



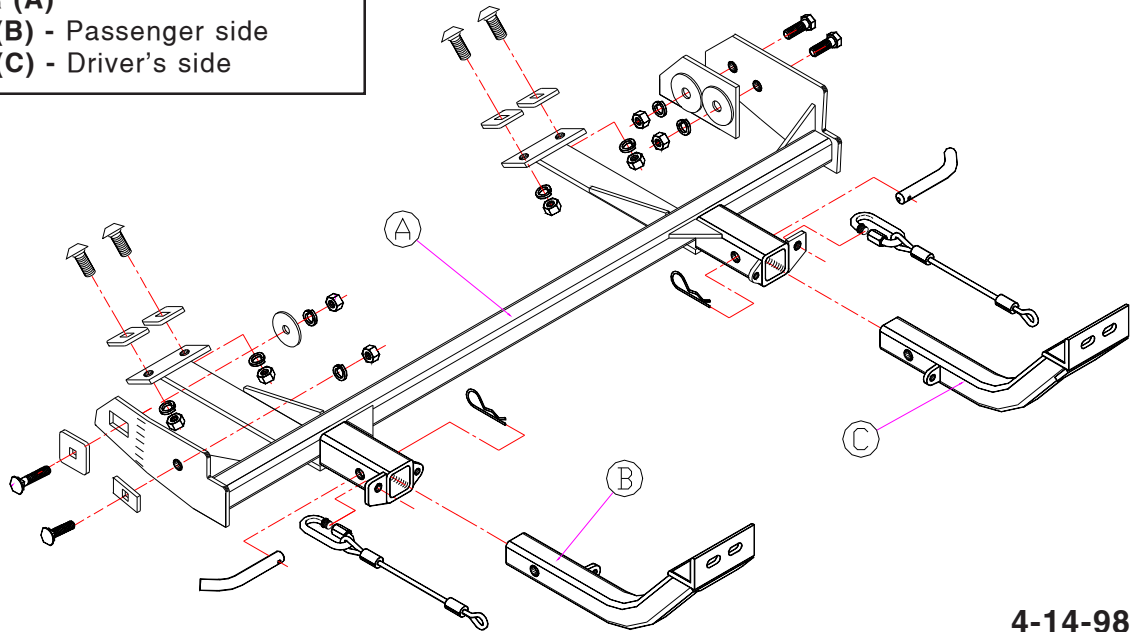
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

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

KIT NO. 189-1



4-14-98

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. 189-1

- 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 is one of our XL Series bracket kits which are partly removable. The kit consists of the main receiver brace, two front braces and a hardware pack. The main receiver brace will fit under and in front of the radiator. Start by temporarily removing the small air deflector under the radiator. This is held on by small springs which are easily released.
- The main receiver brace will fit under the radiator and mounts to the two front tie down plates. *Note:* the brace mounts differently on each side. The mounting plate on the driver side fits to the outside of the tie down plate while the mounting plate on the passenger side fits to the inside of the passenger side tie down plate.
- Once the main receiver brace is in position, bolt through each tie down plate with two 1/2" x 1 1/2" carriage bolts on the passenger side and two 1/2" x 1 1/2" bolts on the drivers side as illustrated. Use a special large backing plate on the drivers side, and one 1/4" x 1" x 2" backing plate on the rear passenger side bolt. Finish with 1/2" lock washers and nuts. Align the brace and tighten these bolts.
- A 17/32" hole will now have to be drilled through the passenger side tie down plate using the brace as a hole template. Do this then bolt through using a 1/2" x 1 1/2" carriage bolt, 1/4" x 2" x 2" backing plate, lock washer and nut.
- The rear mounting plates on the main brace should be flat against the bottom of the subframe at this time. Use the rear of the brace as a drill guide and drill four 17/32" holes into the bottom subframe. The two inner holes should already exist and need only to be enlarged.
- Now, use the large access holes in the bottom of the subframe to fish wire and position four 1/4" x 1 1/2" x 2" backing plates and four 1/2" x 1 1/2" carriage bolts through the holes. Finish with 1/2" lock washers and nuts.
- Tighten all bolts to the torque specifications below.
- Reinstall the air deflector at this time.
- Insert the front braces into the receivers and pin with 5/8" draw pins and 1/8" spring pins.
- Mount the tow bar according to the manufacturers specifications and torque all bolts to the specifications below.
- Attach the supplied safety cables to the receiver brace with the supplied cable connectors and then to the tow bar and the tow vehicle's safety cables.

HARDWARE LIST:

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|---|---|
| 1-1/2" X 2" CARRIAGE BOLT | 1-1/4" X 2" X 2" SQ. HOLE BACKING PLATE |
| 5-1/2" X 1 1/2" CARRIAGE BOLT | 1-1/4" TWO HOLE BACKING PLATE |
| 2-1/2" X 1 1/2" BOLTS | 4-1/4" X 1 1/4" X 2" SQ. HOLE BACKING PLATE |
| 8-1/2" LOCK WASHERS | 2-10" SAFETY CABLES |
| 8-1/2" NUTS | 2-5/8" DRAW PINS |
| 1-1/2" PLATE WASHERS | 2-1/8" SPRING PINS |
| 1-1/4" X 1" X 2" SQ. HOLE BACKING PLATE | 2-CABLE CONNECTORS |

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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

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.