic fastener from each side holding the center splash panel to the frame rail (Fig.L).

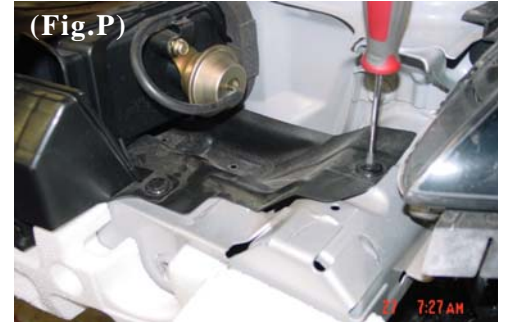
8. Be sure to remove 10 electrical plug retainers from the center splash panel and then remove the splash panel (Fig.M).



(Fig.N)



(Fig.O)



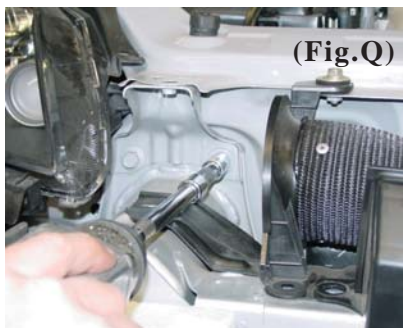
(Fig.P)

9. Remove four 10mm bolts from the center fascia support, two plastic fasteners and then remove the support (Fig.N,O).

10. Remove eight plastic fasteners from the air intake support (Fig.P).

11. Remove four core support bolts from each side and remove the core support (Fig.Q,R).

12. Remove one 10mm bolt holding the oil cool line bracket on each side and bend the tab on the bracket down (Fig.S,T,U).



(Fig.Q)



(Fig.R)



(Fig.S)

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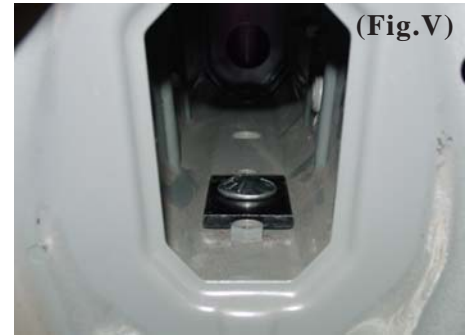
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(Fig.T)



(Fig.U)



(Fig.V)

13. Insert a 1/2" x 1 1/2" carriage bolt and one 1/2" x 1 1/2" square hole backing plate thru the existing hole behind the core support, on each side (Fig.V).

14. Place the main receiver brace in place and using the carriage bolt placed in the last step bolt thru the rear hole using a lock washer and nut (Fig.W,X).



(Fig.W)



(Fig.X)



(Fig.Y)

15. Now reinstall the bumper core.

16. Enlarge the existing hole with a 1/2" drill bit (Fig.Y).

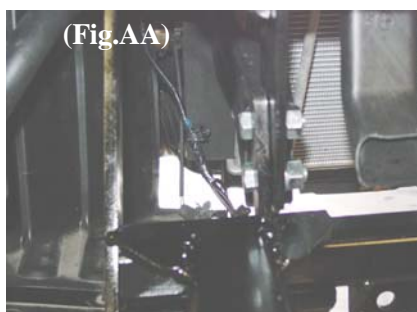
17. Place the driver side upper brace and bolt thru the bumper core and into the brace with a 5/8" x 4 1/2" bolt, flat washer, lock washer and nut (Fig.Z)

18. Bolt the upper brace to the main brace using two 7/16" x 1 1/4" bolt, lock washers, and nuts (Fig.AA).

19. Repeat steps 17 and 18 on the passenger side.



(Fig.Z)



(Fig.AA)



(Fig.BB)

20. Now place the 1" x 1" spacer and bolt thru the main brace and into the bumper core with a 7/16" x 7" bolt, lock washer and nut on both sides (Fig.BB).

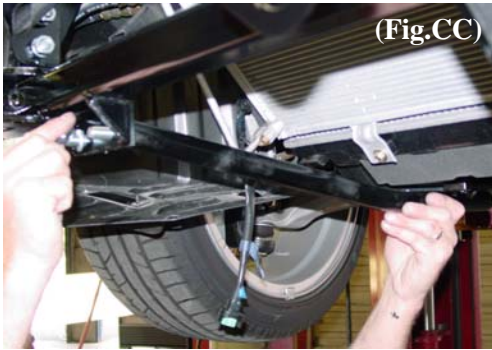


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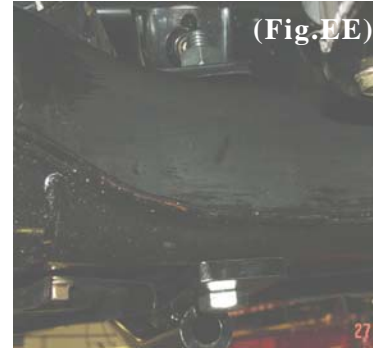
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(Fig.CC)



(Fig.DD)



(Fig.EE)

21. Install the rear braces with a 7/16" lock washer and nut (Fig.CC). Clean out the existing hole shown in (Fig.DD) with a 1/2" drill bit and then bolt the rear of the brace with a 1/2" x 5" bolt, 2" x 2" backing plate, lock washer and nut (Fig.EE).

22. Trim the center splash panel to fit around the braces as shown (Fig.FF,GG).



(Fig.FF)



(Fig.GG)



(Fig.HH)

23. Reverse steps 1 through 10 to reinstall the fascia.

24. Install the front braces in the receiver tubes and pin in place with 5/8" draw pins and spring pins

25. Install the safety cables and connectors as shown (Fig.HH).

26. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.

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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