

Trac FM2 TruTrac Bar Front Trac Rod (Fits Freightliner M2) Installation Instructions

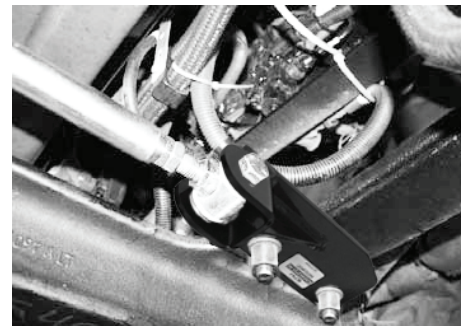
The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

Thank you for purchasing the TruTrac Bar by ROADMASTER. This product has been developed to enhance the handling characteristics of the Freightliner M2 chassis. Please be sure to properly identify your chassis to make sure this is the correct bar for your application.

1. Under normal circumstances, this installation will take 30-40 minutes. Before starting the installation, prepare the motorhome by parking it on a level surface and not on jacks.
2. Begin by removing the nuts on the rear u-bolt on the passenger side of the front axle. Place the axle bracket on the u-bolt as in figure 1, and replace and torque the nuts that were previously removed to 140-150 ft.-lbs.
3. Place the frame bracket on the outside of the bottom rail on the driver's side frame rail behind the axle and loosely secure it with the nut plate and supplied 5/8" x 1 3/4" bolts, flat washer and lock washers.
4. Now insert the end bolts from the rear. Make sure both end bolts face towards the front of the coach w/nuts on the front side of the bar. Adjust the bar until both end bolts easily slide through the bracket and the bar. Tighten both end bolts. These bolts are to be tightened only enough so that the bolts are snug in the bracket, but do not put pressure on the ends of the bar. The last step is to tighten the jam nut on the bar.

-CONTINUED ON THE NEXT PAGE-

Figure 1



⚠ WARNING

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

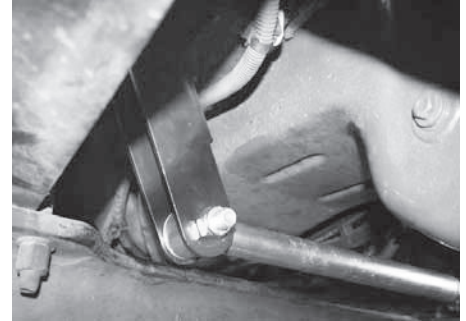
- If raising the vehicle to install the TruTrac bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions 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 TruTrac bar. Failure to securely fasten the TruTrac 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 TruTrac bar is only warranted for the original installation. Installing a used TruTrac bar on another vehicle is not recommended and will void the warranty.



Davis Tru Trac™ by ROADMASTER

5. Check to make sure that no wires, hoses, or lines are being obstructed. The installation is now complete, and should look like figures 2 and 3.
6. Road test and re-check installation. Recheck all nuts and bolts for tightness. After the first 1,000 miles or so check to make sure nuts and bolts have not loosened.

Figure 2



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 TruTrac 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 result in property damage, personal injury or even death.

WARNING

The bar is not a load-bearing component

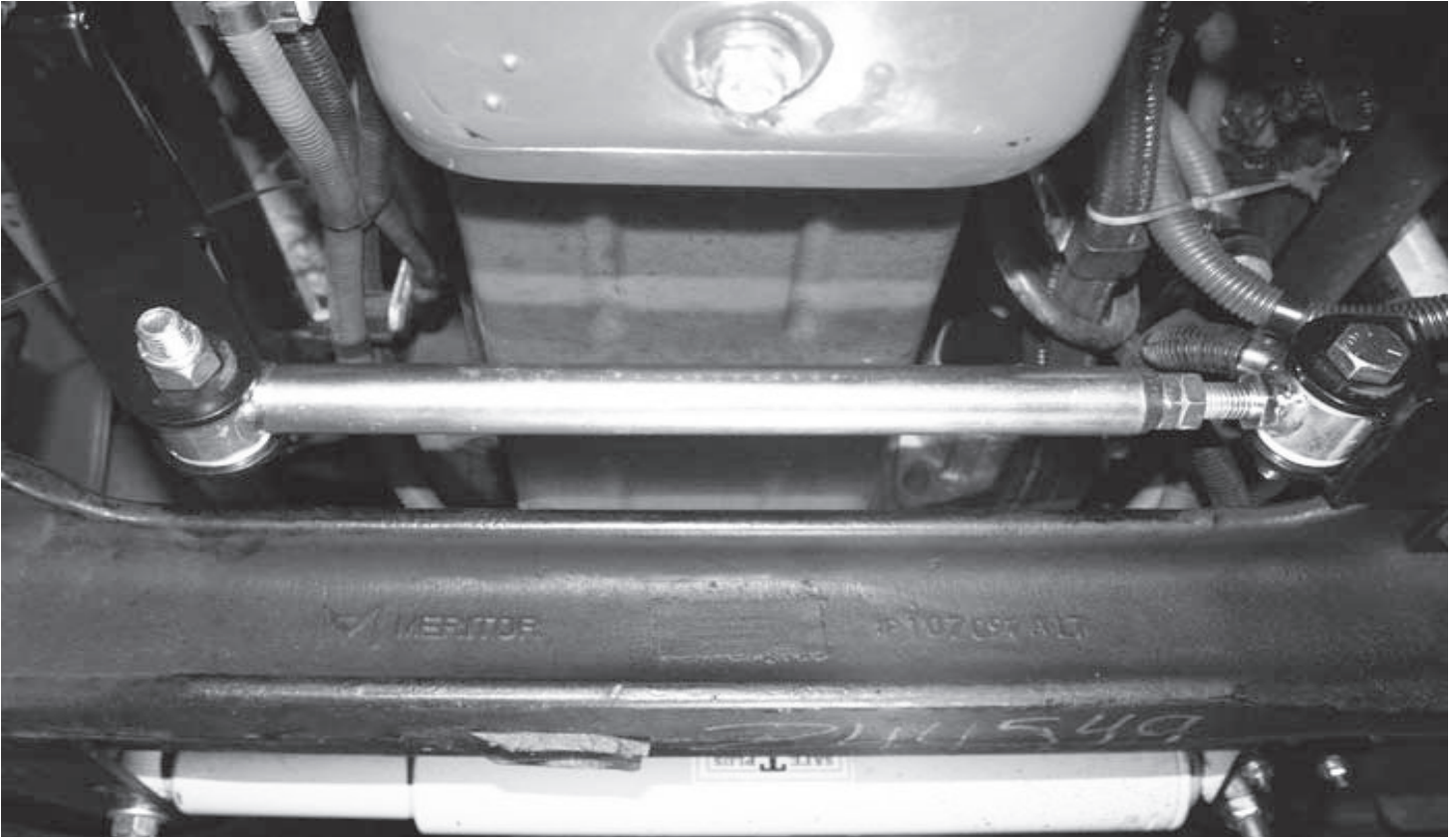
Do not tow or hoist the vehicle using the bar or its mounting brackets as attachment points. The bar is not designed to carry the weight of the vehicle and may collapse, which will damage the sway bar components, the suspension, or other components. The vehicle will detach or fall, which may cause severe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

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



Davis TruTrac™ by ROADMASTER

Figure 3



Trac FM2

Part #	Description	Qty	Part #	Description	Qty
B563	Bracket Axle Trac W22	1	350452-00	5/8" x 2" Hex Bolt	2
B533	Bracket Frame Trac W22	1	350734-00	5/8" Lock Washer	2
B532	Frame Pinch Plate W22	1	350731-00	5/8" Flat Washer	2
B529	Retaining Plate Trac W22	1	205504-00	Metal Sleeve	2
350711-00	3/4" x 3 1/2" Bolt	2	205209-00	Bushing	4
350738-00	3/4" Lock Nut	2	B787	Mtg Bracket	1

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS

Thread Size	Grade	Torque
3/8.....	5.....	30 ft./lbs.
7/16.....	5.....	50 ft./lbs.
1/2.....	5.....	75 ft./lbs.
5/8.....	5.....	140 ft./lbs.

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform.

Note: These torque values 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.