



Trac W22 TruTrac Bar Front Trac Rod (Fits W16, 18, 20, 22, 24)

Installation Instructions

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

Thank you for purchasing the TruTrac Bar by ROADMASTER. This product has been developed to enhance the handling characteristics of the W16 through W24 Workhorse chassis. Please be sure to properly identify your chassis to make sure this is the correct bar for your application.

1. Under normal circumstances this installation will take 30-40 minutes. Before starting the installation, prepare the motorhome by parking it on a level surface and not on jacks.
2. Begin by removing the nuts on the front u-bolt on the driver's side of the front axle. Place the axle bracket on the u-bolt as in figure 1, and replace and torque the nuts that were previously removed to 140-150 ft.-lbs.
3. On W16 and W18 models remove the factory bolt attached to the cross member. Then, place the frame bracket on the frame and reattach the factory bolt. Now place the large frame bracket (B529) on the outside of the passenger side frame rail in front of the axle, and loosely secure it with the inner bracket and supplied bolts (Figure 2). *Note:* the W16 and the W18 models use the B587 bracket instead of the B529. Do not tighten the mounting bolts at this time. Place the adjustable bar with the stationary end in the frame bracket and insert the bolt from the rear. Adjust the length of the bar so that you can put the adjustable end of the bar into the axle bracket, but do not insert bolt. At this point, make sure the bar slides freely in the axle bracket. If it doesn't, slide the frame bracket forward or back until it does. When the bar easily fits in the axle bracket, tighten the frame bracket mounting bolts.

Figure 1



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⚠ 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.



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4. Now insert the end bolts from the rear. Make sure both end bolts face towards the front of the coach w/nuts on the front side of the bar. Adjust the bar until both end bolts easily slide through the bracket and the bar. Tighten both end bolts. These bolts are to be tightened only enough so that the bolts are snug in the bracket, but do not put pressure on the ends of the bar. The last step is to tighten the jam nut on the bar.

5. Check to make sure that no wires, hoses, or lines are being obstructed. The installation is now complete, and should look like figure 3.

6. Road test and re-check installation. Recheck all nuts and bolts for tightness. After the first 1,000 miles or so check to make sure nuts and bolts have not loosened.



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 TruTrac 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.



WARNING

The bar is not a load-bearing component

Do not tow or hoist the vehicle using the bar or its mounting brackets as attachment points. The bar is not designed to carry the weight of the vehicle and may collapse, which will damage the sway bar components, the suspension, or other components. The vehicle will detach or fall, which may cause severe personal injury.

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

Figure 2

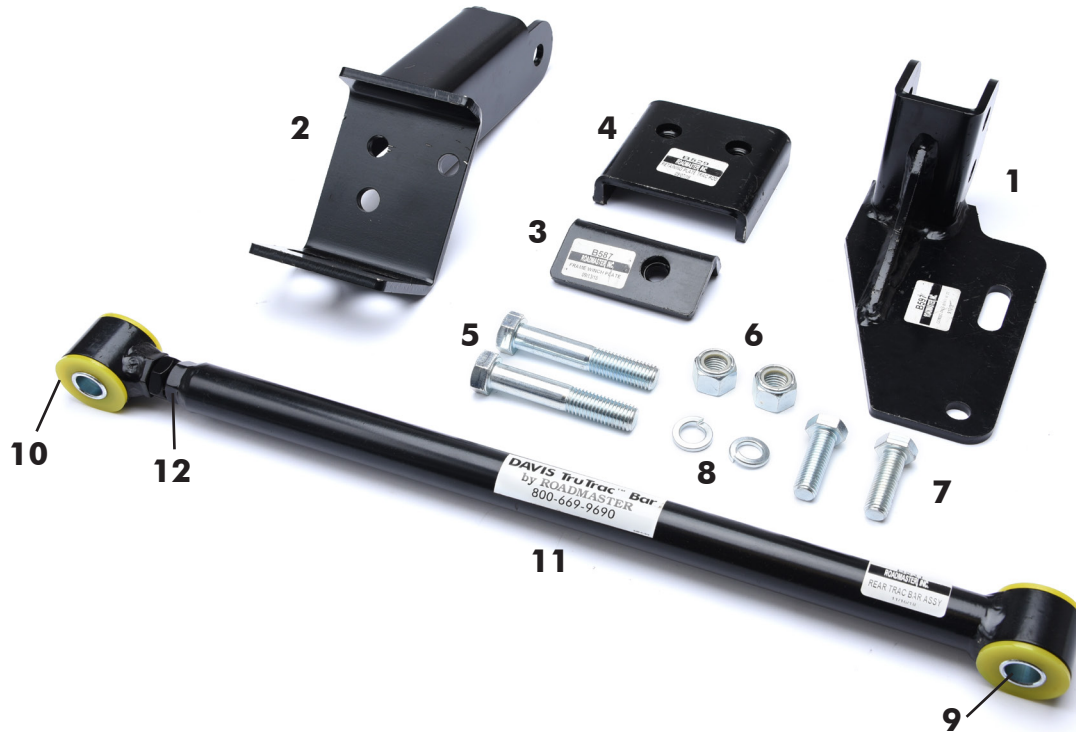


Figure 3





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Trac W-22

Part #	Description	Qty	Part #	Description	Qty
1. B597	Bracket Axle Trac W22	1	7. 350452-00	Hex Bolt	2
2. B528	Bracket Frame Trac W22	1	8. 350313-00	Lock Washer	2
3. B587	Frame Pinch Plate W16/18	1	9. 205504-00	Metal Sleeve	2
4. B529	Retaining Plate Trac W22	1	10. 205209-00	Bushing	4
5. 350185-00	Cap Screw	2	11. B532	Rod End Panhard-Tru Trac	1
6. 350265-00	Nylon Lock Nut	2	12. 350288-00	Jam Nut	1

BOLT TORQUE REQUIREMENTS

STANDARD BOLTS

Thread	Grade	Torque
3/8.....	5.....	30 lb-ft
7/16.....	5.....	50 lb-ft
1/2.....	5.....	75 lb-ft
5/8.....	5.....	140 lb-ft

U-BOLTS

Thread	Torque
3/8-24	35 lb-ft
1/2-20	70 lb-ft
5/8-18	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.