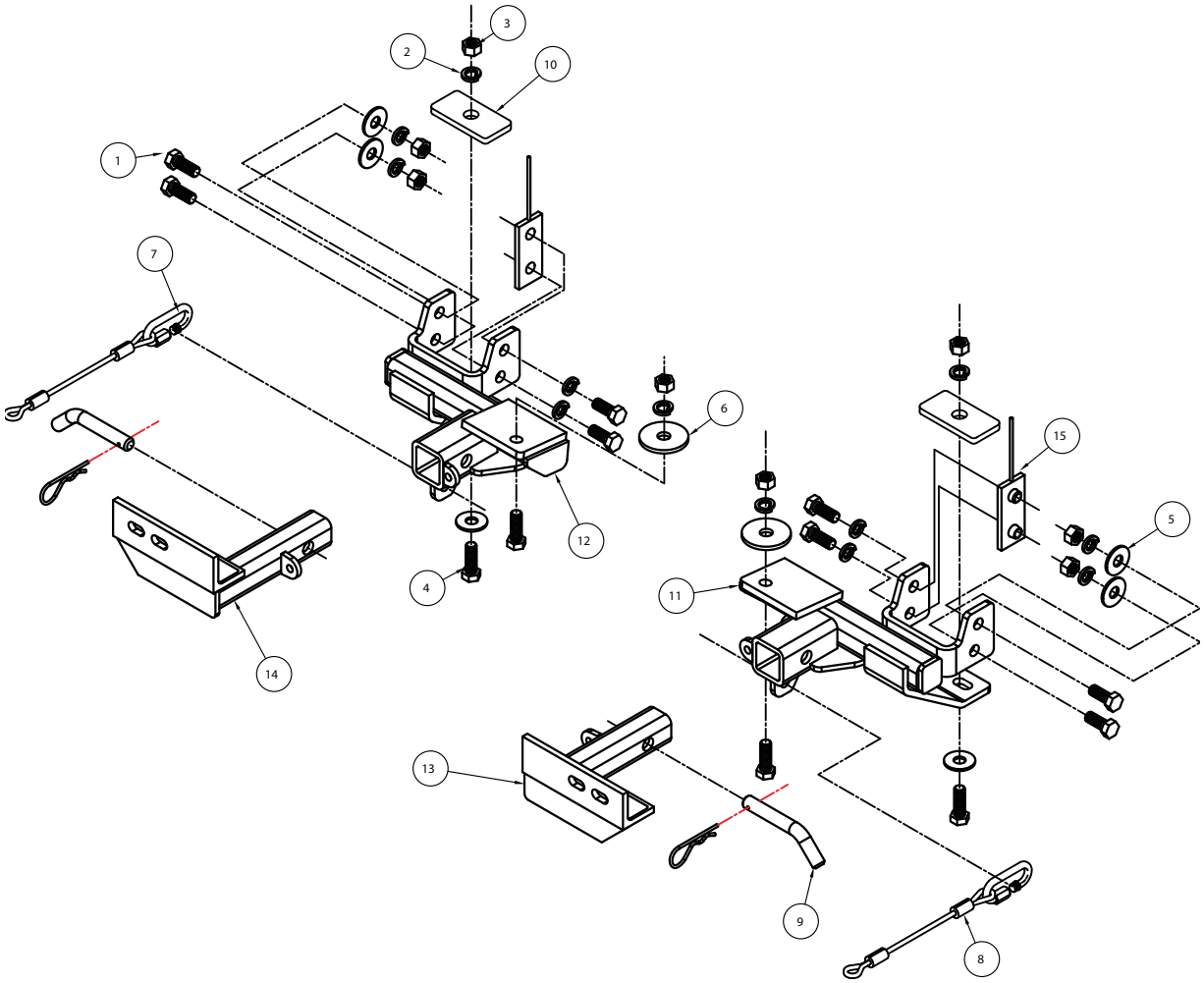
ROADMASTER, INC.

MOUNTING BRACKET KIT

INSTALLATION INSTRUCTIONS

KIT# 1429-1



ITEM	QTY	NAME	MATERIAL
1	8	1/2" X 1 1/4" BOLT	350094-00
2	12	1/2" LOCK WASHER	350309-00
3	8	1/2" NUT	350258-00
4	4	1/2" X 1 1/2" BOLT	350095-00
5	6	1/2" FLAT WASHER	350308-00
6	2	1/2" PLATE WASHER	A-003086
7	2	QUICK LINK	200008-00
8	2	8" SAFETY CABLE	650646-08
9	2	DRAW PIN W/ CLIP	357035-00
10	2	1 1/2" x 3" ROUND HOLE BACKING PLATE	A-000185
11	1	DRIVER SIDE RECEIVER	C-001487
12	1	PASSENGER SIDE RECEIVER	C-001486
13	1	DRIVER SIDE ARM	C-001485
14	1	PASSENGER SIDE ARM	C-001484
15	2	1 1/2" x 3 1/2" THREADED BACKING PLATE W/ ROD	C-001835

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This is one of our XL 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 braces and a hardware pack. The main receiver braces mount to the frame, cross member, lower frame rail and to the bumper core; the removable front braces 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.


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

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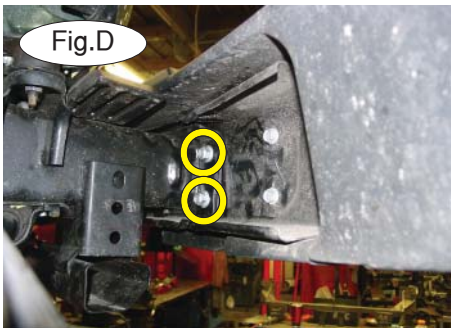
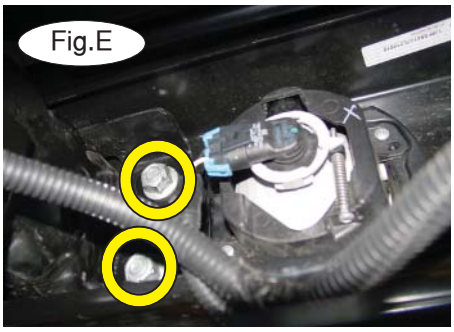
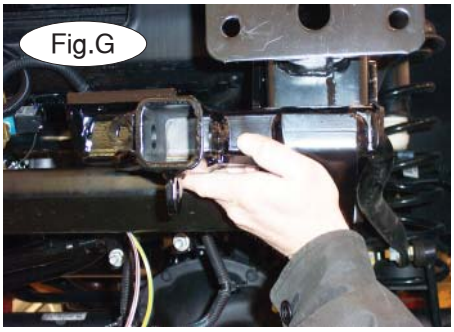
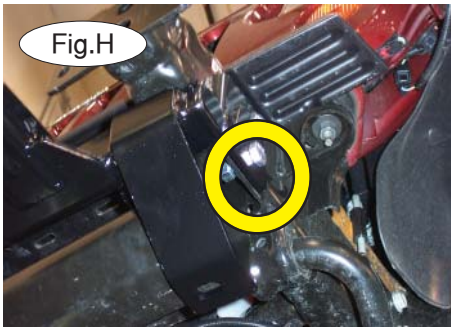




1. ***Important:*** **please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.** Now, begin the installation. Start by removing six plastic fasteners to remove the rock guard. Four of the fasteners are located in the front of the rock guard (Fig.C), and two are located in the back.

2. Remove four 18mm (head) nuts from each side. Two are on the inside of the frame rail (Fig.D) and two are on the outside of the frame rail (Fig.E). Now, pull forward on the bumper core and unplug the fog lights, if the vehicle is so equipped. Remove the four plastic fasteners attaching the wiring harness to the back of the bumper core. Remove the bumper core (Fig.F) and set it aside.

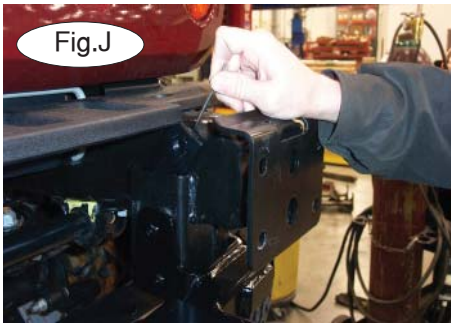


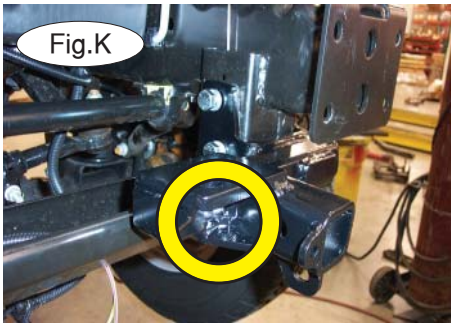


3. Working on the driver's side, place the main receiver brace over the end of the frame rail (Fig.G).

4. Using the two supplied ½" x 1¼" bolts, bolt through the outside of the main receiver brace and through the frame rail. Place a ½" flat washer on the inside edge of the frame rail and finish with a lock washer and nut (Fig.H).

Note: on some early models, there are different bolt patterns in the lower frame rails. For these models, die grind the center and bottom holes in the frame slightly on both sides down and toward the front of the vehicle. Figure I (passenger side) shows the holes enlarged. Due to frame variances, the inside upper hole may need to be enlarged or redrilled.





5. Place a ½" lock washer over a ½" x 1¼" bolt. Place a 3/16" x 1½" x 3½" threaded backing plate with wire through the opening on the inside edge of the frame rail (Fig.J) and bolt through the main receiver brace, frame rail and into the backing plate (Fig.K).

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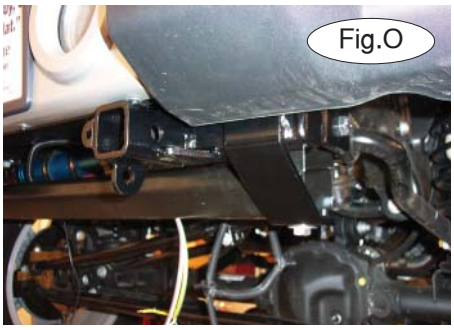
6. Repeat steps 3 through 5 for the passenger side, and then replace the bumper core.

7. Working on the driver's side, place a ½" x 1½" bolt through the pre-existing hole in the driver's side main receiver brace and the bumper core. Place a ½" plate washer on the top side of the bolt and finish with a lock washer and nut (Fig.L).

8. Clamp the passenger side main receiver brace to the bumper core (Fig.M). *Note:* use a cloth to prevent scratching of the bumper core.

Using the pre-existing hole in the top of the main receiver brace as a template, drill a ½" hole through the bottom of the bumper core (Fig.N).

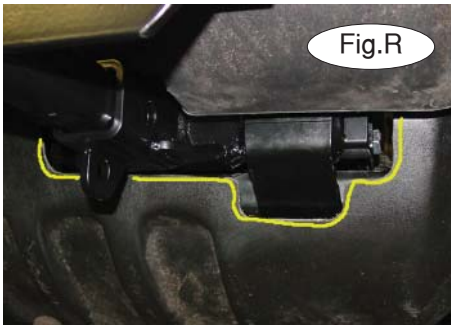
9. Using a ½" x 1½" bolt, bolt through the main receiver brace and the bumper core. Place a ½" plate washer on the top side of the bolt and finish with a lock washer and nut.



10. Now, tighten all the remaining bolts to the torque specifications listed at the end of these instructions.

11. Working on the driver's side, place a ½" flat washer over a ½" x 1½" bolt and bolt through the main receiver brace, the lower crossmember and into a 3/16" x 1½" x 3" backing plate. Finish with a lock washer and a nut (Fig.O).

12. Working on the passenger side, use the pre-existing hole in the main receiver brace as a template and drill through the crossmember (Fig.P). Place a ½" flat washer over a ½" x 1½" bolt and bolt through the main receiver brace, the lower crossmember and into a 3/16" x 1½" x 3" backing plate threaded backing plate. Finish with a lock washer and a nut.



Note: some models may have a pre-existing hole in the crossmember.

13. Next, hold the rock guard in place and mark for trimming. Use the yellow marker lines in Figures Q and R as a guide for correct trimming.

14. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

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15. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.S).

16. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

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


Fig.S

Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.

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.