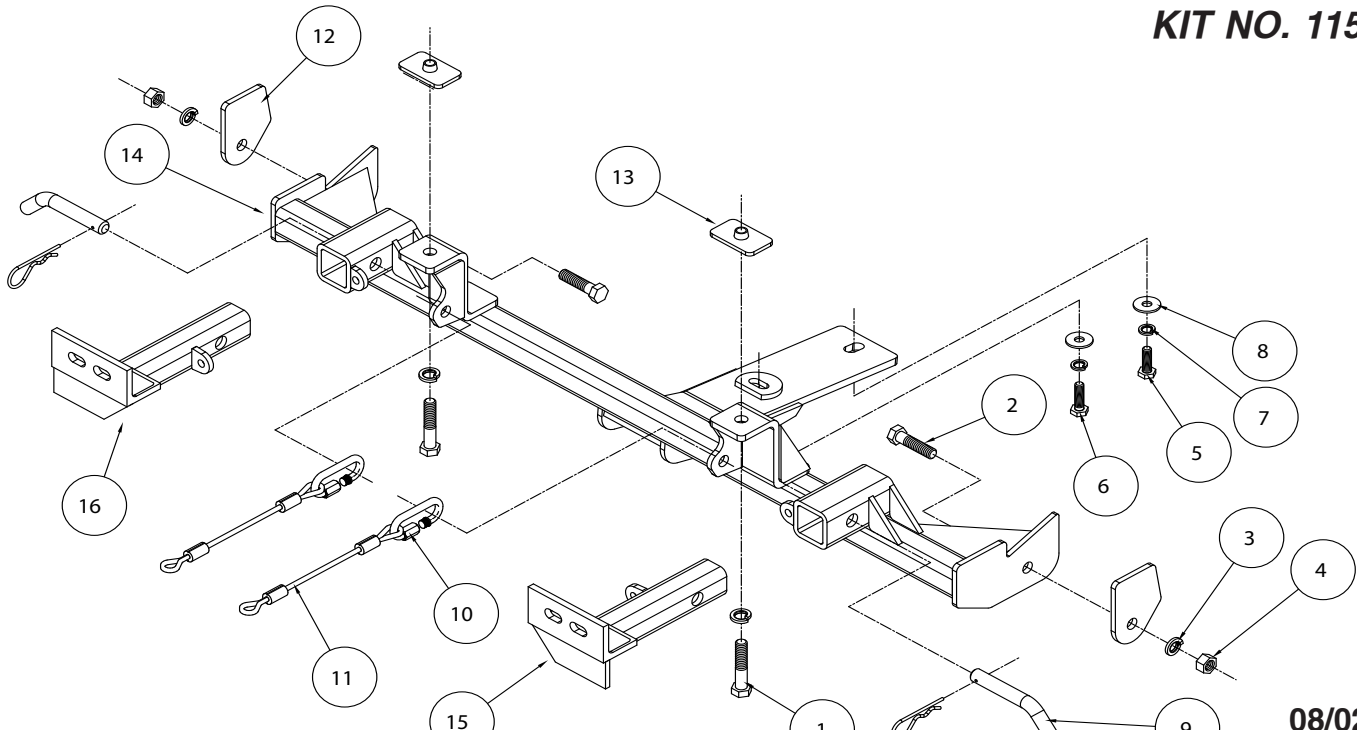


BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

KIT NO. 1150-1



08/02/19

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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- 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 bracket kit is one of our XL Series, which is partly removable. The kit consists of a main receiver brace, two front braces and a hardware pack and utilizes existing holes in the frame, tie down plates and center engine cradle as mounting points. Begin by removing the center tow ring and two mounting bolts from the center motor cross member. They will not be replaced.
- Hold the main receiver brace between the front tie down plates and bolt through the middle mounting plate with two 10mm bolts, lock washers, an fender washers. *Note:* the longer 10mm x 1.25 x 35mm bolt will go in the front hole and the 30mm bolt will go into the rear hole. Tighten these bolts to hold the receiver brace in position.
- Now, using the shaped backing plates on the outside of the tie down plates, bolt through the receiver brace, tie down plates, and backing plates with 1/2" x 2" bolts, lock washers and nuts.
- Now, using a 1/2" drill bit and the pre-existing holes in the bumper brace as templates, drill through the bottom two layers of the bumper core.
- Insert a 1/4" x 1 1/2" x 2 1/2" nutted backing plate between the two layers of the bumper core. Using the supplied 1/2" x 2 3/4" bolts and lock washers, bolt through the support brace, bumper core and into the nutted backing plate.
- Align and torque all bolts to the specifications below.
- Insert the front braces through the front grille into the receiver brace and pin with 5/8" draw pins and 1/8" spring pins.
- Mount the tow bar according to the manufacturer's instructions. Connect the 12" safety cables to the bumper core support brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.

HARDWARE LIST

ITEM	QTY	NAME	MATERIAL
1.....2.....		1/2" x 2 3/4" BOLT.....	350100-00
2.....2.....		1/2" x 2" BOLT.....	350097-00
3.....4.....		1/2" LOCK WASHER.....	350309-00
4.....2.....		1/2" HEX NUT.....	350258-00
5.....1.....		M10 x 1.25 x 30mm BOLT.....	356201-00
6.....1.....		M10 x 1.25 x 35mm BOLT.....	356202-00
7.....2.....		M10 LOCK WASHER.....	355715-00
8.....2.....		M10 FENDER WASHER.....	355716-00
9.....2.....		DRAW PIN W/ CLIP.....	357035-00
10.....2.....		QUICK LINK.....	200008-00
11.....2.....		SAFETY CABLE 12".....	650646-12
12.....2.....		BACKING PLATE.....	A-002774
13.....2.....		1 1/2" x 2 1/2" THREADED BACKING PLATE.....	C-000687
14.....1.....		MAIN RECEIVER.....	C-001807
15.....1.....		DRIVER SIDE ARM.....	C-001808
16.....1.....		PASSENGER SIDE ARM.....	C-001809

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.						