



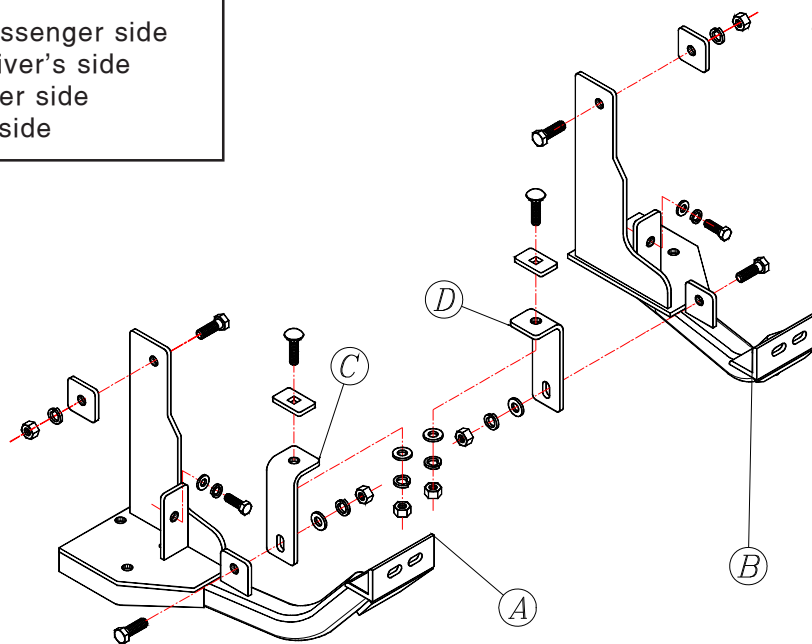
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

- 1- RECEIVER BRACE (A) - Passenger side
- 1- RECEIVER BRACE (B) - Driver's side
- 1- SIDE BRACE (C) - Passenger side
- 1- SIDE BRACE (D) - Driver's side

KIT NO. 176-2



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. 176-2

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 main braces for the front of the car 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 headlights 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.
2. Find the diagonal tubular support braces that are located in front of the radiator. Unbolt the lower end of these braces and save 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. The side of the main braces should be sandwiched between the frame and the 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.
6. Now, fish-wire a 1/2" x 1 1/4" bolt and a 1/4" x 2" x 2" round hole backing plate through the front of the frame tube on each side and bolt through the top holes in the main brace mounting plates. Finish with 1/2" nuts and lock washers. **Note:** if needed the top radiator mounting tabs can be loosen to shift the radiator for access. The driver's side should have an access hole in the back of the frame for fingers. Check and make sure that nothing touches the side of the radiator.
7. Go to the front of the car and remove the two plastic grills. Directly below and to the outside of the grill holes will be an access hole in the face of the bumper on each side. They will be partly covered with black plastic. Cut the plastic away at this point on each side to expose the access holes in the front of the bumper. Put 1/2" x 1 1/2" carriage bolts and 1/4" x 1 1/4" x 2" backing through these holes and into two square holes located in the bottom of the bumper. Bolt the 1/4" x 1 1/2" x 6" front braces to the bottom of the bumper using 1/2" nuts and lock washers. Bolt the front brace to the lower braces with 1/2" x 1 1/2" bolts, flat washers, lock washers and nuts.
8. Replace the six screws in the lower air dam. Replace the grills, top radiator plastic and the headlights.
9. Mount the tow bar according to the manufacturer's instructions, and torque all bolts to the specifications below.

Hardware:

- | | | |
|---------------------------------|---|----------------------------|
| 2- 1/2" x 1-1/2" carriage bolts | 2- 1/4" x 2" x 2" round hole backing plates | 2- 8mm x 1.25 x 40mm bolts |
| 2- 1/2" x 1-1/4" bolts | 2- 1/4" x 1-1/4" x 2" sq. hole backing plates | 2- 8mm lock washers |
| 6- 1/2" lock washers | 4- 1/2" flat washers | 2- 8mm fender washers |
| 6- 1/2" nuts | 2- 1/2" x 1-1/2" bolts | |

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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.						