

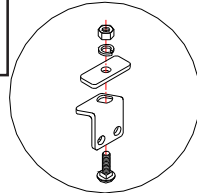
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

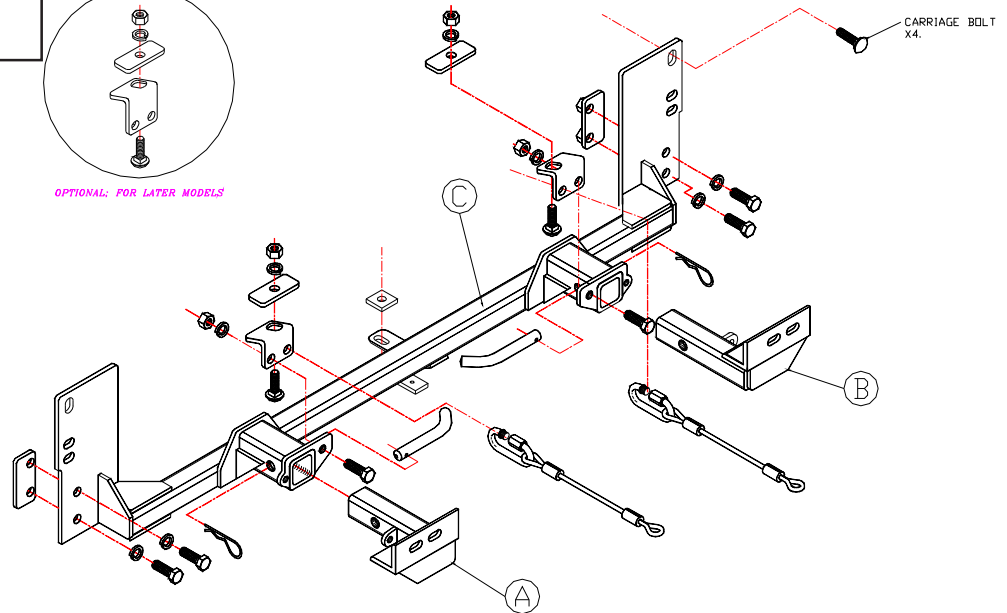
PARTS LIST:

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

KIT NO. 242-1



OPTIONAL: FOR LATER MODELS



011199

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 242-1

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 a XL series mounting kit which consists of the receiver assembly which mounts behind the bumper, two upper braces which bolt under the bumper and two front braces which can be removed when the vehicle is not being towed. To install the kit, the plastic bumper skin must be removed to provide access to the area behind the bumper. Disconnect the fog light connections before proceeding.
2. Start by removing three screws from the front of the fender well splash panels on each side.
3. Remove the two bolts on each side holding the bumper skin to the fender sheet metal.
4. Remove the lower bolts fastening the bumper skin to the lower frame cross member.
5. Remove the upper bolts and plastic fasteners holding the skin to the radiator core support, then pull forward and off.
6. Remove the two nuts on each side holding the bumper on and remove the bumper. Remove the bolts from the bumper and discard, but do not discard the nuts, as they will be reinstalled later.
7. Remove the front bolt from the motor mount on the cross member.
8. Mount the receiver brace in place of the bumper on the front of the vehicle using four 1/2" x 1 1/2" bolts and nuts. Note: These bolts will be used temporarily as line up bolts and will be removed later.
9. Bolt through the center tab using the stock motor mount bolt which was removed in step 7. Install the 1/4" x 1 1/4" x 1 1/4" spacer plate between the tab and the motor mount and tighten bolt just snug at this point.
10. Using the receiver brace as a template, drill two 1/2" holes per side through the lower part of the frame.
11. Remove the 1/2" bolts holding the receiver brace in position and bolt through the two drilled holes on each side using the bolts, 1/2" lock washers and threaded backing plates.
12. Install four 3/8" x 1 1/2" carriage bolts into the bumper, then reinstall the bumper, sandwiching the receiver brace between the bumper and the bumper mount. Use the nuts previously removed on the carriage bolts.
13. Now install two small upper braces as illustrated between the front portion of the receivers and the bottom of the bumper. Bolt the upper braces to the receiver braces with 1/2" x 1 1/4" bolts, lock washers and nuts. Drill two 1/2" holes through the bottom of the bumper using the upper braces as drill guides. Bolt with two 1/2" x 1 1/2" carriage bolts, 1/4" x 1 1/2" x 3" backing plates, lock washers and nuts. Note: two sets of upper braces are included. Later models will use the longer braces.
14. Tighten all the bolts to the torque specifications below and reinstall the bumper skin reversing steps 1 through 5. Note: the bumper skin will have to be trimmed slightly to clear the upper braces.
15. Insert the front braces into the receiver brace as illustrated and pin using a 5/8" draw pin and a 1/8" spring pin for each brace.
16. Mount the tow bar according to the manufacturer's instructions and torque all bolts to the specifications below.
17. Connect the tow vehicle safety cables to the receiver brace using the provided cable connectors.

Continued on next page

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.						



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Hardware

- 4- 1/2" x 1-1/2" bolts
- 2- 1/2" x 1-1/2" carriage bolts
- 4- 3/8" x 1-1/2" carriage bolts
- 8- 1/2" lock washers
- 4- 1/2" nuts
- 2- 1/4" x 1-1/2" x 3" threaded backing plates
- 2- 1/4" x 1-1/4" x 3" backing plates
- 1- 1/4" x 1-1/4" x 1-1/4" spacer plate
- 2- 5/8" draw pins
- 2- 1/8" spring pins
- 2- cable connectors
- 2- 13" safety cables
- 2- 1/4" x 1-7/8" x 2 3/16" bumper mount brace
- 2- 1/4" x 1 3/16" x 2 1/4" bumper mount brace
- 2- 1/2" x 1-1/4" bolts

BOLT TORQUE REQUIREMENTS

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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.