



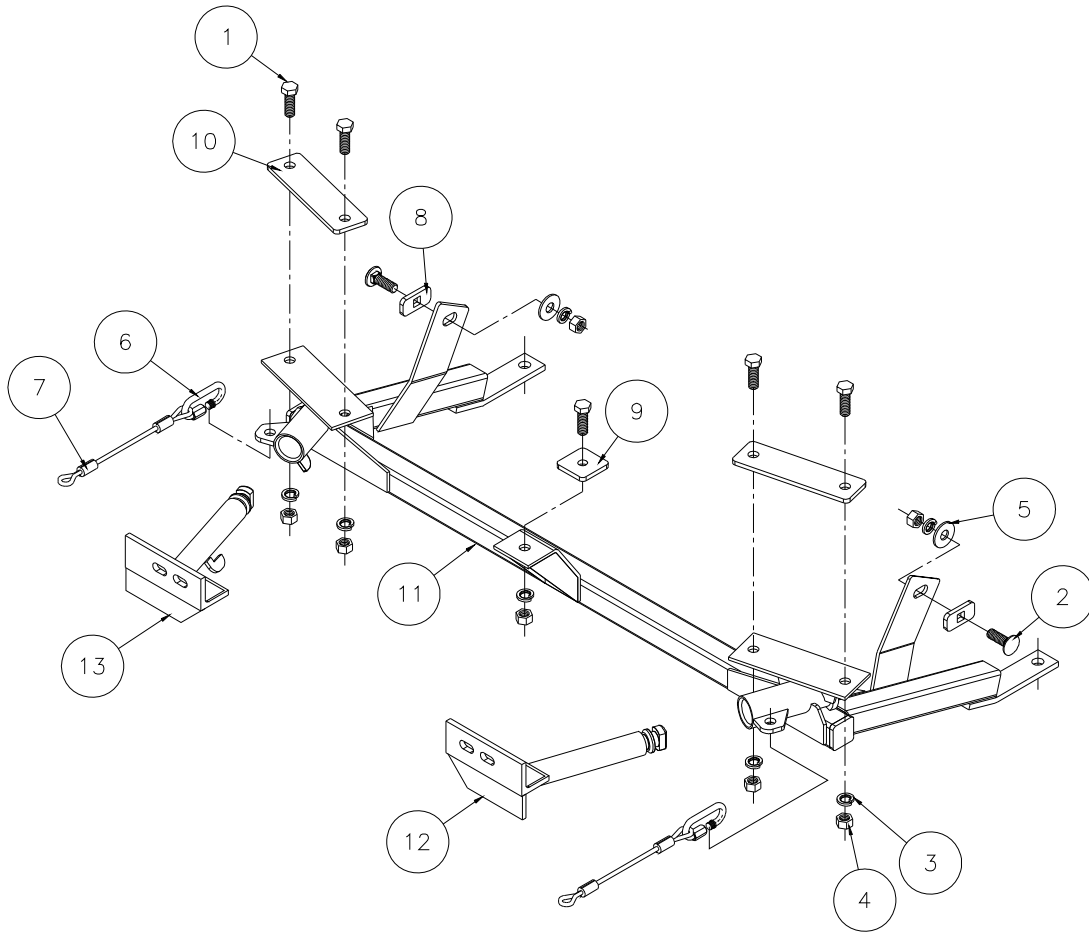
# MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

**KIT# 523137-1**

09/18/09  
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com

ROADMASTER, INC.



ITEM	QTY	NAME	MATERIAL
1	5	1/2" x 1 1/2" BOLT	350095-00
2	2	1/2" x 1 1/2" CARRIAGE BOLT	350625-00
3	7	1/2" LOCK WASHER	350309-00
4	7	1/2" HEX NUT	350258-00
5	2	1/2" FLAT WASHER	350308-20
6	2	QUICK LINK	200008-00
7	2	8" SAFETY CABLE	650646-08
8	2	1/4" X 1" X 2" SQUARE HOLE BACKING PLATE	A-000040
9	1	1/4" X 2" X 2" ROUND HOLE BACKING PLATE	A-001066
10	2	1/4" X 2" X 7" 2 HOLE BACKING PLATE	A-001967
11	1	MAIN RECEIVER	C-001220
12	1	DRIVER SIDE ARM	C-001221
13	1	PASSENGER SIDE ARM	C-001222



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This is one of our EZ series brackets, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two removable front braces and a hardware pack.

The main receiver brace mounts to the subframe, bumper core and both frame rails. The removable front braces install in the main receiver brace.

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.



**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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Fig.C



Fig.D



Fig.E

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 the four plastic fasteners at the top of the fascia, attaching the fascia to the core support (Fig.C).

2. Then, on each side, remove a plastic fastener holding the fascia to the bumper core (Fig.D).

3. On each side, remove five 7mm screws attaching the fascia to the fender liner. Three of the screws are along the edge of the fender well; two are at the bottom edge of the fascia (Fig.E). Remove one plastic fastener (Fig.F) as well.

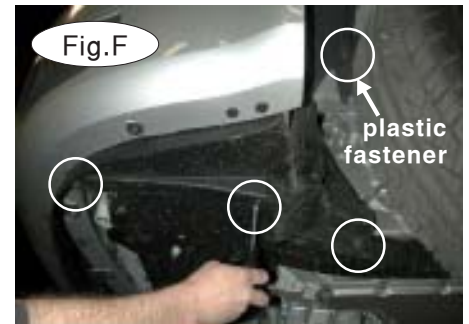


Fig.F

4. On each side, remove three 7mm screws attaching the fascia to the lower fender liner (Fig.F).

5. Also on each side, pull back the fender liner and remove one 10mm (head) bolt holding the fascia to the fender (Fig.G). Disconnect the fog lights, if the vehicle is so equipped (Fig.H). Then, pull the fascia out of the track, and pull forward on the fascia to remove it (Fig.I).



Fig.G



Fig.H



Fig.I

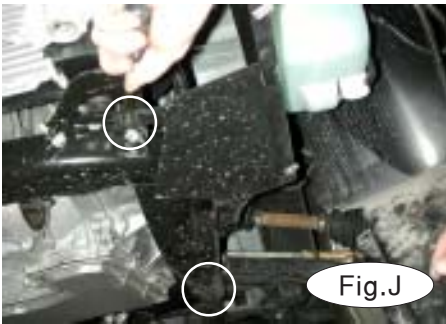


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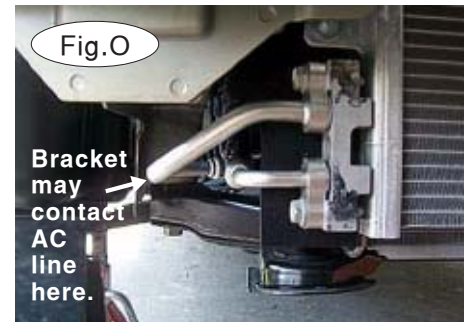
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6. Remove two plastic fasteners (on each side) holding each of the splash shields to the subframe (Fig.J), in order to gain access to the front subframe bolts.

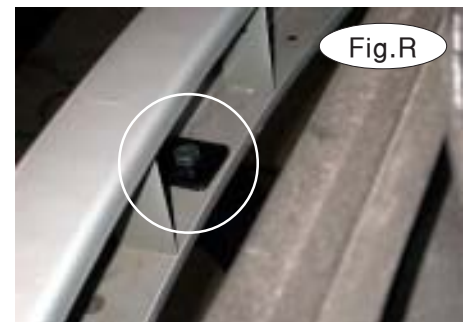
7. Support the subframe (Fig.K).

8. On each side, remove one 21mm front subframe bolt (Fig.L).



9. Attach the main receiver brace to the subframe – position the main receiver brace so that the holes in the brace align with the holes for the subframe bolts you removed in the previous step (Fig.M).

10. Apply thread lock to the subframe bolts, then screw the two bolts back in place (Fig.N). Torque the bolts to the specifications at the bottom of these instructions. *Note:* on some models, the air conditioning lines may contact the top of the main receiver bracket, on the rear passenger side brace (Fig.O). If this is the case, once you have torqued the subframe bolts into place, use a pry bar or screwdriver to bend the air conditioning line approximately a half inch up to clear the rear passenger side brace.



11. Attach the main receiver brace to the bumper core – There are three attachment points along the bumper core, one in the center and one at each side. Begin with the center: Using the hole in the main receiver brace as a template, drill a 17/32" hole through the bumper core (Fig.P).

12. Put a 1/2" x 1 1/2" bolt through the 1/4" x 2" x 2" backing plate (9/16" hole, Fig.Q). From the inside of the bumper core, position the backing plate so that the bolt drops through the hole you drilled in the previous step (Fig.R).



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13. Thread a lock washer and nut onto the bolt to secure it in place (Fig.S). Torque to the specifications at the bottom of these instructions.

14. Now, attach the main receiver brace to each side of the bumper core – first, using the holes in the main receiver brace as a template, drill two 17/32" holes through one side of the bumper core (Fig.T). Slide one of the 1/4" x 2" x 7" backing plates (9/16" hole) into the bumper core, and align the holes in the backing plate over the holes you just drilled. Drop two 1/2" x 1 1/2" bolts through the holes in the backing plate (Fig.U).



15. Thread a lock washer and nut onto each bolt to secure them in place (Fig.V). Torque to the specifications at the bottom of these instructions. Repeat for the other side.

16. Now, attach the main receiver brace to the frame rails – first, fishwire a 1/2" x 1 1/2" carriage bolt and one of the 1/4" x 1" x 2" backing plates (9/16" hole) through the square hole in one of the frame rails (Fig.W) and through the pre-drilled hole in the main receiver brace.

17. Attach the bolt to the main receiver brace with a 1/2" flat washer, a 1/2" lock washer and a nut (Fig.X). Torque the bolt to the specifications at the bottom of these instructions. Repeat for the other side.

18. Reattach both splash shields. In order to accommodate the main receiver brace, first trim a section of both splash shields. Use the white marker in Figure Y as a reference.



19. Before reattaching the fascia, trim three horizontal ribs from each side of the grille, as indicated in Figure Z.

20. Reinstall the fascia, reversing steps 1 through 5.



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21. Insert the removable front braces into the main receiver brace, and twist them 90 degrees to lock. Attach the safety cables with the cable connectors (Q-Links) to the front of the receiver brace (Fig.AA). Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

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



Fig.AA

## 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.