Davis TruTrac™ by ROADMASTER

853267-04

Ford V-10 TruTrac Bar

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 Ford 53 with a V-10 chassis. Please be sure to properly identify your chassis to make sure this is the correct bar for your application.

Note: for 2005 models only, the bump stop needs to be removed and reinstalled under the bracket.

Note: due to manufacturing variances, some vehicles may have limited clearance for the TruTrac bar.

1. Make sure coach is on level ground, sitting in a level position. Do not raise coach on jacks. Measure the distance from the top of the front shock absorber to the ground on both sides to assure equal spacing. If the measurements are not equal, move the coach and measure again, until the coach is level. These steps will assure correct installation and adjustment of the TruTrac Bar.

2. On the passenger side of the vehicle, locate the inside frame rail just forward of the shock absorber (Figure 1). Find the 1" hole in the frame. There is a corresponding 1" plug on the TruTrac Bar passenger side bracket. Install the passenger side bracket in the frame with the long span pointed downward and toward the center of the coach and the "L" shaped backing plate on the opposite side of the frame rail. Install the three ½" x 2" bolts and washers and torque the nuts to 80-90 ft.-lbs.

Figure 1

-CONTINUED ON THE NEXT PAGE-

⚠ 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.

3. Remove the driver side front axle rear U-bolt (Figure 2). Only the rear U-bolt needs to be removed. Set the TruTrac Bar axle bracket on top of the spring with the ear and the holes toward the center of the vehicle and pointing up. Re-install the factory axle U-bolt previously removed. Occasionally the U-bolt may spread when removed. It may be necessary to adjust the U-bolt in a vice to re-install it. Re-use the factory nuts and washers and torque to 220-230 ft.-lbs.

4. Insert the TruTrac Bar into the axle bracket and insert the large TruTrac Bar bolts supplied. Adjust the TruTrac rod assembly until the second TruTrac Bar bolt slips easily into the frame bracket. Note: Bolts must be installed from the front of the vehicle with the nuts on the rear side to avoid clearance problems. Install lock nuts supplied and tighten nuts and bolts to remove all play in the bracket, being careful to avoid compressing the bushing. Tighten the adjustment jam nut on the TruTrac rod assembly.

5. Re-check installation (Figure 3). If vehicle is equipped with a Safe-T-Plus steering stabilizer, re-adjustment of the Safe-T-Plus may be necessary. Test drive the vehicle and re-inspect installation. Re-check all nuts and bolts for tightness.

Figure 2

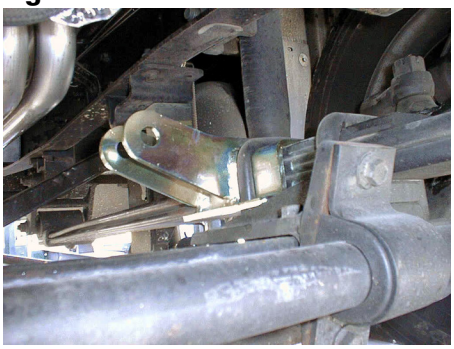
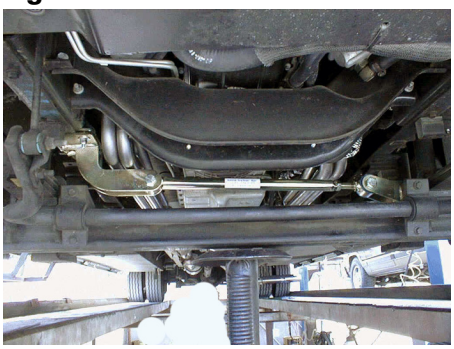


Figure 3



⚠ 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 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.

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS

Thread	*Grade*	*Torque*
3/8	5	30 lb-ft
7/16	5	50 lb-ft
1/2	5	75 lb-ft
5/8	5	140 lb-ft

U-BOLTS

Thread	*Torque*
3/8-24	35 lb-ft
1/2-20	70 lb-ft
5/8-18	140 lb-ft
3/4-16	250 lb-ft
7/8-14	400 lb-ft

Note: *Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform. Also, these torque values are intended as general guidelines. 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.*

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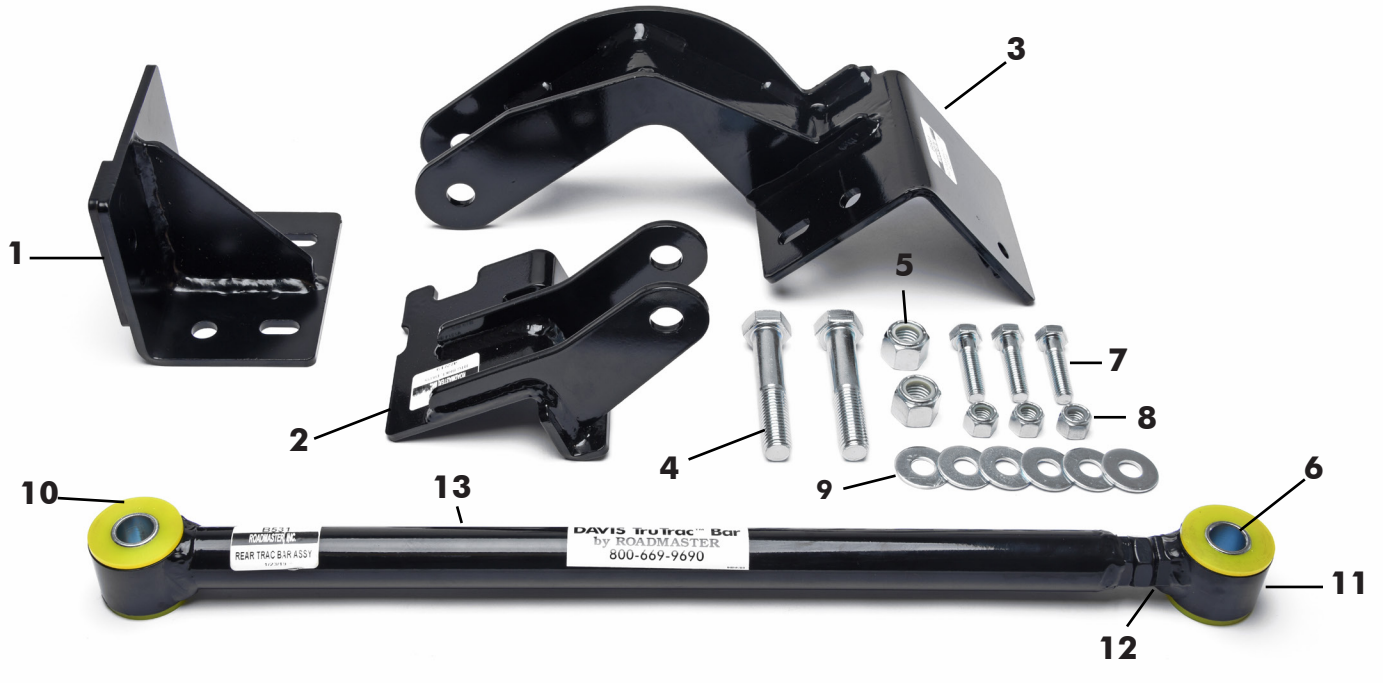

Trac V-10B

Part #	Description	Qty
1. B592	Davis Tru-Trac Weld	1
2. B590	Tru-Trac Weld	1
3. B591	Davis Tru-Trac Weld	1
4. 350185-00	3/4" Cap Screw	2
5. 350265-00	3/4" Lock Nut	2
6. 205504-00	Metal Sleeve	2
7. 350097-00	1/2" x 2" NC Gds Cs Zp	3

Part #	Description	Qty
8. 350259-00	1/2" NC Nylon Ins Ln Zp	3
9. 350308-00	1/2" Cut Washer	6
10. 205209-00	Bushing	4
11. B532	Rod End	1
12. 350288-00	3/4" Jam Nut	1
13. B531	Tube Panhard-Tru Trac	1