

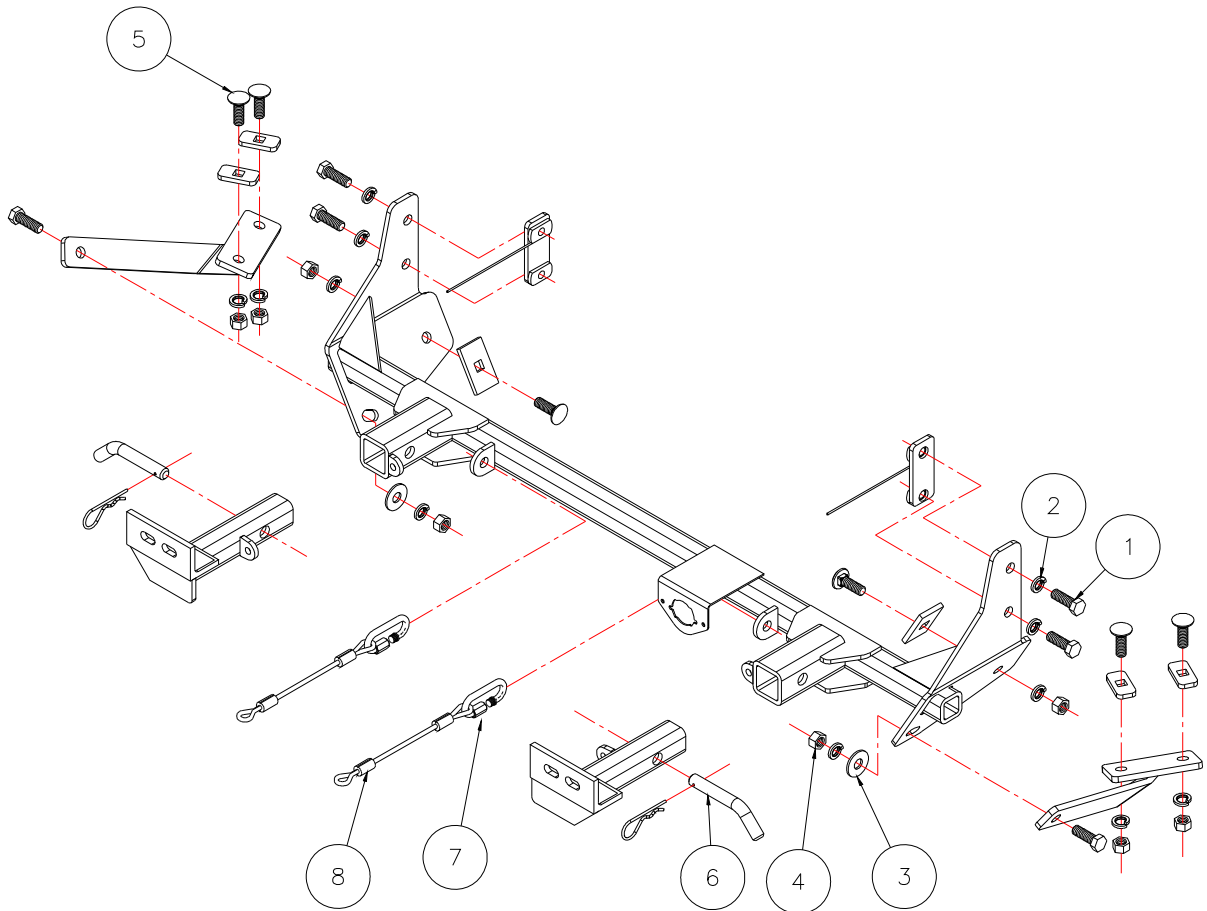


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1178-1

05/12/05
RV

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



Item	Qty	Length	Width	Description	Part #
1	6	1 1/2"	1/2"	1/2" x 1 1/2" BOLT	350095-00
2	12		1/2"	LOCK WASHER	350309-00
3	2		1/2"	FLAT WASHER	350308-00
4	8		1/2"	NUT	350258-00
5	6	1 1/2"	1/2"	1/2" x 1 1/2" CARRIAGE BOLT	350362-00
6	2		5/8"	DRAW PINS, SPRING PINS	357035-00
7	2			CABLE CONNECTOR	200008-00
8	2	10"		SAFETY CABLE	500646-10

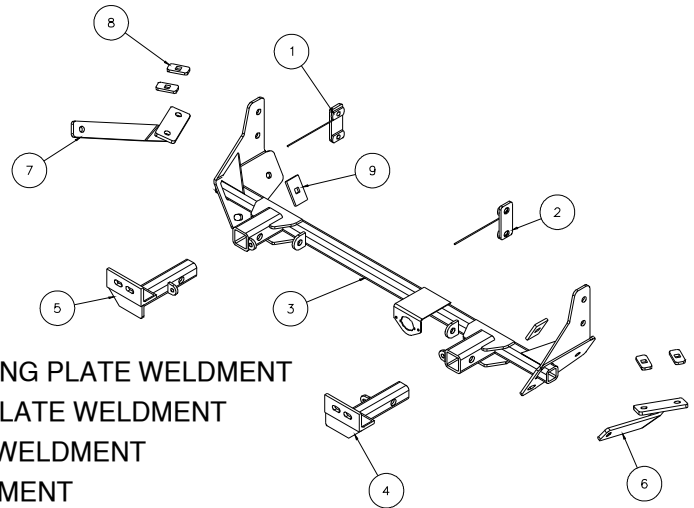


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Item	Qty.	Part #	Description
1	1	C-000349	PASSENGER SIDE BACKING PLATE WELDMENT
2	1	C-000350	DRIVER SIDE BACKING PLATE WELDMENT
3	1	C-001244	MAIN RECEIVER BRACE WELDMENT
4	1	C-001245	DRIVER SIDE ARM WELDMENT
5	1	C-001246	PASSENGER SIDE ARM WELDMENT
6	1	C-001247	DRIVER SIDE REAR BRACE WELDMENT
7	1	C-001248	PASSENGER SIDE REAR BRACE WELDMENT
8	4	A-000040	1" x 2" BACKING PLATE

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
- Use lock washers on all fasteners

WARNING

Failure to follow the below warnings and the installation instructions may result in voiding your warranty, property damage, the loss of your towed vehicle, personal injury or even death.

- Installation of most baseplates requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied.
- Use Loctite® Red on all bolts used for mounting this baseplate.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounting points for cracks or other signs of fatigue every 3,000 miles.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- Do not weld. This baseplate is designed to be bolted to the vehicle. Welding will void the warranty.
- Do not use this document for custom fabrication, as it may not show all parts or structural components could result in loss of the towed vehicle.
- 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.
- If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle and fitted with the correct hardware to account for these changes.
- 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in 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.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.
- 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 is one of our XL series brackets, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two lower braces, two removable front braces and a hardware pack.

Before starting the installation, lay out the kit components in order, as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is 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. Start by removing three plastic fasteners holding the fascia to the radiator support (Fig.C).

2. Next, on each side, remove one 10mm (head) bolt holding the fascia to the radiator support (Fig.D).

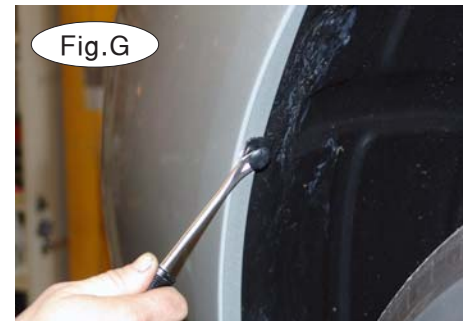


3. From the bottom of the vehicle, remove nine 10mm (head) screws (Fig.E) and five plastic fasteners (Fig.F) holding the left and right splash shields to the fascia and the subframe. Then, remove the splash shields.

4. On each side, remove one plastic fastener holding the fender liner to the fascia (Fig.G).

5. On each side, pull back the fender liner to gain access to one 10mm (head) bolt, holding the fascia to the fender. Remove the bolts (Fig.H).

6. Unplug the fog lights, if the vehicle is so equipped (Fig.I).





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Fig.J



Fig.K

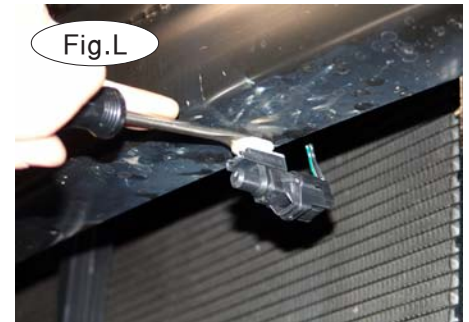


Fig.L

7. Pull out and forward on each corner of the fascia to detach it from the tracks (Fig.J), then remove it.
8. Pull forward on the shock absorption pad (Fig.K) to remove it.
9. Remove the ambient temperature sensor, located on the bottom of the bumper core, by removing one plastic fastener (Fig.L).



Fig.M

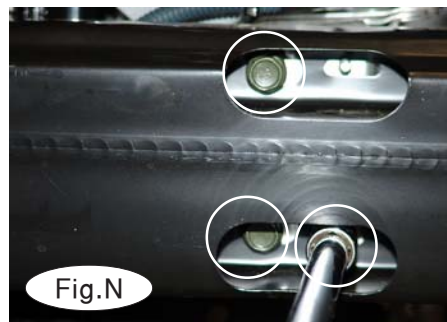


Fig.N



Fig.O

10. Now, remove four plastic fasteners located across the top of the bumper core (Fig.M).
11. On each side, remove three 14mm (head) bolts holding the bumper core to the frame rail (Fig.N). Then, remove the bumper core.
12. From the outside of both frame rails, insert one of the supplied $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " backing plates ($\frac{1}{2}$ " x $\frac{1}{2}$ " square hole) and a $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt into the existing hole in the frame rail (Fig.O).

13. Now, position the main receiver brace over both of the carriage bolts (Fig.P). Reach into the frame rail and through the access holes on the inside of both frame rails, and hold the backing plates and carriage bolts against both of the frame rails as you move the main receiver brace into position over the carriage bolts. Thread a $\frac{1}{2}$ " lock washer and $\frac{1}{2}$ " nut over each carriage bolt to secure them in place. Finger-tighten only at this time.

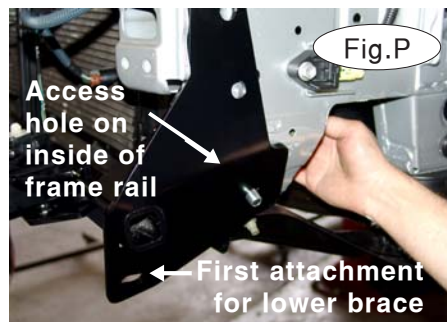


Fig.P

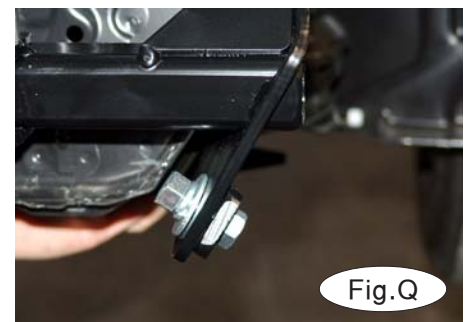


Fig.Q

14. Now, attach one of the lower braces to the main receiver brace, through the slot in the lower front portion of the main receiver brace. Figure P shows the attachment point for the driver side. Bolt through the lower brace and the main receiver brace with a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, $\frac{1}{2}$ " flat washer, lock washer and nut (Fig.Q). Finger-tighten only at this time. Repeat for the other side.



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Fig.R



Fig.S



Fig.T

15. Attach the rear of one of the lower braces through the existing holes in the radiator support. Use two 1/2" x 1 1/2" carriage bolts, two 1" x 2" backing plates (1/2" x 1/2" square hole), and two lock washers and nuts. Figure R shows the driver side attachment from the top; Figure S shows the driver side attachment from the bottom. Finger-tighten only at this time. Repeat for the other side.

16. Ensure that the main receiver brace is level (Fig.T).

17. Torque all bolts to the torque specifications at the bottom of these instructions. Start with the bolts attaching the main brace to the frame rails (one on each side), which you attached in step 13.



Fig.U

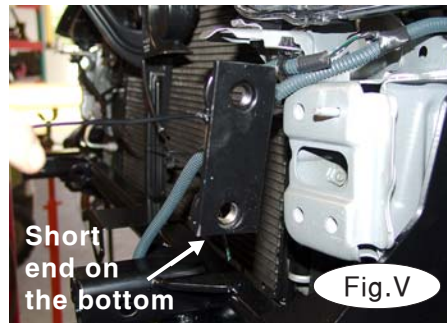


Fig.V



Fig.W

18. Now, attach one side of the main receiver brace to the frame rail, through the two existing holes in the frame rail –

Due to manufacturing variances, the holes in the frame rail may be offset; if necessary, drill a 1/2" hole (Fig.U), using the holes in the main receiver brace as a template, to enlarge the holes in the frame rail.

Using the welded wire, insert one of the 1/4" x 1 1/2" x 3/4" backing plates (with 1/2" T-nuts) into the opening in front of the frame rail. Position the backing plate so that the short end is on the bottom of the frame rail (Fig.V). At both attachment points, thread a 1/2" x 1 1/2" bolt (with a 1/2" lock washer) through the side of the main brace, through the frame rail, and into the backing plate (Fig.W). Once the bolts are tightened, cut the end of the wire (Fig.X). Torque both bolts to the specifications at the bottom of these instructions. Repeat for the other side.

19. Reattach the bumper core, the ambient temperature sensor, the shock absorption pad, the fascia and the splash shields by reversing steps 1 through 11.

Trim both splash shields to fit underneath the bracket. Hold each splash shield underneath the bracket and mark the approximate area to trim (Use the white marker line in Figure Y as a reference). First, trim a small section and then test-fit each shield; trim more if necessary.

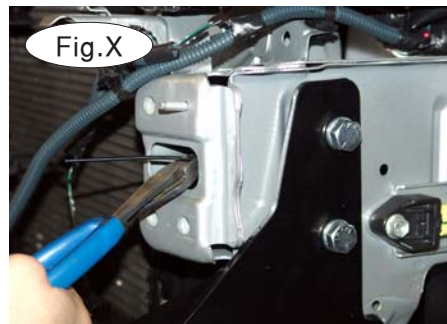


Fig.X



Fig.Y



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- 20. Ensure that all bolts are torqued to the specifications below.
- 21. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.
- 22. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.Z).
- 23. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 24. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



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.