



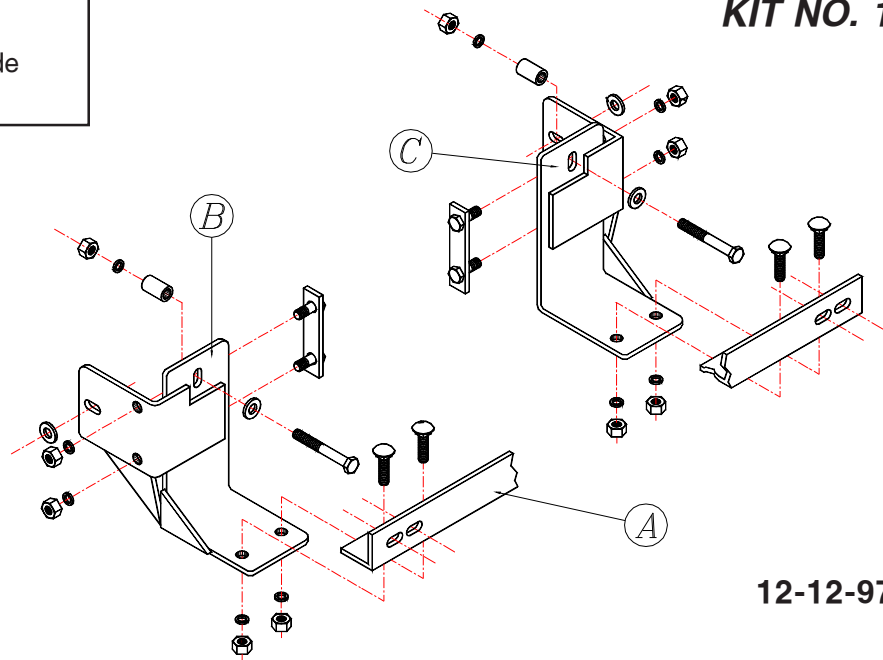
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

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

KIT NO. 1401-1



12-12-97

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. 1401-1

Note: the front bumper and brackets must be removed. This is simple with the removal of 4 bolts from the bumper and 6 bolts from the brackets.

Note: if there is a center metal splash guard, remove it to gain access to the 1/2" x 3 1/2" bolt and spacer for main brace just in front of the steering gear housing. The clearance is close but reachable.

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. There is a rubber splash guard in the fender well, ahead of the front tires. This splash guard drops down and forward. Work it back, out of the position it is in. This will expose all of the bolts necessary to mount the brackets. Don't forget, when re-assembling, to put this splash guard back in place.
2. Remove the two bolts on the outside of the bumper and remove the two top bolts from the inside of the bumper. Now, set the bumper aside.
3. Remove the bracket that secures the bumper to the frame.
4. Place the main brace against the outside of the passenger side of the frame, and then position the bumper bracket back in place with main brace sandwiched in between. Now, bolt it to the frame with 1/4" x 1" x 4 1/2" backing plate with bolts in the front two holes.
Note: the two front bolts must go from the inside out. Use the existing 10mm bolts originally removed from the bumper bracket for the rear hole only.
5. Locate the existing hole directly behind the face of the main brace. Using the 1 1/4" spacer and 1/2" x 3 1/2" bolt, fasten this last hole of the brace to the car. There is a large access hole in the driver side of the cross member to reach the hole.
6. Repeat this step on the driver's side.
7. Bolt the face plate to the braces using 1/2" x 1 1/2" carriage bolts provided. Now, starting with the face plate, tighten all bolts according to the torque chart shown below.
8. Remove the face plate to gain access for re-installing the bumper. Replace the bumper. Bumper may have to be notched to fit around the main braces.
9. Reinstall the face plate and torque.
10. Bolt the tow bar to the face plate according to the instructions provided with the tow bar.

HARDWARE LIST:

- 4-1/2" X 1 1/2" CARRIAGE BOLTS
- 10-1/2" LOCK WASHERS
- 2-1/2" FLAT WASHERS
- 2-1/2" X 3" BOLTS
- 10-1/2" NUTS
- 2-7/16" FLAT WASHERS
- 2-1/2" X 1 1/4" PIPE SPACERS
- 2-1/4" X 1" X 4 1/2" BACKING PLATES W/HOLES

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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.						