

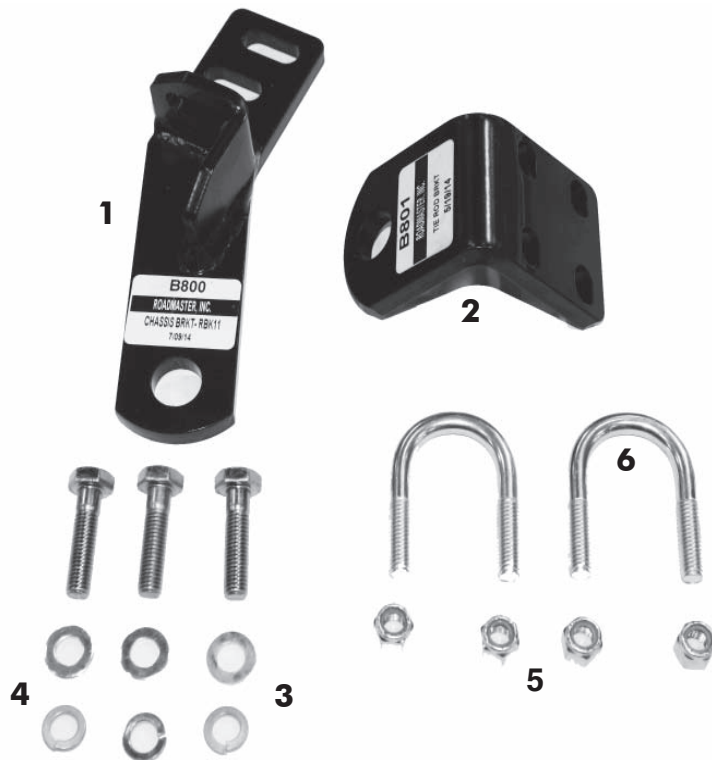


REFLEX STEERING STABILIZER INSTALLATION INSTRUCTIONS

KIT# RBK11

85-4078-04
07-14

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

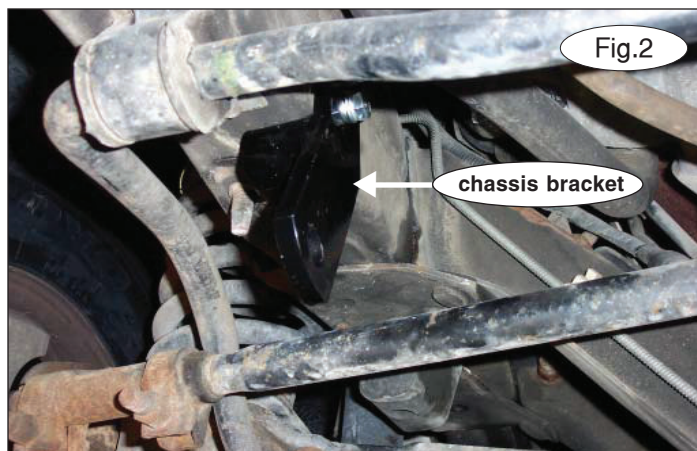
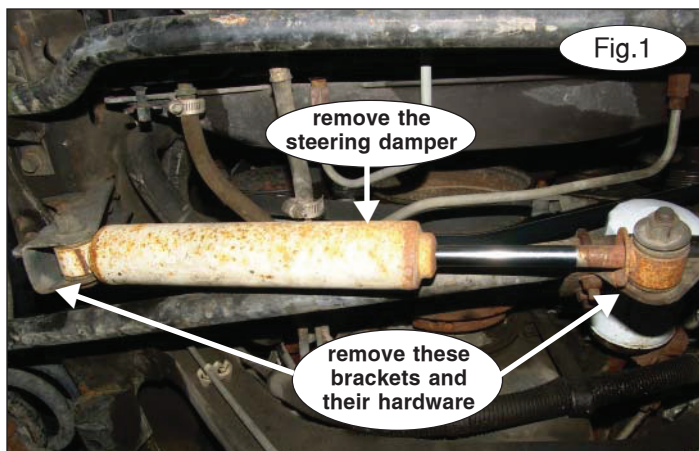


Part #	Description	Qty
1. B800	Chassis Bracket	1
2. B801	Tie Rod Bracket	1
3. 355710-00	10mm Metric Flat Washer	3
4. 355715-00	10mm Metric Lock Washer	3
5. 356103-10	10mm x 1.5 x 40mm Cs Zp	3
6. SMU38	Small U bolt	2

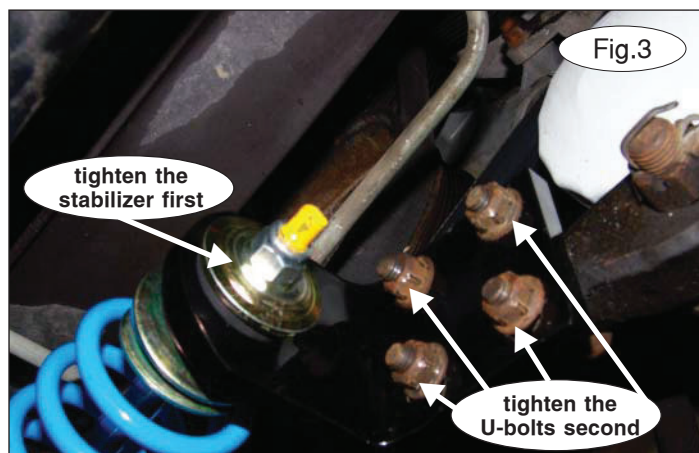
WARNING

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

- The installer must read the instructions and use all bolts and parts supplied. Failure to securely fasten the stabilizer could result in loss of the stabilizer, damage to the vehicle, personal injury or even death.
- There must be adequate clearance between the Reflex Steering Stabilizer and all chassis and steering parts, and any other components, or non-warranty damage to the vehicle will result. After final installation, the installer must inspect the stabilizer to ensure adequate clearance. Some minor adjustments may be needed to achieve this; always verify that the steering wheel remains centered before and after these adjustments.
- Always test drive the vehicle to confirm the steering wheel settings. If the vehicle pulls to either side, the center positioning must be adjusted. If the steering wheel does not return to the center position, the tie rod bracket may require minor adjustments. Failure to adjust the center positioning may result in a loss of vehicular control.
- After installing the Reflex Steering Stabilizer, any technician performing alignment or suspension work on the motorhome must loosen the tie-rod bracket to adjust the toe; the technician must also re-adjust the steering damper. Failure to adjust the center positioning may result in a loss of vehicular control.
- Regardless of year, make and model, a wide range of options for specific applications 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 the 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 stabilizer is securely fastened to the vehicle, and fitted with the correct hardware, to account for these changes. Failure to securely fasten the stabilizer could result in loss of the stabilizer, damage to the vehicle, personal injury or even death.
- Except to adjust for running changes to the vehicle, use only the parts supplied by ROADMASTER to install the stabilizer. Using substandard grade parts or parts of the wrong size may result in loss of the stabilizer, damage to the vehicle, personal injury or even death.
- Once a year, the owner must inspect the fasteners for proper tightness and/or torque, according to the bolt torque requirements chart in these instructions. Failure to securely fasten the stabilizer could result in loss of the stabilizer, damage to the vehicle, personal injury or even death.
- Do not use an air impact wrench when reinstalling bolts, as stripped threads may result.
- This stabilizer is only warranted for the original installation. Installing a used stabilizer on another vehicle is not recommended and will void the warranty.



1. Center the steering wheel on the vehicle, locking it into position.
2. Remove the factory steering damper, mounting brackets and bolts (Fig.1). Do not discard the U-bolts, nuts and washers, as they will be used in a later step.
3. Now, using the factory mounting bracket holes, install the Reflex chassis bracket to the frame using the supplied 10mm x 1.5 x 40mm bolts, 10mm flat washers and 10mm lock washers (Fig.2).



4. Install the tie rod bracket to the Reflex stabilizer on the spring casting end, re-using the factory U-bolts, washers and nuts. Finger-tighten it only (Fig.3).

5. Install the chassis bracket to the Reflex stabilizer on the piston end.

6. Tighten the stabilizer, making certain that the shaft isn't spinning. Now, tighten the U-bolts. Torque them to the manufacturer's recommendations. *Note:* the drag link should be rotated completely counterclockwise at this point (Fig.4).

7. Test drive the vehicle to make certain that the Reflex stabilizer is adjusted properly. If the steering pulls to either side, center it by loosening the bracket U-bolts at the tie rod, and then reposition it. Tighten the bolts and test drive it once again, repeating the process until the proper adjustment is achieved.

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS

Thread Size	Grade	Torque
3/8.....	5.....	30 ft./lbs.
7/16.....	5.....	50 ft./lbs.
1/2.....	5.....	75 ft./lbs.
5/8.....	5.....	140 ft./lbs.

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform.

Note: These torque values 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.