

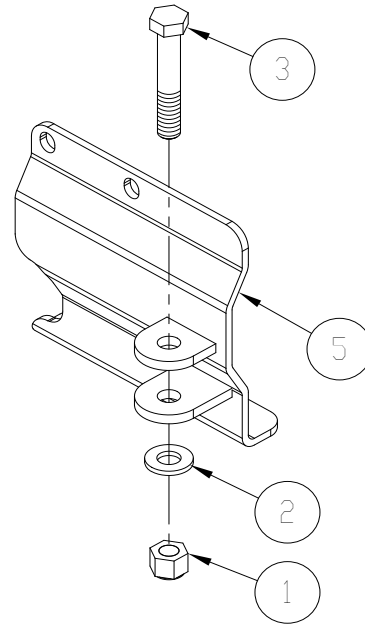
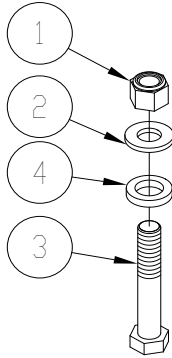


EXACT CENTER BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# ECB7

85-6351
05-24

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



See what
this fits

ITEM	QTY	DESCRIPTION	PART NUMBER
1.....	2.....	1/2-13 NYLON INSERT LOCK NUT	350259-00
2.....	2.....	1/2" SAE WASHER.....	350308-20
3.....	2.....	1/2-13 x 3" BOLT - GRADE 8.....TIGHTEN TO 25 ft-lbs.....	350706-00
4.....	1.....	1" OD x .188 WALL X 3/16" SPACER.....	A002965
5.....	1.....	BRACKET	C003697
6.....	1.....	LOCTITE	200544-00



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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.



Fig.1



Fig.2

1. Remove the factory stabilizer by removing two bolts using an 18mm socket (Fig.1).
2. Use a 13mm wrench and socket to remove the four bolts attaching the factory axle bracket to the axle (Fig.2).



Fig.3



Fig.4

3. Place Loctite on the factory bolts you removed in the previous step. Then, install the factory axle bracket, securing it with the bolts by tightening the bottom two bolts first (Fig.3).
4. Install the tie rod end using the supplied 5/16" spacer on top of the jack center ring. Insert it between the factory mounting tabs on tie rod. Use the 1/2" bolt and finish it with a 1/2" flat washer and lock nut (Fig.4). Insert the other end into the axle and secure it with a 1/2" bolt (Fig.5 – next page). Finish the bolt with a 1/2" flat washer and a 1/2" nut. Now, tighten both ends. Tighten bolts to 25 ft-lbs. *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.

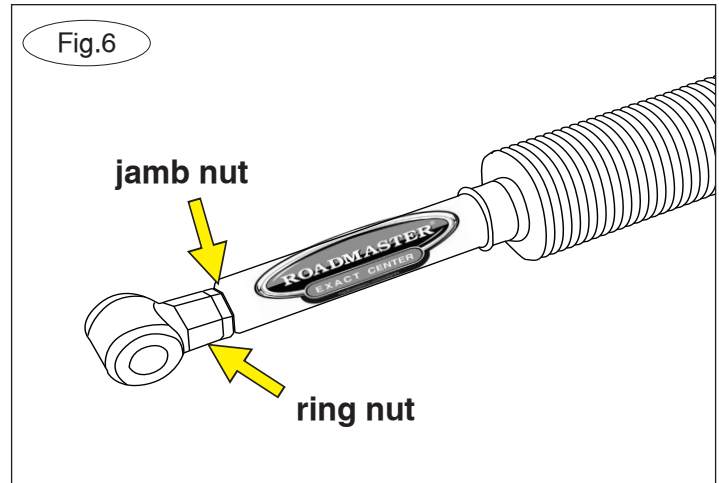


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5. First, ensure that the suspension is loaded. Then, tighten the jamb nuts against the ring nuts on each end (Fig.5). **Note: Hold the Exact Center unit in place so that it does not rotate when you tighten the jamb nuts.** Test drive the vehicle and ensure that it is not pulling to the left or right. If it needs to be adjusted, follow step 6.

6. **IMPORTANT** Several micro-adjustments may be needed before the fit is dialed in. A left pull can be corrected by lengthening the unit; a right pull can be corrected by shortening the unit. **Important: Only loosen one jamb nut at a time when adjusting. Be sure the jamb nuts are tightened against the END and not the body. Do not exceed a distance of 3/8" between the jamb nut and unit body.**

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 parts 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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