



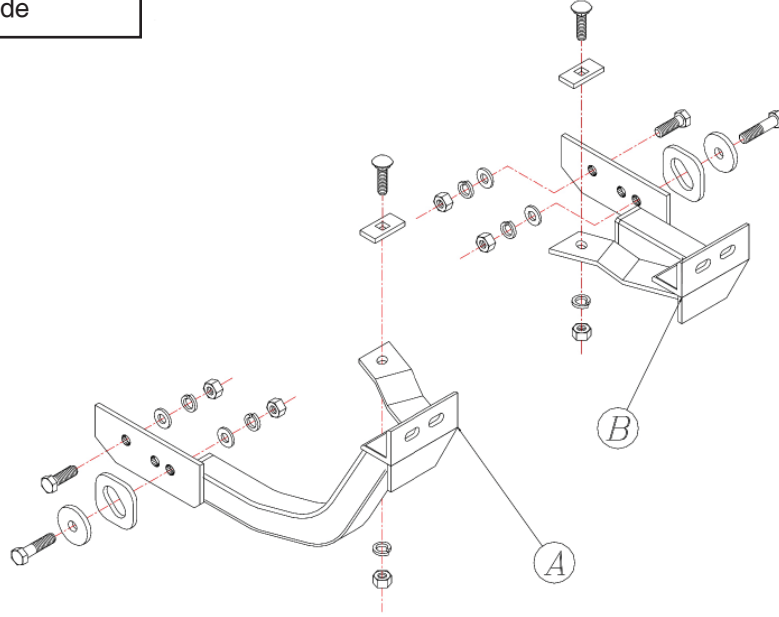
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

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

KIT NO. 117-3



1/27/14

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 by mounting each of the main braces (A and B) to the inside of the tie down loops located just behind the front bumper. First, use a 1/2" x 2" bolt with a 1/2" plate washer and 1/4" x 2 1/2" x 2 1/2" slotted hole backing plate against the head of the bolt, then place this assembly through the tie down loop followed by the main brace, finishing off with a 1/2" lock washer and nut. NOTE: Two holes are provided in the braces. Choose the mounting hole which best lines up the brace to the bottom of the bumper. Be sure that the front bumper tab is located and centered under the steel bumper core.
- Be sure the rear of the bracket is snug against the bottom of the frame and tighten the bolt to hold it in place. Now, using the rear most hole as a template, drill a 1/2" hole through the frame. Bolt together using a 1/2" x 1 1/2" bolt and flat washer, then follow up with a 1/2" lock washer and nut.
- Align the braces in front so that there is a spacing of 30" from the center of the two outside oval holes. The single hole in the upper extension of the brace should be lined up with the steel bumper core at this point. If the lower plastic fascia prevents access to the bumper core, a long 1/2" drill bit can be used to drill directly through the lower fascia into the bumper core. This will leave two holes in the lower plastic fascia which will not be visible from above the vehicle. NOTE: WE SUGGEST INSTALLER GET CUSTOMER'S APPROVAL BEFORE ANY PLASTIC MODIFICATION IS DONE. Using the hole of the brace as a template, drill a 1/2" hole upward through the bottom of the bumper core. Then, using the large access holes in the rear of the bumper core, fish-wire a 1/2" x 1 1/2" carriage bolt with a 1/4" x 1" x 2" square hole backing plate through the access hole and down through the newly drilled hole in the bumper core and on through the brace hole. Attach with a 1/2" lock washer and nut.
- Torque all bolts according to the chart below. Mount the tow bar to the brackets according to the tow bar manufacturer's instructions.

HARDWARE LIST

- 2- 1/2" x 2" bolts
- 2- 1/2" x 1 1/2" bolts
- 2- 1/2" x 1 1/2" carriage bolts
- 4- 1/2" flat washers
- 6- 1/2" lock washers
- 6- 1/2" nuts
- 2- 1/4" x 2 1/2" x 2 1/2" slotted hole backing plates
- 2- 1/2" plate washers
- 2- 1/4" x 1" x 2" square hole backing plates

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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.						