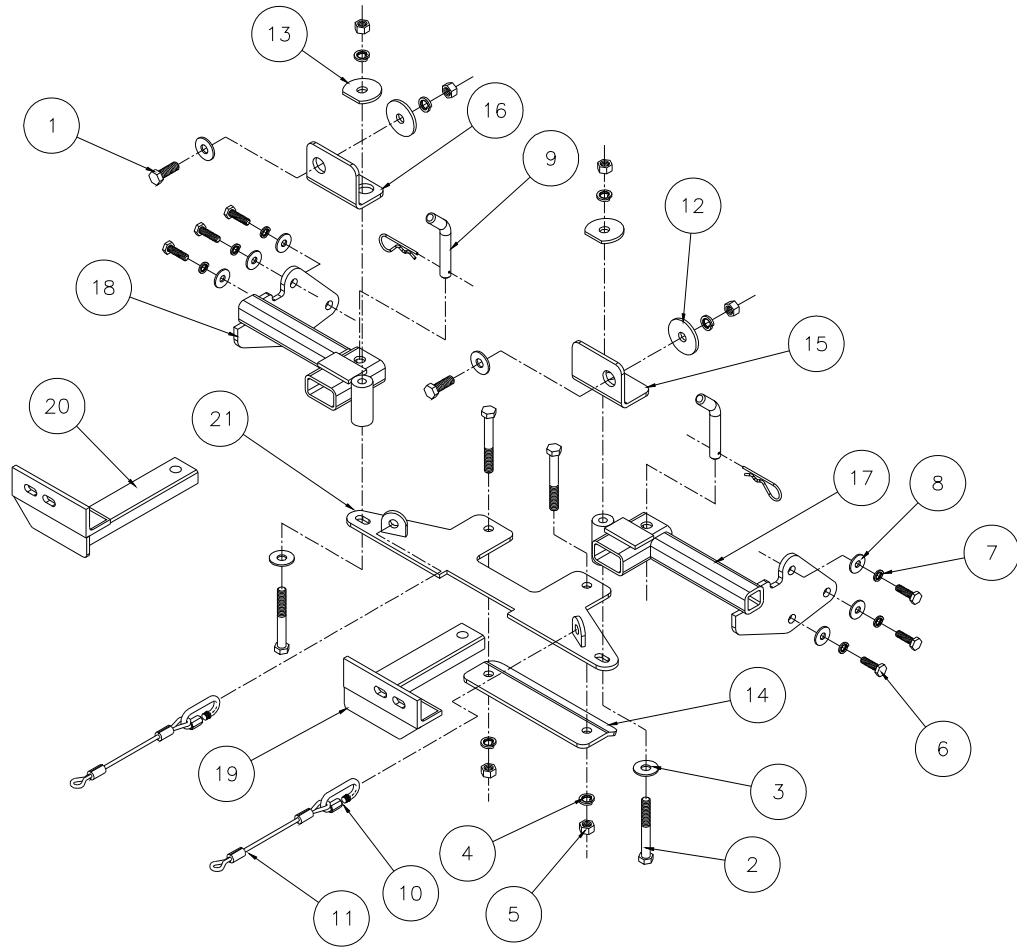




# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

**KIT# 914-1**  
11/1/05  
KB

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



Item	Qty	Length	Width	Description	Part No.
1	2	1 1/2"	1/2"	1/2" x 1 1/2" BOLT	350095-00
2	4	4 1/2"	1/2"	1/2" x 4 1/2" BOLT	350106-00
3	4			1/2" FLAT WASHER	350308-00
4	6			1/2" LOCK WASHER	350309-00
5	6			1/2" NUT	350258-00
6	6	35mm	10mm	10mm x 1.25 x 35mm	356202-00
7	6			10mm LOCK WASHER	355715-00
8	6			10mm FENDER WASHER	355716-00
9	2			DRAWPIN/SPRINGPIN	357035-00
10	2			CABLE CONNECTOR	200008-00
11	2	8"		8" SAFETY CABLES	500646-08
12	2			1/2" PLATE WASHER	A003086
13	2			1/2" CLIPPED PLATE WASHER	A003086
14	1			LOWER BACKING PLATE	B-000344
15	1			DRIVER SIDE BACKING PLATE	B-000345
16	1			PASSENGER SIDE BACKING PLATE	B-000347
17	1			DRIVER SIDE MAIN RECEIVER BRACE	C-000483
18	1			PASSENGER SIDE MAIN RECEIVER BRACE	C-000484
19	1			DRIVER SIDE ARM WELDMENT	C-000485
20	1			PASSENGER SIDE ARM WELDMENT	C-000486
21	1			CENTER BRACE WELDMENT	C-000487



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R  
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This bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of the main receiver brace, front braces and a hardware pack. The main receiver brace mounts behind the front bumper facia to the frame and side of the radiator support on each side. The front braces insert into the receivers on each side. Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for (Fig.A).



**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 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.
- 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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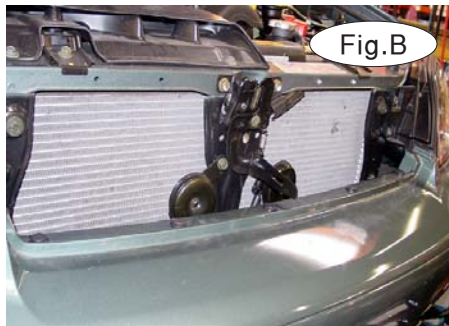


Fig.B



Fig.C



Fig.D

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 five plastic fasteners in the top of the fascia between the headlights (Fig.B).

2. Move beneath the fascia and remove three plastic fasteners from the middle of the fascia (Fig.C)

3. Remove three more plastic fasteners from the fender well liners on each side then pull back to gain access to the fascia fender fasteners (Fig.D,E).



Fig.E



Fig.F



Fig.G

4. Remove the fender fascia junction bolts (10mm head) on each side (Fig.F).

5. Pull the fascia forward to remove and set aside. Also remove the Styrofoam energy absorber on the front of the bumper core (Fig.G,H).

6. Remove the tie down plates on each side (three 14mm head bolts each).

7. Hold a receiver brace below the bumper core with the side over the tie down plate mounting holes. Bolt in place with three 10mm x 1.25 x 35mm bolts, lock washers and fender washers on each side (Fig.I). Do the same thing on the remaining side.



Fig.H

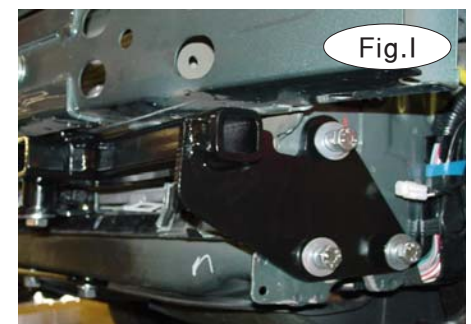


Fig.I



# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

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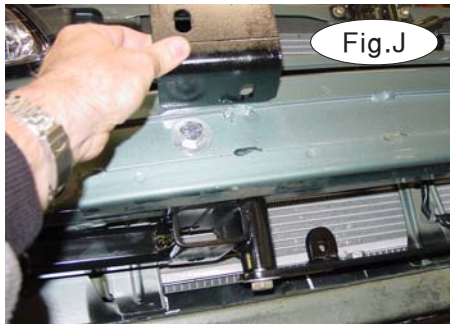


Fig.J

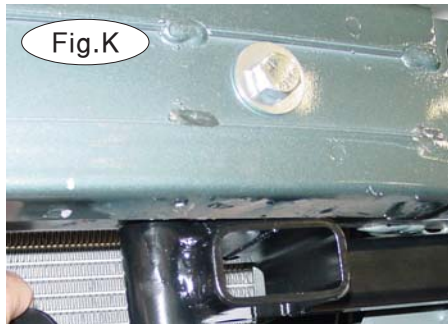


Fig.K

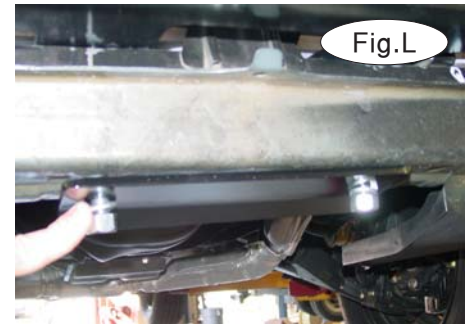


Fig.L

- Find two existing front holes in the bumper core that line up 1 3/4" inside the mounting tubes on the end of each receiver brace. Insert the backing plates inside the bumper core on each side over these holes (Fig.J).
- Bolt through each of the front holes and the backing plates with 1/2" x 1 1/2" bolts, flat washers, plate washers, lock washers and nuts (Fig.J,K). Make sure the backing plates are flat on the bottom of the bumper core.
- Bolt through the rear of the lower mounting plate and radiator support with two 1/2" x 4 1/2" bolts, plate washers, lock washers and nuts (Fig.L). Align the front holes in this plate with the lower mounting holes in the receiver braces by temporarily inserting the 1/2" x 4 1/2" mounting bolts through the holes. Note: Do not over tighten the back bolts, torque to 20 ft. lbs (Fig.M).
- Align the receiver braces and tighten all mounting bolts installed to this point to hold position .



Fig.M

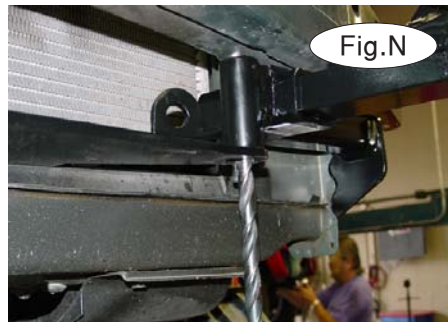


Fig.N

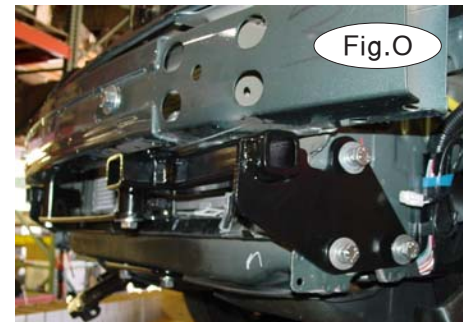


Fig.O

- Using the braces as a drill template drill through the lower mounting holes on each side into the bottom of the bumper core (Fig.N) then bolt through the lower mounting plate, receiver brace, bumper core and backing plates with 1/2" x 4 1/2" bolts, flat clip washers, lock washers and nuts. Torque all mounting bolts except the lower rear plate bolts to the torque specifications on the following page. (Fig.O).
- Trial fit the energy absorber and mark where needed for trimming around the bolt heads. Trim then reinstall the shock absorption foam, reversing step 6.
- Trial fit the fascia and trim the small areas, which need trimming on the passenger side (Fig.P).



Fig.P

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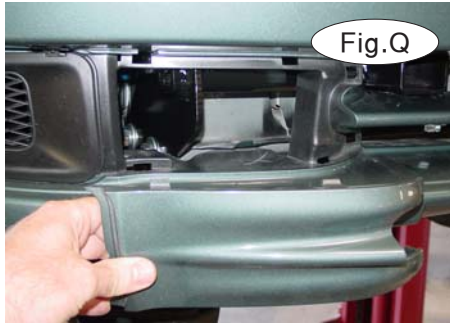


Fig.Q

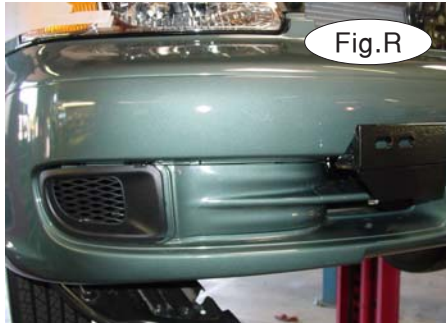


Fig.R

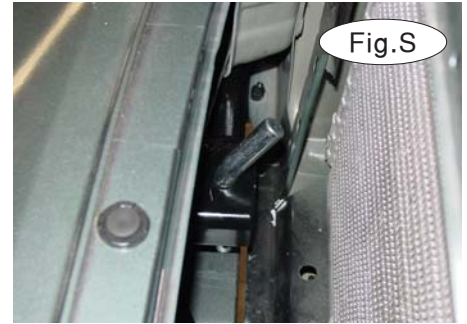


Fig.S

15. Refit the bumper fascia reversing steps 2 through 6, then refit the towing panel door on the passenger side (Fig.Q,R).
16. Insert the front braces into the receiver tubes and pin from the top behind the bumper with 5/8" draw pins and spring pins (Fig.S).
17. Install the safety cable behind the bumper connectors as shown (Fig.T).
18. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.
19. Attach the ends of the 8" safety cables to front holes on the receiver cross bar on each side of the receiver with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.



Fig.T

## 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.						

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.