



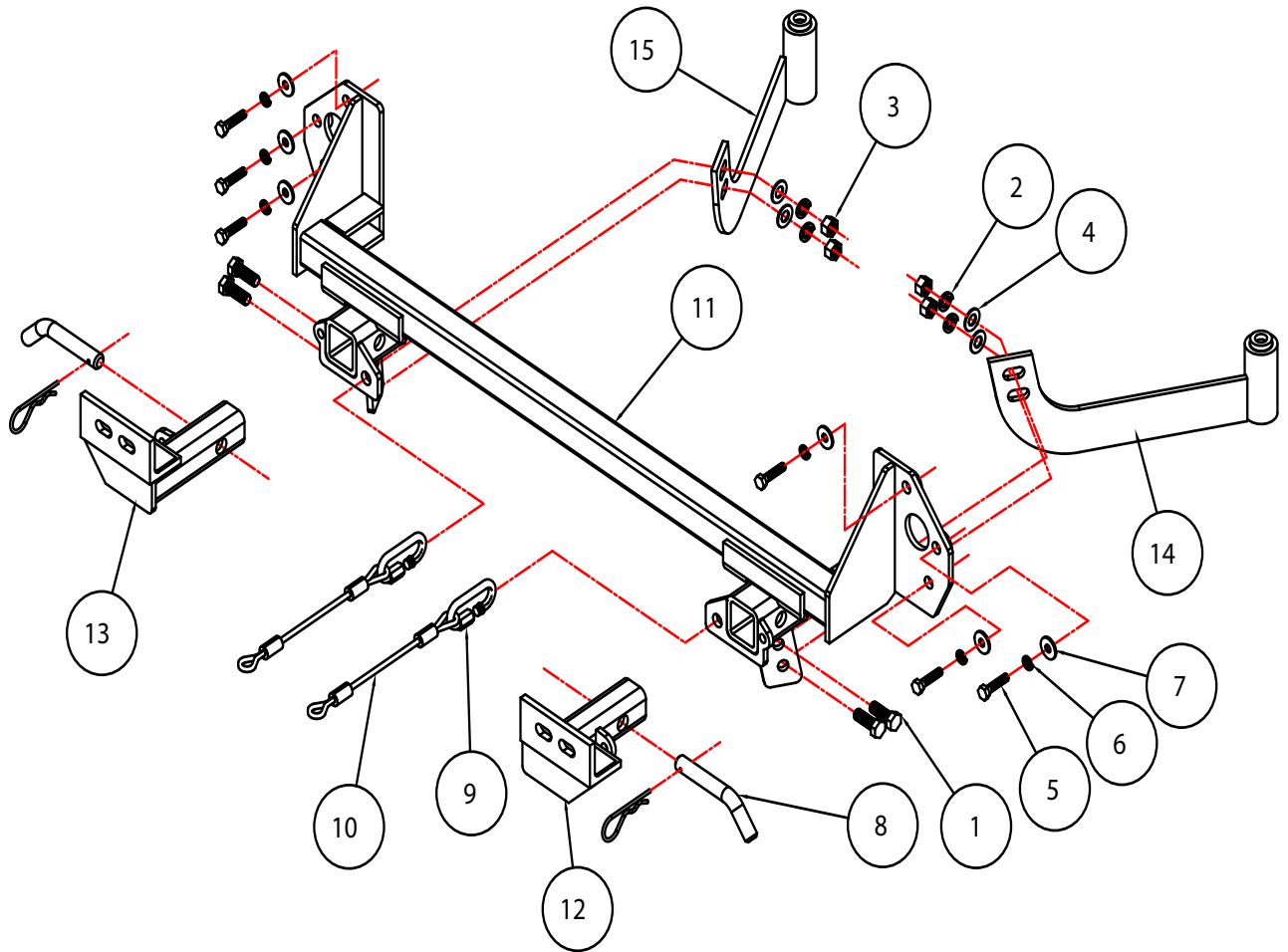
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1623-1

12/28/11
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.....	4	7/16" x 1 1/4" BOLT.....	350073-00
2.....	4	7/16" LOCK WASHER.....	350307-00
3.....	4	7/16" NUT.....	350256-00
4.....	4	7/16" FLAT WASHER.....	350345-00
5.....	6	8mm x 1.25 x 35 mm BOLT.....	356002-00
6.....	6	8mm LOCK WASHER.....	355705-00
7.....	6	8mm FENDER WASHER.....	355702-00
8.....	2	5/8" DRAW PIN W/ CLIP.....	357035-00
9.....	2	QUICK LINK.....	200008-00
10.....	2	8" SAFETY CABLES.....	500646-08
11.....	1	MAIN RECEIVER.....	C-001396
12.....	1	DRIVER SIDE ARM.....	C-001397
13.....	1	PASSENGER SIDE ARM.....	C-001398
14.....	1	DRIVER SIDE LOWER BRACE.....	C-001399
15.....	1	PASSENGER SIDE LOWER BRACE.....	C-001400



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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of a main receiver brace, two rear braces, two removable front braces and a hardware pack. The main receiver brace mounts to the front of the core support. The lower braces mount to the subframe and the main receiver brace. 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.



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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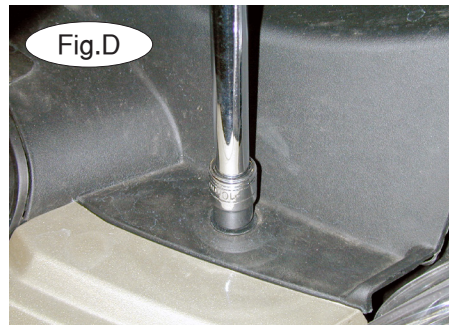
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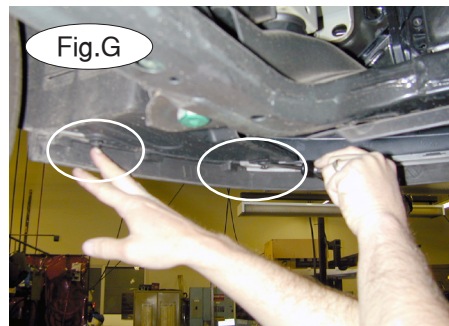
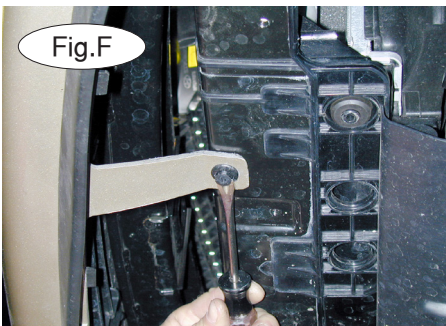
Hyundai Accent and Kia Rio Instructions

This bracket kit fits the Hyundai Accent and the Kia Rio. Follow the instructions below for 2006 to 2011 Accent models and 2006 to 2011 Rio models. For the 2008-2011 Rio, see the supplemental section included at the end of these instructions. **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.



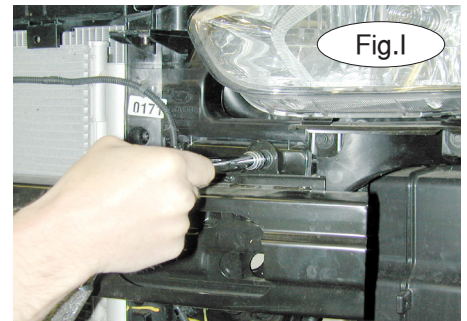
1. **Important: please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.** Now, begin the installation. Start by removing seven plastic fasteners attaching the top of the fascia to the radiator support (Fig.C).

2. Remove one 10mm (head) bolt located between the grille and headlight (Fig.D). Repeat for the other side.
3. Remove one Phillips screw attaching the corner of the fascia to the fender (Fig.E). Repeat for the other side.



4. Remove one plastic fastener attaching the lower fascia to the bottom of the radiator support (Fig.F). Repeat for the other side
5. Remove two plastic fastener attaching the splash shield to the bottom of the fascia (Fig.G). Repeat for the other side.
6. Next, remove the fascia by pulling out and forward on both corners (Fig.H).

7. Now, remove the bumper core. Start by removing two 10mm (head) bolts, one on each side (Fig.I).





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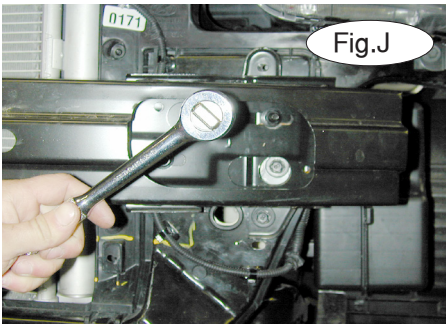


Fig.J

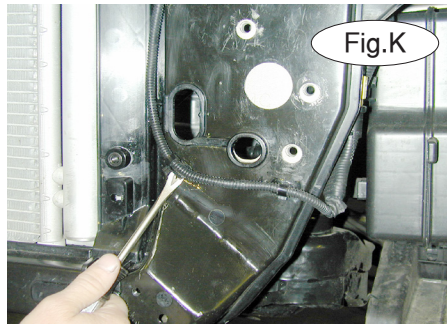


Fig.K

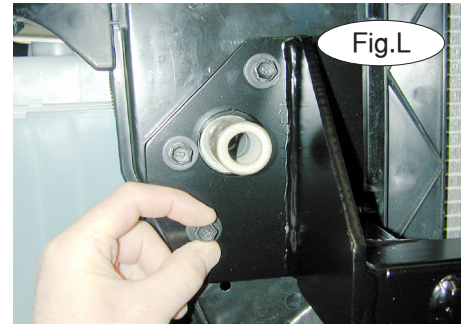


Fig.L

8. Next, remove three 12mm (head) bolts attaching the bumper core to the frame rails. Two of the bolts are located inside the opening of the bumper core, and one is located below the opening (Fig.J). Repeat for the other side.

9. Remove the bumper core and set it aside. It will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.

10. Now, remove two plastic fasteners attaching the horn wiring harness to the face of the radiator support (Fig.K).

11. On each side, use the three supplied 8mm x 1.25 x 35mm bolts, fender washers and lock washers to mount the main receiver brace to the front of the core support (Fig.L).

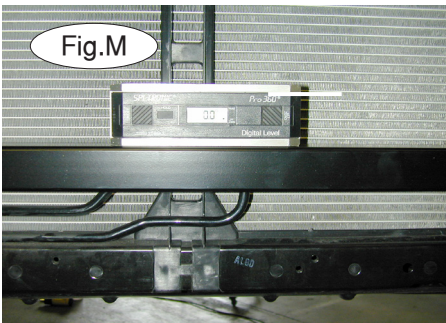


Fig.M

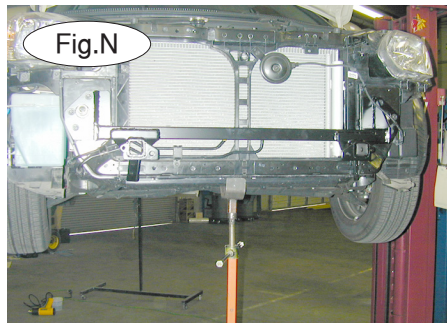


Fig.N

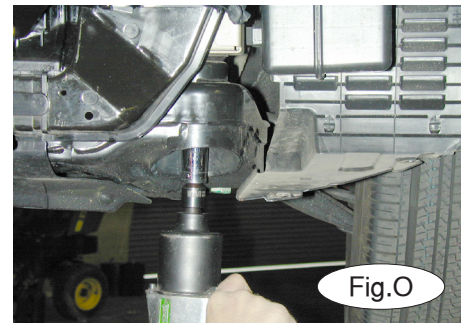
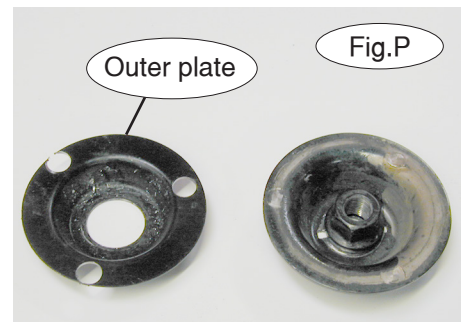


Fig.O

12. Check to make sure the main receiver brace is level (Fig.M). Then, tighten the bolts to the 8mm x 1.25 torque specification listed at the end of these instructions.

13. Support the subframe of the vehicle (Fig.N). Now, working on one side at a time, remove the 19mm (head) nut and bushing cup assembly attaching the subframe to the body of the vehicle (Fig.O).

14. Next, remove the nut from the bushing cup. Locate the three spot welds on the face of the bushing cup. Drill or grind through the spot welds to remove the outer plate (Fig.P). The outer plate will not be replaced. *Note:* retain the outer plate and attachment hardware so that it can be replaced if the bracket is ever removed..



Outer plate

Fig.P



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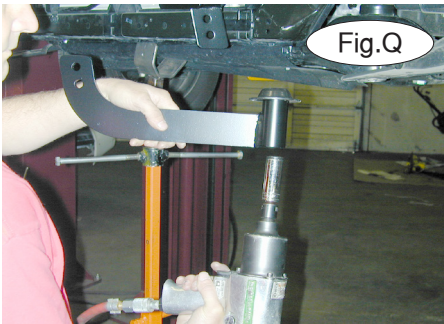


Fig.Q

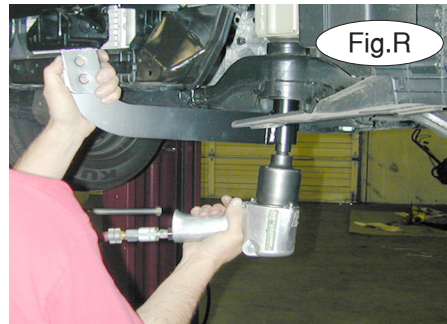


Fig.R

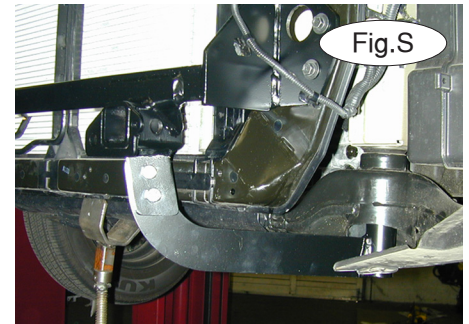


Fig.S

15. Place the 19mm (head) nut you removed from the bushing cup on the end of a 19mm or $\frac{3}{4}$ " deep socket. *Note:* the socket must be a $\frac{3}{8}$ " drive to fit inside the pipe spacer on the lower brace. Set the bushing cup over the top of the pipe spacer and bolt into place (Fig.Q,R).

16. The lower brace mounts to the inside of the main receiver brace (Fig.S). Using the two supplied $\frac{7}{16}$ " x $\frac{1}{4}$ " bolts, lock washers and nuts, bolt the lower brace to the main receiver brace.

17. Repeat steps 13 through 16 for the other side.

18. Tighten all remaining bolts to the torque specifications listed at the end of these instructions. *Note:* the 19mm (head) nut in step 15 should be tightened to the 12mm x 1.75 torque specification.

19. Trim the fascia to allow clearance for the main receiver brace and removable front braces. First, hold the fascia and mark each side for trimming (Fig.T). *Note:* to trim the Kia Rio fascia, refer to step 25.

20. Reassemble the fascia and horn wiring harness, reversing steps 1 through 10.

21. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied $\frac{5}{8}$ " draw pins and spring pins.

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

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

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

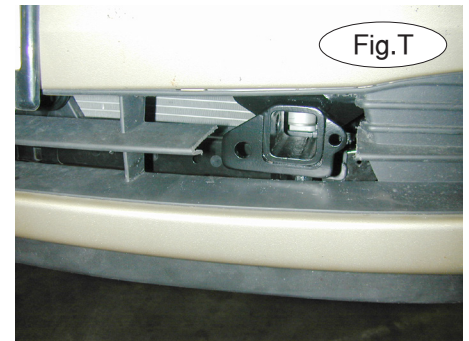


Fig.T



Fig.U



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Fig.V

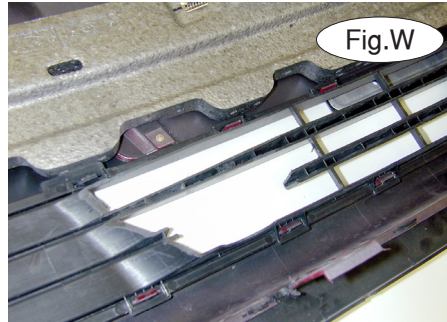


Fig.W



Fig.X

25. **For 2006 to 2009 Kia Rio models:** trim the fascia to allow clearance for the main receiver brace. Refer to Figure V for correct trimming on the front side of the fascia. Refer to Figure W for correct trimming for the back side of the fascia.

26. **For 2010 to 2011 Kia Rio models:** trim the fascia to allow clearance for the main receiver brace. Refer to Figure X as a guide for trimming both sides of the lower fascia and the yellow lines in Figure Y as a guide for trimming both sides of the grille.



Fig.Y

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.



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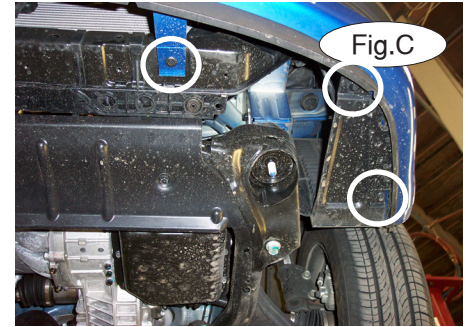
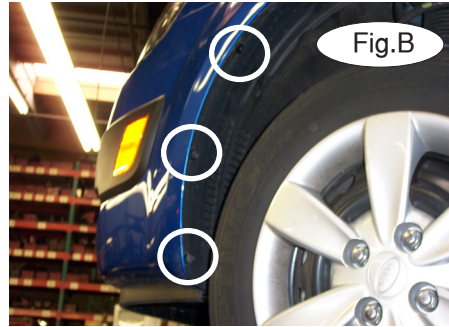
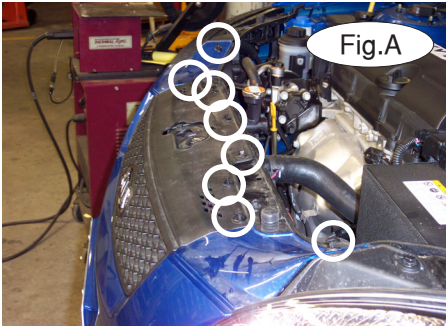
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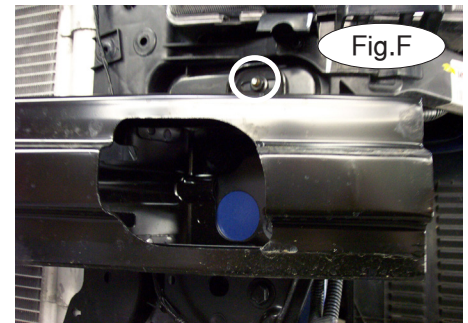
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Supplemental Instructions — 2008-2011 Kia Rio

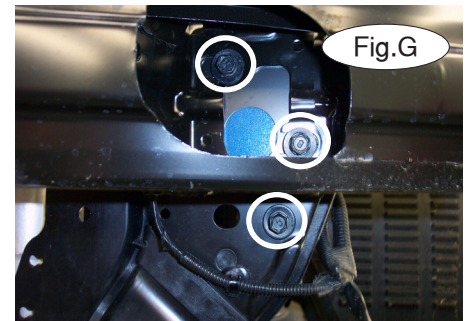
This supplement supersedes steps 1 through 10 in the mounting bracket installation instructions.



1. Remove eight plastic fasteners attaching the top of the fascia to the core support (Fig.A).
2. On each side, remove three 8mm (head) bolts attaching the fender liner to the fascia (Fig.B).
3. Remove four plastic fasteners attaching the bottom of the fender liner to the fascia, and two plastic fasteners attaching the fascia to the core support (Fig.C – driver's side).



4. On each side, pull down the fender liner and disconnect the side marker lights and also, the fog lights, if the vehicle is so equipped.
5. On each side, remove an 8mm (head) bolt attaching the corner of the fascia to the fender (Fig.D).
6. Pull out and forward on the corners of the fascia to remove it (Fig.E).
7. Remove one 10mm nut from each side attaching the bumper core to the end of the frame rail (Fig.F).
8. On each side, remove two 12mm (head) bolts attaching the bumper core to the core support, and one 12mm (head) bolt located directly below the bumper core (Fig.G).



9. Remove the bumper core. It will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.

Now, proceed to step 11 in the main instructions.