

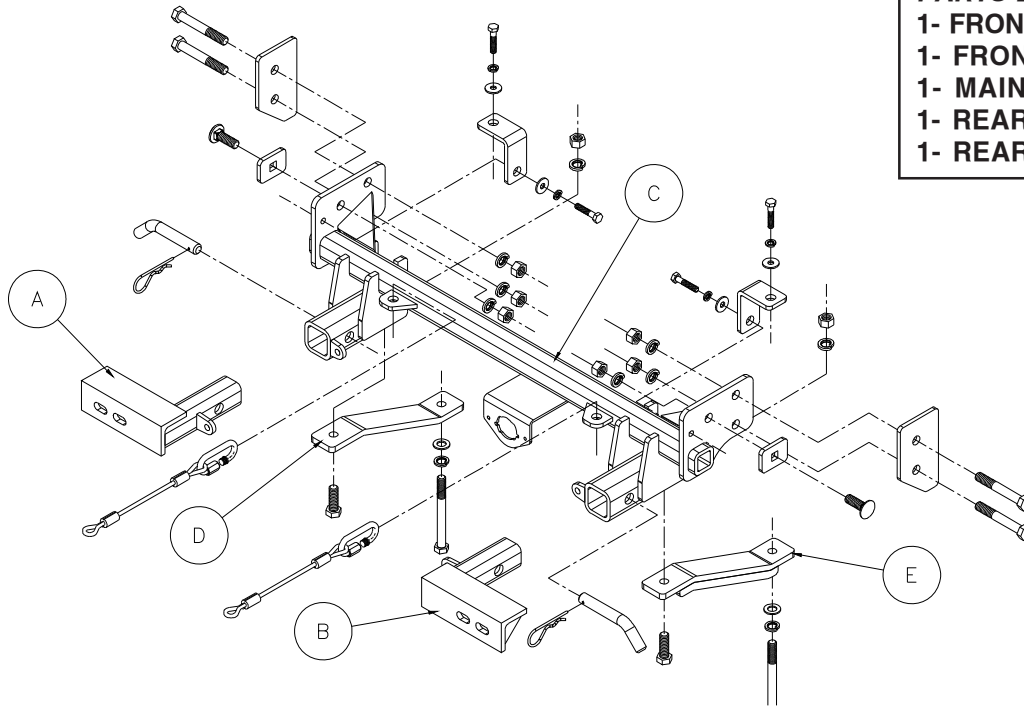
BASEPLATE KIT INSTALLATION INSTRUCTIONS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com

PARTS LIST:

- 1- FRONT BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Driver side
- 1- MAIN BRACE (C)
- 1- REAR BRACE (D) - Passenger side
- 1- REAR BRACE (E) - Driver side

KIT NO. 1011-1



6-27-11

IMPORTANT: All baseplates **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 and lock washers on all fasteners.

WARNING

Failure to heed these warnings or follow the installation instructions may result in a voided warranty, loss of towed vehicle, personal injury or death.

- Do not weld or modify this baseplate or its components. Welding or modification will void the warranty.
- Do not use this document as a basis to design/fabricate a baseplate, as it may not show all parts or structural components.
- We strongly recommend professional installation.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the baseplate. Do not install the baseplate if any structural frame damage is found.
- The installer must use all bolts and parts supplied. If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle.
- Use Loctite® Red on all bolts used to secure this baseplate. Torque all bolts to the specifications found at the end of these instructions. Do not over-torque the bolts or failure may occur.
- The installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc. or non-warranty failure may result.
- Roadmaster manufactures many styles of baseplates. If your baseplate 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.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or baseplate 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 your 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 or vehicles.
- 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. See cable instructions for proper routing. Failure to do so will result in non-warranty damage and/or the loss of the towed vehicle.
- This kit is designed for use with ROADMASTER tow bars and ROADMASTER adapters only. Using this kit with other brands, without an approved ROADMASTER adapter, may result in non-warranty damage or injury.
- Receiver extensions and out-of-level towing situations of 3 inches or more. This can cause the system to swing much higher and lower, causing excessive strain on the tow bar, baseplate and frame. That can cause the towing system to fail, causing property damage, personal injury or even death. If you must use a receiver extension or drop hitch to tow, it will reduce your receiver's weight capacity by 1/3 to avoid damaging your system. Never use more than one extension and/or drop hitch, as this will void your warranty.
- Every 3,000 miles, the owner must inspect all mounting points for cracks or fatigue, and check the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions.
- The owner must follow the vehicle manufacturer's instructions to prepare the vehicle for towing. Failure to do so may cause severe damage to the vehicle.
- This baseplate is only warranted for the original installation. Installing a used baseplate 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.
2. Now, begin the installation by removing four plastic fasteners on the top of the front grill, carefully pull the grill straight forward to remove then set aside. This will expose the top plastic fasteners in the bumper fascia. Note: the side sockets that hold the grille in can be quite tight, a wire or hook may help in pulling loose.
3. Locate and remove two bolts (12mm head) holding a small vacuum pump to the back of the bumper core. Leave the pump attached to the vehicle, tuck it out of the way for now.
4. Remove the front fascia, starting with seven plastic fasteners on top. Now, remove the plastic and screw fasteners in the front of each fender especially the hidden (10mm head) screw located in the top junction of the fender and fascia on each side. Remove three remaining (10mm head) bolts from the bottom sides and center.
5. Remove the marker light connectors on each side, then pull the fascia forward and set aside.
6. Remove center fascia brace (two 10mm head bolts).
7. Remove the bumper core (two 12mm head) bolts per side.
8. Hold the main receiver brace between the frame rails and position even with the front of the frame rails with the front small mounting holes over the existing bumper mounting holes. Temporarily insert bumper core mounting bolts removed in step 7 into each side and tighten with supplied 8mm x 1.25 nuts.
9. Remove two front lower suspension bolts (19mm head) then install the lower braces with supplied 12mm x 1.25 x 120mm bolts, lock washers and flat washers then bolt the ends of the lower braces to the bottom of the receiver brace with 1/2" x 1 1/2" bolts, lock washers and nuts.
10. Align the receiver brace then drill three 17/32" holes in the inside of each frame wall using the receiver brace as a drill template.
11. Drill two holes through the outside of the frames using the shaped backing plates temporarily clamped in place as drill guides. The idea is to drill two more holes opposite the holes drilled in the inside frame walls.
12. Bolt through the ends of the main receiver brace, the rectangular frame tubes, and the outer backing plates with two 1/2" x 3 1/2" bolts, flat washers, lock washers and nuts on each side.
13. Bolt through the remaining front 1/2" mounting holes with 1/2" x 1 1/2" carriage bolts, 1/4" x 1 1/2" x 2" backing plates, lock washers and nuts.
14. Tighten all bolts to the torque specifications below.
15. Before installing the bumper core, bolt the vacuum pump to the back of the bumper core.
16. Replace the bumper core and bolt through the L braces into the bumper core with 8mm x 1.25 x 45mm bolts, fender washers, lock washers and nuts.
17. Reinstall the fascia, reversing steps 4 through 6.
18. Install the front braces by inserting and pinning with 5/8" draw pins and 3/16" spring pins.
19. Replace the grille-reversing step 2.
20. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 12" safety cables to the side of the receiver brace portion of the bracket with quick links provided. Attach the other end to the tow vehicle's safety cables and the tow bar.

6-27-11

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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 ft./lb.						



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Hardware list

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- 4- 1/2" x 3 1/2" bolts
- 2- 1/2" x 1 1/2" bolts
- 2- 1/2" x 1 1/2" carriage bolts
- 2- 1/4" x 1 1/2" x 2" sq. hole backing plates
- 8- 1/2" lock washers
- 8- 1/2" nuts
- 4- 8mm x 1.25 x 45mm bolts
- 4- 8mm fender washers
- 4- 8mm lock washers
- 2- 8mm x 1.25 nuts
- 2- 12mm x 1.25 x 120mm bolts
- 2- 12mm lock washers
- 2- 12mm flat washers
- 2- 12" safety cables
- 2- quick links
- 2- 5/8" draw pins
- 2- 3/16" spring pins
- 2- L shaped backing plate
- 2- outer backing plate

1-31-11

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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.