

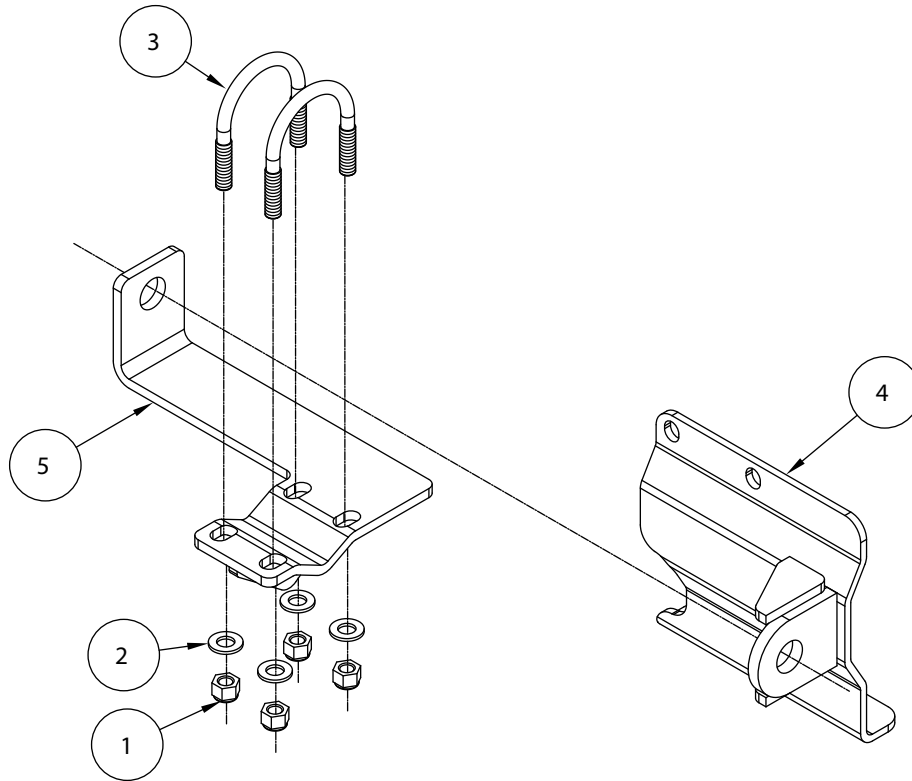


# REFLEX STEERING STABILIZER **KIT# RBK27**

## INSTALLATION INSTRUCTIONS

85-6156-00  
01-21

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



ITEM	QTY	DESCRIPTION	PART #
1.....	4 .....	3/8" LOCK NUT.....	350255-00
2.....	4 .....	10MM FLAT WASHER.....	355710-00
3.....	2 .....	U-BOLT .....	350086-00
4.....	1 .....	BRACKET .....	B1019
5.....	1 .....	BRACKET .....	B1033

### 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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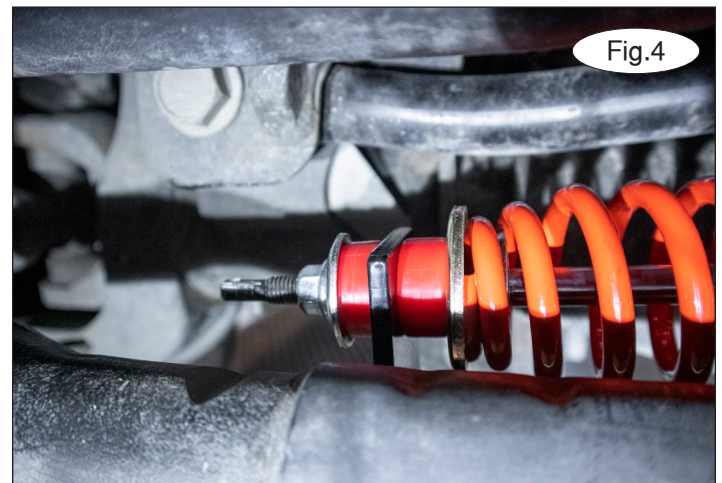
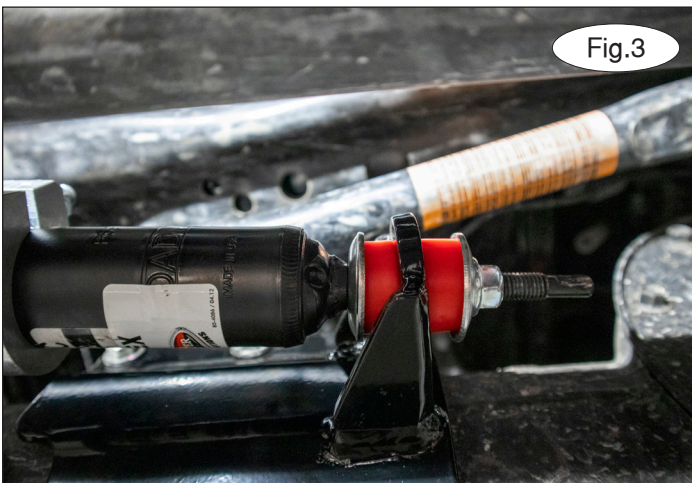
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1. Remove the existing steering dampener by removing two bolts using an 18mm socket and wrench.
2. Remove the factory tie rod bracket using an 18mm socket and wrench.
3. Remove the axle bracket using a 13mm socket and wrench.



4. Install the supplied axle bracket using the factory hardware you removed in step 3 (Fig.1).
5. Loosely install the tie rod bracket using the supplied 3/8" hardware and install and secure the axle side of the RSSC shock (sold separately) (Fig.2).
6. Slide the tie rod bracket over the other end of the RSSC and secure it using the factory hardware you removed in step 2 (Fig.3). Then, ensuring that the steering is still straight, tighten the tie rod bracket to the tie rod.

**Now, push up on the tie rod bracket and oscillate it to simulate normal driving conditions, ensuring that it will not contact any vehicle components. Failure to check for clearance may result in non-warranty damage.**



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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.