



Exact Center Bracket Kit INSTALLATION INSTRUCTIONS

KIT# ECB8

06/25
RS

ROADMASTER, Inc.

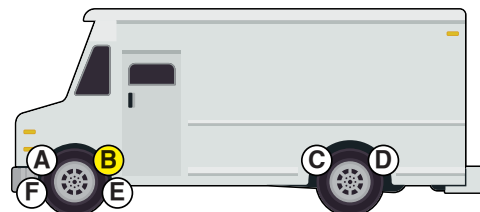
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For Ford E350 and E450



WARNING

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

Before beginning the installation, ensure that there are not existing steering issues with the vehicle. If there are, correct any deficiencies before installing the Exact Center.

The installer must read the instructions and use all bolts and parts supplied with the installation kit. Failure to securely fasten the Exact Center could result in loss of the system, damage to the vehicle, personal injury or even death.

There must be adequate clearance between the Exact Center, mounting kit and all chassis and steering parts or non-warranty damage to the vehicle and/or Exact Center will result. After final installation, recheck and adjust as needed to achieve adequate clearance. Failure to adjust the center positioning may result in loss of vehicular control.

After installing the Exact Center, any technician performing alignment or suspension work must loosen the tie-rod bracket (if one was included in your vehicle's kit) to adjust the toe.

Regardless of vehicle, a wide range of OEM or aftermarket options may or may not interfere with the installation. It is the installer's responsibility to make certain that equipment is not damaged once the suspension solution travels through its full range of motion. Failure to ensure adequate

clearance could result in non-warranty property damage, personal injury or even death.

- If running changes were made by the vehicle manufacturer after this kit 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 Exact Center is securely fastened to the vehicle, and fitted with the correct hardware, to account for these changes.
- Except to adjust for running changes to the vehicle, use only the part supplied by ROADMASTER to install the Exact Center. Using standard grade parts or parts of the wrong size may result in loss of the system, damage to the vehicle, personal injury or even death.
- Once a year, the owner must inspect the fasteners for proper tightness.
- ROADMASTER does not recommend using an air impact wrench when reinstalling bolts, as stripped threads may result.
- This Exact Center is only warranted for the original installation. Installing a used Exact Center on another vehicle is not recommended and will void the warranty.

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Information:

Thank you for purchasing this exact center steering stabilizer. This kit is designed to improve the handling characteristics of your Ford.

The kit is engineered for long life and trouble-free performance. Refer to the *PARTS LIST* in these instructions to identify the parts.

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.

IMPORTANT:

Before installing the steering stabilizer, inspect the drag link and tie rod ends, as well as the steering components. If they are excessively worn and/or have excessive play, they will cause handling problems that the steering stabilizer will not fix. Replace worn components before installing the stabilizer to achieve the best results.

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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.



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What You'll Need

Sockets and Wrench
General Hand tools

About this kit

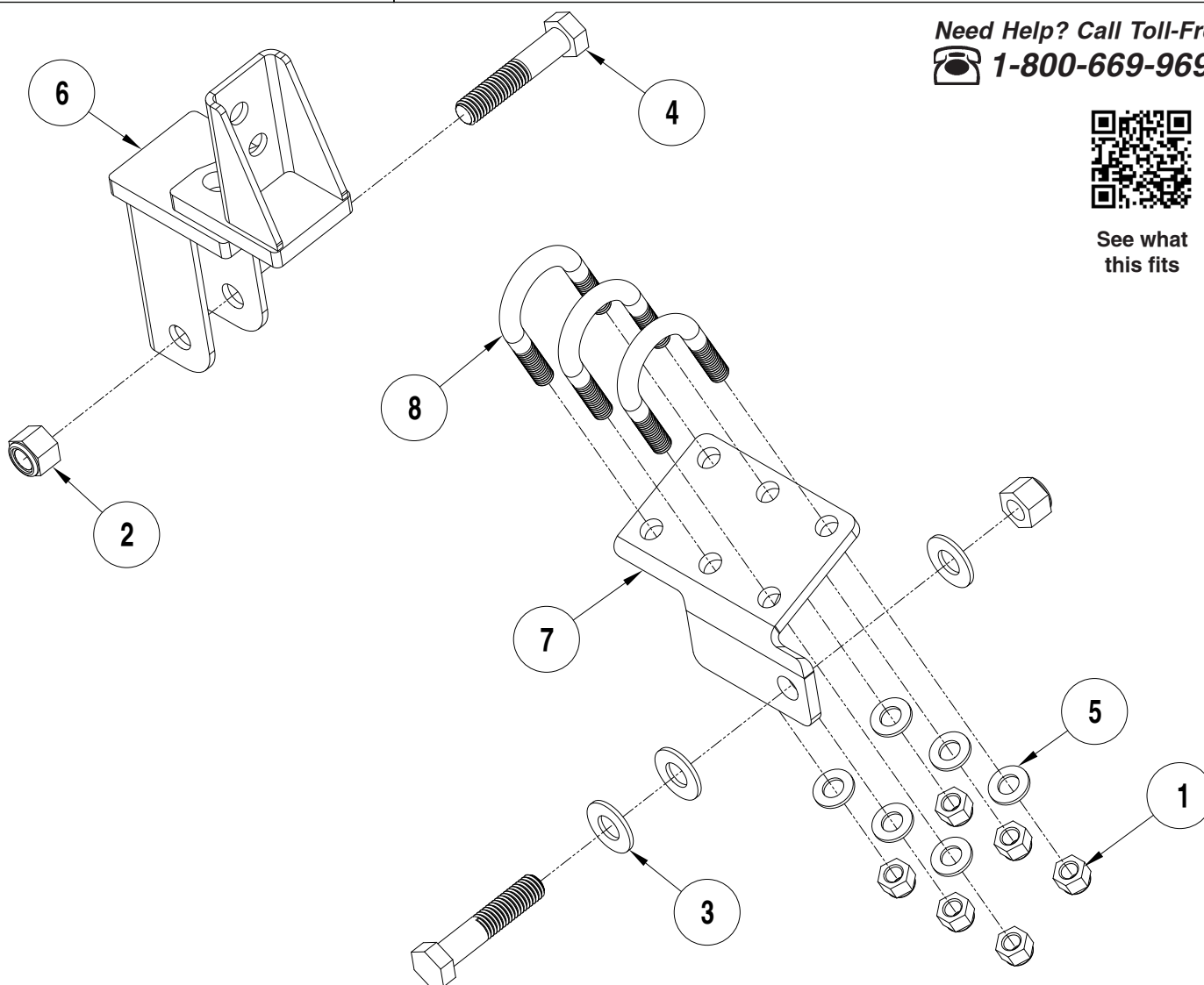
Fits most Ford E350 and E450; Van, Pick-up, Class A and Class C.

Need Help? Call Toll-Free

 **1-800-669-9690**



See what
this fits



ITEM	QTY	DESCRIPTION	PART
1	6	3/8" LOCK NUT	350255-00
2	2	1/2-13 NYLON INSERT LOCK NUT	350259-00
3	3	1/2" SAE WASHER	350308-20
4	2	1/2-13 X 2 1/2" GRADE 8 BOLT	350099-80
5	6	M10 FLAT WASHER	355710-00
6	1	MOUNTING BRACKET	C003701
7	1	TIE ROD BRACKET	C003775
8	3	U-BOLT	SMU38B
9	1	THREADLOCKER	200544-00

Important: 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.



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Installation:

1. Make sure the wheels are in a straight-ahead position. Remove the factory frame bracket and retain the factory bolts. Remove the shock absorber from the OE bracket as well as the tie rod bracket, and then remove the tie rod bracket. The parts will not be reused.

2. Use red Loctite on the factory bolts and install the supplied frame bracket. Secure first the lower bolt and then the upper bolt. *Note: There may be an unused stud present that impacts the ability to install this piece. If so, use a cutoff wheel to remove it.*

3. Loosely install the Exact Center to the frame bracket with the head of the bolt toward the back of the vehicle to ensure it clears the tie rod (Fig.1). Tighten bolt to 25 ft-lbs.

4. Install the axle bracket using the supplied U bolts, flat washers and lock nuts (Fig.2). Tighten the bolts to 30 ft-lbs. Figure 3 shows the finished installation.

Note: Due to manufacturing variances, the decals may be situated on either the passenger side or the driver's side of the vehicle. This does not impact the product's functionality or how it is installed, as the unit is bi-directional.

Ensure that the dust boot is not twisted before proceeding to the next step.

5. First, ensure that the suspension is loaded. Then, tighten the jam nuts against the ring nuts on each end (Fig.4). Test drive the vehicle and ensure that it is not pulling to the left or right. If it needs to be adjusted, follow step 6.

Note: Hold the Exact Center unit in place so that it does not rotate when you tighten the jam nuts.

6. Several micro-adjustments may be needed before the fit is dialed in. A left pull can be corrected by shortening the unit; a right pull can be corrected by lengthening the unit.

Important: Only loosen one jam nut at a time when adjusting. Be sure the jam nuts are tightened against the END and not the body. Do not exceed a distance of 3/8" between the jam nut and unit body.



Fig.1



Fig.2



Fig.3