

# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

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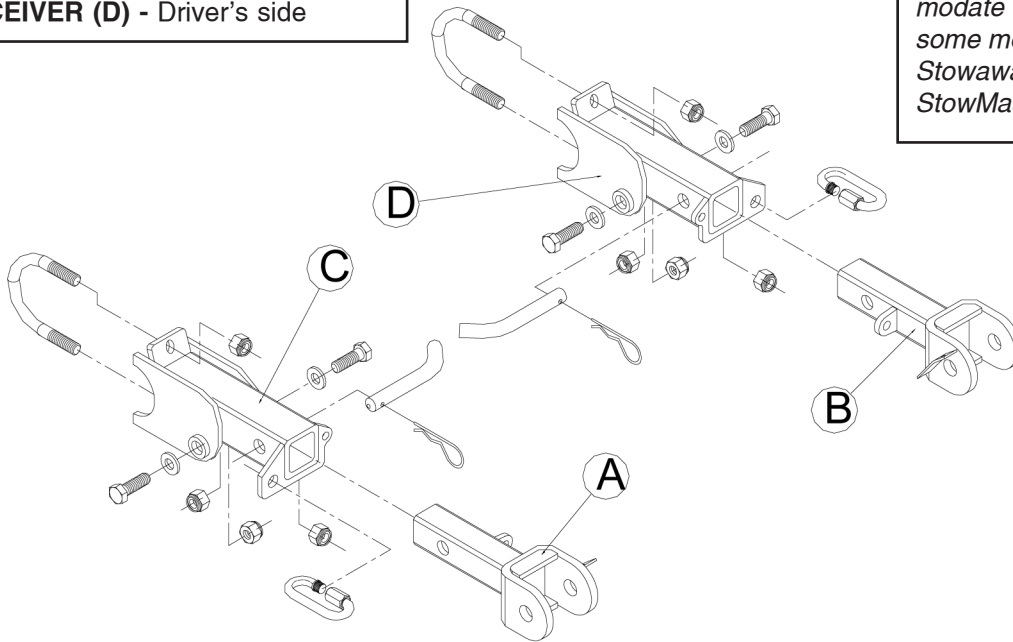
## PARTS LIST:

- 1- FRONT BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Driver's side
- 1- MAIN RECEIVER (C) - Passenger side
- 1- MAIN RECEIVER (D) - Driver's side

**KIT NO. 3101-1**

## Important

Note: this bracket will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or the StowMaster and StowMaster All Terrain tow bars.



2/1/01

**IMPORTANT:** All brackets **must** be assembled with all the bolts left loose for final adjustment and positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners

ROADMASTER Limited Warranty, including One-Year Conditional Warranty Text and Product Registration Card, in Carton.

## WARNING

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

- Installation of most mounting brackets requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounts and brackets for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- If running changes were made by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely

fasten the bracket could result in loss of the towed vehicle.

- If the towed vehicle has been in an accident, it must be properly repaired before attaching the bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket while turning sharply. Before getting on the road, test your turning radius in an empty parking lot. Turning too sharply could result in non-warranty damage to towing system, motorhome and/or towed vehicle.
- Do not back up with the towed vehicle attached or non-warranty damage will occur to your towing system, motorhome and/or towed vehicle.
- The safety cables must connect the towing vehicle to the towed vehicle frame to frame, with the cables crossed, with enough slack for sharp turns. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.

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**KIT NO. 3101-1**

1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. This bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of the main receiver braces, front braces and a hardware pack. The main receiver braces replace the stock tow hooks and mount in the frame on each side. The front braces insert into the receiver braces on each side. Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for.
2. Start by removing the stock front tow hooks located in the front frame. This will require removing two bolts on each side and one bottom bolt on each tow hook. The new receiver braces will mount in the same area and replace the tow hooks. The front mounting holes in the sides of each frame will be used by the receiver braces.
3. Working on one side at a time, find a U bolt and attach a fishwire to one end. Slide the U bolt into the frame and fish the U bolt over the top of the tubular cross member that goes through the frame. Leave in position for the next step.
4. Take the receiver brace and place the end of your fishwire through the top hole in the end of the brace. Once the U bolt is fishwired into the brace holes, bolt using ½” nylock nuts. Tighten the top nut first then finish tightening the bottom nut until you can just move the brace. The space is tight and a drive extension and U joint will be needed.
5. Bolt through the original tow bracket mounting holes on each side with ½” x 1 ¾” bolts flat washers and nylock nuts.
6. Repeat steps 3 through 5 for the remaining side.
7. Torque all mounting U bolts and bolts to the specifications below.
8. Insert the front braces into the receiver tubes and secure with 5/8” draw pins and 1/8” spring pins.
8. Install the tow bar directly to the front braces, eliminating the usual bar base. *Note:* this bracket set is designed to fit our 8000# Eagle tow bar.
9. Attach the safety cables to the main receiver brace.

**Hardware**

- 4- ½” flat washers
- 4- ½” x 1 ¾” bolts
- 2- ½” x 3” x 3” U bolts
- 8- ½” nylock nuts
- 2- cable connectors
- 2- 5/8” draw pins
- 2- 1/8” spring pins

**2/1/01**

### 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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated / Unplated	Thread Size	Grade	Plated / Unplated
5/16.....	5.....	13 ft./lb.	8mm-1.0 .....	8.8 .....	20 ft./lb. 18 ft./lb.	12mm-1.25 .....	8.8 .....	70 ft./lb. 65 ft./lb.
3/8.....	5.....	23 ft./lb.	8mm-1.25 .....	8.8 .....	19 ft./lb. 18 ft./lb.	12mm-1.5 .....	8.8 .....	66 ft./lb. 61 ft./lb.
7/16.....	5.....	37 ft./lb.	10mm-1.25 .....	8.8 .....	38 ft./lb. 36 ft./lb.	12mm-1.75 .....	8.8 .....	65 ft./lb. 60 ft./lb.
1/2.....	5.....	56 ft./lb.	10mm-1.5 .....	8.8 .....	37 ft./lb. 35 ft./lb.	14mm-2.0 .....	8.8 .....	104 ft./lb. 97 ft./lb.
5/8.....	5.....	150 ft./lb.						
			U-BOLT					
3/8.....	5.....	30 ft./lb.	7/16.....	5.....	45 ft./lb.	1/2.....	5.....	50 ft./lb.

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.