

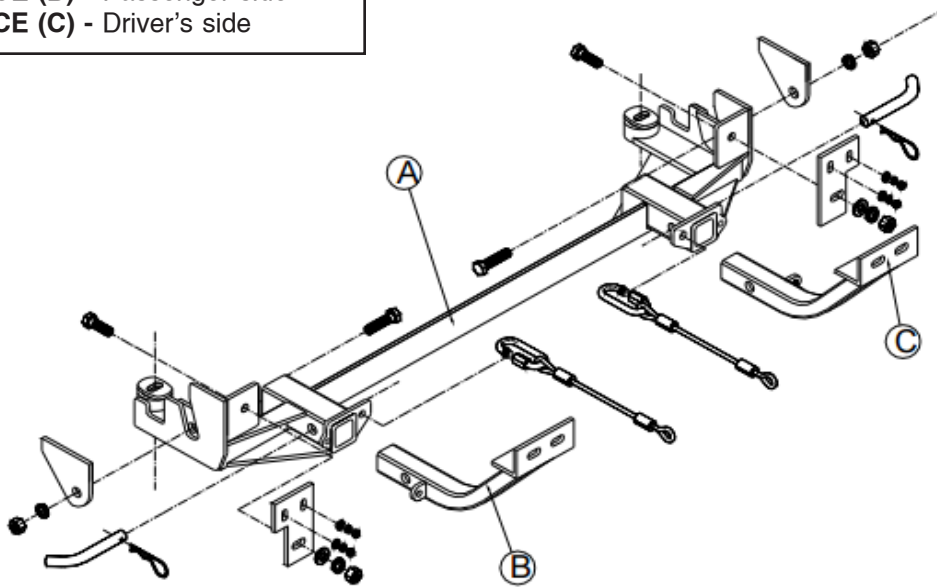
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

- 1- MAIN BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Passenger side
- 1- FRONT BRACE (C) - Driver's side

KIT NO. 1144-1



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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KIT NO. 1144-1

- 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. This XL Series bracket is designed to fit between the front tie downs in front of the radiator. It utilizes the tie down plates and front suspension bolts as anchor points. Small notches 1" deep will have to be cut in the front plastic inside the front of each tie down. Remove the lower radiator air scoop (four 10mm screws). This will be lifted off and replaced by the receiver brace cross angle.
- Remove the large 19mm head subframe bolts on each side. Pull forward on the plastic and hold the receiver brace in position inside the tie down plates and under the subframe isolation mounts.
- Hold the receiver brace in position and bolt through each side of the tie downs with 5/8" x 1 3/4" bolts, 1/4" backing plates, lock washers and nuts. *Note:* the frame holes may have to be slightly enlarged. Be sure to position the backing plates correctly on the outside of the tie down plates. If fog lights are present, remove them to provide access, then reinstall when the installation is complete.
- Bolt through the rear of the brace on each side with the large 19mm head subframe mounting bolts removed previously.
- Look up behind the bumper on both sides and you will see two small studs protruding from the front of the frame just behind the bumper. *Note:* some vehicles may be equipped with small harmonic dampeners on each side. Remove, if present. Take the upper brace plates and install on each side on these existing studs with the slight notch on one side facing to the side of the car. Bolt in place using the supplied 8mm x 1.25 nuts, lock washers and flat washers. Connect to the receiver brace on each side with one 1/2" x 1 1/4" bolt, flat washers, lock washer, and nut.
- Tighten all bolts to the torque specifications below.
- Trim the lower splash panels to fit and refasten.
- Insert the front braces into the receivers and secure with 5/8" draw pins and 1/8" spring pins.
- Mount the bar according to the manufacturers instructions then torque all bolts to the specifications below.
- Attach the 10" safety cables to the receivers with cable connectors and then to the tow bar and the tow vehicle's safety cables.

HARDWARE LIST:

- | | |
|------------------------|------------------------------|
| 4- 8mm x 1.25 nuts | 2- cable connectors |
| 4- 8mm flat washers | 2- 10" safety cables |
| 4- 8mm lock washers | 2- 1/8" spring pins |
| 2- 1/2" x 1 1/4" bolts | 2- 1/2" flat washers |
| 2- 5/8" x 1 3/4" bolts | 2- 5/8" draw pins |
| 2- 1/2" nuts | 2- 1/4" 1 hole backing plate |
| 2- 1/2" lock washers | 2- 1/4" 3 hole backing plate |
| 2- 5/8" nuts | 2- 5/8" lock washers |

04/07/16

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.						