



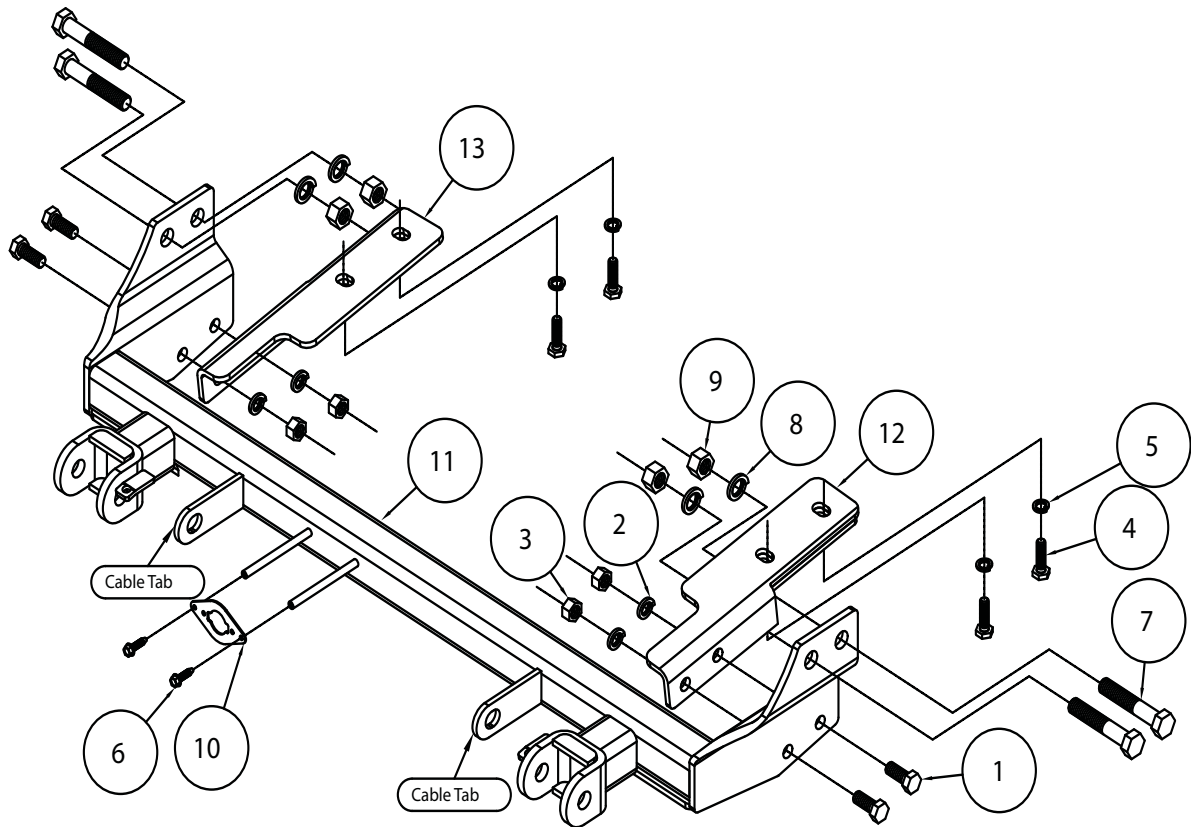
MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

KIT# 296-2

⚠ Warning
Maximum weight capacity – 10,000 pounds.

Failure to follow these instructions may cause bracket failure, resulting in property damage, personal injury or even death.

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.



ITEM	QTY	NAME	PART #
1	4	1/2" x 1 1/4" x BOLTS	350094-00
2	4	1/2" LOCK WASHER	350309-00
3	4	1/2" NUT	350258-00
4	4	M10 x 1.5 x 40mm BOLT	356103-00
5	4	M10 LOCK WASHER	355715-00
6	2	#10 x 3/4" SELF TAPPING SCREW	350247-35
7	4	5/8" x 3 1/2" BOLT	350163-00
8	4	5/8" LOCK WASHER	350734-00
9	4	5/8" HEX NUT	350262-00
10	1	WIRE PLUG PLATE	A-003801
11	1	MAIN RECEIVER WITH ARMS	C-002616
12	1	DRIVER SIDE BRACE	C-002617
13	1	PASSENGER SIDE BRACE	C-002618



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This is one of our MS series brackets (Fig.A). The bracket consists of a main receiver brace and a hardware pack.

The main receiver brace mounts to the frame and sway bar mounts.

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

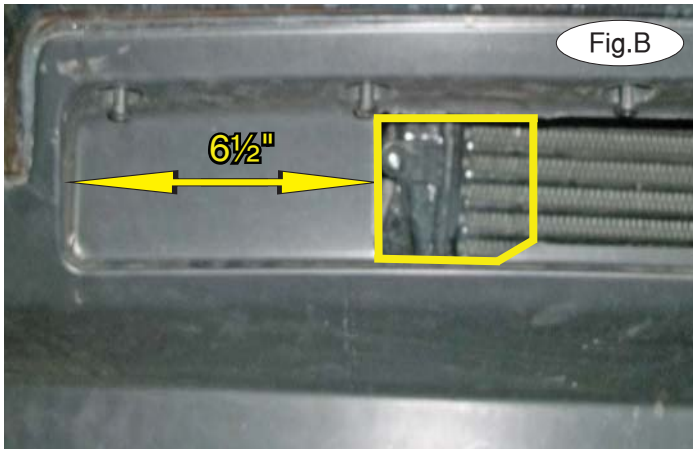
Failure to follow these instructions can result in property damage, personal injury or even death.

- 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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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. On each side, measure over 6½" from the inside corner of the lower fascia and trim to allow clearance for the main receiver braces (Fig.B).

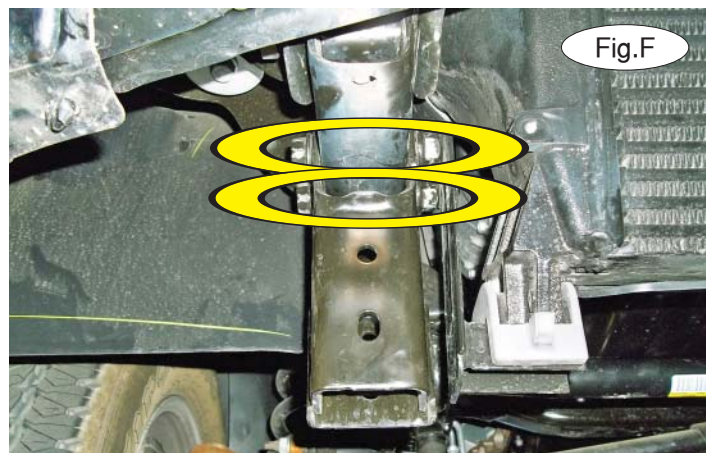
2. Remove nine plastic fasteners attaching the lower fascia to the bumper (Fig.C).



3. On each side, remove two 15mm (head) bolts attaching the sway bar clamps to the sway bar mount (Fig.D – passenger side). Gently lower the sway bar and let it hang down for now.

4. On each side, remove three plastic fasteners and one 10mm (head) bolt attaching the lower fascia to the bumper (Fig.E – passenger side). Now, remove four 10mm (head) bolts attaching the air dam to the intercooler. *Note:* the air dam will not be replaced. Retain the air dam for replacement in case the bracket is ever removed.

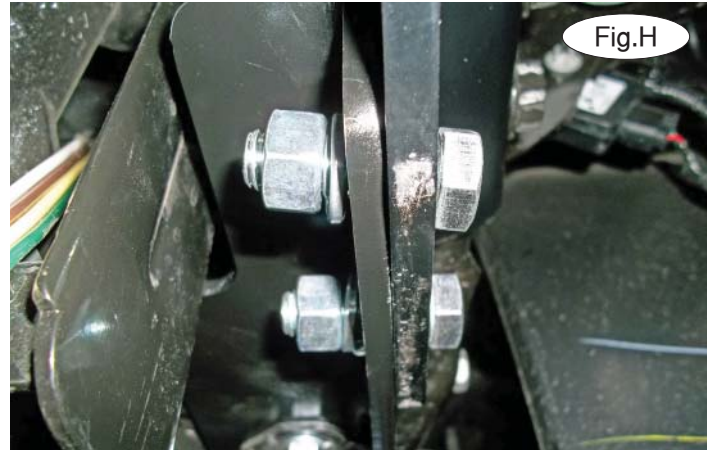
5. **For models without frame guards:** proceed to step 6. **For models with frame guards:** on each side, remove two 15/16" (head) nuts and bolts attaching the frame guard to the frame (Fig.F). *Note:* the frame guard will not be replaced. Retain the frame guard for replacement in case the bracket is ever removed.





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6. Using a second person to help stabilize the bar, place the bracket around the frame and replace the bolts you removed in the previous step (Fig.G). **For models without frame guards:** on each side, use the two supplied 5/8" x 3 1/2" bolts, 5/8" lock washers and 5/8" nuts on the upper mounting points of the bracket.

7. On each side, loosely bolt the rear brace to the main receiver bracket using the two supplied 1/2" x 1 1/4" bolts, lock washers and nuts (Fig.H). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

8. Rotate the sway bar up, placing it over the rearmost mounts of the rear brace. On each side, using the two supplied 10mm x 1.5 x 40mm bolts and lock washers, and flat washers, bolt through the sway bar clamps, the rear brace and into the sway bar mount (Fig.I).



9. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.

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

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

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.