



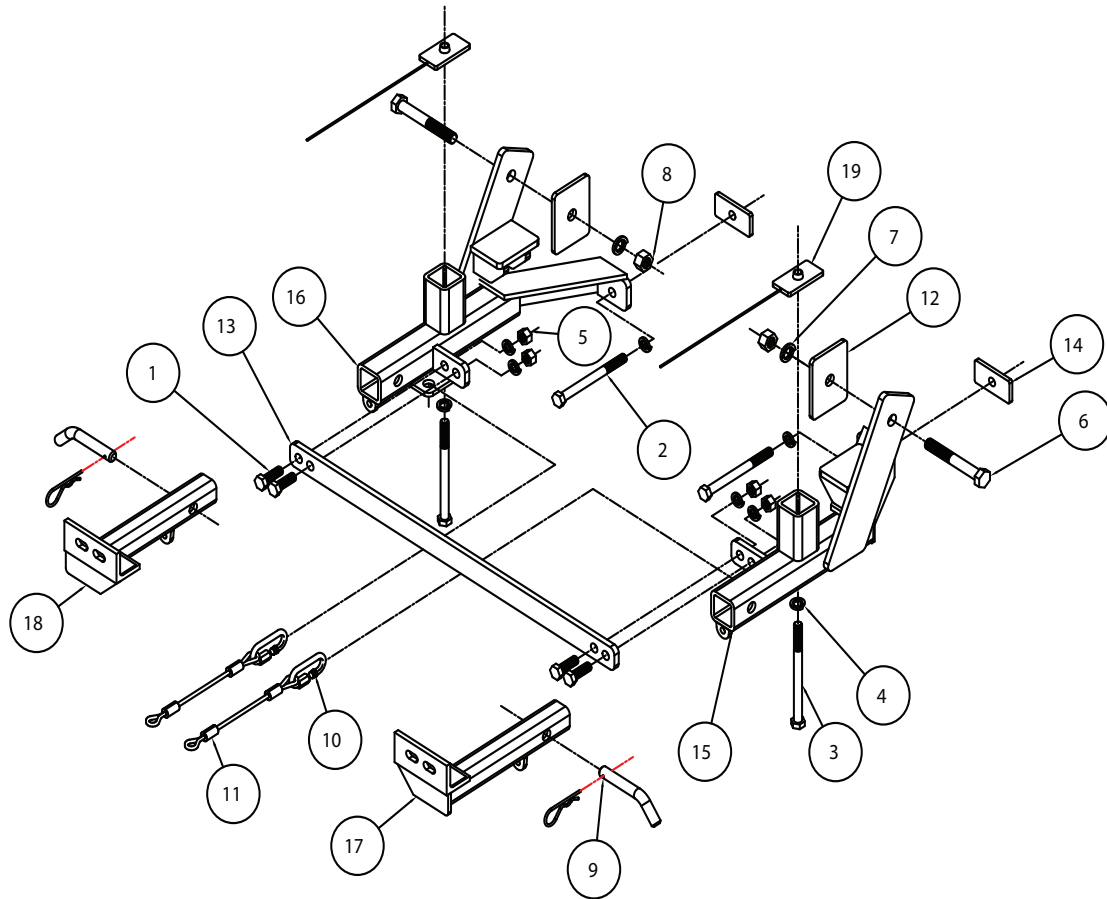
# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

**KIT# 4405-1**

10/09/13  
KS

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

ROADMASTER, INC.



ITEM	QTY	NAME	MATERIAL
1.....	4.....	1/2" x 1 1/2" BOLT .....	350095-00
2.....	2.....	1/2" x 5 1/2" BOLT .....	350108-00
3.....	2.....	1/2" x 6 1/2" BOLT .....	350110-00
4.....	8.....	1/2" LOCK WASHER.....	350309-00
5.....	4.....	1/2" HEX NUT.....	350258-00
6.....	2.....	5/8" x 4 1/2" BOLT .....	350159-00
7.....	2.....	5/8" LOCK WASHER.....	350313-00
8.....	2.....	5/8" HEX NUT.....	350262-00
9.....	2.....	DRAW PINS, SPRING PINS.....	357035-00
10.....	2.....	QUICK LINK .....	200008-00
11.....	2.....	SAFETY CABLE 10" .....	650648-10
12.....	2.....	1/4" x 3" x 4" BACKING PLATE .....	A-002141
13.....	1.....	CROSS BAR .....	A-002140
14.....	2.....	3/16" x 1 1/2" x 3" THREADED BACKING PLATE .....	A-003079
15.....	1.....	DRIVER SIDE RECEIVER.....	C-001330
16.....	1.....	PASSENGER SIDE RECEIVER .....	C-001331
17.....	1.....	DRIVER SIDE ARM .....	C-001332
18.....	1.....	PASSENGER SIDE ARM.....	C-001333
19.....	2.....	3/16" x 1 1/2" x 3" THREADED BACKING PLATE W/ ROD.....	C-002006



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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B).

The bracket kit consists of a passenger's side and driver's side main receiver brace, a cross brace and a hardware pack. The two main receiver braces mount to the frame. The removable front braces install in the main receiver braces.

Before starting the installation, lay out the kit components in order, as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is present and accounted for.



Fig.A



Fig.B

**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.
- 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.
- Roadmaster manufactures many styles of brackets. If your bracket has removable arms, they must be removed before driving the vehicle, unless the arms can be pinned or padlocked in place. If not secured, the arms could vibrate out, resulting in non-warranty damage or personal injury.
- 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.
- 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.
- 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.



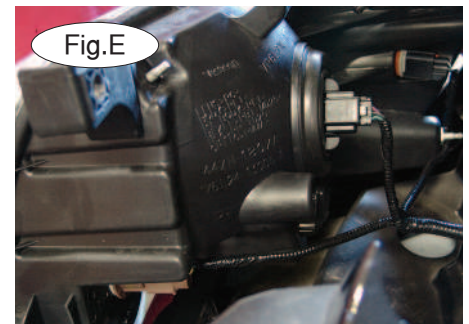
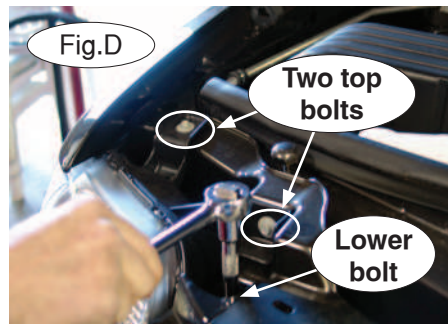
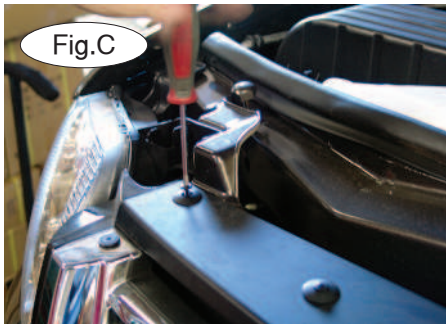


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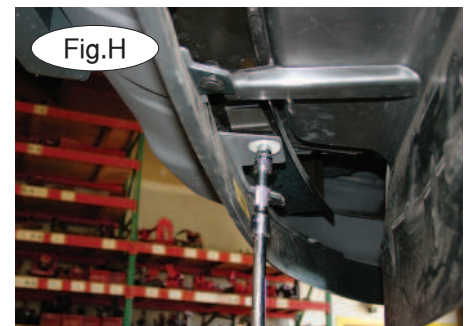
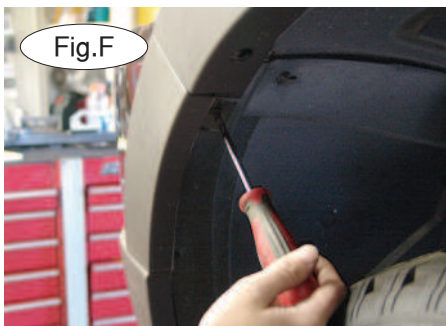


1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing six plastic fasteners that attach the grille to the core support (Fig.C).

2. Remove two 8mm bolts on top of the headlights. Next, loosen the lower mounting bolt (Fig.D). The lower mounting bolt is located on the inside at the bottom of the headlight.

3. Unplug the three connections to the headlight. Remove the headlight (Fig. E).

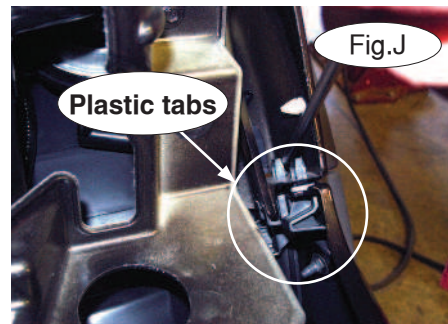
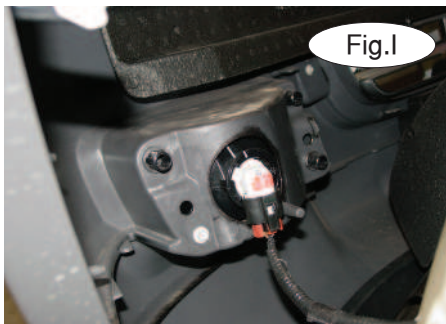
4. Repeat steps 2 and 3 for the other headlight.



5. On both sides, remove one Phillips screw from the inside edge of the fender well (Fig.F).

6. Remove one plastic fastener located on the bottom outside corner of the fascia (Fig.G). Repeat for the other side.

7. Remove two 10mm screws that attach the lower fascia to the bumper core. These are located towards the inside bottom of the fascia (Fig.H).



8. Now, unplug the fog lights (Fig.I).

9. To remove the fascia from the corner of the fender, push in on the two plastic tabs and pull down on the fascia (Fig.J-K).

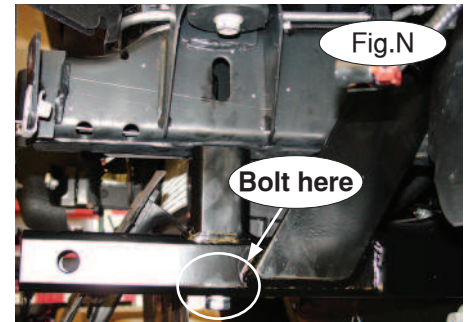
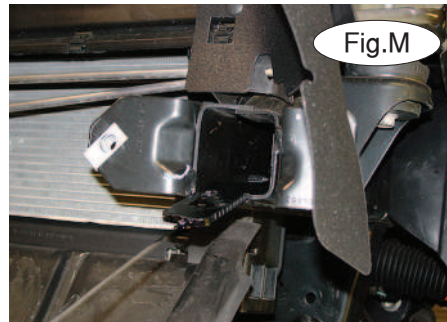


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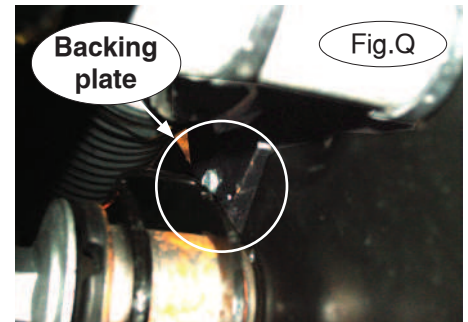
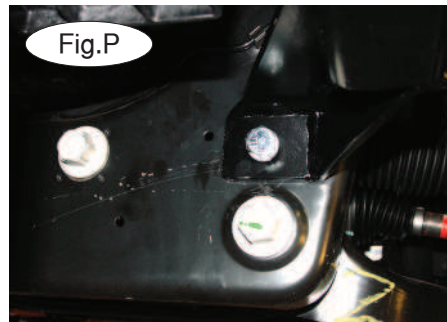
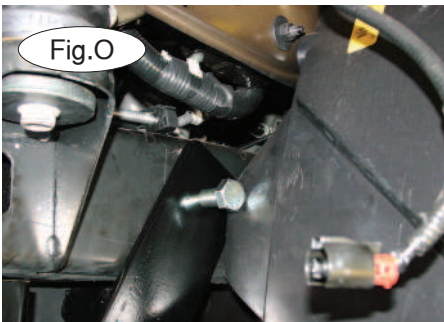
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10. Remove four 15mm bolts that attach the bumper core to the frame end. Remove the bumper core (Fig.L).
11. Insert the supplied  $\frac{1}{4}$ " x  $1\frac{1}{2}$ " x 3" nutted backing plate with wire attachment into the end of the frame. Position the backing plate over the existing hole in the bottom of the frame (Fig.M).
12. Lift the driver's side main receiver brace into place and thread the supplied  $\frac{1}{2}$ " x  $6\frac{1}{2}$ " bolt and lock washer into the backing plate (Fig.N). Do not tighten.



13. Now, insert the supplied  $\frac{5}{8}$ " x  $4\frac{1}{2}$ " bolt through the upper mounting plate and through the existing hole in the frame (Fig.O).
14. Place the  $\frac{1}{4}$ " x 3" x 4" backing plate (with the  $\frac{5}{8}$ " hole) over the  $\frac{5}{8}$ " bolt and finish with a lock washer and nut.
15. Next, insert the supplied  $\frac{1}{2}$ " x  $5\frac{1}{2}$ " bolt and lock washer through the rear mounting point of the main receiver brace and through the frame cross member (Fig.P). Bolt into place using the  $\frac{1}{4}$ " x  $1\frac{1}{2}$ " x 3" backing plate with welded nut (Fig.Q). The backing plate should mount between the cross member and the control arm. *Note:* due to manufacturing variances, the hole may need to be enlarged slightly.
16. Now, repeat steps 11 through 15 for the passenger's side of the vehicle.



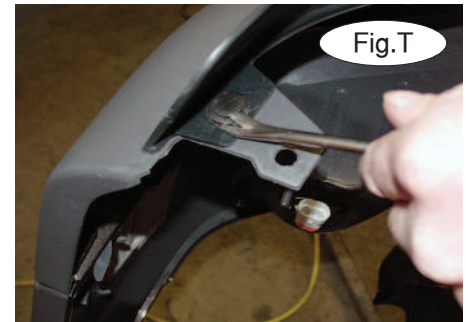
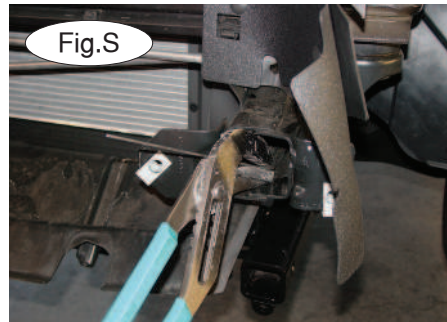
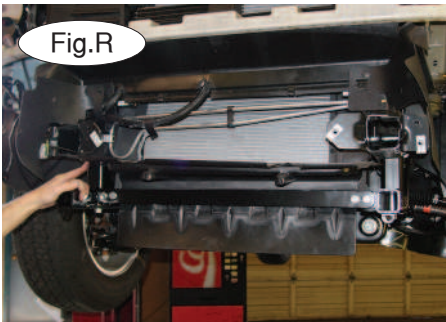


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17. Bolt the cross member into place using four 1/2" x 1 1/2" bolts, lock washers and nuts (Fig.R).

18. Torque all remaining bolts to the torque specifications listed at the end of these instructions.

19. Using pliers or cutters, remove the wires from the backing plates you inserted in step 11 (Fig.S).

20. Now, replace the bumper core (step 10).

21. Before reinstalling the fascia you will need to remove the air dam to allow for clearance of the main receiver braces: remove the six plastic fasteners to detach the air dam (Fig. T). You can leave the air dam off or use the yellow marker lines in Figure U as a guide for trimming.

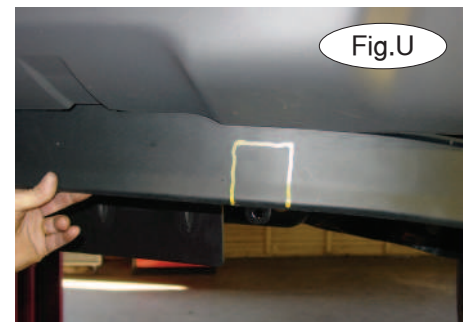
22. Reassemble the fascia and headlights, reversing steps 1 through 9.

23. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

24. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.V).

25. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

26. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



## 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

Thread Size	Grade	Torque
5/16.....	5.....	13 ft./lb.
3/8.....	5.....	23 ft./lb.
7/16.....	5.....	37 ft./lb.
1/2.....	5.....	56 ft./lb.
5/8.....	5.....	150 ft./lb.

### METRIC BOLTS

Thread Size	Grade	Plated / Unplated
8mm-1.0 .....	8.8 .....	20 ft./lb. 18 ft./lb.
8mm-1.25 .....	8.8 .....	19 ft./lb. 18 ft./lb.
10mm-1.25 .....	8.8 .....	38 ft./lb. 36 ft./lb.
10mm-1.5 .....	8.8 .....	37 ft./lb. 35 ft./lb.

### METRIC BOLTS

Thread Size	Grade	Plated / Unplated
12mm-1.25 .....	8.8 .....	70 ft./lb. 65 ft./lb.
12mm-1.5 .....	8.8 .....	66 ft./lb. 61 ft./lb.
12mm-1.75 .....	8.8 .....	65 ft./lb. 60 ft./lb.
14mm-2.0 .....	8.8 .....	104 ft./lb. 97 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.