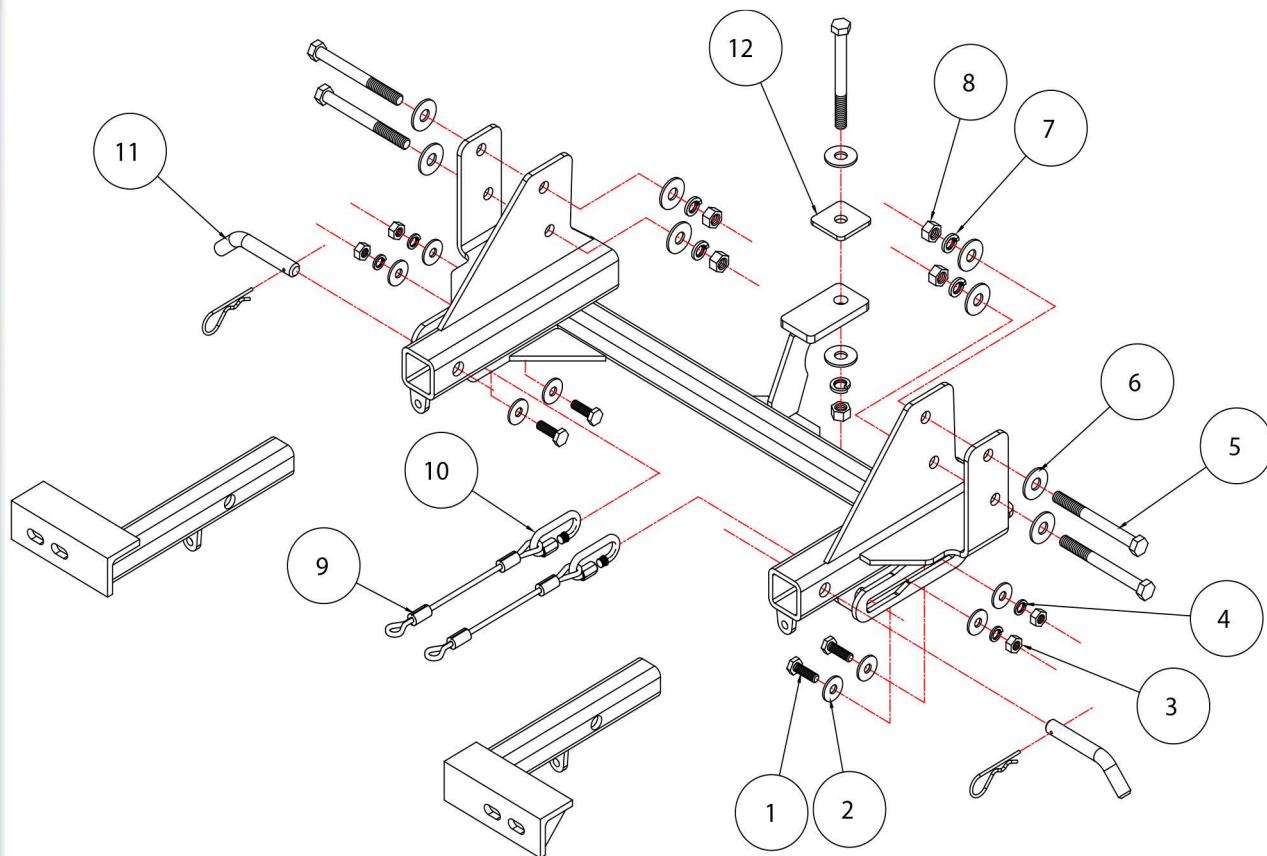




MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 1910-1
05/09/08

ROADMASTER, INC.



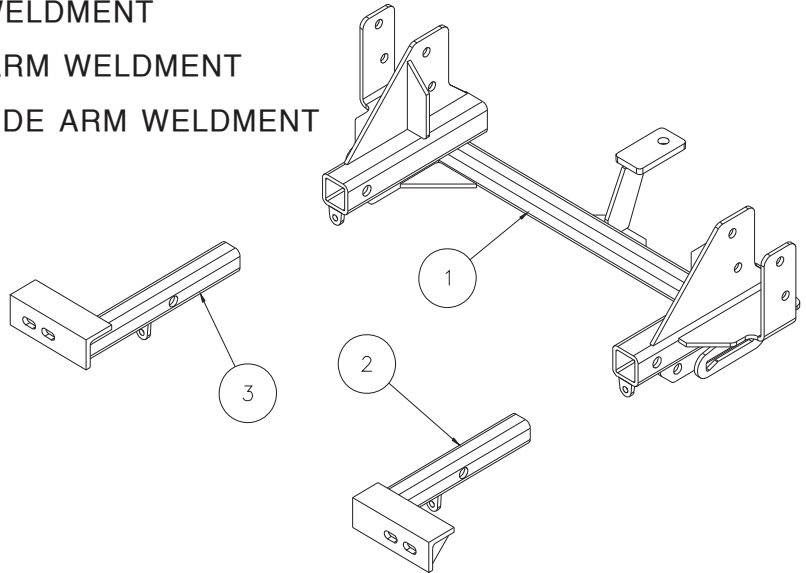
Item	Qty.	Length	Width	Name	Part No.
1	4	30mm	10mm	10mm x 1.5 x 30mm	356101-00
2	8		10mm	10mm FENDER WASHER	355716-00
3	4		10mm	10mm x 1.5 NUT	356230-00
4	4		10mm	10mm LOCK WASHER	355715-00
5	5	5"	1/2"	BOLT	350107-00
6	10		1/2"	FLAT WASHER	350308-00
7	5		1/2"	LOCKWASHER	350309-00
8	5		1/2"	NUT	350258-00
9	2	8"		SAFETY CABLES, 8,000 lb. rated	650646-08
10	2			CONNECTORS	200008-00
11	2			DRAW PIN/SPRING PIN	357035-00
12	1	2"	2"	1/4" BACKING PLATE	A-001066
13	1			12" HOLE TEMPLATE	A-000819



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Item	Qty	Name	Assembly
1	1	C-000444	MAIN BRACE WELDMENT
2	1	C-000445	DRIVER SIDE ARM WELDMENT
3	1	C-000446	PASSENGER SIDE ARM WELDMENT



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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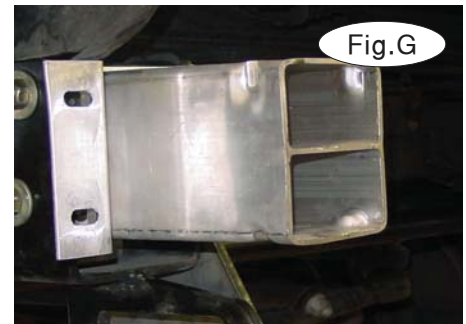
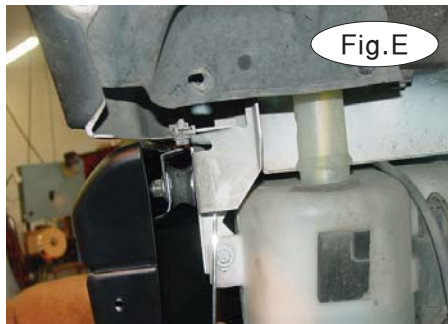
This bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of a main receiver braces, two front braces and a hardware pack. The main receiver brace mounts behind and below the front bumper core to the front frame extensions and the frame cross member just in front of the radiator. The front braces insert into the receiver brace 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.



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 center splash panel located in front of the sway bar (Fig.C). Remove all the front fasteners in the fender well holding the splash panels to the front fender fascia (Fig.B). This should give you access to the back of the bumper fascia.

2. Remove the brush guard if the vehicle is so equipped (two bolts) on each side and a fastener on each outer bar near the fender well (Fig.D).



3. Unbolt the bumper on each side just forward of the fender well. These are cylindrical rubber isolation mounts accessible from the fender well (Fig.E).

4. Access the back of the bumper and disconnect the fog light electrical connections as well as the vent tubes to each light (Fig.F).

5. Locate the washer bottle on the driver's side and disconnect the headlight washer lines on the front pump.

6. Remove two nuts on each side of the aluminum frame extensions holding the steel bumper core (Fig.G). Pull forward and set bumper aside. The entire front mounting area should now be exposed.



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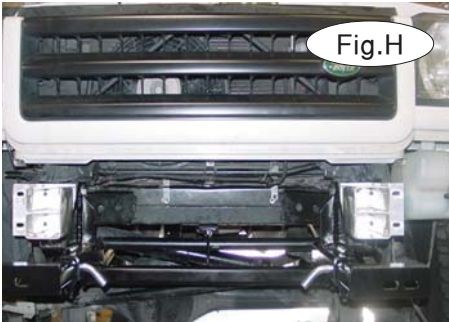


Fig.H

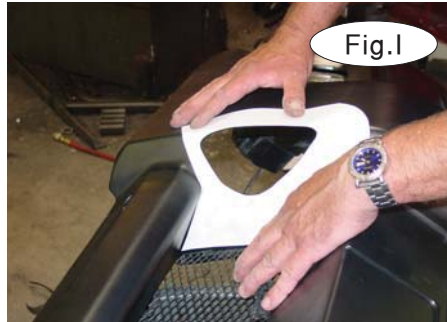


Fig.I



Fig.J

7. Find four bolts holding the aluminum extensions and the frame center brace to the front of the frame tubes. Unbolt these and remove the center brace and the metric bolts. Ream the holes with a 17/32" drill bit through both sides of the frame tube. This will enlarge the holes slightly to fit the larger receiver mounting bolts. The brace will also replace the frame center brace (Fig.H).

8. Hold the brace to the bottom of the frame and bolt through with four 1/2" x 5" bolts, flat washers, lock washers and nuts.

9. Using the receiver brace center mount as a drill template, carefully drill a 17/32" hole up through the center frame member. Use caution in this area since it is close to the radiator.

10. Bolt through the cross member and the brace using a 1/2" x5" bolt, flat washer, 1/4" x 2" x 2" backing plate on top of the cross member, lock washer and nut (Fig.H).

11. Torque the mounting bolts to the specifications below.

12. Using the included hole template, position as shown, mark and cut holes in the bumper fascia to allow mounting the bumper over the receiver brace (Fig.I,J).

Note: the large template outline, marked "Top," "Bottom" and "Grille," is intended for positioning only, against the fascia. Use the inner outline to trim the fascia.

13. Bend the ends of the mesh grille back 1/2" on each end to fit between the braces (Fig.K) then fit the fascia reversing steps 4 through 7.

14. Reinstall the brush guard if present with the fresh 10mm x 1.5 x30mm bolts, fender washers, lock washers and nuts provided.

15. Insert the front braces into the receiver tubes and secure with 5/8" draw pins and 1/8" spring pins.

16. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.

17. Attach one end of the included 8" safety cables to the lower front hole in the side mounting plate on each side of the receiver brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.

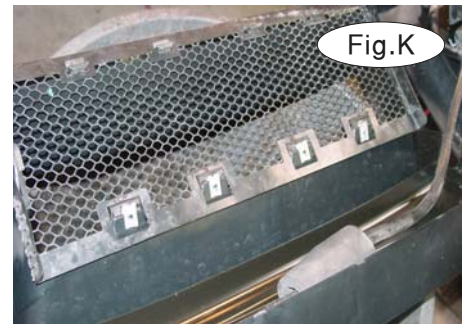


Fig.K

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.

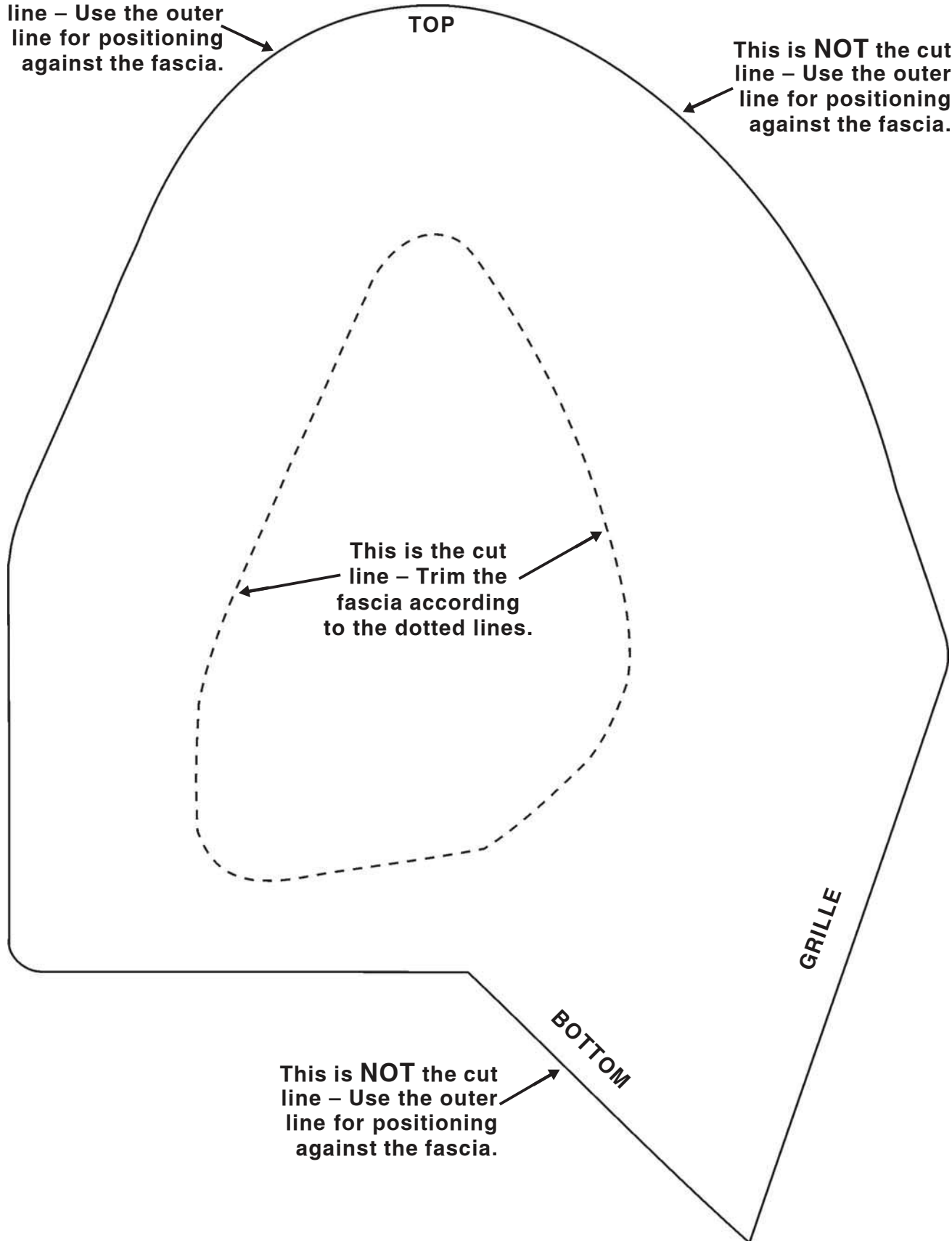
METRIC BOLTS

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.

This is **NOT** the cut line – Use the outer line for positioning against the fascia.

This is **NOT** the cut line – Use the outer line for positioning against the fascia.



This is **NOT** the cut line – Use the outer line for positioning against the fascia.