



REFLEX STEERING STABILIZER **KIT# RBK12**

INSTALLATION INSTRUCTIONS

85-4129-04
06-19

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



Part #	Description	Qty
1. B811.....	Chassis Bracket.....	1
2. B802.....	Tie Rod Bracket.....	1
3. 355710-00	10mm Flat Washer	4
4. 350255-00	3/8" Lock Nuts	4

Part #	Description	Qty
5. LRG38	3/8" U-bolts.....	2
6. 350101-50	1/2" x 3" Hex Bolts	2
7. 350259-01	1/2" Lock Nuts	2
8. 350308-00	1/2" Flat Washer.....	4

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.

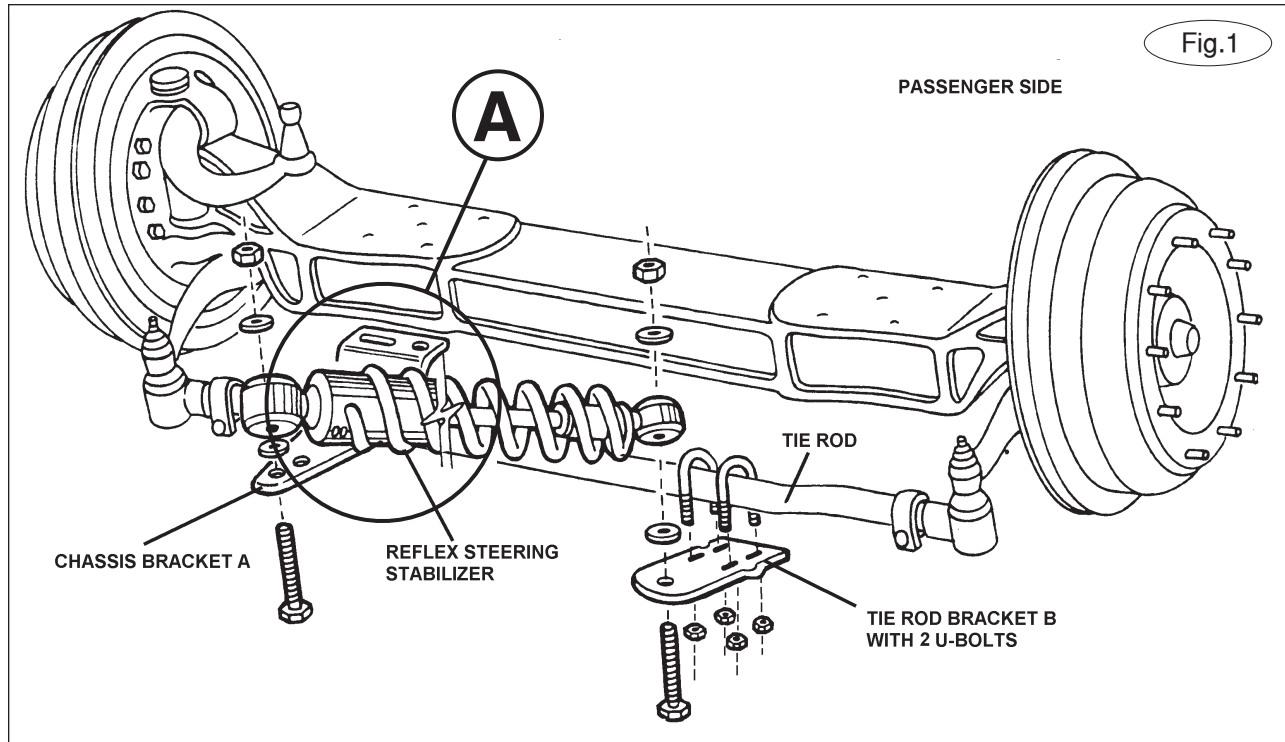


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Note: Before installing the shock component of this system, please ensure that the spring is fully-seated in its track on the collar of the unit. If it is installed without the spring fully-seated in its track, the unit could malfunction or otherwise fail to operate properly (A).

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS			U-BOLTS	
Thread	Grade	Torque	Thread	Torque
3/8.....	5.....	30 ft./lbs.	3/8-24	35 ft./lbs.
7/16.....	5.....	50 ft./lbs.	1/2-20	70 ft./lbs.
1/2.....	5.....	75 ft./lbs.	5/8-18	140 ft./lbs.
5/8.....	5.....	140 ft./lbs.	3/4-16	250 ft./lbs.
			7/8-14	400 ft./lbs.

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform. Also, these torque values are intended as general guidelines. 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.

- Center the steering wheel and lock it into place.
- Remove the two nuts from the driver's side rear axle U-bolt. Install the chassis bracket over the U-bolts, replace the nuts and torque to the manufacturer's recommendations.
- Clean the tie rod and loosely install the tie rod bracket toward the passenger side using two 3/8" U-bolts and the four supplied 3/8" lock nuts and 10mm flat washers. Position the tie rod bracket under the tie rod with the steering stabilizer bolt hole toward the rear of the vehicle.
- Place the Reflex stabilizer's bottom end mount on the chassis bracket mounting hole and place the piston rod in the tie rod bracket mounting hole. Adjust the position of the tie rod bracket, if necessary. Place one of the supplied 1/2" flat washers between each mounting bracket bolt hole and Reflex stabilizer end mount. Insert one of the supplied 3" bolts through each steering stabilizer end mount and mounting bracket. Place one of the supplied 1/2" flat washers and 1/2" lock nuts on each mounting bolt and tighten. Allow the Reflex stabilizer end mounts to rotate easily around the mounting bolts. *Note: the tie rod bracket should be positioned so that the top end is approximately 1/2" higher than the bottom end (Fig.1).*
- Tighten the U-bolt lock nuts. Torque the hardware to approximately 30 ft./lbs.
- 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.