

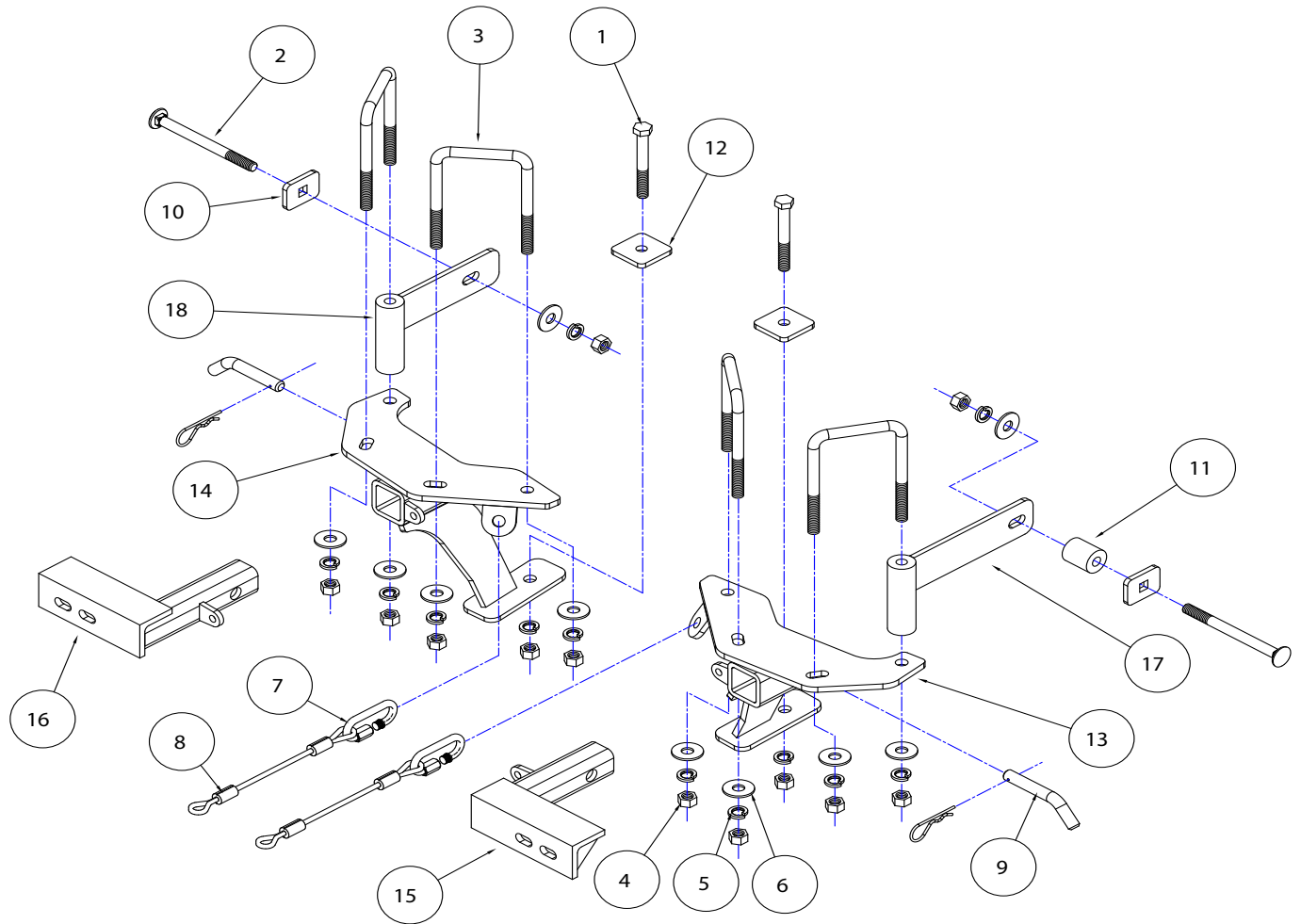


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1015-1**

11/03/03

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	NAME	PART #
1.....	2 .....	1/2" x 4 1/2" BOLT .....	350106-00
2.....	2 .....	1/2" x 5 1/2" CARRIAGE BOLT .....	350108-20
3.....	4 .....	1/2" x 3 1/2" x 5 1/2" U-BOLT .....	357021-00
4.....	12 .....	1/2" NUT .....	350258-00
5.....	12 .....	1/2" LOCK WASHER.....	350309-00
6.....	10 .....	1/2" FLAT WASHER .....	350308-00
7.....	2 .....	CABLE CONNECTORS .....	200008-00
8.....	2 .....	8" CABLES .....	500646-08
9.....	2 .....	DRAW PIN / SPRING PIN.....	357035-00
10.....	2 .....	1 1/2" x 2" SQUARE HOLE BACKING PLATE.....	A-000039
11.....	1 .....	1 1/4" O.D. x 1 1/2" TUBE SPACER.....	A-000834
12.....	2 .....	3/16" x 2" x 2" ROUND HOLE BACKING PLATE.....	A-001066
13.....	1 .....	DRIVER SIDE RECEIVER BRACE.....	C-000457
14.....	1 .....	PASSENGER SIDE RECEIVER BRACE .....	C-000458
15.....	1 .....	DRIVER SIDE ARM WELDMENT .....	C-000459
16.....	1 .....	PASSENGER SIDE ARM WELDMENT .....	C-000460
17.....	1 .....	DRIVER SIDE U-BOLT BRACE .....	C-000461
18.....	1 .....	PASSENGER SIDE U-BOLT BRACE.....	C-000462



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

The main receiver brace mounts to the frame rails and the bumper core. The removable front braces install in the main receiver brace.

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 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. Now, begin the installation by removing four fasteners (10mm head) on the top of the front fascia (Fig.B).
2. Then move to the sides of the fascia and the front of the fender wells. Remove two plastic fasteners and three (10mm head) screws on the driver's side and three plastic fasteners and two (10mm head) screws on the passenger side (Fig.C,D,E).
3. Move to the middle bottom of the fascia and remove six (10mm head screws). Disconnect the fog and clearance lights then pull the fascia forward and off (Fig.F,G).

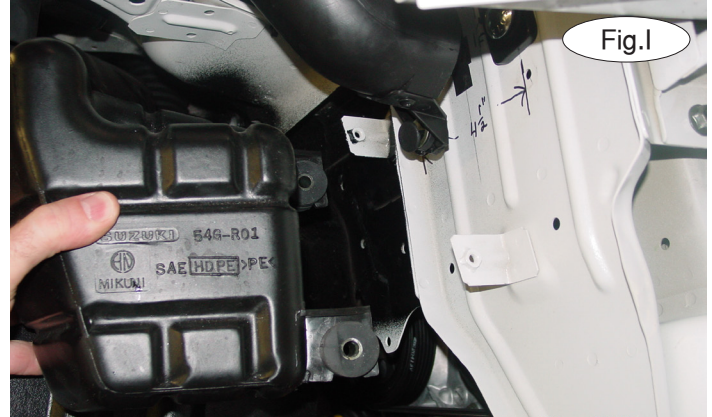




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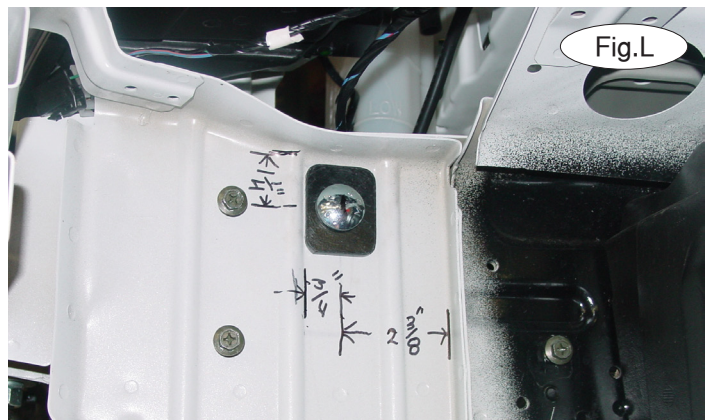
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4. Remove the energy absorption foam and the black plastic cover (3 plastic fasteners) from the bumper core (Fig.H).
5. Remove the black plastic air deflectors (7 plastic fasteners) and set aside.
6. Remove the plenum air box on the passenger side (three 10mm head bolts) (Fig.I).
7. Remove the windshield washer bottle on the driver side three 12mm head) bolts (Fig.H).
8. On the driver side, find a vertical and horizontal flange in the side of the frame. Mark a hole center 1 ¼" down from the top flange and 2 3/8" in front of the vertical flange (Fig.L).



9. Center punch these marks and drill a 17/32" hole through the frames. This hole will be used to mount the rear of the receiver braces.
10. Find two u-bolts and mount a receiver brace to the bottom of the bumper core on each side with the rear mounts positioned to the inside of the frame. Use ½" flat washers, lock washers and nuts on the u-bolts (Fig.J).
11. Repeat steps 8 through 10 for the passenger side with the exception of different hole positioning towards the front of the vehicle. Measure 4 3/4" forward from the rear flange and 1 1/2" down from the top flange (Fig.LL).



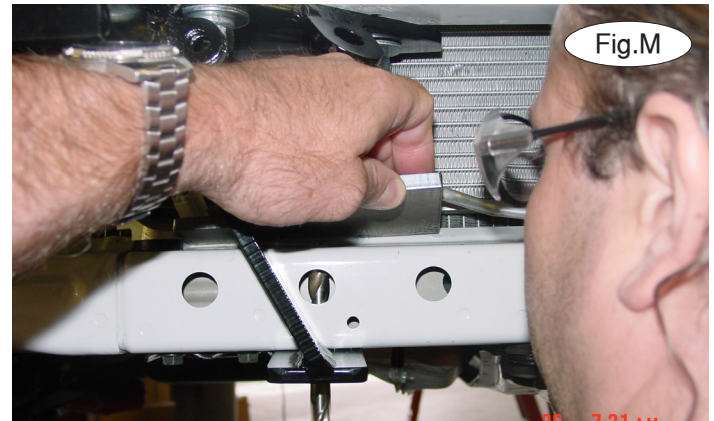


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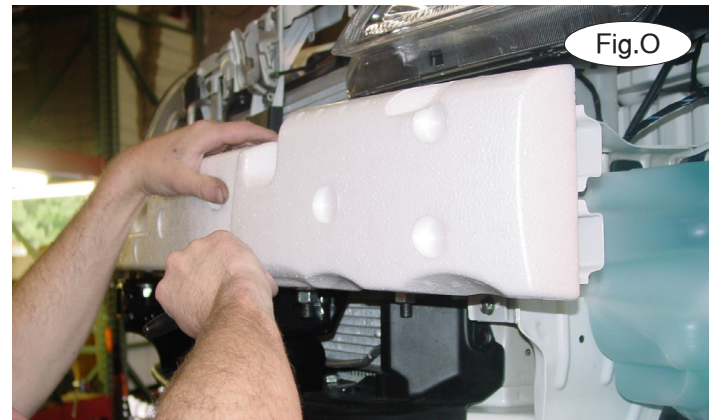
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- Align the braces then tighten in position. Note: check the passenger side for clearance between a aluminum cooling line. If more clearance is needed, carefully bend the line to displace it away from the receiver brace. Working on one side at a time, assemble a  $\frac{1}{2}$ " x  $5 \frac{1}{2}$ " carriage bolt and  $\frac{1}{4}$ " x  $1 \frac{1}{2}$ " x 2" backing plate, then insert through the hole drilled in step 10. On the inside of the frame, position a  $1 \frac{1}{4}$ " O. D. x  $1 \frac{1}{2}$ " spacer between the rear of the brace and frame and bolt through with a  $\frac{1}{2}$ " flat washer, lock washer and nut. Tighten enough to hold braces in alignment. Repeat for the remaining side (Fig.K,L,LL).
- Once every thing is aligned, use the bottom mounting holes in the braces to drill two  $\frac{17}{32}$ " holes through the bottom frame member located beneath the radiator. Use a backing plate to prevent damage to the radiator (Fig.M).



- Bolt through the bottom of the braces on each side with  $\frac{1}{2}$ " x  $4 \frac{1}{2}$ " bolts,  $\frac{1}{4}$ " x 2" sq. backing plates lock washers and nuts (Fig.N).
- Torque all the mounting bolts to the specifications on the last page.
- Remount the plenum air box and windshield washer bottle reversing steps 7 and 8.
- Hold the energy absorption foam in the front of the bumper core and trim to fit around the u-bolts and the top of the brace. Mount in place in preparation for fitting the bumper fascia (Fig.O).
- Hold the fascia in position and where cut outs will be needed under the bumper core then notch for clearance (Fig.P,Q).





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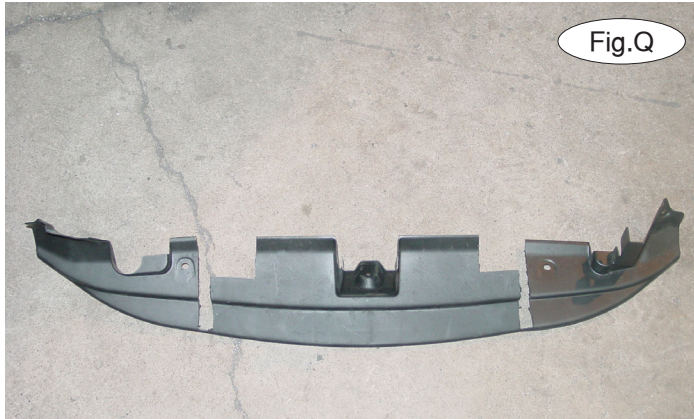


Fig.Q



Fig.R

20. Reinstall the fascia, reversing steps 1 to 4.
21. The lower grille air deflector will have to be cut, then reinstalled (Fig.R).
22. Insert the front braces into the receivers and pin with 5/8" draw pins and 3/16" spring pins.
23. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 8" safety cables to the side of the main receiver portion of the bracket with quick links provided. Attach the other end to the tow vehicle's safety cables and tow bar.

## 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.						

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval. ROADMASTER, INC. reserves the right to make changes at any time without notice in material, specification and models or to discontinue models.