

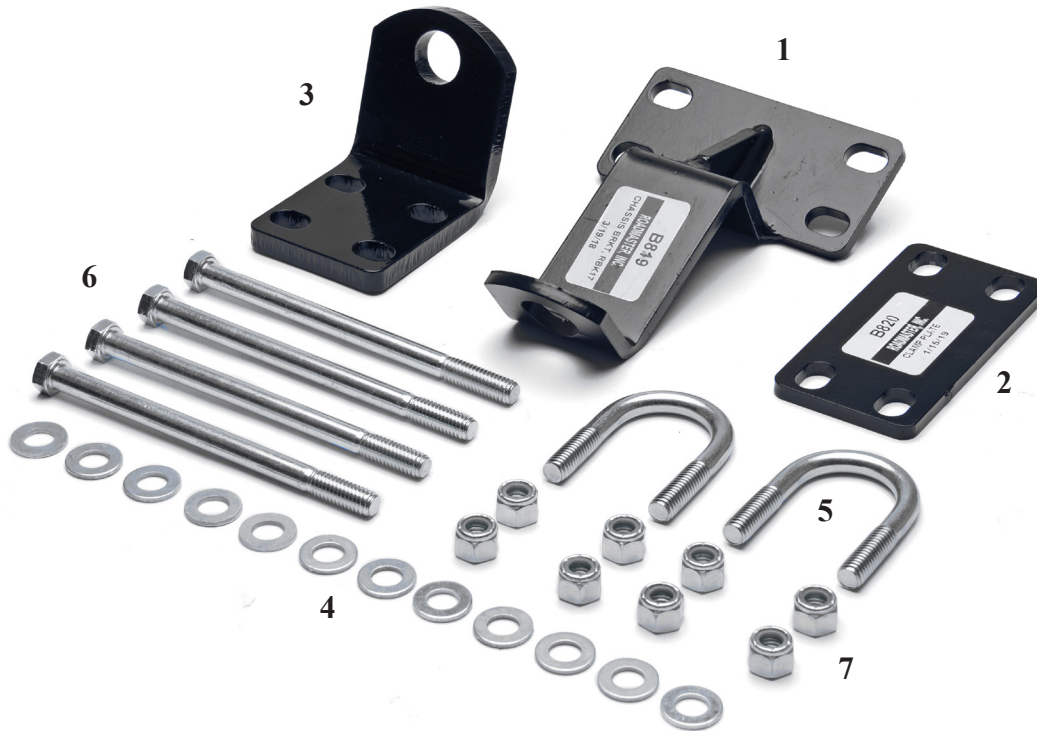


REFLEX STEERING STABILIZER **KIT# RBK17**

INSTALLATION INSTRUCTIONS

85-4133-09
07-19

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



Part #	Description	Qty
1. B819	Chassis Bracket	1
2. B820	Clamp Plate	1
3. B825	Tie Rod Bracket	1
4. 355710-00	10mm Flat Washer	12
5. SMU38	3/8" U-bolt	2
6. 350621-00	3/8" x 5-1/2" Hex Bolts	4
7. 350255-00	3/8" Lock Nuts	8

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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Fig.1



Fig.2

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 (Fig.1).

1. Center the steering wheel and lock the steering into place.
2. *Note:* check to make certain this vehicle has a dual cross member configuration where the tie rod runs between them. If your vehicle does not have this system, this application will not fit.

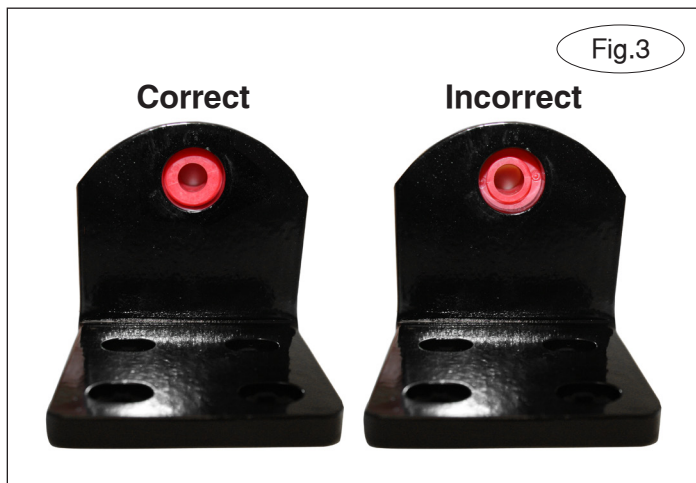


Fig.3

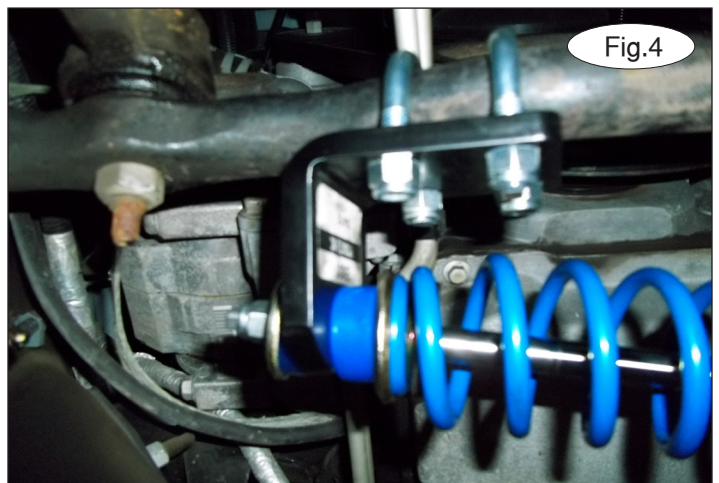


Fig.4

3. The chassis bracket will be installed on the driver's side of the rear cross member. The flat plate mounts to the rear of the vehicle and the mounting plate must face toward the front of the vehicle and should be mounted as close to the A-frame pivots as possible but should not interfere with the pivot. The mounting end will extend over the pivot toward the driver's side. Secure these plates using the supplied 3/8" x 5 1/2" bolts, 10mm flat washers and 3/8" lock nuts (Fig.2). *Note: Ensure the bushings are oriented in the tie rod bracket hole as shown in Figure 3. Proper orientation of the bushing will keep the Reflex unit centered in the bracket. Note that the bracket shown in Figure 3 may vary by kit.*

4. Loosely install the stabilizer to the chassis bracket. The end without the spring will attach to the chassis bracket.
5. Loosely attach the tie rod bracket to the other end of the assembly. Refer to Figure 3 for correct bushing placement.
6. Attach the tie rod bracket to the drag link using the supplied 3/8" U-bolts. Position the bracket so that the stabilizer runs parallel to the ground as much as possible. Torque the hardware to approximately 30 ft./lbs (Fig.4). Attach the tie rod bracket to the drag link using the supplied 3/8" U-bolts (Fig.4). Position the bracket so that the stabilizer runs parallel to the ground as much as possible, and so the L bracket faces toward the center of the vehicle.



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7. Ensure oil pan clearance and then torque the hardware to approximately 30 ft./lbs. Tighten the mounting hardware. Figure 5 shows the completed installation.

8. 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.

