

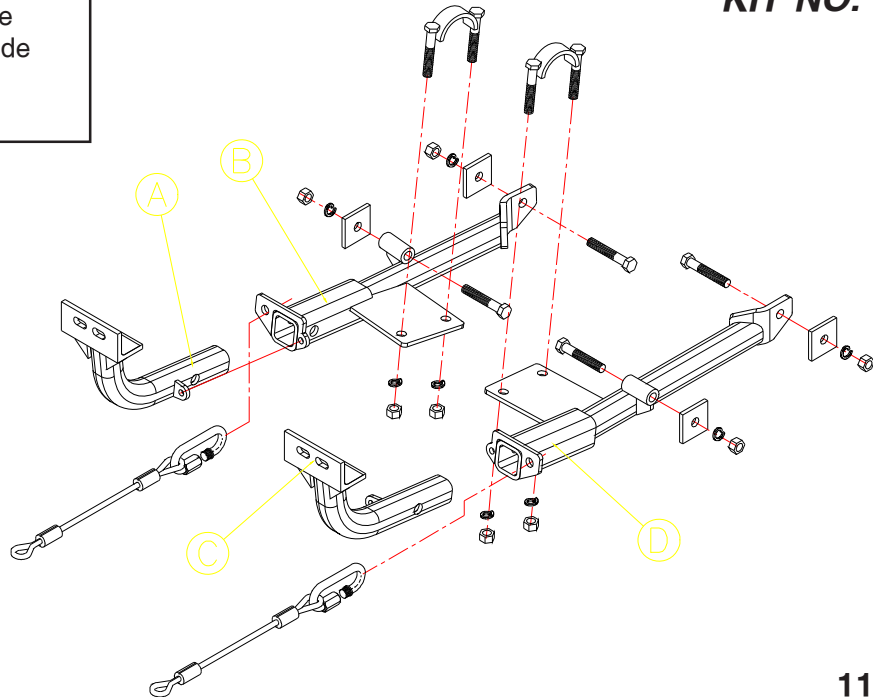
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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- MAIN RECEIVER (B) - Passenger side
- 1- FRONT BRACE (C) - Driver side
- 1- MAIN RECEIVER (D) - Driver side

KIT NO. 1611-1



11-8-00

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. 1611-1

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 kit consists of two main receiver braces, two front braces and a hardware pack. The main receiver braces mount behind and below the front bumper to the front engine and suspension subframe. The front braces install in the ends of the receiver braces and are pinned in place. 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. The lower splash panel will have to be removed then trimmed to fit later after the bracket kit is fully installed. Remove the splash panel at this time by removing five 6mm bolts with 10mm heads and two plastic fasteners. Now, remove two plastic fasteners from the front fender liners on each side to gain access to the outside of the sub frame rails.
2. Next, locate the front suspension and engine subframe. You should be able to locate two existing holes in the side of each sub frame rail. The holes on the inside of the sub frame rails are large enough for the 1/2" mounting bolts, however the matching holes on the outside of the frame rails are too small, these will have to be enlarged to accept the mounting bolts. Use a 1/2" drill bit to enlarge these holes.
3. Taking one side at a time starting with the passenger side, insert a 1/2" x 3 1/2" bolt through the rear frame hole with a 1/4" x 2" SQ. backing plate on the outside of the frame. Take a special strap U bolt and install over the top of the subframe's tubular cross member, approximately 5" in board of the outer subframe rail.
4. Hold the receiver brace to the inside and bottom of the subframe and bolt to the subframe with 1/2" nuts and lock washers. Now, bolt through the remaining sub frame hole and the brace with a 1/2" x 5 1/2" bolt, 1/4" x 2" SQ. backing plate, lock washer and nut.
5. Repeat steps 3 and 4 for the remaining side with the exception of using a 1/2" x 3" bolt for the rear mounting hole.
6. Check alignment then tighten the rear bolts, U bolts, then the middle bolts in that order to the torque specifications below.
8. Insert the front braces in the receivers and pin with 5/8" draw pins and 1/8" spring pins.
9. Trim the lower splash guard to fit and reinstall.
10. Install the tow bar according to the manufacturer's instructions.

Hardware

- | | |
|----------------------------------|----------------------|
| 2- 1/2" x 5 1/2" bolts | 8- 1/2" nuts |
| 1- 1/2" x 3" bolt | 2- 5/8" draw pins |
| 1- 1/2" x 3 1/2" bolt | 2- 1/8" spring pins |
| 2- 1/2" U bolts | 2- cable connectors |
| 4- 1/4" x 2" x 2" backing plates | 2- 10" safety cables |
| 8- 1/2" lock washers | |

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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.						