



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 1430-3

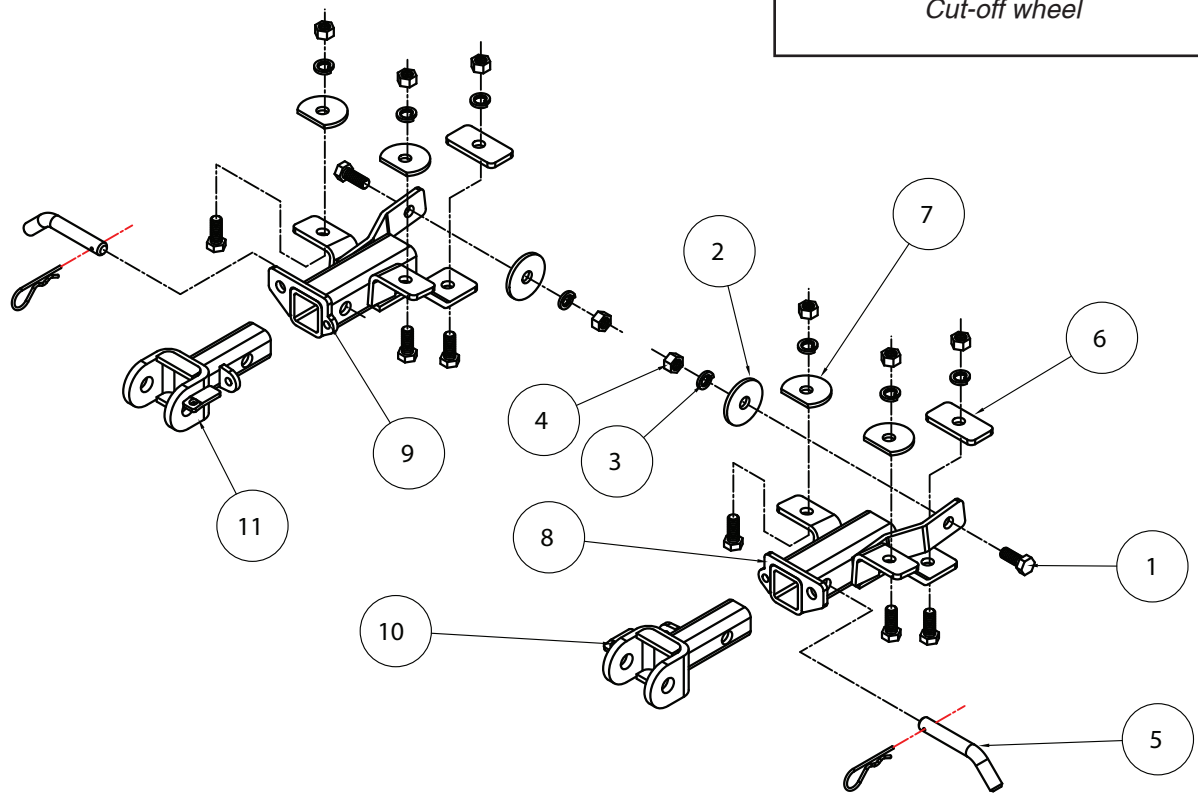
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Important

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.

Special Tools Needed

Cut-off wheel



ITEM	QTY	NAME	MATERIAL
1.....	8.....	1/2" x 1 1/4" BOLT.....	350094-00
2.....	2.....	1/2" PLATE WASHER.....	A003086
3.....	8.....	1/2" LOCK WASHER.....	350309-00
4.....	8.....	1/2" HEX NUT.....	350258-00
5.....	2.....	5/8" DRAW PIN W/ CLIP.....	357035-00
6.....	2.....	1/4" x 1 1/2" x 3" BACKING PLATE W/ 9/16" HOLE.....	A-000185
7.....	4.....	1/2" CLIPPED PLATE WASHER.....	A-002687
8.....	1.....	DRIVER SIDE RECEIVER.....	C-001554
9.....	1.....	PASSENGER SIDE RECEIVER.....	C-001555
10.....	1.....	DRIVER SIDE ARM.....	C-001476
11.....	1.....	PASSENGER SIDE ARM.....	C-001477



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This is one of our MX 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 and driver side main receiver brace, two removable front bracket arms and a hardware pack. The main receiver braces mount to the bumper and the removable front brackets 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.



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.

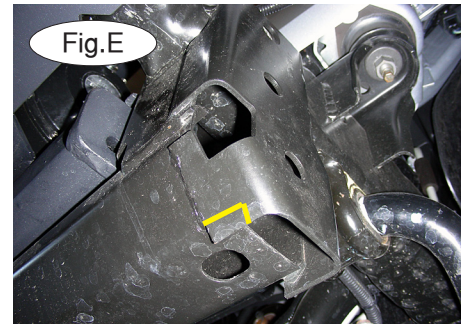
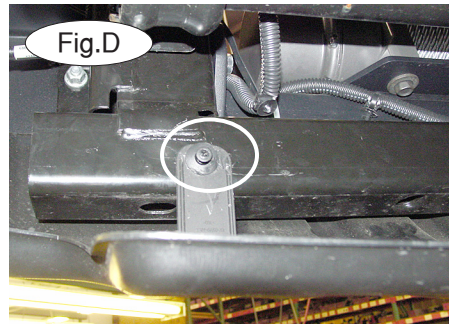
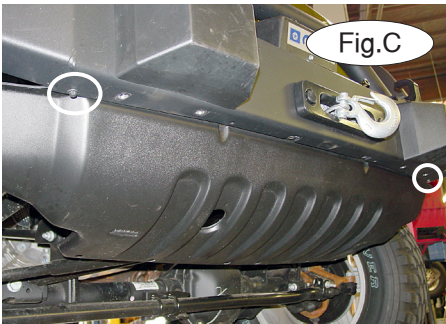
- Installation of most mounting brackets requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- 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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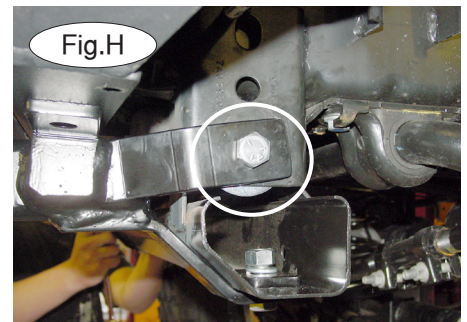
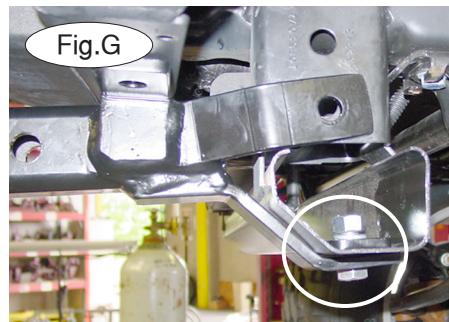
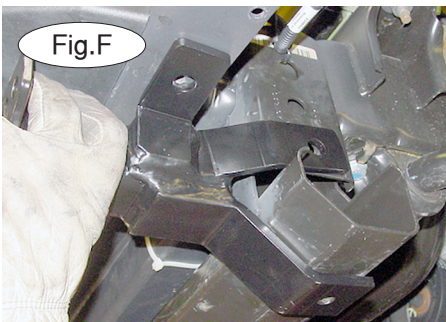
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Start by removing one 8mm (head) bolt from each side, detaching the splash shield from the bumper (Fig.C).

2. Next, remove one plastic fastener on each side, detaching the back of the splash shield from the lower frame support (Fig.D).

3. **For 2010 models:** before starting the installation, the lower edge of the frame support on each side will need to be trimmed using a cut-off wheel. Hold the bracket in place over the side of the frame support, against the bottom of the bumper and mark it for trimming. Use the yellow lines Figure E as a guide for trimming.



4. Beginning with the driver's side, place the driver side main receiver brace in position over the existing holes in the bottom and side of the frame rail (Fig.F).

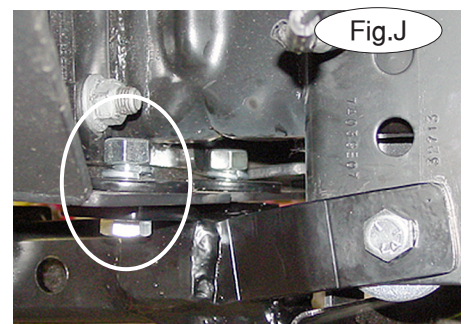
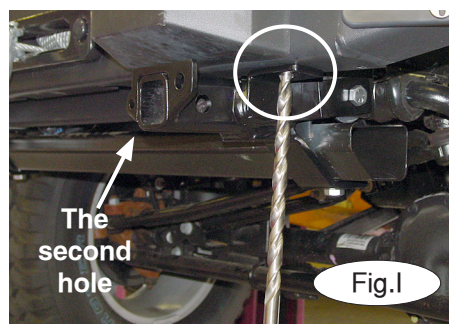
5. Now, place the 1 1/2" x 3" backing plate inside the frame support. Bolt through the main receiver brace, frame support and the backing plate with the 1/2" x 1 1/4" bolt, lock washer and nut (Fig.G).

6. Then, bolt through the side of the main receiver brace and frame support using a 1/2" x 1 1/4" bolt, plate washer, lock washer and nut (Fig.H). *Note:* the plate washer goes on the inside of the frame.

7. Using the two front mounting holes in the main receiver brace as a template, drill a 1/2" hole through the bottom of the bumper (Fig.I)

8. Next, bolt through the main receiver brace and the holes you just drilled through the bottom of the bumper, using the 1/2" x 1 1/4" bolts, clipped plate washers, lock washers and nuts (Fig.J). *Note:* the clipped plate washers go on the inside of the bumper.

9. Tighten all bolts to the torque specifications listed at the end of these instructions.



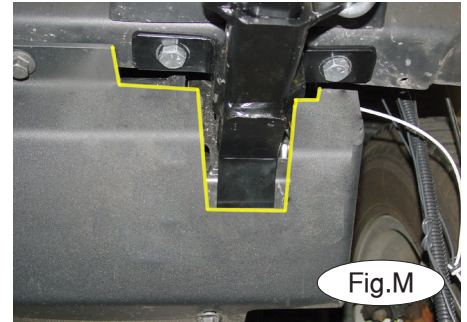
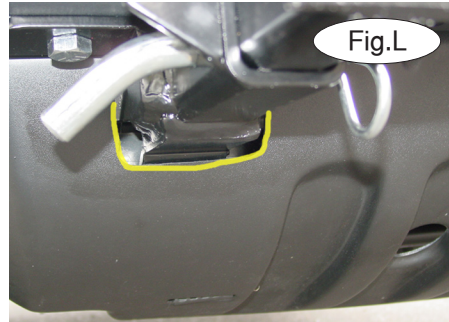
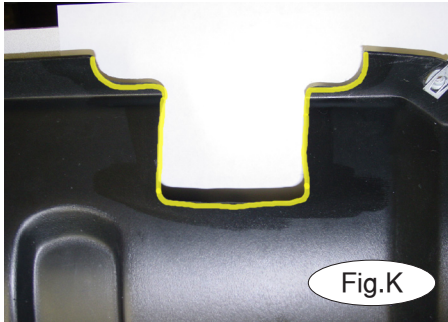
10. Repeat steps 3 through 9 for the passenger side.



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11. Refer to the yellow marker line in Figures K and L for correct trimming of the splash shield on both sides. *Note:* for trimming of the metal splash shield, refer to Figure M.

12. Replace the splash shield, reversing steps 1 and 2.

13. Insert the removable front bracket arms into the front receiver braces (Fig.N), and secure them in place with the supplied 5/8" draw pins and spring pins.

14. Attach the safety cables to the main receiver brace.

15. 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.