



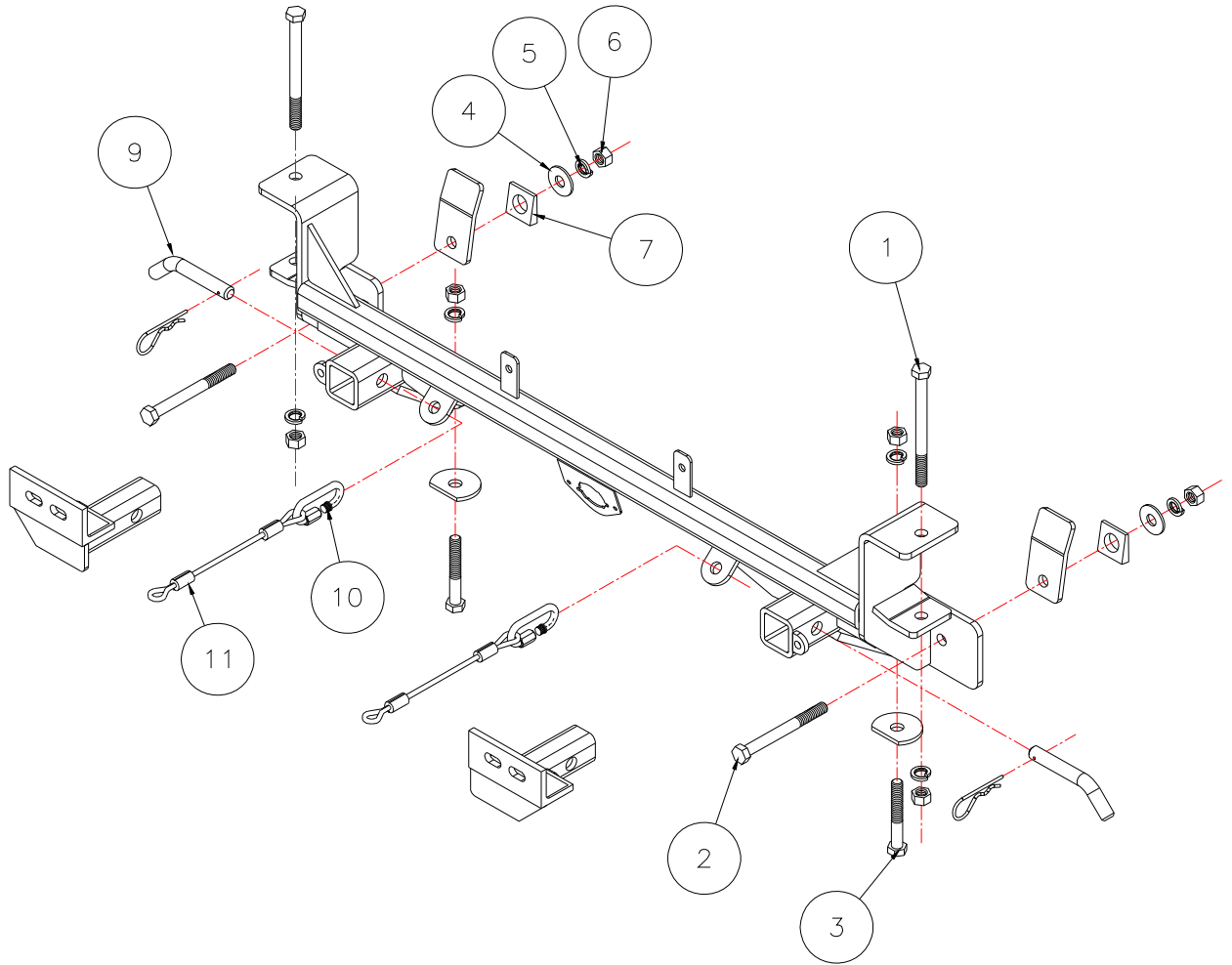
**BASEPLATE KIT
INSTALLATION INSTRUCTIONS**

KIT# 1172-1

05/19/14

KS

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



Item	Qty	Length	Width	Hardware	Part No.
1	2	6"	1/2"	BOLT	350109-00
2	2	5"	1/2"	BOLT	350107-00
3	2	3 1/2"	1/2"	BOLT	350101-00
4	2		1/2"	FLAT WASHER	350308-00
5	6		1/2"	LOCK WASHER	350309-00
6	6		1/2"	NUT	350258-00
7	2			3/4" BEVELED WASHER	350349-00
9	2			DRAW PIN / SPRING PIN	357035-00
10	2			CONNECTOR	200008-00
11	2	8"		SAFETY CABLE	500646-08



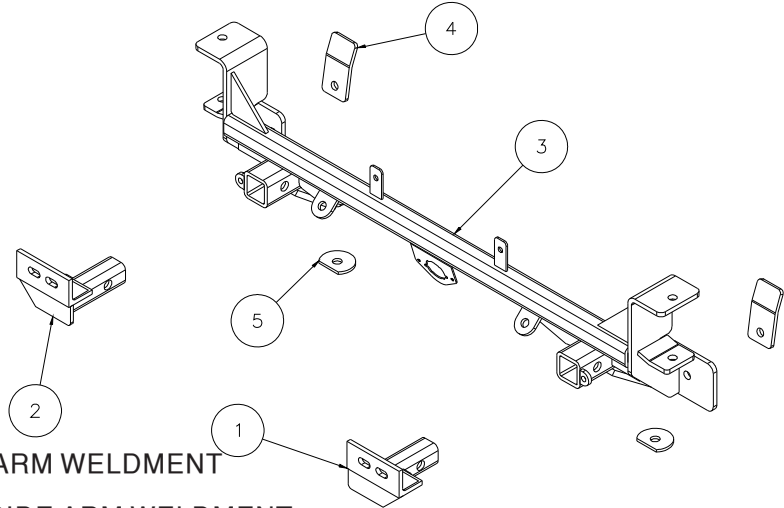
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Item	Qty	Part No.	Assembly
1	1	C-000881	DRIVER SIDE ARM WELDMENT
2	1	C-000882	PASSENGER SIDE ARM WELDMENT
3	1	C-000883	MAIN BRACE WELDMENT
4	2	B-000639	2" x 4" FORMED BACKING PLATE
5	2	350351-00	CLIPPED PLATE WASHER

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. This bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of the main receiver brace, front arm braces, formed backing plates and a hardware pack. The main receiver brace replaces the bumper core behind the front bumper fascia and mounts to the front frame and radiator support area 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 the kit components are present and accounted for (Fig.A).



2. **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 seven Phillips screws in the top plastic grille (Fig.B).

3. Use a small screwdriver to release three lower tabs in the grille (Fig.C), then pull forward to remove the grille and set it aside (Fig.D).



4. Now, remove four plastic fasteners located in the top of the bumper fascia (Fig.E).

5. Pull the fascia up in each corner by the headlights to release the fascia (Fig.F), then go to the fascia fender junction under each headlight and release two plastic catches by inserting a thin screwdriver or tool in the fascia fender junction and releasing the two catches on each side (Fig.G). Figures H and I show the catches after disengaging. *Note:* be careful of the paint in this area.





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Fig.J

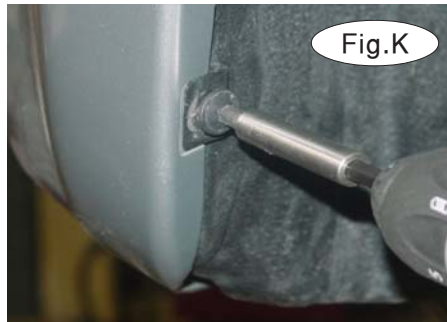


Fig.K



Fig.L

6. Remove two Phillips screws located in the fender well on each side (Fig.J,K), then remove eight 10mm (head) screws (Fig.L) and one plastic fastener (Fig.M) from the lower splash panels and fascia.

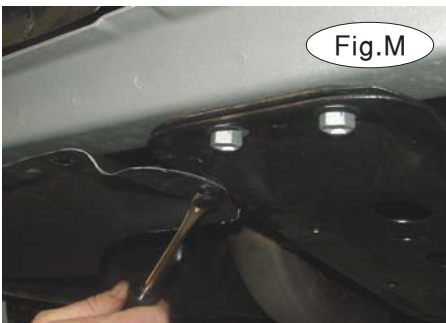


Fig.M



Fig.N



Fig.O

7. Pull forward to remove the fascia (Fig.N), disconnect the front marker lights on each side (Fig.O), then set aside.

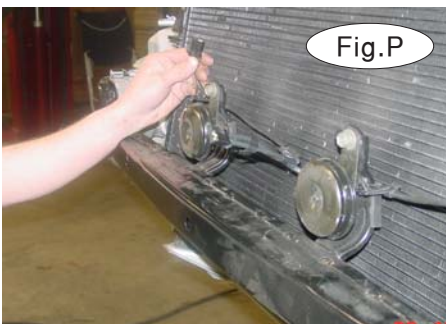


Fig.P



Fig.Q

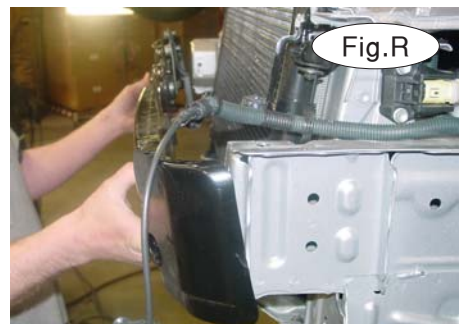


Fig.R

8. Unplug the horn harness (Fig.P), then remove the horns and mounting bolts from the bumper core.

9. Remove the bumper core and set aside (four 12mm head bolts per / side)(Fig.Q,R).

10. Put the main receiver brace between the frame as shown with the front lower mounting plates against the front of the frame, then drill two 17/32" holes through the frame on each side using the brace as a hole template (Fig.S).



Fig.S

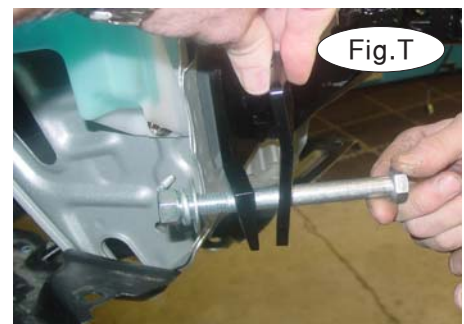


Fig.T



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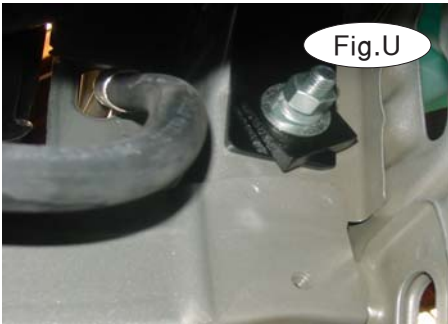


Fig.U



Fig.V



Fig.W



Fig.X

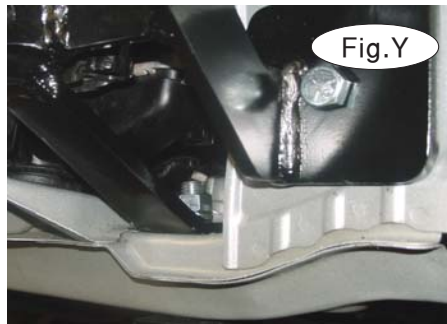


Fig.Y

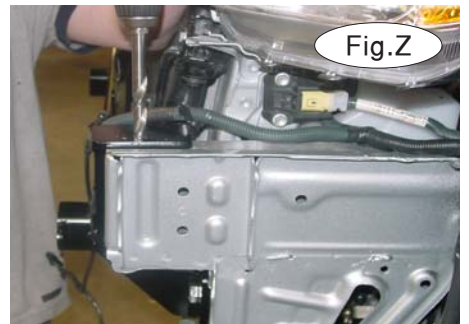


Fig.Z

11. Bolt through these holes using a rear formed backing plate, beveled washer, 1/2" x 5" bolt, lock washer and nut on each side (Fig.T,U). Tighten these bolts to align the brace.

12. Find the existing holes under the frame on both sides and using them as a guide drill through the frame into the lower brace mounts (Fig.V), then bolt through these holes on each side with 1/2" x 3 1/2" bolts, clipped plate washers, lock washers and nuts (Fig.W,X).

13. Tighten all the bolts to the torque specifications found at the end of this document (Fig.Y).

14. Now, move to the top of the frames and using the top receiver brace mounts as hole templates drill 17/32" holes through the top and bottom of the frames (Fig.Z,AA).

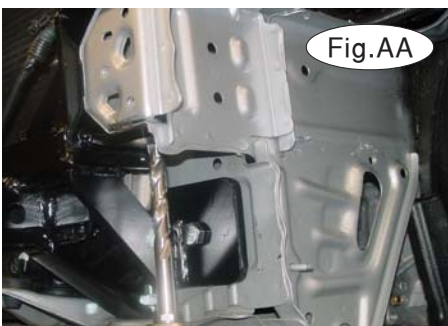


Fig.AA

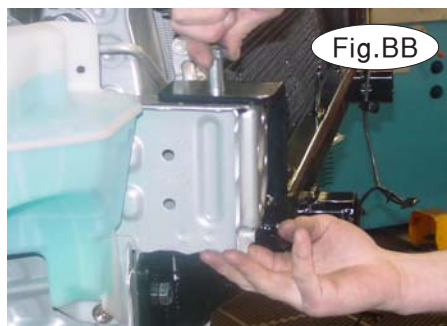


Fig.BB

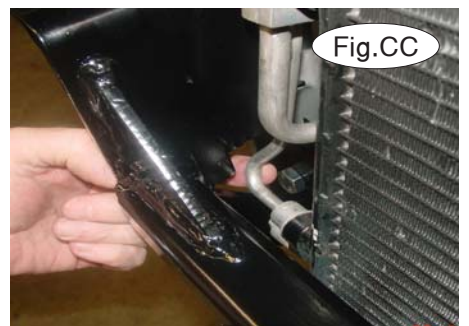


Fig.CC

15. Bolt through frame on both sides with a 1/2" x 6" bolt, lock washer and nut (Fig.BB) then torque to the specifications on the last page.

16. Check around the brace for proper clearances between any hoses or lines in the area (Fig.CC), then remount the horns using the original mounting bolt with a lock washer and nut (Fig.DD). Zip tie the horn wiring harness to the brace cross tube with the included zip ties (Fig.EE).



Fig.DD



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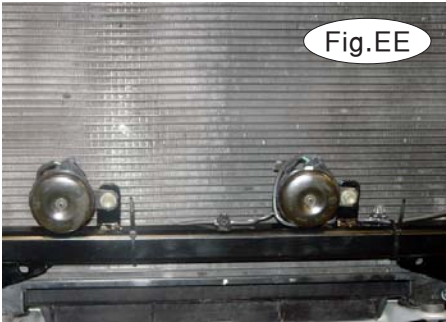


Fig.EE



Fig.FF



Fig.GG

17. Trial fit the fascia and mark the areas which need trimming to fit (Fig.FF), then trim these areas to fit.
18. Refit the fascia, reversing steps 2 through 7.
19. Insert the front arm braces into the receivers and secure in place with 5/8" draw pins and 3/16" spring pins (Fig.GG,HH).
20. Install the tow bar according to the manufacturer's instructions.
21. Connect one end of the 8" safety cables to the receiver brace crossbar with the included cable connectors (Fig.GG). 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

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.