



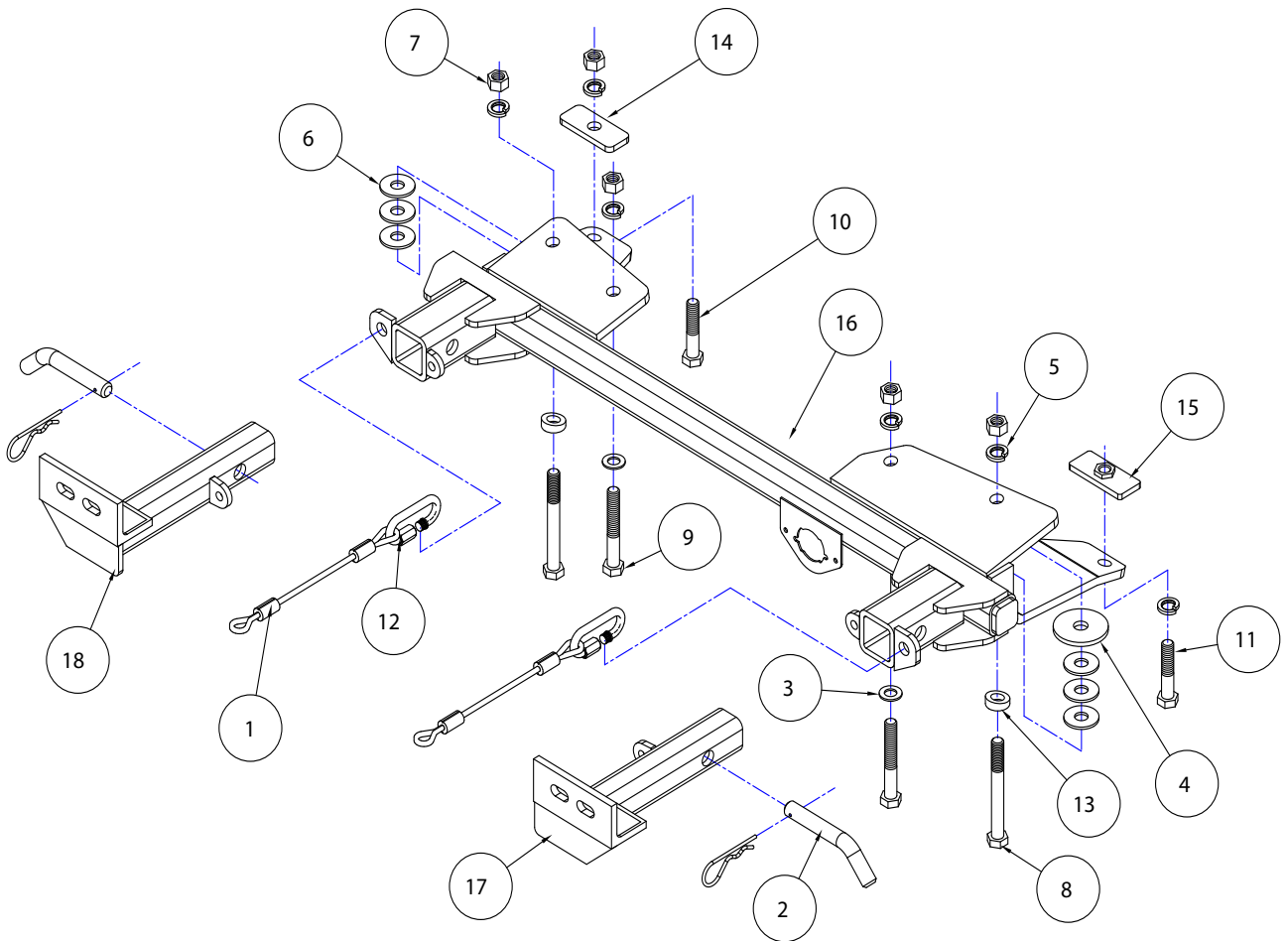
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1621-1**

08/10/17  
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

ROADMASTER, INC.



ITEM	QTY	NAME	MATERIAL
1.....	2 .....	8" SAFETY CABLE .....	650646-08
2.....	2 .....	DRAW PIN/SPRING PIN .....	357035-00
3.....	2 .....	12mm FLAT WASHER .....	355720-00
4.....	1 .....	1/2" PLATE WASHER .....	A-003086
5.....	6 .....	1/2" LOCK WASHER .....	350309-00
6.....	6 .....	1/2" FLAT WASHER.....	350308-20
7.....	5 .....	1/2" HEX NUT .....	350258-00
8.....	2 .....	1/2" x 4 1/2" BOLT.....	350106-00
9.....	2 .....	1/2" x 3 1/2" BOLT.....	350103-00
10.....	1 .....	1/2" x 2 1/2" BOLT.....	350099-00
11.....	1 .....	1/2" x 2" BOLT.....	350097-00
12.....	2 .....	QUICK LINK.....	200008-00
13.....	2 .....	1" O.D. X 0.219 WALL x 1/4" TAPERED SPACER.....	150044-00
14.....	1 .....	1 1/4" x 3" ROUND HOLE BACKING PLATE .....	100032-01
15.....	1 .....	1 1/4" x 3" THREADED BACKING PLATE .....	C-000567
16.....	1 .....	MAIN RECEIVER.....	C-001226
17.....	1 .....	DRIVER SIDE ARM.....	C-001227
18.....	1 .....	PASSENGER SIDE ARM .....	C-001228



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This is one of our XL series brackets, which allows the visible front portion of the brackets 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 subframe, 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.



Fig.A



Fig.B

**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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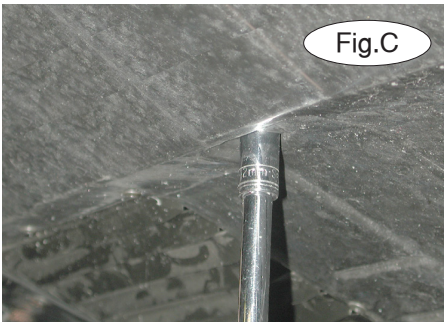


Fig.C

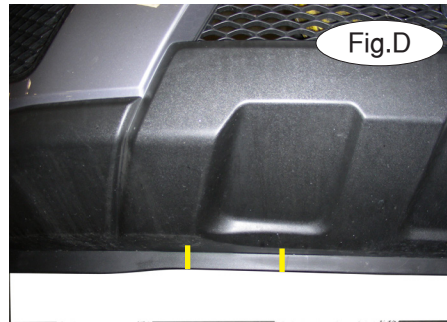


Fig.D

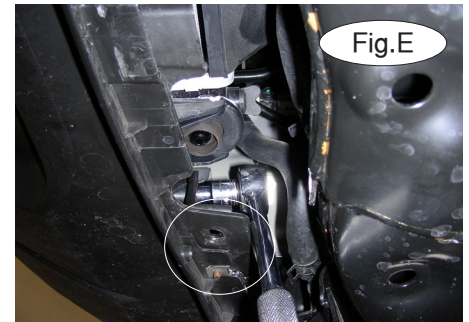


Fig.E

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 removing five 12mm (head) bolts and two plastic fasteners, holding the splash panel to the subframe (Fig.C).

2. **For 2005 to 2009 Kia Sportage models only:** it is necessary to trim a small section of the lower fascia on both sides. Use the yellow marker lines in Figure D as a guide for trimming.

3. **For 2005 to 2009 Kia Sportage models only:** remove two plastic fasteners located above the main receiver braces. Remove two 10mm (head) bolts attaching the fascia to the core support. *Note:* the two bolts are located on two L-bracket fastener holders (Fig.E).

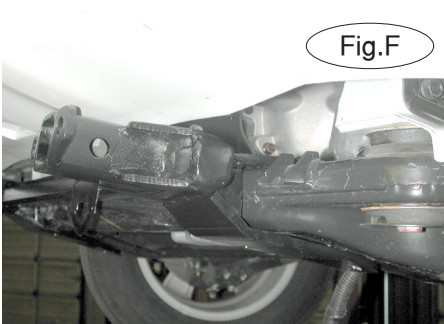


Fig.F



Fig.G

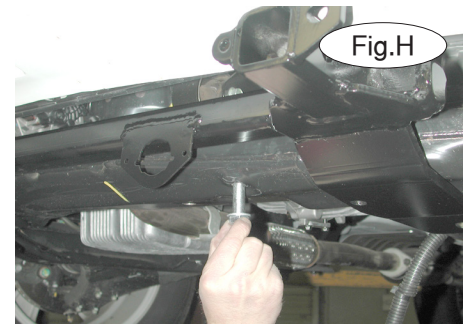


Fig.H

4. Next, fit the main receiver brace over the subframe. Align the pre-drilled holes in the brace over the existing holes at each end of the subframe (Fig.F).

5. Enlarge the two center holes in the subframe with a 1/2" drill bit (Fig.G).

6. Attach the center of the main receiver brace to the subframe – bolt from the bottom up (Fig.H), using two 1/2" x 3/2" bolts, 12mm flat washers, lock washers and nuts for the holes you enlarged in the preceding step.

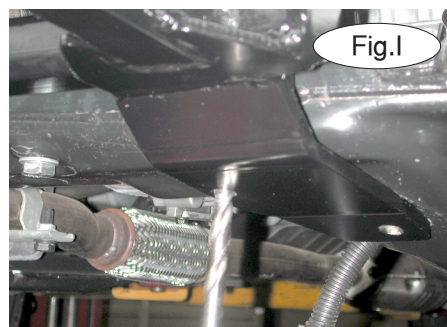


Fig.I



7. Next, attach the main receiver brace to both sides of the subframe. First, using the forward holes in both side mounting braces as templates, enlarge the existing holes in the subframe (Fig.I). Use a 1/2" drill bit.

8. Drill through the rear holes in both side mounting braces, again with a 1/2" drill. Drill completely through the subframe – be careful not to drill through any components in the engine compartment.

9. Each of the four side-mount attachment points takes a different arrangement of bolts, backing plates and washers. Start with the driver's side rear (Fig.J). Using a 1/2" x 2" bolt and lock washer, bolt from the bottom up. Position a 1/4" x 1 1/2" x 3" recessed nitted backing plate over the top of the bolt. Finger-tighten all bolts only at this time; they will be torqued to specifications later.



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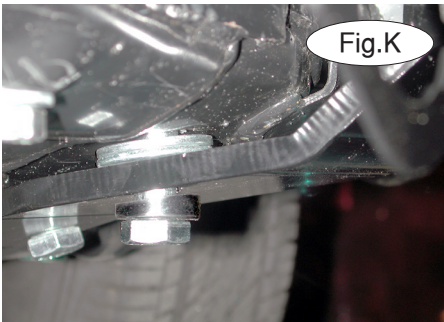


Fig.K

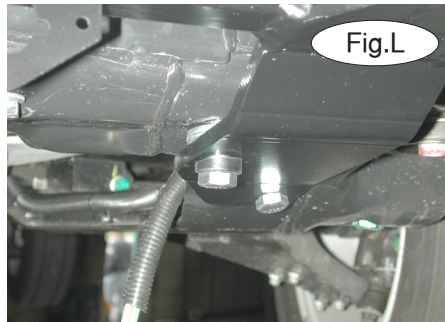


Fig.L



Fig.M

10. For the driver's side front attachment, use a 1/2" x 4 1/2" bolt, one of the tapered tube spacers, and either two or three 1/2" flat washers as spacers (depending on the application) between the brace and the bottom of the subframe. Figure K shows the driver's side front attachment, using two flat washers as spacers. Secure the bolt to the top of the subframe with a 1/2" plate washer (fit the plate washer between the top of the subframe and the main brace), a lock washer and a nut.

11. The passenger side rear attachment uses a 1/2" x 3" bolt, a 1/4" x 1 1/4" x 3" backing plate (9/16" hole), and a 1/2" lock washer and nut. Again, run the bolt from the bottom up.

12. For the passenger side front attachment, use a 1/2" x 4 1/2" bolt, one of the tapered tube spacers, three flat washers as spacers, and a 1/2" lock washer and nut. Figure L shows both the front and rear attachments.

13. Now, torque all four mounting bolts to the specifications at the end of these instructions.

Note: the rear passenger backing plate will conform to the subframe when tightened to specifications (Fig.M).

14. The splash shield will have to be trimmed, in order to accommodate the main brace and the receiver braces. Hold the splash shield in place, trim and test fit, until it can be reattached. Use Figure N as a reference.

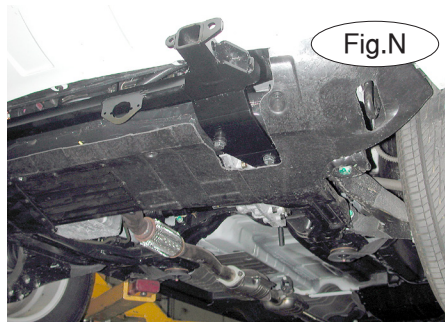


Fig.N

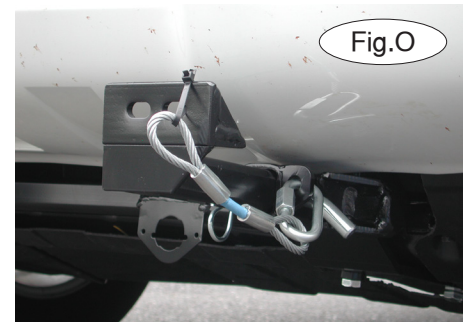


Fig.O

15. Reattach the splash shield, using the bolts and plastic fasteners you removed in step 1.

16. Fit the bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

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

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

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

## 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.