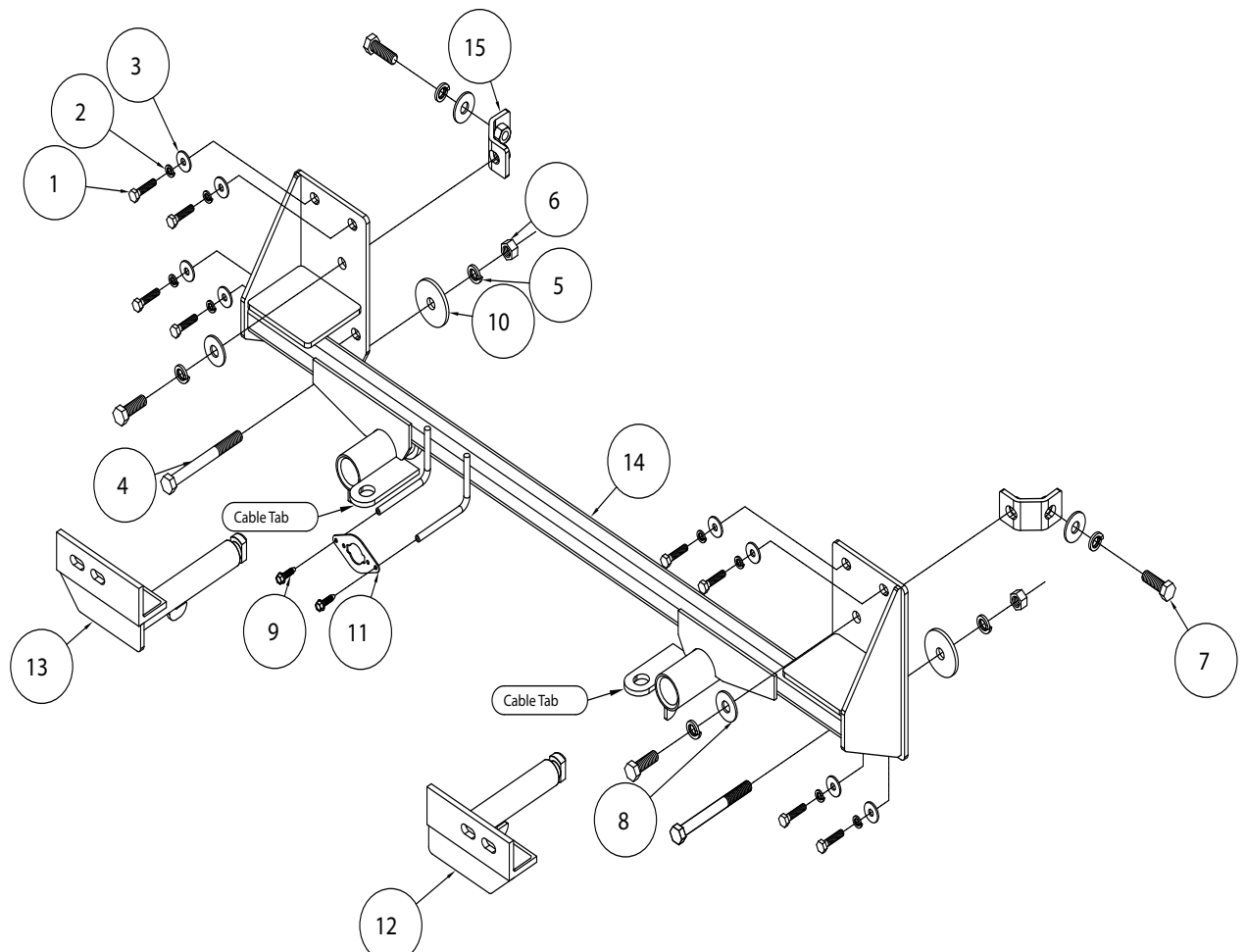




MOUNTING BRACKET KIT KIT# 52922-1A

INSTALLATION INSTRUCTIONS



ITEM	QTY	NAME	MATERIAL
1.....	8.....	8mm x 1.25 x 35mm BOLT.....	356002-00
2.....	8.....	8mm LOCK WASHER.....	355705-00
3.....	8.....	5/16" FLAT WASHER.....	350303-20
4.....	2.....	1/2" x 5" BOLT.....	350107-00
5.....	6.....	1/2" LOCK WASHER.....	350309-00
6.....	2.....	1/2" HEX NUT.....	350258-00
7.....	4.....	1/2" x 1 1/2" BOLT.....	350095-00
8.....	4.....	1/2" FLAT WASHER.....	350308-20
9.....	2.....	#10 x 3/4" SELF TAPPING SCREW.....	350247-35
10.....	2.....	1/2" PLATE WASHER.....	A-003086
11.....	1.....	WIRE PLUG PLATE.....	A-003801
12.....	1.....	DRIVER SIDE ARM.....	C-002430
13.....	1.....	PASSENGER SIDE ARM.....	C-002431
14.....	1.....	MAIN RECEIVER.....	C-002432
15.....	2.....	BRACE.....	C-002433



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

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This bracket kit is one of our EZ2 series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver brace, two support brackets, removable front braces and a hardware pack.

The main receiver brace mounts to the frame rails and support brace on each side. The removable front braces insert into the receivers on each side and are secured with draw pins.

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.



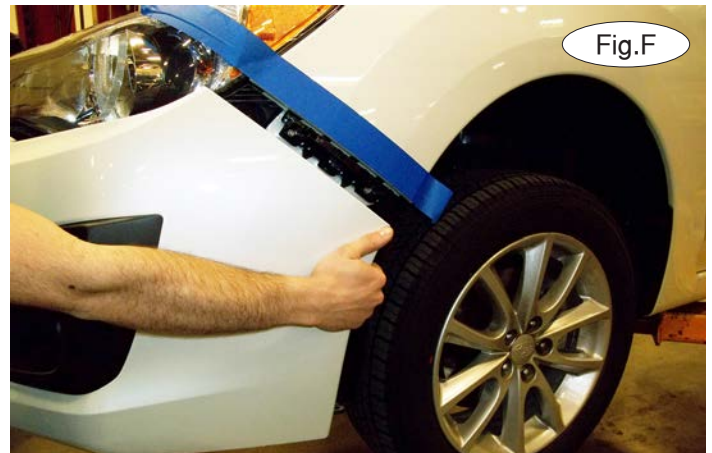
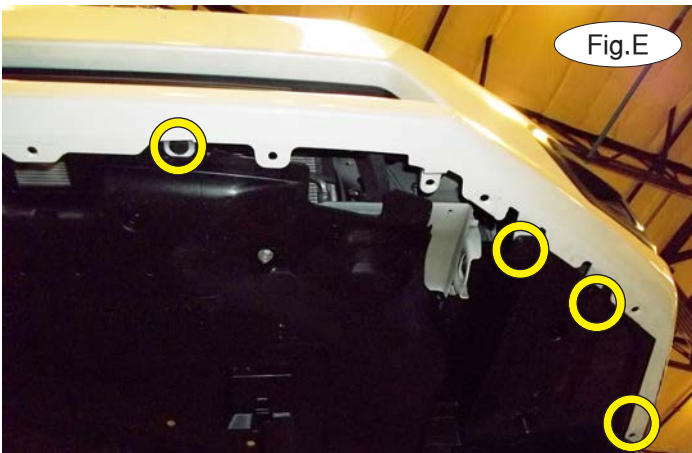
MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

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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 by removing six plastic fasteners attaching the fascia to the core support (Fig.C).

2. On each side, locate the fastener attaching the corner of the fascia to the fender liner (Fig.D). Depress the center button to remove the fastener.



3. Remove eight plastic fasteners attaching the fascia to the splash shielding (Fig.E – driver's side).

4. Pull out to release the fascia from the locking strip on each side (Fig.F). Disconnect the fog lights, if the vehicle is so equipped.

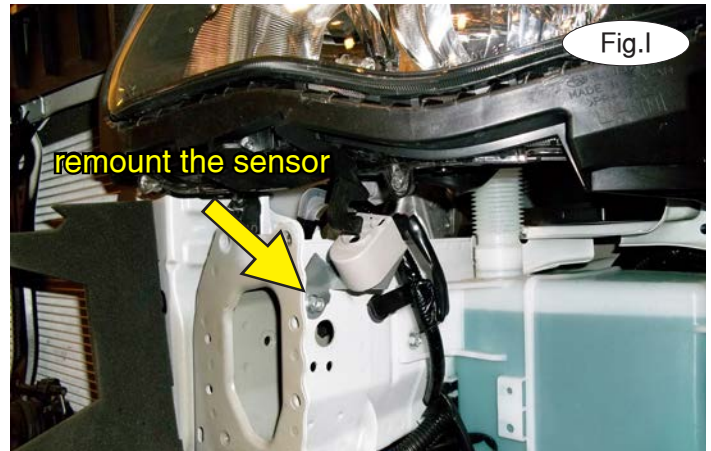
5. On each side, remove four 12mm (head) bolts attaching the bumper core to the frame rail (Fig.G). The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.



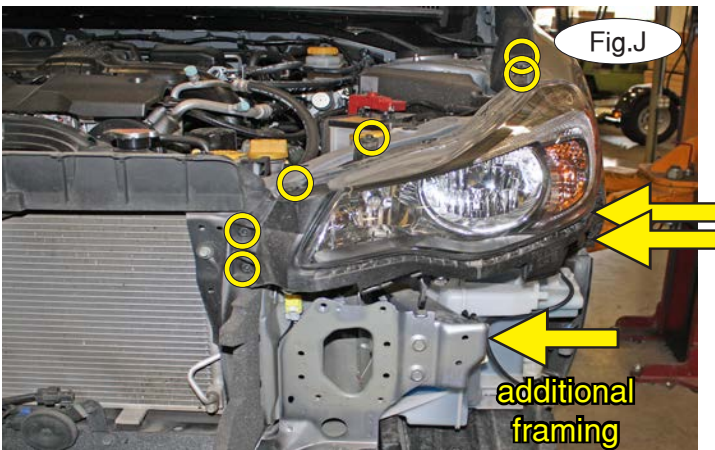


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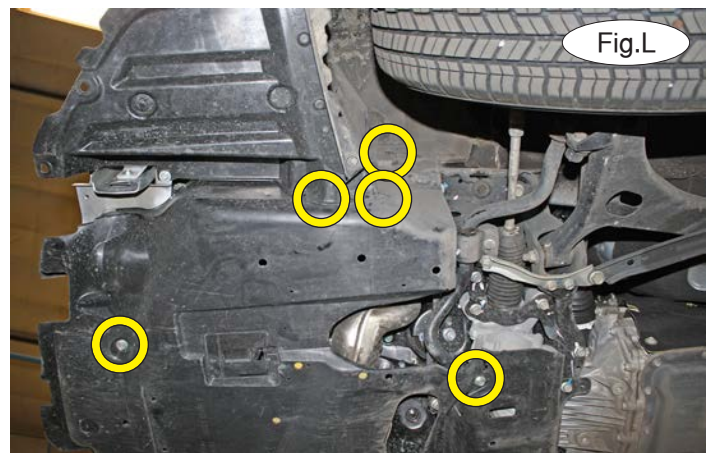


6. On the driver's side, remove one 10mm (head) bolt attaching an electrical sensor to the frame rail and disconnect the wiring loom from the frame. Bend the sensor's tang flat using a pair of pliers (Fig.H). Now, reattach it to the same spot but mount the sensor upside down (Fig.I). *Note:* due to manufacturing variances, the sensor may be located on the passenger side instead and the driver's side may have additional framing.



7. If the driver's side has additional framing, you must remove the headlight and the plastic locking strip in order to gain access for the bolt you will install in a future step. **If it does not:** proceed to step 8. **If it does:** remove five 10mm (head) bolts and three plastic fasteners attaching the headlight and its mount to the frame (Fig.J).

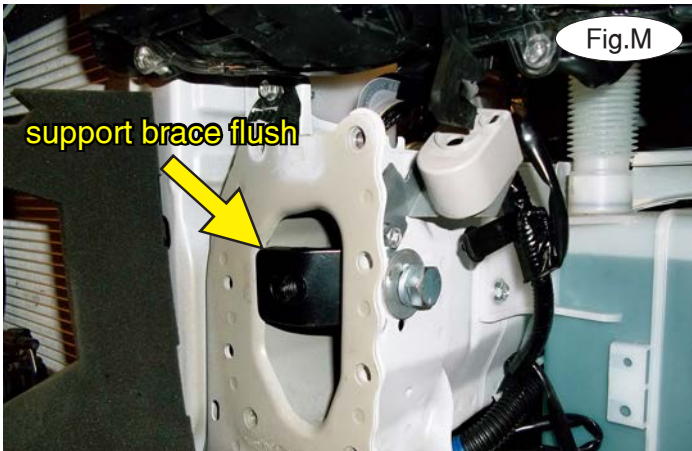
8. If the driver's side has a water bottle like the one in Figure K, you must remove the lower and center splash shielding to gain access to the bolt you will install in the future step. **If it does not:** proceed to step 9. **If it does:** on each side, remove three plastic fasteners attaching the lower splash shield to the frame and two 12mm (head) bolts attaching the center splash shield to the frame (Fig.L).





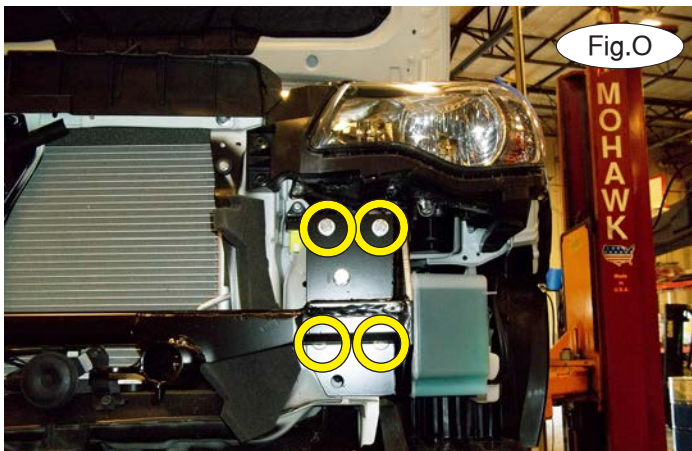
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9. On each side, bolt the support brace to the side of the frame using the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, and $\frac{1}{2}$ " lock washer and flat washer (Fig.M). *Note:* ensure the face of the support brace is flush with the face of the bumper mount.

10. Place the main receiver brace over the frame rails and bolt into the support brace through the front mounting point on each side using the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and $\frac{1}{2}$ " lock washer (Fig.N).



11. On each side, bolt the main receiver brace to the ends of the frame rails using the four supplied 8mm x 1.25 x 35mm bolts, 8mm lock washers and 5/16" flat washers (Fig.O).

12. On the driver's side only, disconnect the wiring loom on the backside of the frame rail. Now, using the pre-existing hole in the main receiver brace as a template, drill through the front of the frame and out the back of it using a $\frac{1}{2}$ " drill bit (Fig.P). *Note:* use a piece of metal as a buffer between the drill bit and the engine components (Fig.Q).





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13. On each side, bolt through the front of the frame rail and out the back using the supplied $\frac{1}{2}$ " x 5" bolt. Finish with a $\frac{1}{2}$ " plate washer, lock washer and nut (Fig.R).
14. Tighten all bolts to the bolt torque requirements found at the end of these instructions.
15. Hold the fascia in place over the main receiver brace and trim to allow clearance. Use the yellow lines in Figure S as a guide for trimming.
16. Reinstall the fascia, reversing steps 1 through 4.
17. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
18. 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 page 1. 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.



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

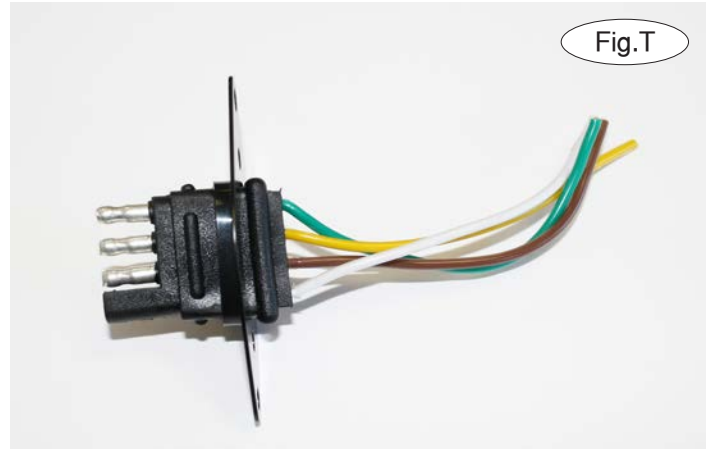
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Three options for attaching the wiring plug to the main receiver brace

For six-wire plugs: use the two supplied 3/4" self-tapping screws to attach the electrical plug directly to the rods on the front of the main receiver brace.

For four-wire round plugs: attach to the plug mounting plate and then use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

For four-wire flat plugs: place the plug through the mounting plug plate, and then secure it using the supplied zip tie on the front of the plug (Fig.T). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.



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.