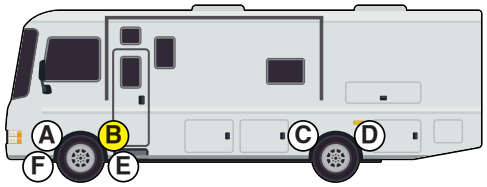
Front Anti-Sway Bar Kit
INSTALLATION INSTRUCTIONS

KIT# 1259-105
06/25
RS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 www.RoadmasterInc.com

For Front Anti-Sway Bar Kit for Workhorse W22, Holiday Rambler Vacationer, and Monaco Lapalma models

Note: Vacationer and Lapalma models will also require axle bracket kit #590063-00



⚠ WARNING

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

- If raising the vehicle to install the anti-sway bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions and use all bolts and parts supplied. Use only the parts supplied by ROADMASTER to install this kit.
- Minor modifications are sometimes necessary due to slight vehicle variations, even for the same year, make and model.
- 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 manufacturer after this kit was designed, there may be weldments, braces, gussets, or other structural items which interfere with the installation. It is the installer's responsibility to allow for these running changes without sacrificing the structural integrity of the anti-sway bar. Failure to securely fasten the anti-sway bar could result in property damage, personal injury or even death.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- Check ALL the fasteners for tightness before and after road testing the vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components.
- Do not use an air impact wrench when re-installing bolts, as stripped threads may result.
- This anti-sway bar is only warranteed for the original installation. Installing a used anti-sway bar on another vehicle is not recommended and will void the warranty.

Information:

Thank you for purchasing this rear anti-sway bar kit. This kit is designed to improve the handling characteristics of the motorhome; by reducing the body roll and balancing the weight transfer during cornering.

The anti-sway bar kit is engineered for long life and trouble-free performance. For maximum suspension control, use this kit along with our shock absorbers and our front anti-sway bar kit. All the hardware needed for installation is included in this kit. 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.

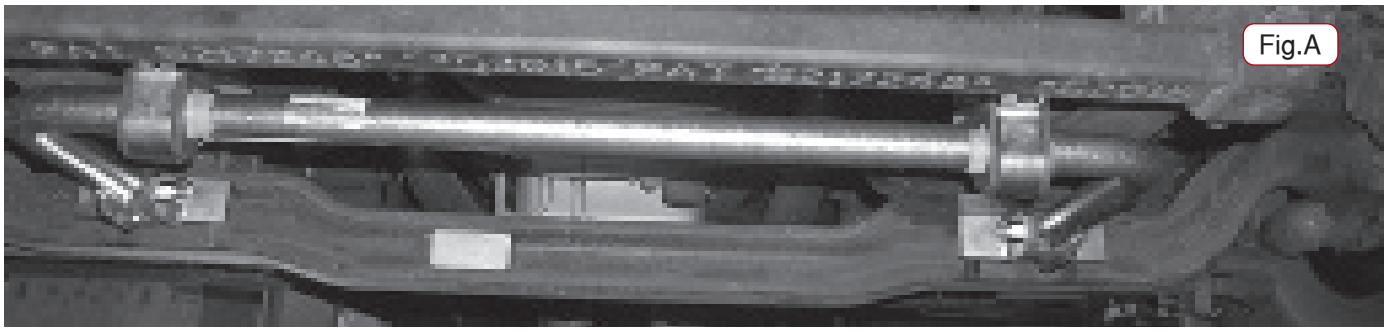


Fig.A

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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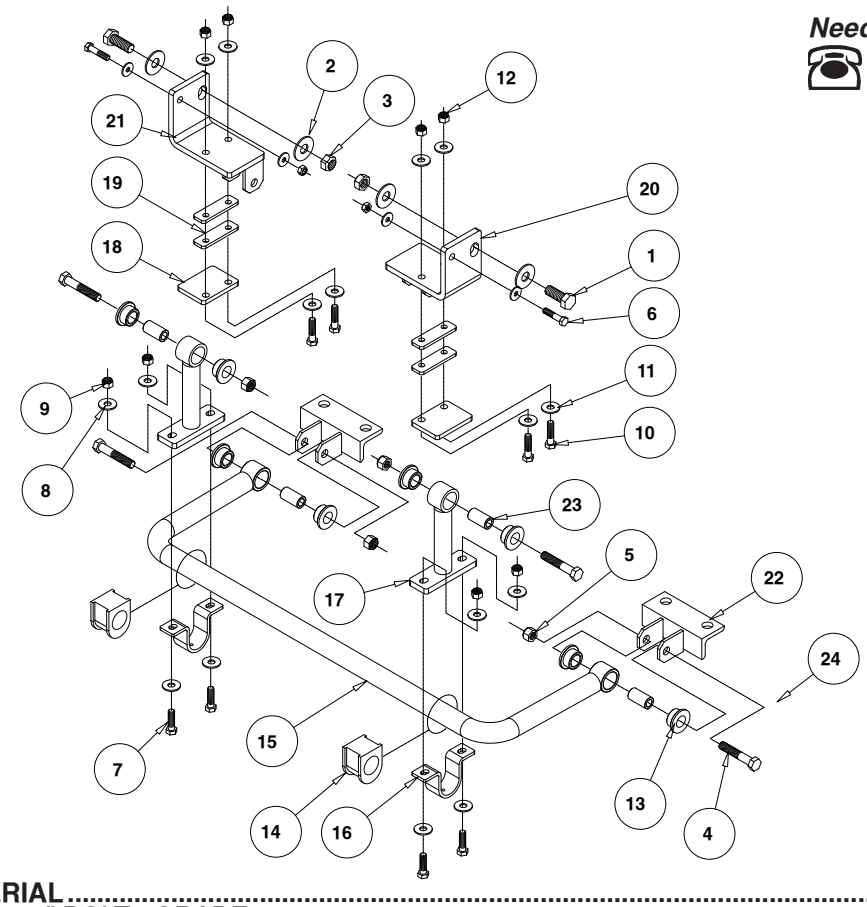
What You'll Need

Sockets and Wrench
General Hand tools
Jack Stands
Second Person to Help

About this kit

1-5/8" Diameter
For most Workhorse W22, Holiday Rambler Vacationer, and Monaco Lapalma models.

Need Help? Call Toll-Free
1-800-669-9690



ITEM	QTY	MATERIAL	PART
1	2	3/4-10 x 3" BOLT - GRADE 5	350184-00
2	4	3/4" FLAT WASHER	350314-20
3	2	3/4" NYLON INSERT LOCK NUT	350265-00
4	4	5/8-11 x 3 1/2" BOLT - GRADE 8	350156-00
5	4	5/8" NYLON INSERT LOCK NUT	350263-00
6	2	1/2-13 x 2" BOLT - GRADE 8	350703-00
7	4	1/2-13 x 1 3/4" BOLT - GRADE 8	350096-80
8	12	1/2" FLAT WASHER	350308-20
9	6	1/2" NYLON INSERT LOCK NUT	350259-00
10	4	7/16-14 x 2" BOLT - GRADE 8	350076-80
11	8	3/8 FLAT WASHER	350304-80
12	4	7/16" LOCK NUT	350256-02
13	8	POLY BUSHING	205209-00
14	2	POLY BUSHING	205222-10
15	1	SWAY BAR	580055-00
16	2	U CLAMP	B141
17	2	DROP LINK	B414
18	2	CLAMP PLATE	B419
19	4	SHIM PLATE	B423
20	1	DRIVER SIDE FRAME BRACKET	B424
21	1	PASSENGER SIDE FRAME BRACKET	B425
22	2	AXLE BRACKET	B426
23	4	SLEEVE	205503-10
24	1	AQUALUBE	400011-30
25	1	THREADLOCKER	200544-00

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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.***

Installation:

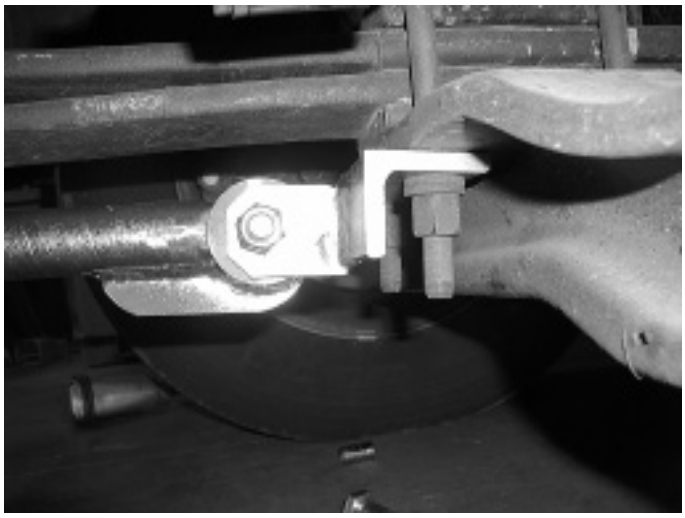
1. Remove the two front U-bolt nuts from each side of the axle. Install the supplied B426 axle brackets. Reinstall the U-bolt nuts but do not tighten them yet (Figure 1)

Note: For Monaco Vacationer and Lapalma models, install the B701 and B702 brackets at this time. Unbolt the end links first, followed by the saddle brackets. ***Due to the size and weight of the bar, a second person is recommended to assist with removal of the final brackets.***

2. Locate and remove the factory 30mm bolt from the rear steering box bracket inside the driver's side frame rail.

3. Attach the B425 frame bracket using the front hole and align the tabs forward. Reinstall the 30mm bolt and torque to factory specification.

Figure 1

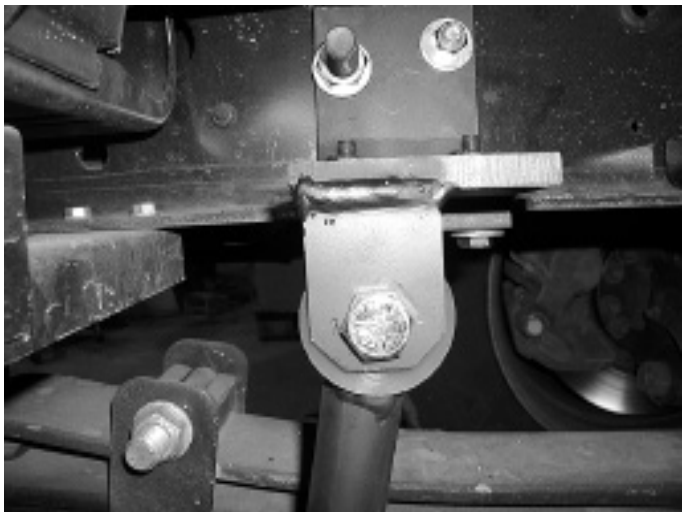


⚠ WARNING

The anti-sway bar is heavy, and may cause property damage or personal injury if it falls on equipment, engine components or any part of your body. Ensure that the anti-sway bar is supported and that you are out of the way when removing the brackets.

Failure to follow these instructions may cause property damage, personal injury or even death.

Figure 2



4. Drill a 1/2" hole through the frame rail. Install the supplied 1/2" x 2" bolt, washer, and nut. Torque to 80—100 ft-lbs. Assemble the included spacer plate and clamp plate using 7/16" bolts, washers, and nuts. Tighten clamp bolts to 40—50 ft-lbs.

5. Attach the anti-sway bar to the axle plates using 5/8" bolts. Torque to 30—45 ft-lbs (Figure 3).

6. Insert bushings and sleeves into the drop links. Attach the drop links to the frame brackets. Torque bolts to spec (Figure 4).

7. Lubricate the inside of the sway bar bushings using the supplied grease (Figure 5). Install the bushings and U-clamps onto the anti-sway bar.

8. Connect the anti-sway bar to the drop links using the supplied bolts, secure with threadlocker and torque. (Figure 4).

9. Torque the axle U-clamps nuts to factory specifications.

10. Test drive the vehicle. Recheck all fasteners and listen for any unusual noises. Torque bolts as needed after initial drive.

Figure 3

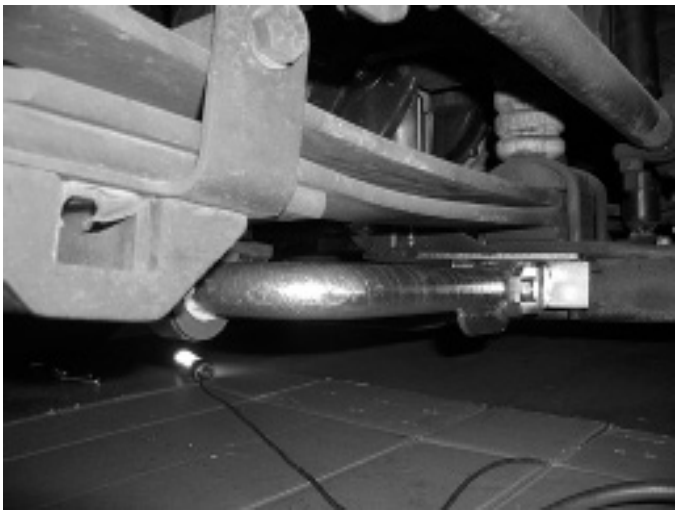


Figure 4

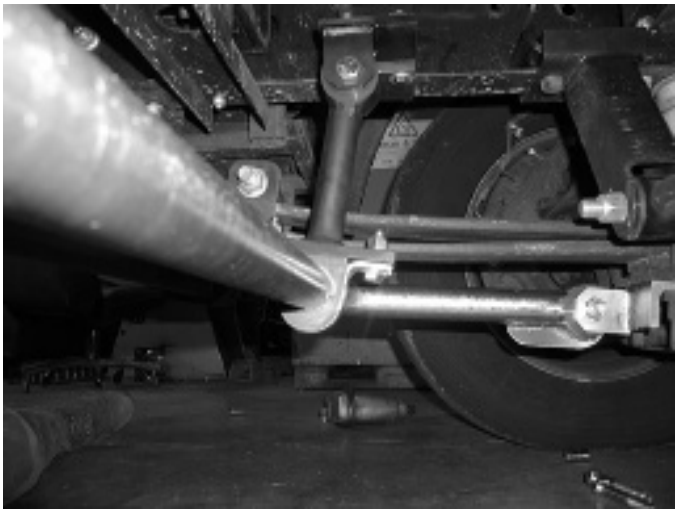
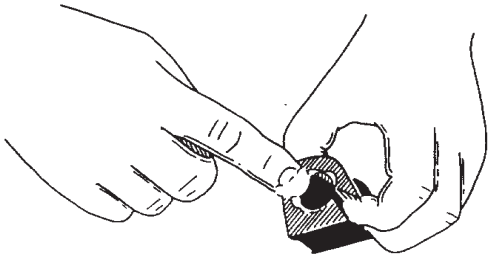


Figure 5



⚠ WARNING

THE ANTI-SWAY BAR IS NOT A LOAD-BEARING COMPONENT!

Do not tow or hoist the vehicle using the anti-sway bar or its mounting brackets as attachment points. The anti-sway bar is not designed to carry the weight of the vehicle and may collapse, which will damage the anti-sway bar components, the suspension, or other components. The vehicle will detach or fall, which may cause severe personal injury.

Failure to follow the instructions in this packet and the warnings therein may result in property damage, personal injury or even death.

⚠ WARNING

After road testing, re-check all fasteners for proper tightness – if a fastener has worked loose or fallen off, re-tighten or replace it. Without all kit components properly tightened or in place, the anti-sway bar will not stabilize the vehicle at full capacity, which may cause reduced cornering ability or other reductions in vehicle handling or performance.

Failure to follow these instructions may cause property damage, personal injury or even death.