

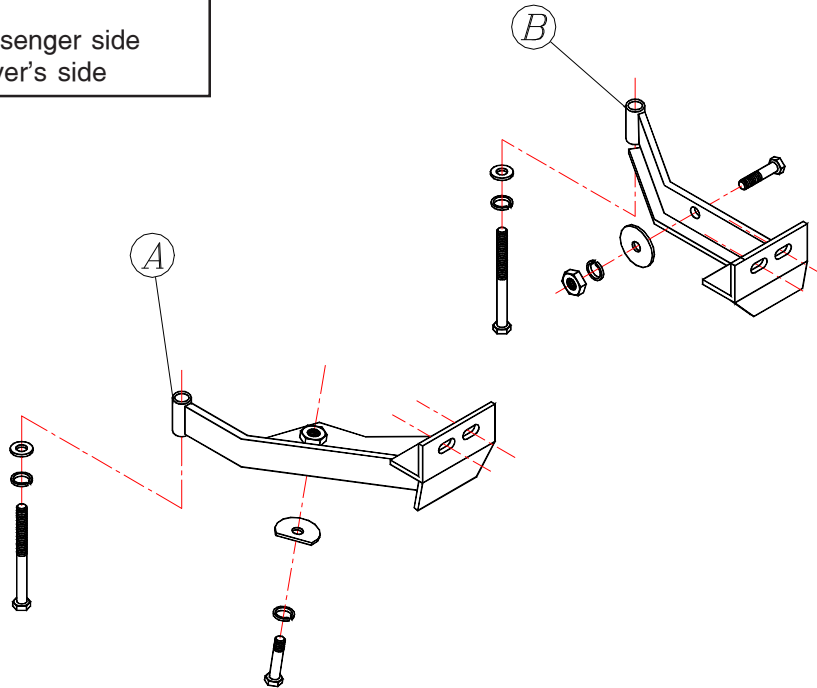
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

**PARTS LIST:**

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

**KIT NO. 1210-1**



12-11-97

**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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**KIT NO. 1210-1**

- 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. This bracket assembly utilizes the factory tow loops and the front subframe mounting bolts as anchor points. Remove the lower front splash guard screws on each side and pull down the plastic for access to the front subframe bolts.
- Remove the forward-most subframe mounting bolt on each side. *Note:* remove only the front one on each side.
- Starting with the driver's side main brace (A), slide the top extension of the brace through the front grill opening with the brace on the outside of the vertical tie down loop. Brace A should have the slotted front angle clip pointing toward the vehicle center line. Slight trimming of the plastic drill opening, near the tie down loop, may have to be done to clear the brace arm and plate washer. Position the tubular spacer on the rear of the brace in line with the empty front sub-frame hole and bolt through using the supplied 10mm x 1.5 x 120mm bolt, flat washer and lock washer. Then attach with a 1/2" x 1 3/4" bolt through the brace, tie down loop and cap it off with a large 1/2" plate washer, lock washer and nut. Do not torque these bolts until the other side is mounted and a tow bar is attached to assure proper line up of the braces.
- On the passenger side, the tow loop is extending through the grill in a horizontal position. (Unlike the driver's side, which is vertical). Insert the entire rear of the brace through the grill open on the outside of the tow loop and resting the horizontal portion with the hole on top of the loop. *Note:* the plastic may have to be trimmed to allow clearance of the brace). Bolt the tubular portion to the sub-frame using a 10mm x 1.5 x 120mm bolt, flat washer and lock washer. Then bolt downward through the loop with a 1/2" x 1 3/4" bolt, 1/2" clipped plate washer, lock washer and nut.
- Mount and align the tow bar according to the instructions provided with the tow bar. Replace the lower plastic splash guard screws removed in step #1.
- Now, tighten all bolts according to the torque chart shown below.

**HARDWARE LIST**

- 2-10MM X 1.5 X 120MM BOLTS
- 1-1/2" PLATE WASHER
- 2-10MM LOCK WASHER
- 1-1/2" CLIPPED PLATE WASHER
- 2-10MM FLAT WASHER
- 2-1/2" X 1 3/4" BOLTS
- 2-1/2" LOCK WASHERS
- 1-1/2" NUT

**12-11-97**

**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.						

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.