

ITEM	QTY	NAME	MATERIAL
1	2	5/8" x 2" BOLT	350150-00
2	2	5/8" x 4 1/2" BOLT	350159-00
3	2	5/8" PLATE WASHER	350352-00
4	4	5/8" LOCK WASHER	350313-00
5	4	5/8" HEX NUT	350262-00
6	2	1/2" x 3" BOLT	350101-00
7	2	1/2" FLAT WASHER	350308-20
8	2	1/2" LOCK WASHER	350309-00
9	2	1/2" HEX NUT	350258-00
10	2	DRAW PIN/SPRING PIN	357035-00
11	2	QUICK LINK	200008-00
12	2	SAFETY CABLES 8"	500646-08
13	2	BACKING PLATE WELDMENT	C-000656
14	1	DRIVER SIDE RECEIVER	C-000654
15	1	PASSENGER SIDE RECEIVER	C-000655
16	1	DRIVER SIDE ARM	C-000652
17	1	PASSENGER SIDE ARM	C-000653



### KIT# 2108-1 04/13/09

This bracket kit is one of our XL series, which is designed to be partly removable (Fig.A). The kit consists of the two main receiver braces, two front braces and a hardware pack. The main receivers utilize the front frame tie down loops and frame on each side as mounting points. Start by laying out the kit according to the hardware 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.



**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.



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 nonwarranty 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 warranteed for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.

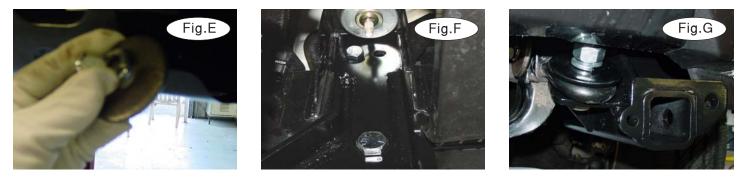


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1. Important: please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. For 2007 to 2008 models: you will need to trim the fascia to access the tow hooks. Use the white lines in Figure B as a guide for trimming. All other models: proceed to step 2.

2. Locate the front tie down loops on the front of the frame (Fig.C). Working on one side at a time, hold a receiver brace against the side of the frame behind and under the tie down loop. Bolt through the lower side mounting hole with a  $5/8" \times 4\frac{1}{2}"$  bolt, plate washer, lock washer and nut. This will hold the brace in position (Fig.D,E).



2. Bolt through the top of the brace and the frame with a  $\frac{1}{2}$ " x 3" bolt, flat washer, lock washer and nut (Fig.F). *Note:* each side will use a different top hole; make certain to bolt through the frame hole that lines up.

3. Bolt through the front of the brace, the tow loop and the spacer backing plate with a 5/8" x 2" bolt, lock washer and nut (Fig.G).

4. Repeat steps 2 through 4 for the remaining side (Fig.G).

5. Align the braces and tighten the bolts to the torque specifications found at the end of this document.

6. Insert the front braces in the receiver braces and secure with 5/8" draw pins and 1/8" spring pins (Fig.H).

7. Use the cable connectors to connect the 8" safety cables to the

Fig.G



receiver braces. Attach the ends to the tow vehicle's safety cables.





#### **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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25.	8.8	. 70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	. 66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75.	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8 1	04 ft./lb. 97 ft./lb.
5/8	5	150 ft./lb.						

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