



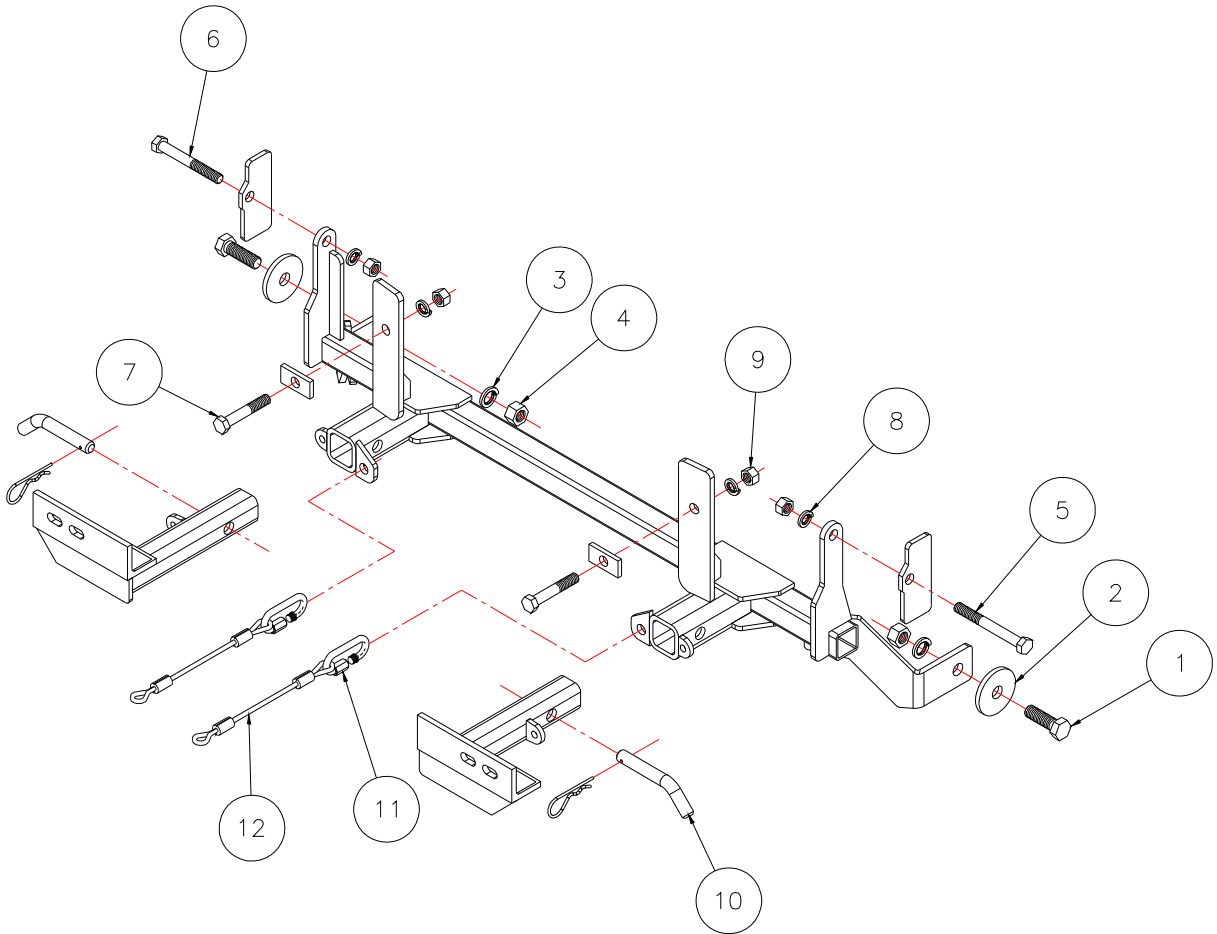
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1179-1

07/21/05
KB

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ROADMASTER, INC.



Item	Qty.	Length	Width	Description	Part#
1	2	2"	5/8"	CAPSCREW	350150-00
2	2	2 1/2"	1/4"	5/8" PLATE WASHER	350352-00
3	2		5/8"	LOCK WASHER	350313-00
4	2		5/8"	NUT	350262-00
5	1	4 1/2"	1/2"	1/2" x 4 1/2" BOLT	350106-00
6	1	4"	1/2"	1/2" x 4" BOLT	350105-00
7	2	3"	1/2"	1/2" x 3" BOLT	350101-00
8	4		1/2"	LOCK WASHER	350309-00
9	4		1/2"	NUT	350266-00
10	2		5/8"	DRAW PINS, SPRING PINS	357035-00
11	2			CABLE CONNECTOR	200008-00
12	2	8"		SAFETY CABLE	500646-08

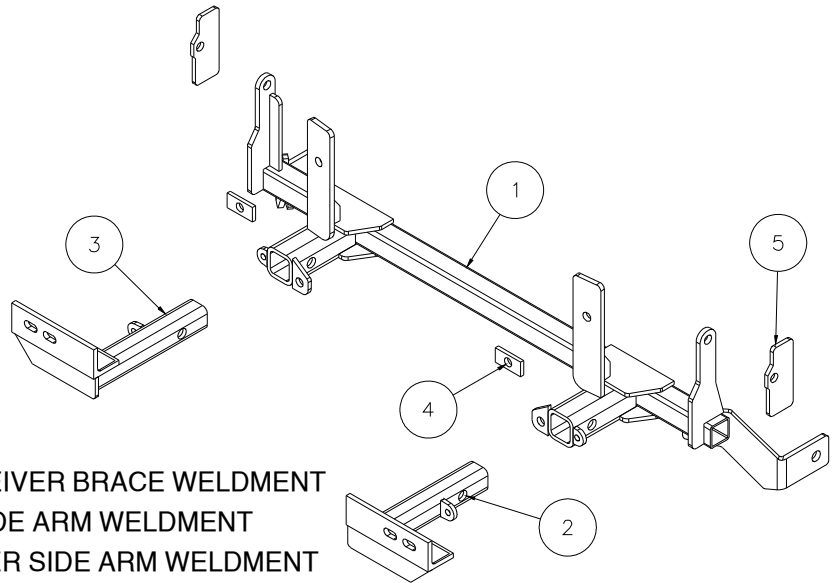


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Item	Qty.	Part #	Description
1	1	C-001302	MAIN RECEIVER BRACE WELDMENT
2	1	C-001303	DRIVER SIDE ARM WELDMENT
3	1	C-001304	PASSENGER SIDE ARM WELDMENT
4	2	A-000842	1" x 2" BACKING PLATE
5	2	A-002092	1/4" x 1 7/8" x 4 1/2" PLATE

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 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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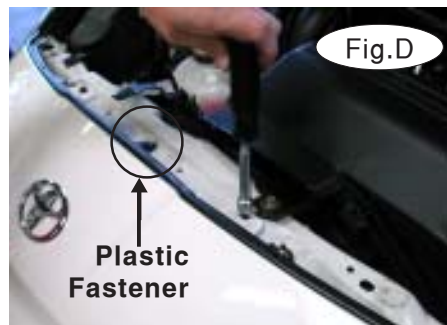
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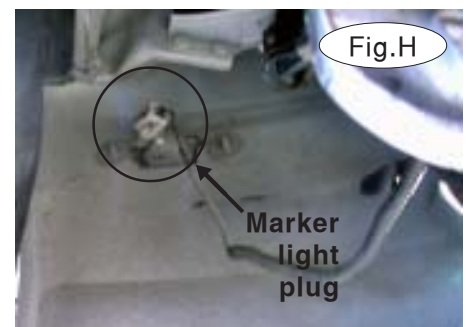
This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two removable front braces and a hardware pack.

The main receiver brace mounts to the tow hooks, frame rail and bumper core, below the front bumper fascia. The removable front braces install in the main receiver brace.

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 seven plastic engine compartment cover fasteners (Fig.C).



2. Remove four 10mm (head) bolts and one plastic fastener that attach the fascia to the core support, these are located on top (Fig.D).

3. Remove six 10mm (head) bolts and four 10mm (head) nuts attaching the front of the splash shield to the fascia (Fig.E).

4. Remove two plastic fasteners attaching the splash shield to the radiator support. They are located to the inside of the tie down hooks. One on each side (Fig.F).

5. On both sides, pull the fender liner back to gain access to the 10mm (head) bolt that attaches the fascia to the fender at the corner. Remove the 10mm (head) bolt (Fig.G).

6. Unplug the marker lights (and fog lights, if the vehicle is so equipped - Fig.H).



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Fig.I



Fig.J



Fig.K

7. Remove the fascia by pulling forward on the corner at both sides (Fig.I).
8. Remove the foam shock absorption pad from the bumper core by pulling forward on it (Fig.J).
9. Remove the bumper core by removing six 12mm (head) bolts (three on each side - Fig.K).



Fig.L



Fig.M



Fig.N

Backing plate

10. Now, remove the 12mm (head) bolt that attaches the horn to the core support (Fig.L).
11. Holding the main receiver brace in place between the frame rail and the tie down hooks, place a 5/8" plate washer on the outside of the tie down hook. Now, bolt through the tie down hook and the main receiver brace with a 5/8" x 2" bolt, a 5/8" plate washer and a 5/8" lock washer and nut. Repeat for the other side (Fig.M).
12. Place the 1/4" x 4 1/2" x 1 7/8" backing plate in the corner of the frame rail, using the backing plate as a template drill through the outside of the frame rail and through to the existing hole inside the frame rail (Fig.N). Repeat for the other side.

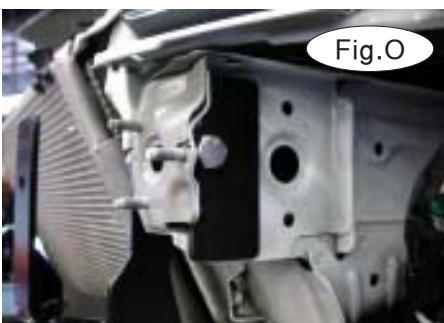


Fig.O

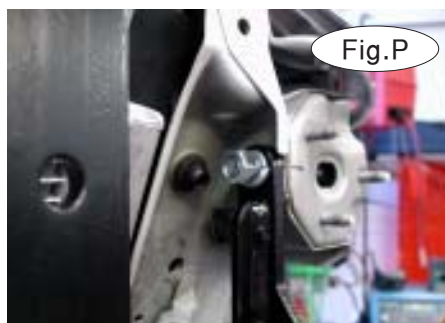


Fig.P

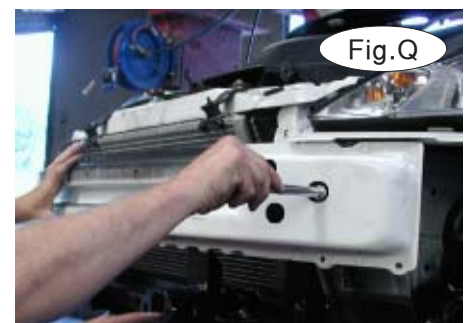


Fig.Q

13. Bolt through the backing plates and the frame rail, using the supplied 1/2" bolts, lock washers and nuts. NOTE: The driver's side uses a 4 1/2" bolt and the passenger's side uses a 4" bolt.(Fig.O, Fig.P).
14. Replace the bumper core, using the six 12mm (head) bolts you removed in step 9 (Fig.Q).



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Fig.R

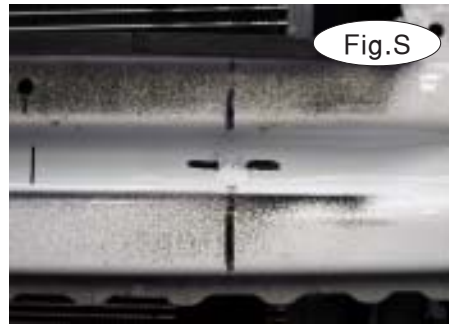


Fig.S



Fig.T

15. On both sides, using a straight edge, mark a vertical line from the center of the receiver tube on the main receiver brace. Next, mark a horizontal line directly in the center of the groove in the bumper core. Now drill a 1/2" hole directly above the center of the receiver in the main receiver brace (Fig.R, Fig.S).



Fig.U



Fig.V



Fig.W

16. On both sides, drill through the bumper core and into the existing hole in the main receiver brace (Fig.T).

17. Now, bolt through the bumper core, using a 1/2" x 3" bolt, a 1/4" x 1" x 2" backing plate (with a 9/16" hole), lock washer and nut on both sides (Fig.U). Fig.V shows the interior attachment.

18. Tighten all bolts to the torque specifications at the bottom of these instructions.

19. Next, bend the horn bracket to a 90 degree angle and remount (Fig.W, Fig.X).

20. Make sure you have enough clearance between the power steering cooler and the main receiver brace. If you do not have enough space, you will need to slightly bend the mounting bracket of the power steering cooler out of the way (Fig.Y).

21. Replace the foam shock absorption pad.



Fig.X



Fig.Y



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Fig.Z



Fig.AA

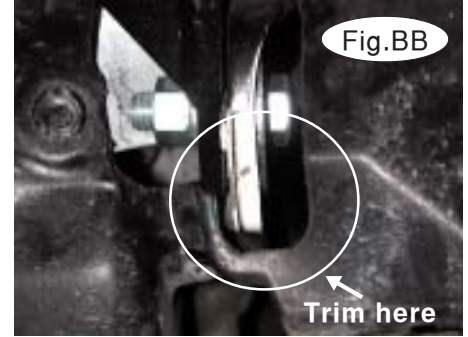


Fig.BB

Trim here

22. Hold the fascia in place, mark the area in the grille to be trimmed on each side. Use the white marker line in Fig.Z as a reference. Fig.AA shows the passenger side trimmed.

23. Trim the splash guard to allow access for the main brace (Fig.BB).

24. Reassemble the fascia and splash shield by reversing steps 1 through 7.

25. 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.

26. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.CC).

27. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

28. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



Fig.CC

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.