

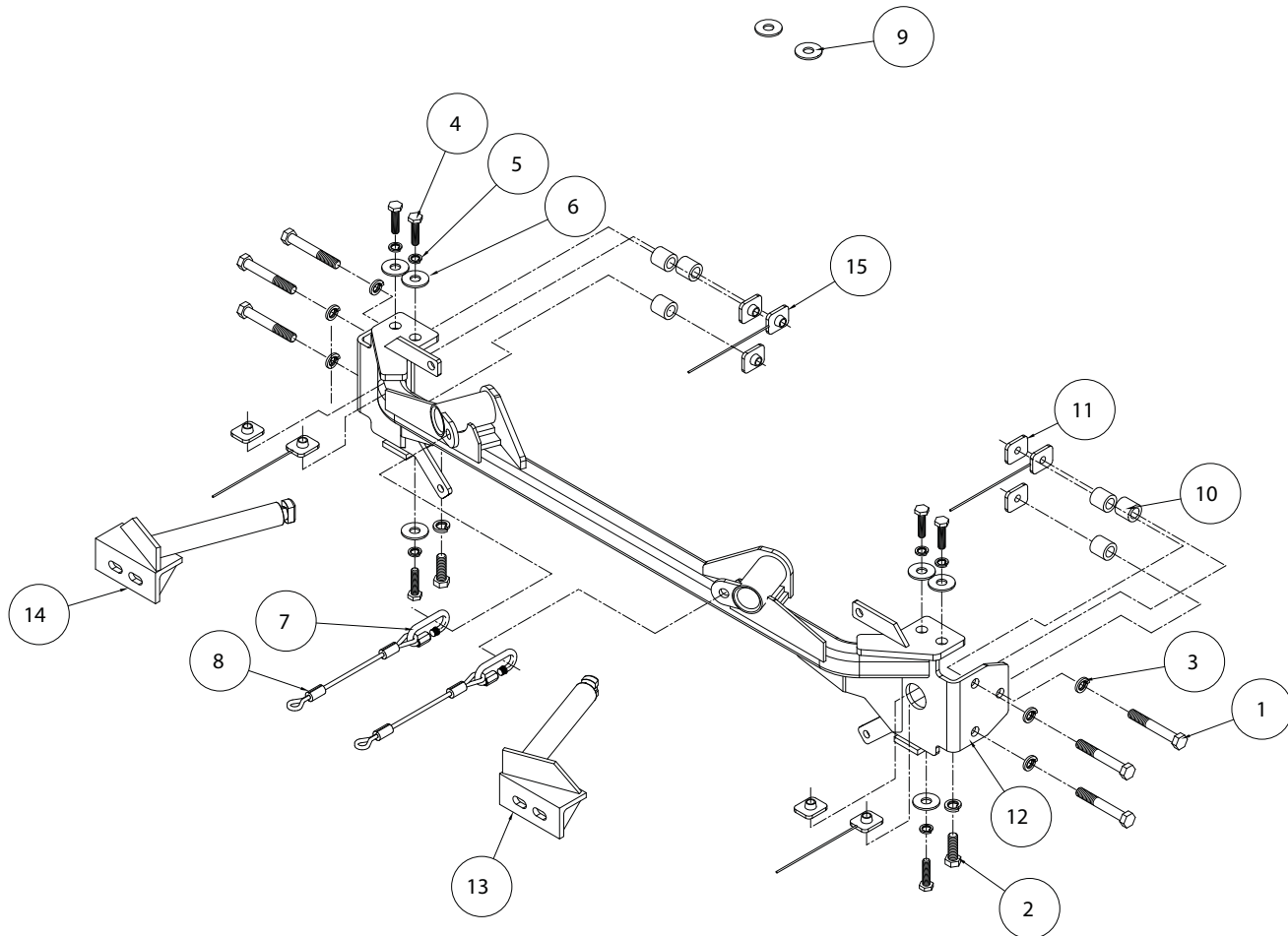


MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 524426-1

07/30/12
KS

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



ITEM	QTY	NAME	MATERIAL
1.....	6.....	1/2" x 2 1/2" BOLT	350099-00
2.....	2.....	1/2" x 1 1/2" BOLT	350095-00
3.....	8.....	1/2" LOCK WASHER.....	350309-00
4.....	6.....	10mm x 1.5 x 40mm BOLT	356103-00
5.....	6.....	10mm LOCK WASHER	355715-00
6.....	6.....	10mm FENDER WASHER.....	355716-00
7.....	2.....	QUICK LINK	200008-00
8.....	2.....	SAFETY CABLE 8"	650646-08
9.....	2.....	1/2" FLAT WASHER	350308-00
10.....	6.....	1" O.D. x 0.188 WALL x 1" PIPE SPACER.....	A-000028
11.....	6.....	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE.....	A-003075
12.....	1.....	MAIN RECEIVER	C-002074
13.....	1.....	DRIVER SIDE ARM	C-002075
14.....	1.....	PASSENGER SIDE ARM.....	C-002076
15.....	4.....	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE W/ ROD	C-002077



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This is one of our EZ2 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 consists of a main receiver brace, two removable front braces, and a hardware pack.

The main receiver brace mounts to the frame rails and the bumper core. 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.



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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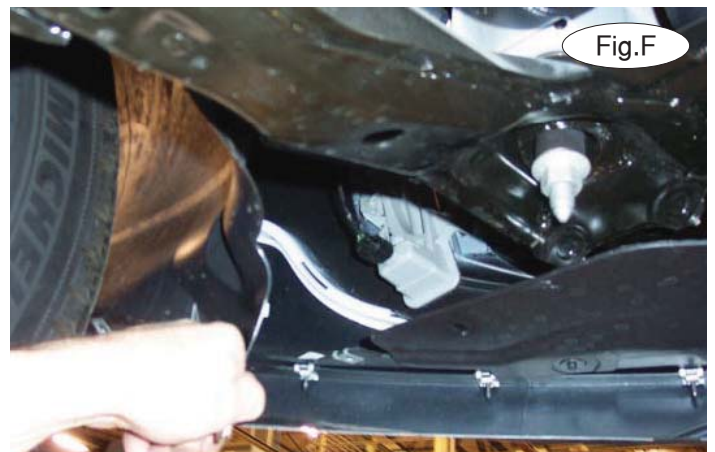
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove four plastic fasteners and two 10mm (head) bolts attaching the top of the fascia to the core support (Fig.C).

2. On each side, remove three 5.5mm screws attaching the fender liner to the fascia (Fig.D).



3. Remove four 5.5mm screws and three plastic fasteners attaching the bottom of the fascia to the core support and fender liner. *Note:* Figure E shows the driver's side three plastic fasteners and two of the screws.

4. Pull back the fender liner and disconnect the side marker lights, if the vehicle is so equipped (Fig.F)

5. Pull out and forward on the corners of the fascia to remove it (Fig.G).





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Fig.H

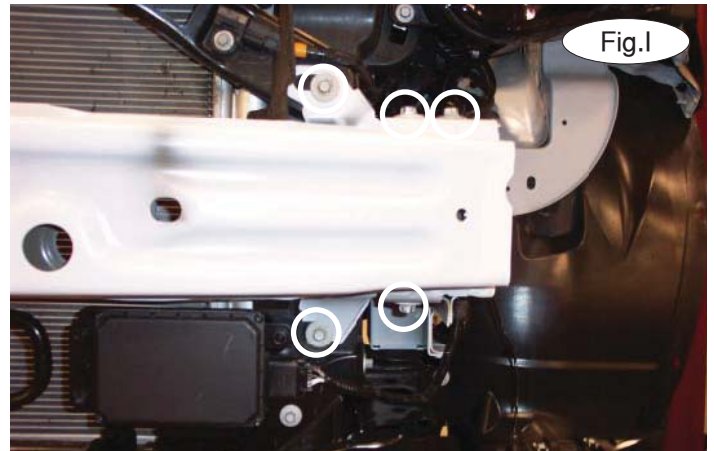


Fig.I

6. Use a jack stand to support the core support (Fig.H).

7. On each side, remove three 13mm (head) bolts and two 10mm (head) bolts attaching the bumper core to the core support (Fig.I – driver's side). The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware for replacement in case the bracket is ever removed. Also, trim the flange on the passenger side using the yellow marker line as a reference (Fig.J).



Fig.J



Fig.K

8. Place the main receiver brace over the ends of the frame rails. On each side, using two of the 10mm (head) bolts you removed in the previous step, bolt through the main receiver brace and into the core support.

9. On each side, using three of the supplied 10mm x 1.5 x 40mm bolts, 10mm lock washers and fender washers, bolt through the main receiver brace and into the bumper core mounting points (Fig.K – driver's side).

10. On the passenger side only, remove the front 10mm washer bottle nut and loosen the rear nut. Place two 1/2" flat washers over the stud as a shim and replace the water bottle and nut (Fig.L).



Fig.L

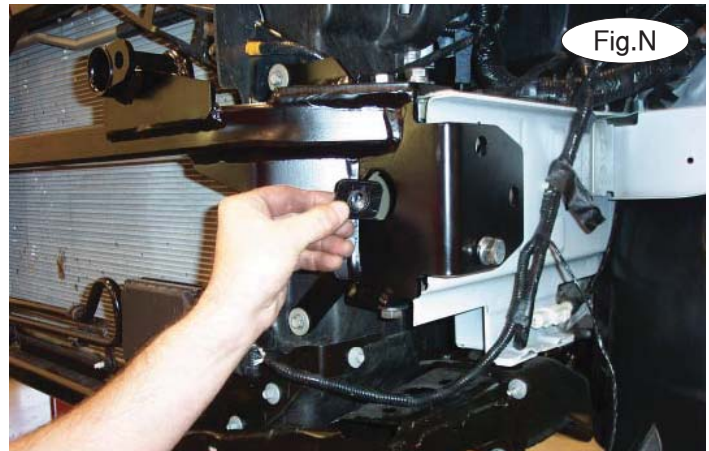


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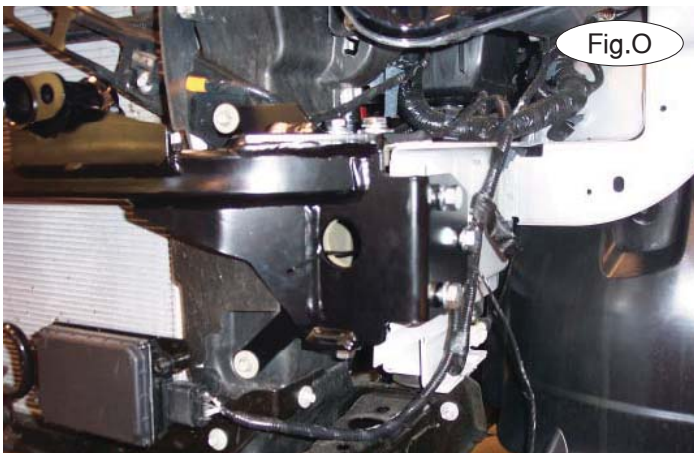
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11. On each side, using the pre-existing side holes in the frame and main receiver brace as a template, enlarge the two frame holes to $\frac{1}{2}$ " and then drill out the rearmost hole (Fig.M).

12. On each side, place one of the $\frac{1}{4}$ " x $1\frac{1}{2}$ " threaded backing plates without wire into the opening in the end of the frame (Fig.N). Place one of the supplied $\frac{1}{2}$ " lock washers over a $\frac{1}{2}$ " x $2\frac{1}{2}$ " bolt and a 1" x 1" pipe spacer between the main receiver brace and frame rail. Bolt through the main receiver brace, pipe spacer and into the threaded backing plate without wire. *Note:* due to frame variances, you may need to grind down the pipe spacers to fit.



13. On each side, repeat step 12 for the front and rear holes, but use the supplied $\frac{1}{4}$ " x $1\frac{1}{2}$ " threaded backing plates with wire for the rear holes only (Fig.O).

14. On each side, place one of the supplied $\frac{1}{2}$ " lock washers over one of the supplied $\frac{1}{2}$ " x $2\frac{1}{2}$ " bolts, and then bolt up through the bottom forwardmost hole in the main receiver brace and into a $\frac{1}{4}$ " x $1\frac{1}{2}$ " threaded backing plate with wire. Repeat this process for the rearmost hole as well (Fig.P).

15. Use a pair of pliers to break the wire off the backing plates (Fig.Q).



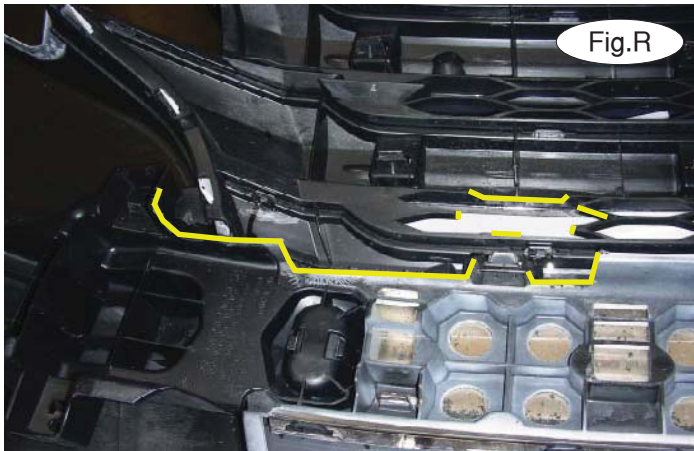


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16. Trim the back of the fascia on both side, using the yellow lines in Figure R as a reference for trimming.
17. Reinstall the fascia, reversing steps 1 through 5.
18. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
19. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.S).
20. Attach the ends of the safety cables to the tow vehicle's safety cables.
21. 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.