

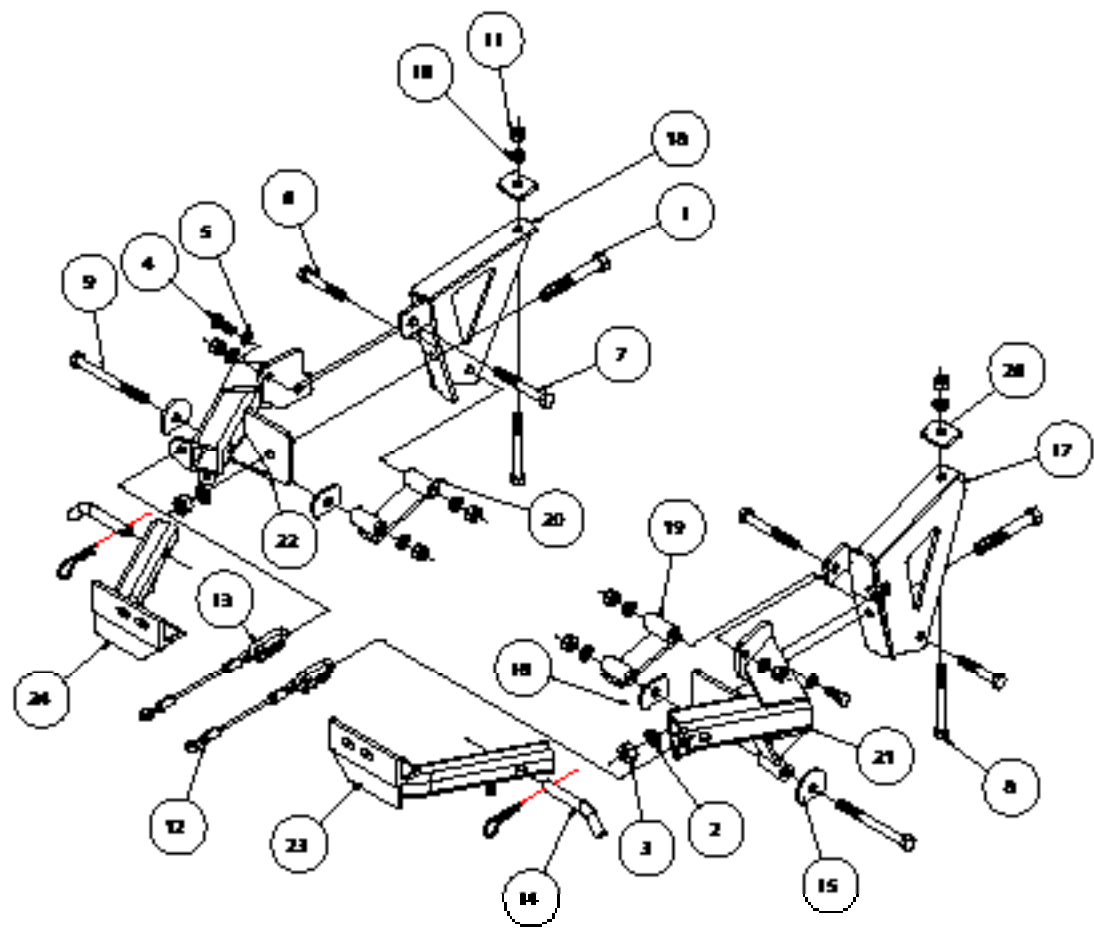


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3158-1

01/12/10
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	NAME	MATERIAL
1.....2.....	2.....	5/8" x 4 1/2" BOLT.....	350159-00
2.....2.....	2.....	5/8" LOCK WASHER.....	350313-00
3.....2.....	2.....	5/8" HEX NUT.....	350262-00
4.....2.....	2.....	7/16" x 1 1/4" BOLT.....	350073-00
5.....2.....	2.....	7/16" LOCK WASHER.....	350307-00
6.....2.....	2.....	1/2" x 3" BOLT.....	350101-00
7.....2.....	2.....	1/2" x 4" BOLT.....	350105-00
8.....2.....	2.....	1/2" x 4 1/2" BOLT.....	350106-00
9.....2.....	2.....	1/2" x 5 1/2" BOLT.....	350108-00
10.....8.....	8.....	1/2" LOCK WASHER.....	350309-00
11.....8.....	8.....	1/2" HEX NUT.....	350258-00
12.....2.....	2.....	SAFETY CABLE 10".....	650646-10
13.....2.....	2.....	QUICK LINK.....	200008-00
14.....2.....	2.....	DRAW PIN W/ CLIP.....	357035-00
15.....2.....	2.....	1/2" CLIPPED PLATE WASHER.....	A-002687
16.....2.....	2.....	1/2" CLIPPED PLATE WASHER.....	A-001762
17.....1.....	1.....	DRIVER SIDE BRACE.....	C-001076
18.....1.....	1.....	PASSENGER SIDE BRACE.....	C-001077
19.....1.....	1.....	DRIVER SIDE SPACER.....	C-001085
20.....1.....	1.....	PASSENGER SIDE SPACER.....	C-001086
21.....1.....	1.....	DRIVER SIDE RECEIVER.....	C-001695
22.....1.....	1.....	PASSENGER SIDE RECEIVER.....	C-001696
23.....1.....	1.....	DRIVER SIDE ARM.....	C-001697
24.....1.....	1.....	PASSENGER SIDE ARM.....	C-001698
25.....4.....	4.....	ZIP TIES.....	300140-8
26.....2.....	2.....	BACKING PLATE.....	A-000122



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This bracket kit is one of our XL series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver brace, removable front braces and a hardware pack.

The main receiver brace mounts to the front frame and bumper core on each side. The removable front braces insert into the receivers on each side and are secured with draw pins.

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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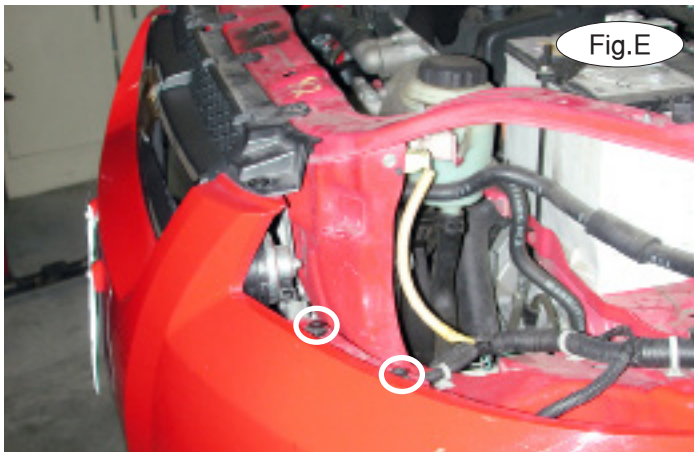
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1. Remove four plastic fasteners attaching the top of the fascia to the core support (Fig.C).
2. On each side, remove three 10mm (head) bolts attaching the headlight to the core support. On each side, pull forward on each headlight to unplug it and then remove it (Fig.D).



3. On each side, remove two more plastic fasteners located under the headlight, which attach the fascia to the core support (Fig.E – driver's side).
4. On each side, remove one 7mm (head) bolt attaching the fascia to the core support (Fig. F – driver's side).
5. On each side, remove three 7mm (head) bolts attaching the fender liner to the fascia (Fig.G).



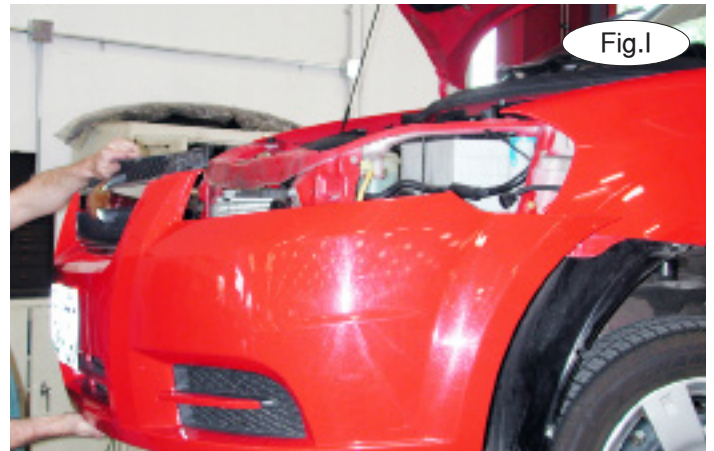
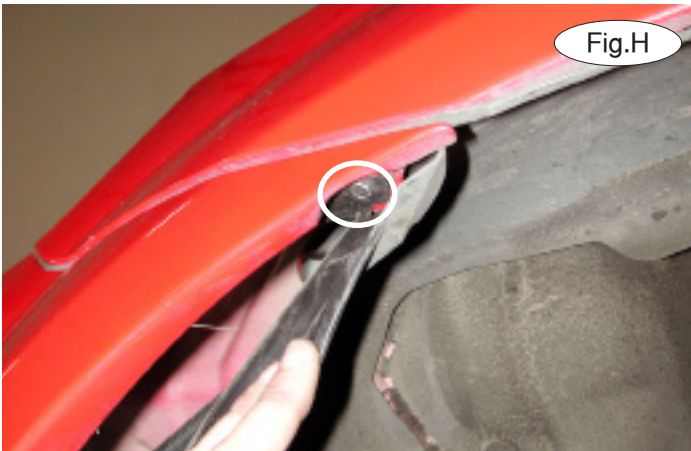


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6. On each side, pull back on the fender liner and remove one 10mm (head) bolt attaching the corner of the fascia to the fender (Fig.H).

7. Pull forward on the fascia to remove it (Fig.I).



8. Pull forward on the foam shock absorption core to remove it (Fig.J).

9. Remove one 10mm nut and one 10mm (head) bolt attaching the passenger side lower splash shield to the bottom of the radiator support (Fig.K).

10. Remove the wiring harness retainers from the radiator (Fig.L).



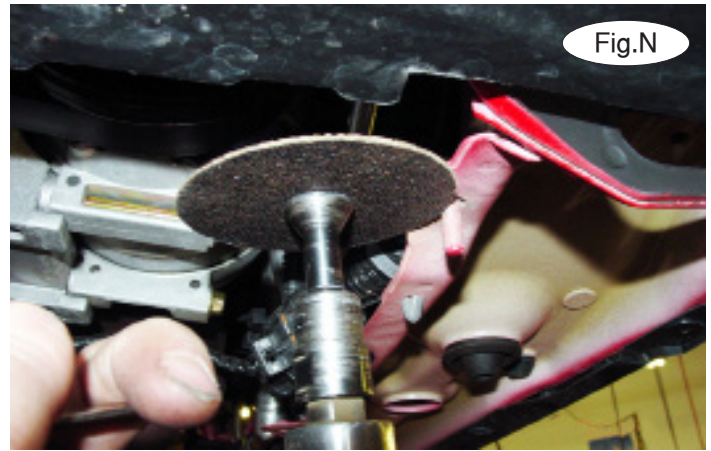


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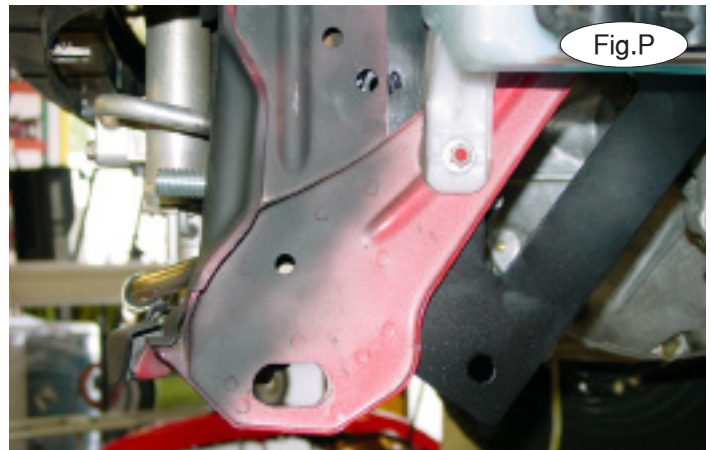
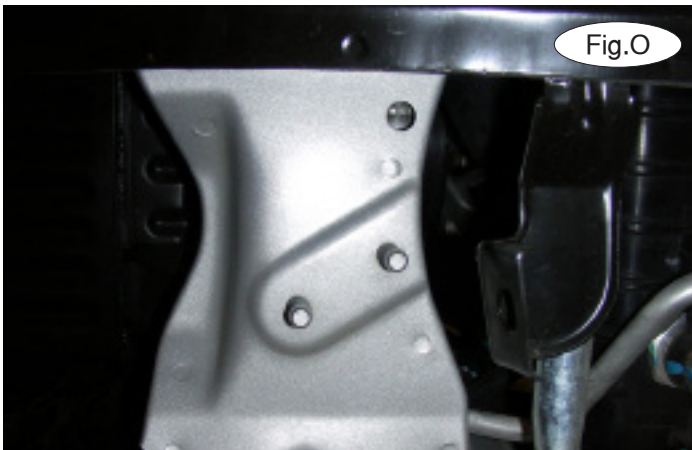
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11. Using the supplied zip ties, pull the wires aside and out of the way, on both sides (Fig.M).
12. Cut off the stud on the passenger side (Fig.N). On each side, cut off the two studs on the sides of the radiator support (Fig.O).



13. Insert the rear brace and bolt it into position from the back, with a 5/8" x 4 1/2" bolt (Fig.P). *Note:* on the passenger side, you may have to bend the air conditioning line out of the way (Fig.Q).
14. Position the receiver brace with the front hole aligning to the rear brace bolt, then use a lock washer and nut to secure it in place (Fig.R and Fig.S).



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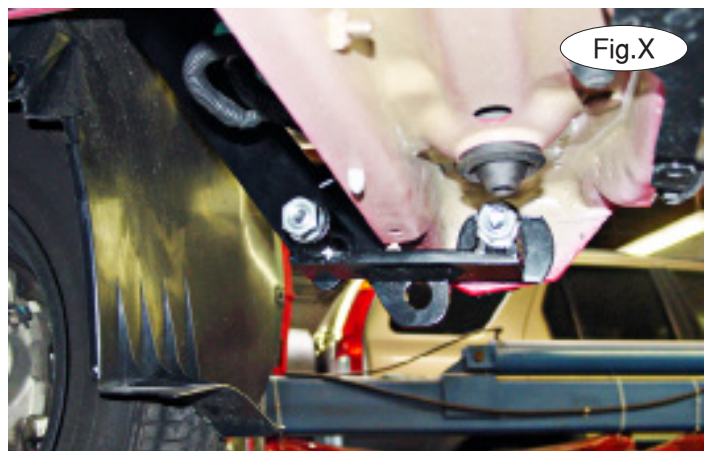
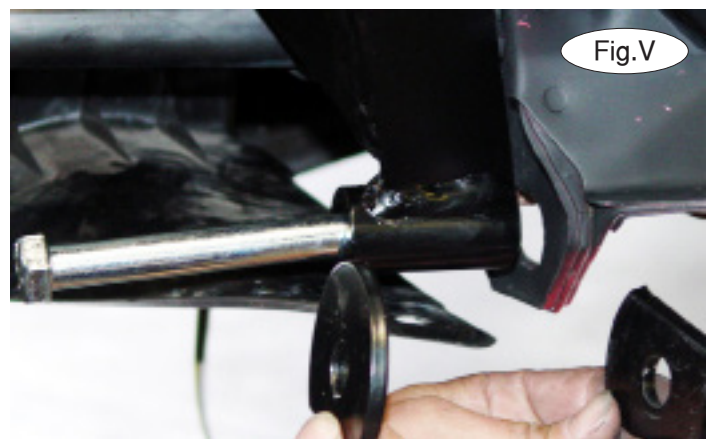
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15. Using a 21/32" drill bit, enlarge the existing hole using the **top** hole as a template (Fig.T).
16. Using a 3/8" drill bit, enlarge the existing hole using the **lower** hole as a template (Fig.U).



17. Bolt through the top hole with a 1/2" x 4" bolt, then secure the bolt with a lock washer and nut.
18. Bolt through the lower hole with a 7/16" x 1 1/4" bolt, then secure the bolt with a lock washer and nut.
19. Attach the lower braces by bolting through the main receiver brace, plate washer and tow hooks (Fig.V) and into the brace (Fig.W) using a 1/2" by 5 1/2" bolt. Secure the bolts with 1/2" lock washers and nuts.
20. Bolt through the rear hole of the lower brace with a 1/2" x 3" bolt, then secure the bolt with a lock washer and nut (Fig.X).



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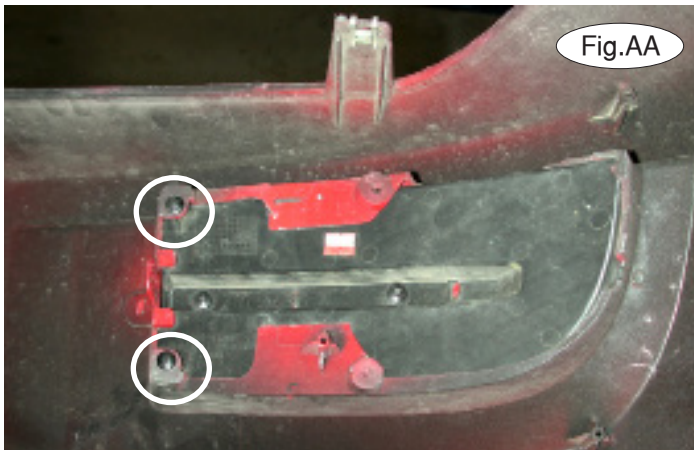
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21. Using the pre-existing holes in the main receiver brace as a template, drill up through the existing holes and through the core support (Fig.Y).
22. Bolt from the bottom, up through the rear brace (Fig.Z) and the core support, with a $\frac{1}{2}$ " x 4" bolt. Secure the $\frac{1}{4}$ " x 2" x $1\frac{1}{2}$ " backing plate to this bolt with a lock washer and nut.



23. Remove two Phillips screws from each grille insert (Fig.AA).
24. Remove the trim piece on the grille inserts by removing two 10mm (head) screws (Fig.BB). *Note:* the trim pieces will not be replaced. Retain the trim pieces and attachment hardware so that they can be replaced if the bracket is ever removed.



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Fig.CC

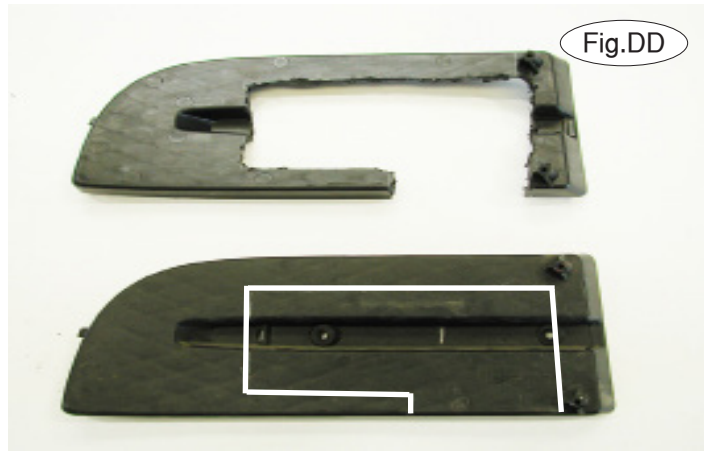


Fig.DD

25. Cut out the attached template and align it with the bottom edge of the back of each grille insert against the mounting points (Fig.CC). Trace, and trim the grille inserts (Fig.DD).

26. Replace the grille inserts by reversing step 24.

27. Reassemble the fascia, reversing steps 1 through 7.

28. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

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

30. Attach the ends of the safety cables to the tow vehicle's safety cables.

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



Fig.EE

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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