

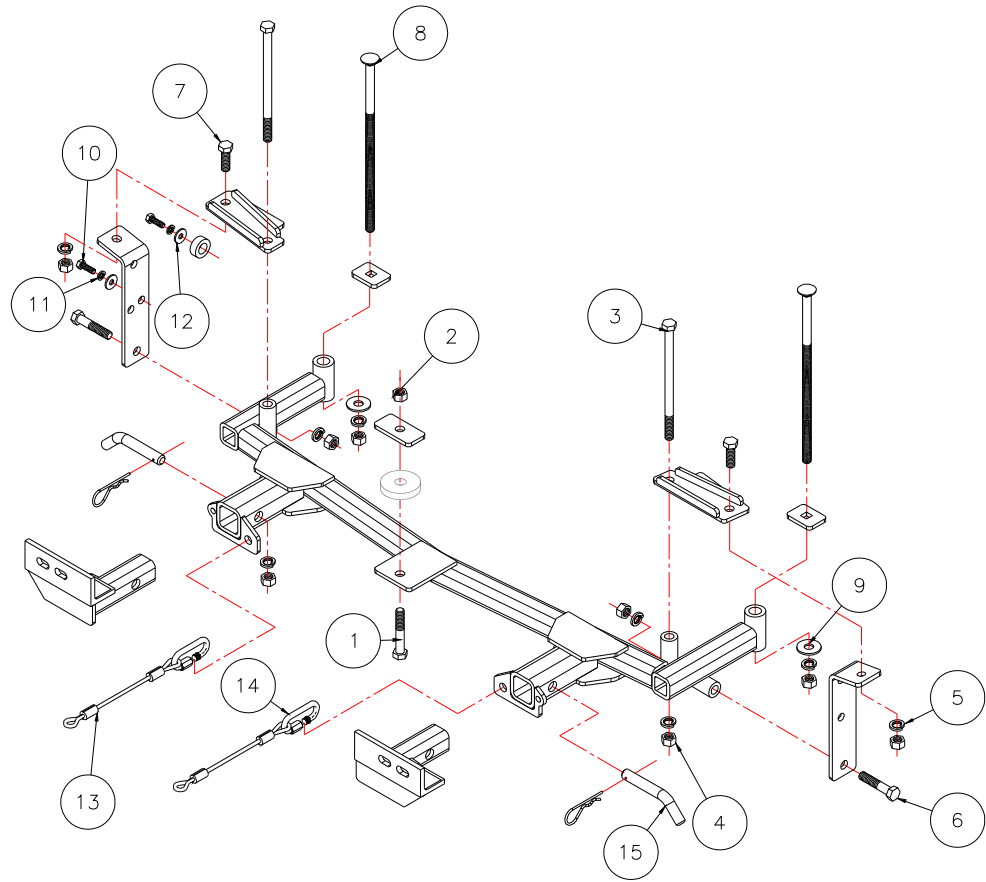


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1170-1**  
02/25/21  
KS

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

ROADMASTER, INC.



Item	Qty.	Length	Width	Hardware	Part No.
1	1	3"	1/2"	BOLT	350101-00
2	1		1/2"	2WAY LOCKNUT	350258-20
3	2	8"	1/2"	BOLT	
4	8		1/2"	NUT	350258-00
5	8		1/2"	LOCK WASHER	350309-00
6	2	2 1/2"	1/2"	BOLT	350099-00
7	2	1 1/2"	1/2"	BOLT	350095-00
8	2	9"	1/2"	CARRIAGE BOLT	
9	2		1/2"	FLAT WASHER	350308-20
10	2	25mm	6mm	BOLT 6mm X 1.0 X 25mm	355894-00
11	2		6mm	LOCK WASHER	355761-00
12	2		6mm	FENDER WASHER	355755-00
13	2	8"		CABLES	500646-08
14	2			CABLE CONNECTORS	200008-00
15	2			DRAW PIN/SPRING PIN	357035-00

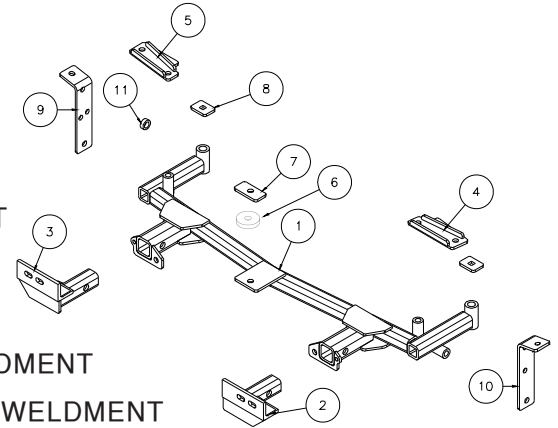


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Item	Qty.	Part No.	Assembly
1	1	C000696	MAIN RECEIVER BRACE WELDMENT
2	1	C000697	DRIVER SIDE ARM WELDMENT
3	1	C000698	PASSENGER SIDE ARM WELDMENT
4	1	C000699	DRIVER SIDE BACKING PLATE WELDMENT
5	1	C000700	PASSENGER SIDE BACKING PLATE WELDMENT
6	1	A006137	1/2" SPACER PLATE
7	1	A000185	1 1/2" X 3" BACKING PLATE
8	2	A000039	1 1/2" X 2" SQ. HOLE BACKING PLATE
9	1	C000702	PASSENGER SIDE MOUNTING BRACE WELDMENT
10	1	C000701	DRIVER SIDE MOUNTING BRACE WELDMENT



**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.

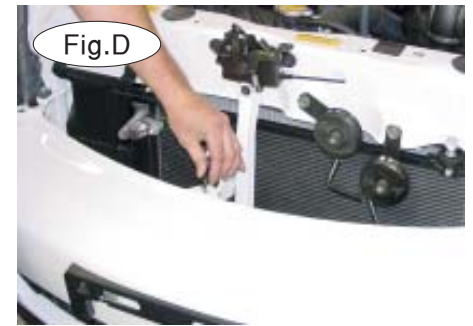
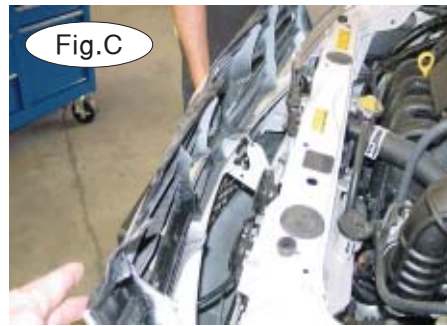


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This bracket kit is one of our XL series, which is designed to be partly removable (Fig.A). The kit consists of the main receiver brace, two front arm braces, two side braces and a hardware pack. The main receiver brace mounts behind the front bumper fascia under the bumper core and to the frame. The side mounting braces attach to the frame on each side. The front arm braces insert into the receivers on each side. Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that all the components are present and accounted for.



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 the four plastic fasteners from the top of the front grille then tip forward to remove (Fig.B,C).

2. Remove three more fasteners in the top of the bumper fascia (Fig.D).



3. Move beneath the vehicle and remove six 10mm (head) screws and one 10mm nut (Fig.E,F). This will release the fascia on the bottom.

4. Remove two 10mm (head) bolts from the side of each splash panel then remove the splash panels and set aside (Fig.G).



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5. Remove one 10mm (head) below the headlight in the fender fascia junction on each side (Fig.H)
6. Disconnect the marker lights on each side (Fig.I) then pull forward to remove the fascia and set aside (Fig.J).



7. Remove four 10mm (head) mounting bolts on each side holding the headlights (Fig.K,L), then disconnect and set aside (Fig.M,N).

8. On the passenger side you will find a black vibration dampener secured with two 10mm (head) bolts. Remove the bolts (Fig.O,P). The vibration dampener will be replaced by the side brace. *Note:* retain the vibration dampener and bolts for reinstallation in case the bracket is ever removed.





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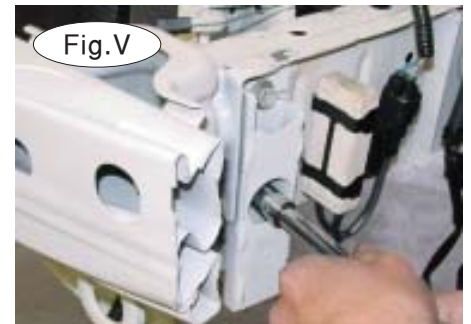
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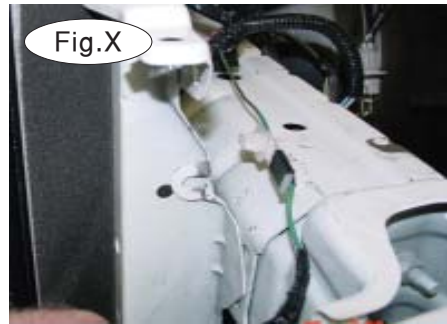
9. Looking at the passenger side (Fig.Q), locate the bottom frame tab shown and bend 90 degrees for brace clearance. Do the same thing on the driver's side.

10. Now, go to the passenger side and disconnect and plug the windshield washer bottle tubing and connections (Fig.R), remove the 10mm (head) mounting bolts (Fig.S) and set the bottle aside (Fig.T).



11. Using the vibration dampener bolts removed in step 8, bolt through the passenger side brace as shown (Fig.U).

12. Move to the driver side of the frame and remove the factory tow loop. Save the 14mm (head) bolts for reinstallation (Fig.V).



13. On the driver's side, pull the wiring harness loose on the top of the frame (Fig.W).

14. Bend the front frame tab over 90 degrees on the driver's side as shown in Figure X.

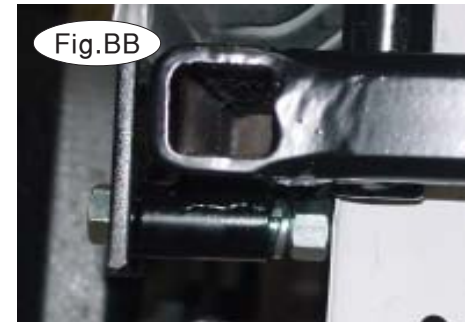
15. Bolt through the side brace with the two bolts removed in step 12 (Fig.Y).



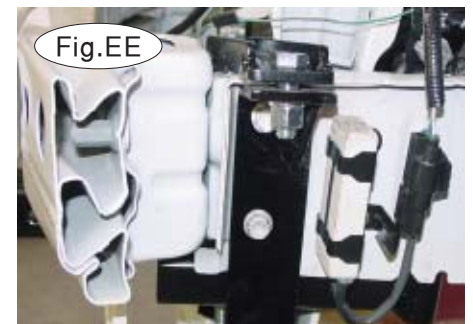
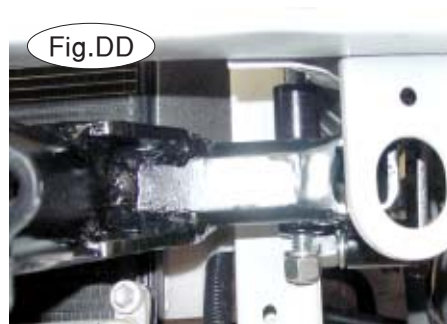
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16. Now, find two  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolts, flat washers, lock washers and nuts (Fig.Z). Hold the main receiver brace between the side braces as shown and bolt through with the  $\frac{1}{2}$ " bolts (Fig.AA,BB).



17. Next, bolt through the side plates and top plates with  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts, lock washers and nuts (Fig.CC).

18. Bolt through the top plate on the inside with  $\frac{1}{2}$ " x 8" bolts, lock washers and nuts (Fig.DD).

19. Tighten up the side bolts for alignment (Fig.EE), then drill through the bottom of the frame with a long  $\frac{17}{32}$ " drill bit using the brace as a drill template (Fig.FF). *Note:* use care so you don't hit the air bag sensors located on top of the frame.



20. Bolt through these holes with  $\frac{1}{2}$ " x 9" carriage bolts with  $1\frac{1}{2}$ " x 2" backing plates on top and flat washers, lock washers and nuts on the bottom (Fig.GG,HH).



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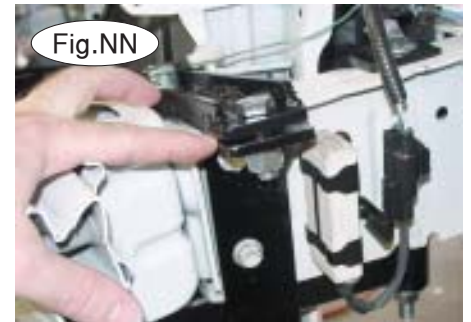
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21. Using the brace as a drill template, drill a  $17/32$ " hole through the bottom and lower middle of the bumper core (Fig.II).

22. Insert a  $1/2$ " spacer between the brace and the bumper core (Fig.JJ), and bolt through with a  $1/2$ " x 3" bolt,  $1/4$ " x  $1 1/2$ " x 3" backing plate and nut (Fig.KK,MM).



23. Using the torque requirements found at the end of the instructions, tighten the 9" side bolts first (Fig.LL), then the center bolt, then the remaining mounting bolts (Fig.MM,NN).



24. Remount the washer bottle removed in step 11 using the supplied  $3/8$ " spacer and bolts (Fig.OO) for the rear mount and a 6mm x 1.0 x 25mm bolt, plate washer and lock washer (Fig.PP).

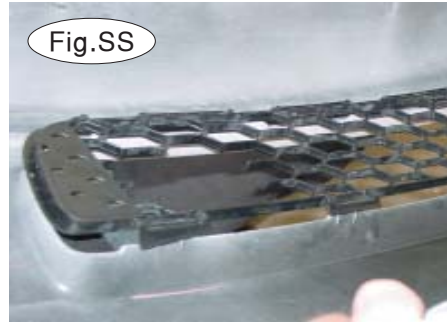
25. Reinstall the headlights, reversing step 7 (Fig.QQ).



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26. Remove the lower black grille from the fascia then temporarily refit the front fascia, reversing steps 1 to 6.
27. Hold the grille in front (Fig.RR) and trim the grille to fit around the receivers (Fig.SS).
28. Trim the grille to fit, install in the fascia then reinstall the fascia and splash panels, reversing steps 1 through 7. *Note:* minor trimming may be needed on the splash panels.
29. Install the front braces into the receivers and secure with 5/8" draw pins and 3/16" spring pins.
30. Attach the safety cables to the front of the receivers with the supplied cable connectors and to the tow vehicle's safety cables and tow bar (Fig.TT).

## 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

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.

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.