

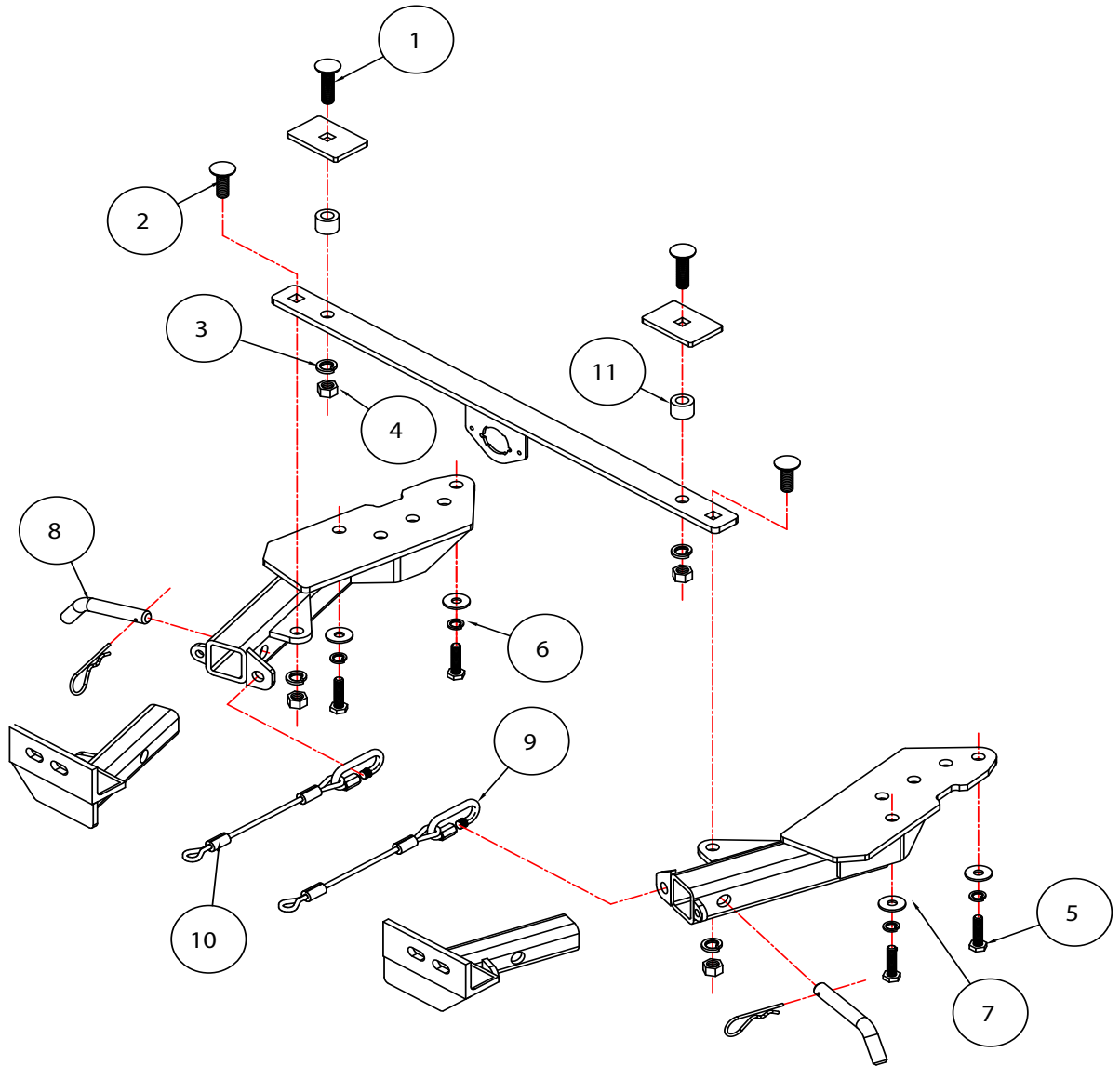


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1425-1

04/30/19
KS

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Item	Qty	Length	Width	Hardware	Material
1	2	2"	1/2"	1/2" X 2" CARRIAGE BOLT	350373-00
2	2	1 1/2"	1/2"	1/2" X 1 1/2" CARRIAGE BOLT	350362-00
3	4		1/2"	1/2" LOCK WASHER	350309-00
4	4		1/2"	1/2" NUT	350266-00
5	4	40mm	10mm	10mm X 1.5 X 40mm BOLTS	356103-00
6	4		10mm	10mm LOCK WASHER	355715-00
7	4		10mm	10mm FENDER WASHER	355716-00
8	2			DRAW PIN / SPRING PIN	357035-00
9	2			QUICK LINKS	200008-00
10	2	8"		CABLES	500646-08



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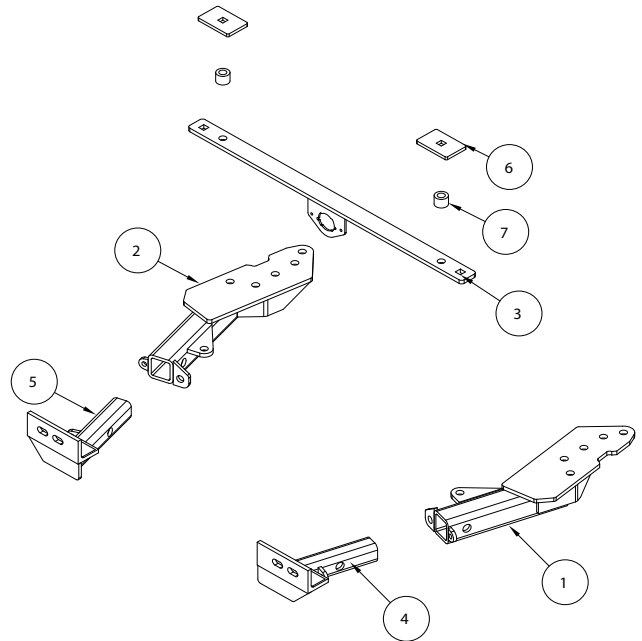
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IMPORTANT: All brackets *must* be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts *must* be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners

Item	Qty	Part No.	Assemblies
1	1	C-000584	DRIVER SIDE MAIN RECEIVER
2	1	C-000585	PASSENGER SIDE MAIN RECEIVER
3	1	C-000586	CENTER BRACE WELDMENT
4	1	C-000587	DRIVER SIDE ARM WELDMENT
5	1	C-000588	PASSENGER SIDE ARM WELDMENT
6	2	A-000050	2" x 3" SQ. HOLE BACKING PLATE
7	2	A-000558	1" X 3/4" X .219 WALL PIPE SPACER



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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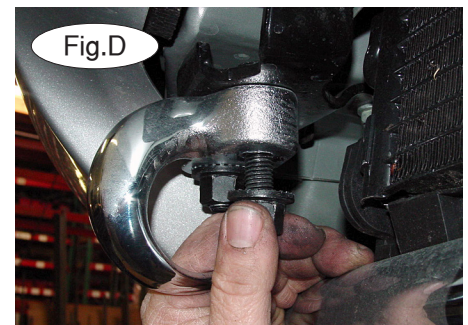
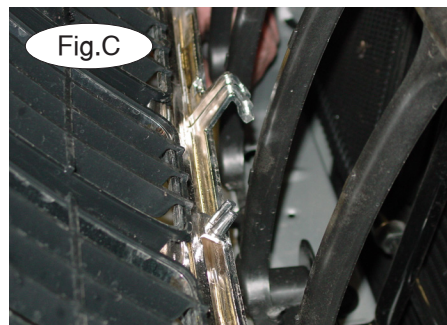
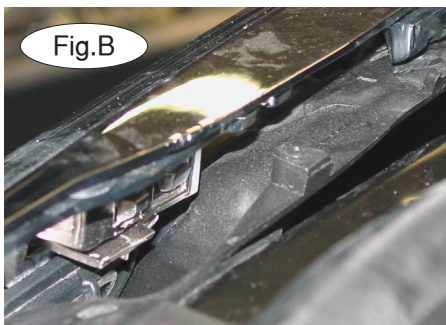
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This bracket kit is one of our XL series which is designed to be partly removable. The kit consists of the two main receiver braces, two front braces, a center brace and a hardware pack.

The main receiver brace mounts behind the front bumper fascia and protrudes through the lower bumper fascia. The center brace bolts to the bottom of the bumper core between the receiver braces. The front braces install in the receiver braces (Fig.A).

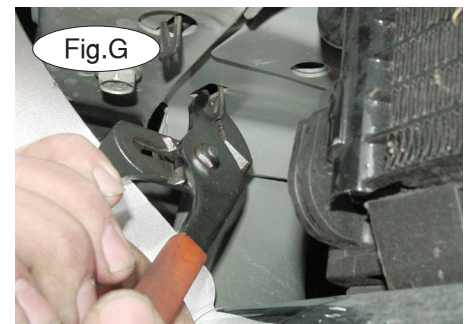
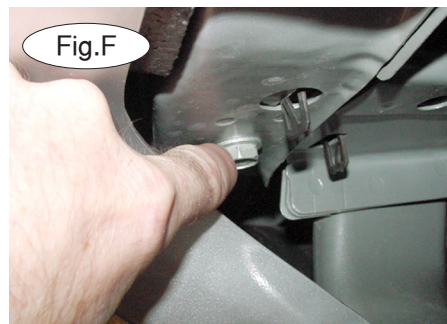
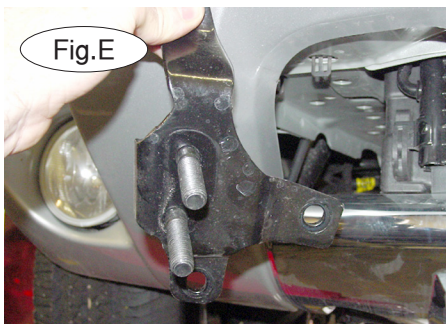
Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for.



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 by snapping loose the top of the chrome grille (Fig.B), then pulling forward then up and out (Fig.C). This will allow easy access for the steps that follow.

2. If the vehicle is equipped with front tow hooks, they will have to be removed now (two 18mm head bolts per hook) (Fig.D).

3. Now remove the tow hook brackets (3- 15mm head bolts)(Fig.E). Install one of the stock bolts in the outside hole in the internal nut plate and tighten (Fig.F). This will keep the nut plate from rattling and secure it so that you can twist and break off the locator clips (Fig. G).



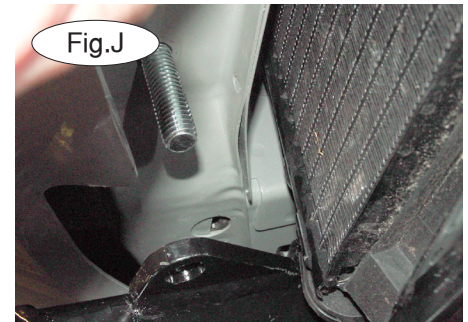
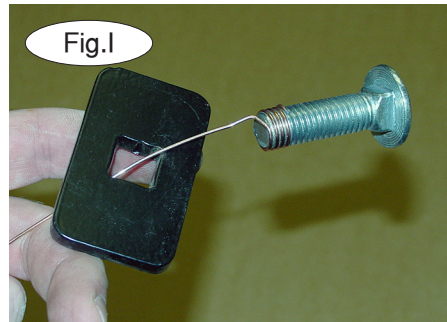
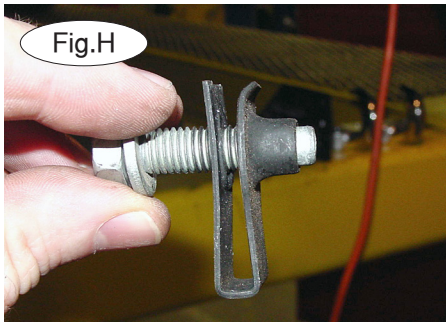


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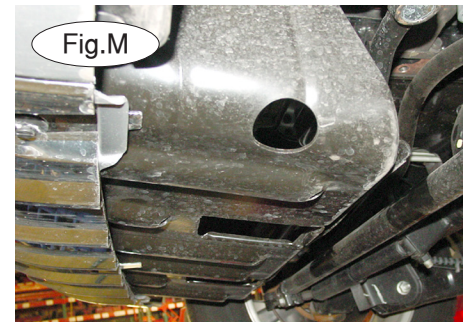
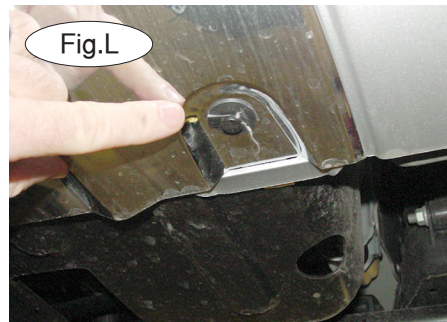
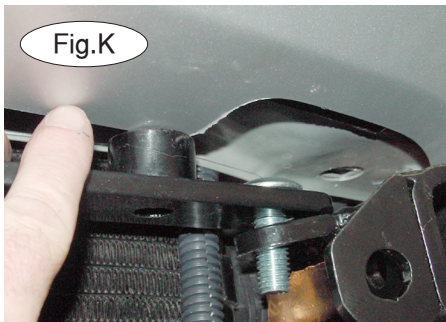
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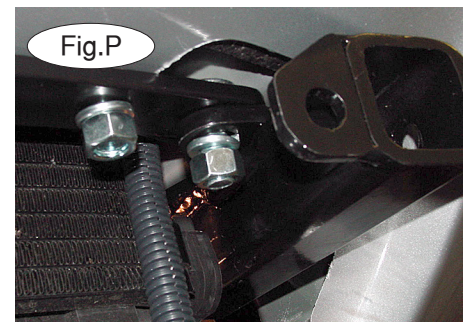
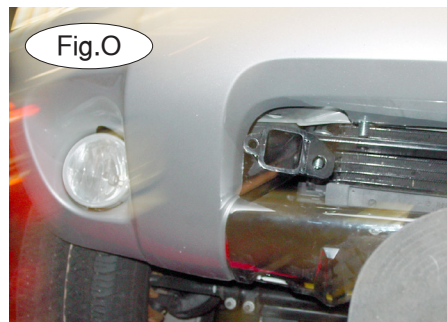
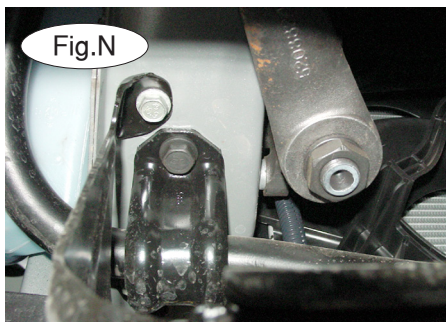
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4. Remove the spring nut clips from the bottom of the bumper core (Fig.H).
5. Now, locate two existing round holes in the bottom of the steel bumper core. Fishwire the long $\frac{1}{2}$ " x 2" carriage bolts and the 2" x 3" sq. hole backing plates through the large access holes in the back of the bumper core into the two holes (Fig.I,J). The passenger side will have limited clearance but it will fit.



6. Put $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolts in the ends of the center brace then bolt the center brace into position with $\frac{1}{2}$ " nuts and lock washers using two $\frac{1}{2}$ " spacers between the bumper core and the center brace (Fig.K). Trim the fascia corner slightly near each spacer for clearance.
7. Remove three plastic fasteners from the bottom of the fascia (Fig.L). This will allow you to pull the fascia forward later when installing the receiver braces on each side.
8. Remove the lower skid pan four 15mm head bolts) (Fig.M,N). This will not be refitted. *Note:* retain the lower skid pan and attachment hardware to replace if the bracket is ever removed.



9. Remove four 18mm (head) bolts holding the sway bar to the frame on each side (Fig.N,Q), then let the stabilizer bar fall out of the way.
10. Working on one side at a time, pull the lower fascia forward and insert the receiver braces through the lower fascia opening by the side of the radiator (Fig.O). Bolt through the rear of the receiver brace with a 10 mm x 1.25 x 35mm bolt, fender washer, and lock washers (Fig.Q). Now bolt through the front of the receiver brace and the center brace with the $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt installed in step 7 and a $\frac{1}{2}$ " nut and lock washer (Fig.P). Repeat for the remaining side.



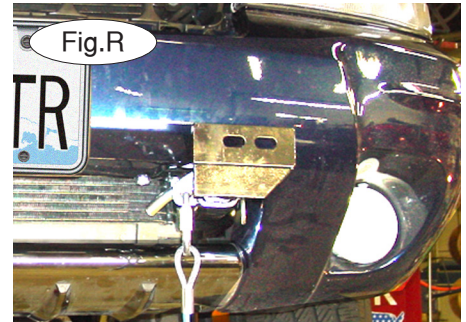
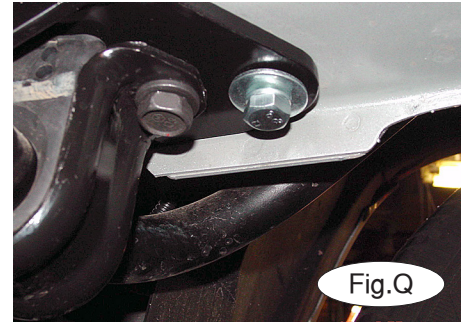
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11. Locate a threaded hole in the bottom of the frame just forward and to the outside of the front stabilizer bar bolt mounting hole. Bolt through into this hole on each side using a supplied 10mm x 1.5 x 40mm bolt lock washer and fender washer. Align the remaining two holes in the receiver plate to the stabilizer mounting holes.
12. Bolt the stabilizer bar in place over the receiver braces and align the braces (Fig.Q).
13. Tighten all the bolts to the torque specifications below.
14. Replace the three lower plastic fascia fasteners removed in step 7.
15. Insert the front braces in the receiver braces and secure using 5/8" draw pins and 1/8" spring pins (Fig.R).
16. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.
17. Attach one end of the safety cables to the receiver braces with the included cable connectors. Attach the other end of the cables to the tow vehicle's safety cables and the 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.