

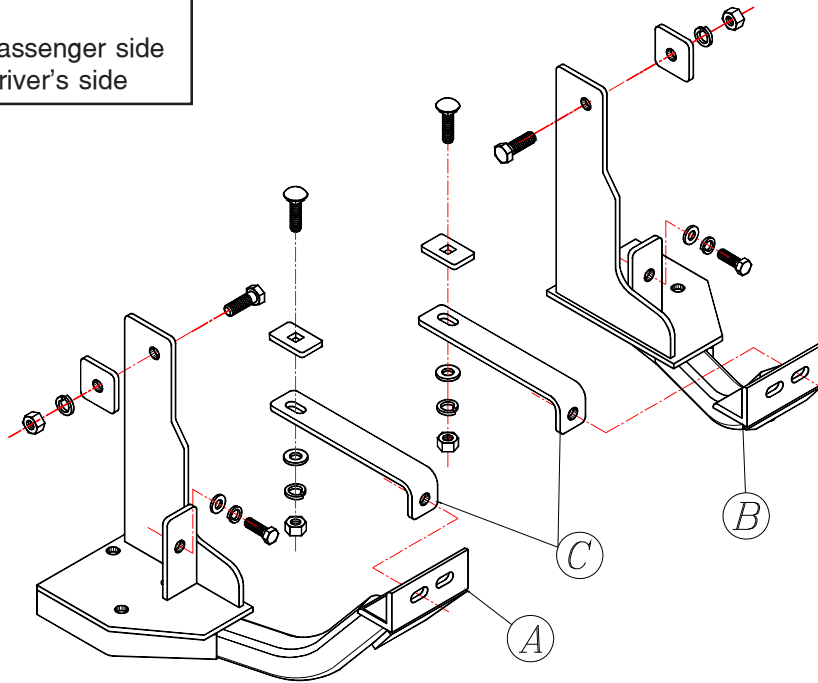
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

- 1- MAIN BRACE (A) - Passenger side
- 1- MAIN BRACE (B) - Driver's side

KIT NO. 175-2



020700

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. 175-2

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 kit consists of two braces and a hardware kit. The braces are designed to sandwich between the unitized frame and the lower radiator support. To gain access to the needed areas, the head lights and the plastic radiator cover will have to be removed. Do this now by removing two bolts from the headlights on each side and six plastic retainer buttons from the center plastic section. Next, remove three small screws from the lower plastic air dam on each side of the car. The bumper skin will also have to be removed. Do this by removing four 7mm screws at each fender well, two 10mm screws inside the bumper under the marker lights and four retainer buttons on the top.
2. Find the diagonal tubular support braces that are located in front of the radiator. Unbolt the lower end of these braces and discard the bolts. A portion of the main braces will be sandwiched between the frame and these braces later.
3. Before proceeding with this step, the lower radiator support should be either blocked or secured to the upper frame so that it doesn't drop if the securing bolts on each side are removed. Once this is done, remove three bolts on each side of the radiator support. Insert a main brace between the upper frame and the lower radiator support and replace the bolts. **Note:** the plastic air dam will have to be trimmed to fit the brace. Be sure the side of the brace is between the frame and the tubular support. Insert the remaining brace on the opposite side and replace the remaining three bolts.
4. Replace the tubular diagonal brace bolts that were removed in step two with supplied 8mm x 1.25 x 40mm bolts, flat washers and lock washers. The front mounting tab should be sandwiched between the frame and the tubular braces.
5. Check the brace alignment, then tighten the three bottom bolts and the brace bolt on each side to the torque specifications below. **Note:** be sure the radiator is still aligned properly, then loosen the top radiator mounts. This will allow you to shift the radiator for the next step.
6. Go to the front of the bumper core and locate the front bumper access holes between the large plastic grids. They will be covered by black plastic. Cut the plastic away on each side to expose access holes in the front of the bumper. Take the mounting nuts off **ONE SIDE** of the steel bumper core. Loosen the nuts on the other side. Pull the bumper core away from the car on one side to access the front of the frame. **Note:** Do not remove the bumper entirely. The air bag sensors are attached to the rear of the bumper core and we want to leave them there undisturbed. Shift the radiator if needed to insert a ½" x 1¼" bolt through the remaining top hole in the brace. Follow with a ¼" x 2" x 2" backing plate, lock washer and nut inserted through the front of the frame tube, then tighten to the torque specifications below. Check and make sure that nothing touches the side of the radiator.
7. Follow step six for the remaining side, then replace the bumper mounting tabs removed previously.
8. Tighten the bumper core mounting nuts then put ½" x 1½" carriage bolts and ¼" x 1¼" x 2" backing plates through the front bumper core mounting access holes and into two square holes located in the bottom of the bumper core.
9. Reinstall the bumper skin and all fasteners, including the lower air dam. Replace the top radiator plastic and the headlights.
10. Insert the top braces through the grill and on the bolts placed in the bottom of the bumper core earlier. Attach the top braces with a flat washer, lock washer and nut. Finger tighten at this time.
11. Mount the tow bar according to the manufacturer's instructions. Make certain that the bolt that goes through the outside holes in the face of brackets A&B also go through the upper braces going to the bumper core. Now, torque the bolts to the specifications below. Be certain to tighten the bolts in the bumper core.

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KIT NO. 175-2

Hardware:

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- 2- 1/2" x 1-1/2" carriage bolts
- 2- 1/2" x 1-1/4" bolts
- 2- 1/2" flat washers
- 4 - 1/2" lock washers
- 4- 1/2" nuts
- 2- 8mm x 1.25 x 40mm
- 2- 8mm flat washers
- 2- 8mm lock washers
- 2- 1/4" x 2" x 2" round hole backing plates
- 2- 1/4" x 1-1/4" x 2" sq. hole backing plates
- 1- Bumper brace - Passenger side
- 1- Bumper brace - Driver side

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.						

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.