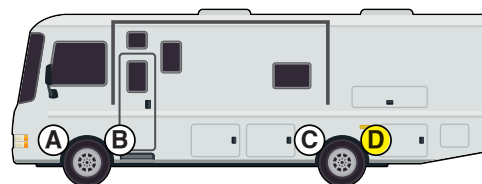




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Installation Instructions

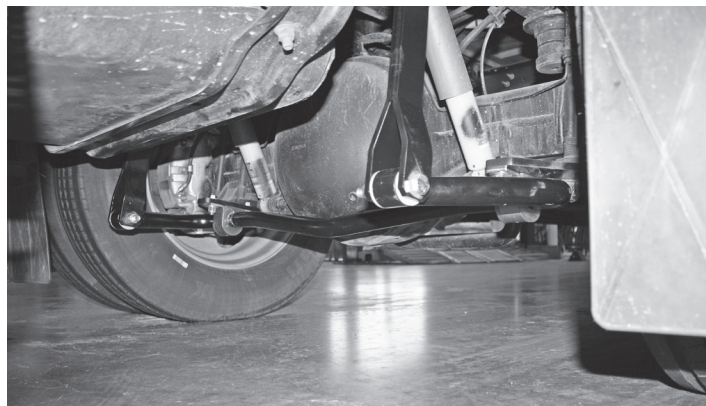


Auxiliary Rear Anti-Sway Bar Kit for the F550 & F53 Chassis

part #1139-149

1 5/8" diameter

Thank you for purchasing our sway bar kit. Please read through these instructions before installation.



Note: If the factory U-bolts are not long enough to install this kit, you will need to order new ones. For square-top U-bolts, order kit #590050-00; for round top U-bolts, order kit #590050-10.

INTRODUCTION

Thank you for purchasing this anti-sway bar kit. This kit is designed to improve the handling characteristics of your Ford F53 by reducing the body roll and balancing the weight transfer during cornering. The anti-sway bar kit is engineered for long life and trouble-free performance. All the hardware needed for installation is included in this kit. Refer to the PARTS LIST in these instructions to identify the parts.

SUGGESTED TOOLS

The following tools are suggested to complete the installation procedures:

- General hand tools
- Torque wrench

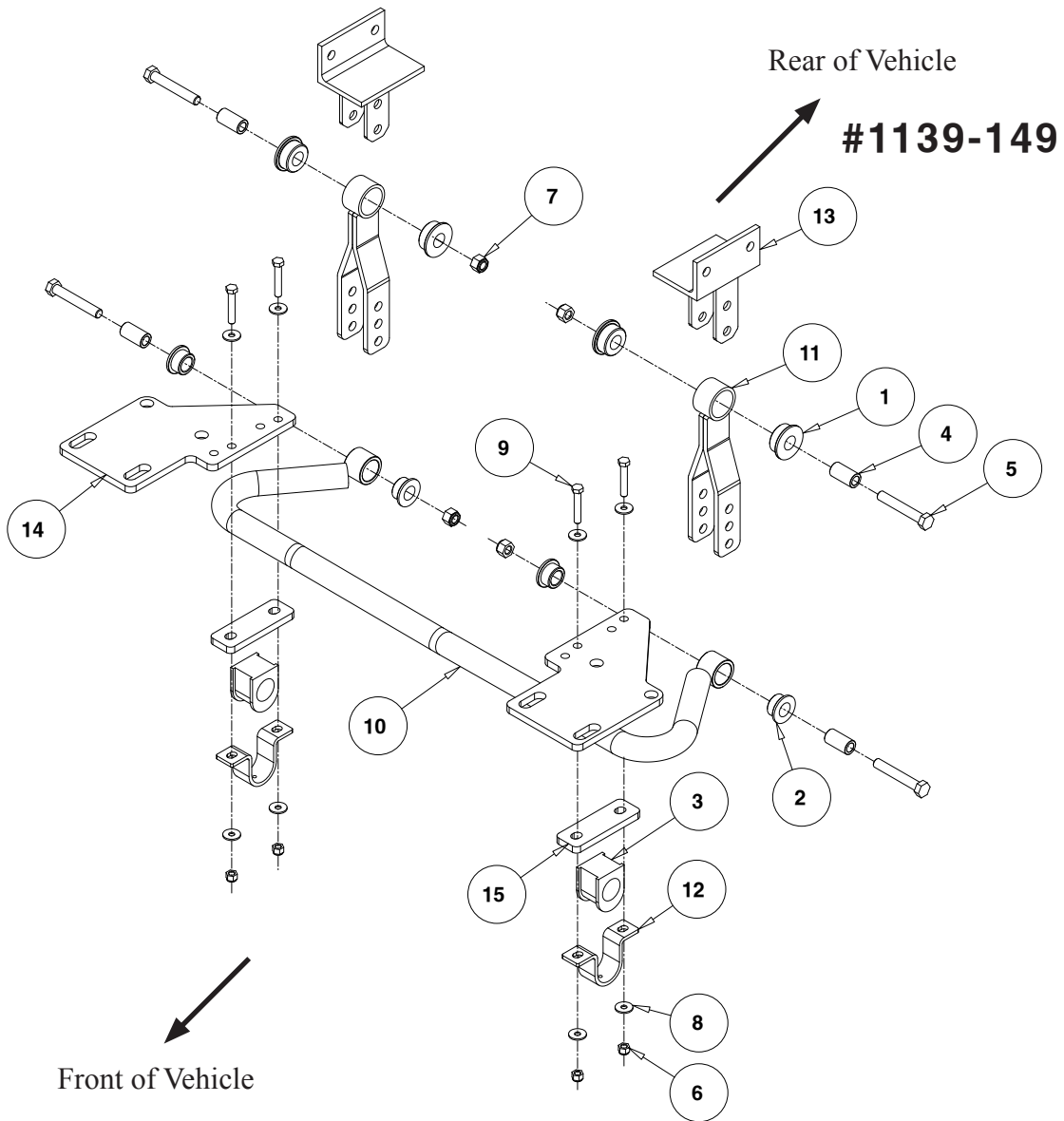
WARNING

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

- If raising the vehicle to install the anti-sway bar, always support the vehicle with jack stands at both frame rails or at the rear axle before working underneath. Ensure that the jack stands are securely positioned, and are rated at or above the weight of the vehicle.
- The installer must read the instructions and use all bolts and parts supplied. Use only the parts supplied by ROADMASTER to install this kit.
- Minor modifications are sometimes necessary due to slight vehicle variations, even for the same year, make and model.
- Regardless of year, make and model, a wide range of options for specific applications may or may not interfere with the installation. It is the installer's responsibility to make certain that equipment is not damaged once the suspension solution travels through the full range of motion. Failure to ensure adequate clearance could result in non-warranty property damage, personal injury or even death.

- If running changes were made by the manufacturer after this kit was designed, there may be weldments, braces, gussets, or other structural items which interfere with the installation. It is the installer's responsibility to allow for these running changes without sacrificing the structural integrity of the anti-sway bar. Failure to securely fasten the anti-sway bar could result in property damage, personal injury or even death.
- ROADMASTER will not be responsible for any damage or injury resulting from any modification or alteration.
- Check ALL the fasteners for tightness before and after road testing the vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components.
- Do not use an air impact wrench when re-installing bolts, as stripped threads may result.
- This anti-sway bar is only warranted for the original installation. Installing a used anti-sway bar on another vehicle is not recommended and will void the warranty.

PARTS LIST



ITEM	QTY	MATERIAL	PART
1	4	BUSHING	205202-10
2	4	BUSHING	205209-00
3	2	BUSHING	205222-10
4	4	BUSHING SLEEVE	205503-00
5	4	5/8-11 x 4" BOLT	350158-00
6	4	1/2-13 NYLON INSERT LOCK NUT	350259-00
7	4	5/8-11 NYLON INSERT LOCK NUT	350263-20
8	8	1/2" HARDENED WASHER - YELLOW ZINC	350308-80
9	4	1/2-13 x 2 1/2" BOLT	350099-80
10	1	ANTI-SWAY BAR	580409-00
11	2	END LINK	B1003
12	2	BUSHING CLAMP	B141
13	2	FRAME BRACKET	B734
14	2	AXLE BRACKET	B777
15	2	SPACER	B405
16	1	AQUALUBE	400011-30
17	1	LOCTITE	200544-00

INSTALLATION

The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

1. Apply parking brake

The following procedures can be done with the wheels of the vehicle on the ground.

2. Install the axle brackets

Note: do not remove the factory anti-sway bar. This kit is designed to support the factory anti-sway bar — not replace it.

Now, on each side, install the frame bracket (B734) to the frame rail using the two lower factory crossmember bolts located behind the rear axle. To remove the factory crossmember bolts, it may be necessary to raise the motorhome to allow the crossmember bolts to clear the leaf-spring. Place the bracket flat against the frame and tighten the crossmember bolts to 150 ft./lbs (Fig.1).



Figure 1

3. Install the shackles

Remove the nuts from the U-bolts on one side. Retain the factory axle bracket and add a flat plate with small holes (B777) positioned toward the rear and center of the vehicle. Secure each one with the factory nuts and washers (Fig.2). Torque the U-bolts to 300 ft./lbs, as recommended by the manufacturer. Repeat the process on the opposite side.



Figure 2

4. Install the bushings and bushing clamps

Lubricate the inside of the split bushings with the provided lubricant. Install the bushings on the anti-sway bar near the arms. Slide the bushing clamp brackets over the split bushings. Now, bolt the anti-sway bar to the endlinks using the 5/8" hardware.

Note: There are three different sets of holes in the shackle that can be used for mounting the anti-sway bar to the endlinks. Use the hole configuration that allows the anti-sway bar to ride as level as possible. Figure 3 depicts the optimal angle for the installation. There are also two holes in the frame bracket hanger that can be used for additional adjustments, as needed, to achieve the optimal angle.

5. Install the bushing clamps to the axle plate

Install the bushing clamps to the B777 axle plate using the supplied 1/2" hardware (Fig.4 — next page). Tighten the bushing clamps to 45 ft./lbs.

6. Test drive

Drive vehicle and recheck all bolts to ensure proper torque.

WARNING

After road testing, re-check all fasteners for proper tightness — if a fastener has worked loose or fallen off, re-tighten or replace it. Without all kit components properly tightened or in place, the anti-sway bar will not stabilize the vehicle at full capacity, which may cause reduced cornering ability or other reductions in vehicle handling or performance.

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

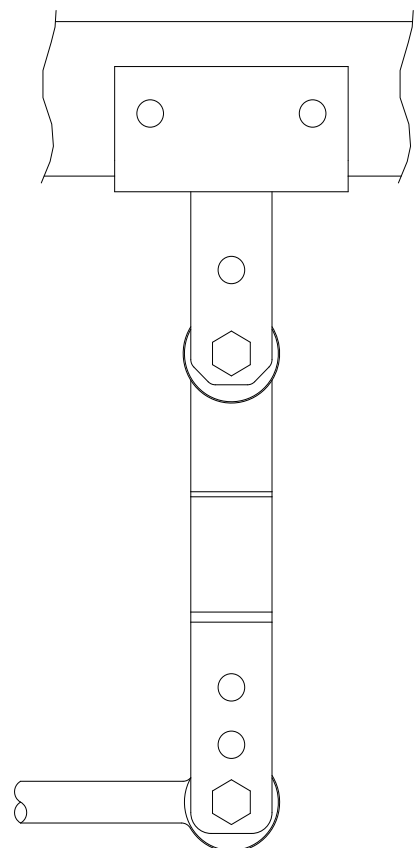


Figure 3

INSTALLATION

The following instructions must be followed in the order listed to ensure a proper installation and to preserve the ROADMASTER warranty.

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS			U-BOLTS	
Thread	Grade	Torque	Thread	Torque
3/8.....	5.....	30 lb-ft	3/8-24	35 lb-ft
7/16.....	5.....	50 lb-ft	1/2-20	70 lb-ft
1/2.....	5.....	75 lb-ft	5/8-18	140 lb-ft
5/8.....	5.....	140 lb-ft	3/4-16	250 lb-ft
			7/8-14	400 lb-ft

Note: Endlink bolts use grommets and should NOT be torqued. Tighten these bolts by hand until the grommet starts to deform. Also, these torque values are intended as general guidelines. 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.

Figure 4

