



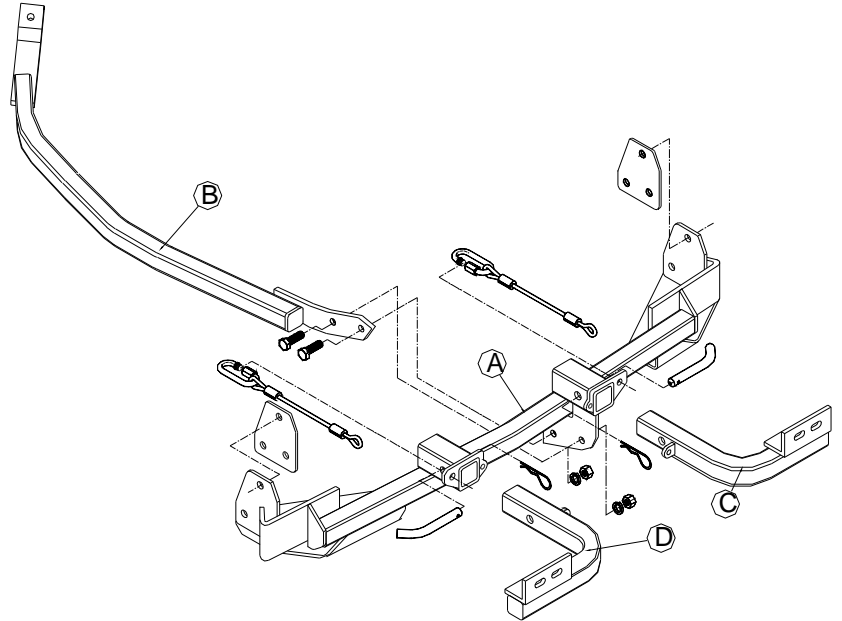
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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 BRACE (A)
- 1- REAR BRACE (B)
- 1- FRONT BRACE (C) - Driver's side
- 1- FRONT BRACE (D)- Passenger side

KIT NO. 321-1



11-22-99

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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- 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 bracket kit is a XL series, which is designed to disconnect from your vehicle when not in use. The kit consists of the main receiver brace which utilizes the tie down plate mounting points on the front corners of the frame and a rear brace which connects to the receiver brace and the rear of the frame. The receiver brace mounts behind the front end plastic and is for the most part hidden from view. To start, remove the lower plastic splash shields underneath the front of the car. Also the front of the fender liners may have to be loosened and pulled back. This will expose the receiver brace mounting area.
- Remove the tie down plates located on the front corners of the frame. Save the mounting bolts.
- Hold the receiver brace in front of the radiator and the side mounting plates over the tie down mounting holes. Bolt the brace into place using the tie down bolts. *Note:* some vehicles may differ slightly in the width between the tie down mounts. Optional shims are provided to match to the specific vehicle. One or two or none can be used. Just insert as needed between the frame and brace. Make sure the brace receivers are level, then tighten the bolts to the torque specifications below.
- Hold the rear brace to the front receiver brace and notice which suspension bolt lines up with the rear of the brace. This should be the third large 22mm suspension bolt in the first A frame suspension bracket. Remove this bolt and bolt through the rear of the lower brace with the same bolt. Now bolt the front of the rear brace to the receiver brace with two 1/2" x 1 1/2" bolts, lock washers and nuts.
- Torque all bolts to the specifications below.
- Replace the lower splash panels and fender liners. The driver's side splash panel may have to be trimmed slightly.
- Insert the two upper braces into the front of the receivers as illustrated. Secure in place using the provided 5/8" draw pins and spring pins.
- Mount the tow bar according to the manufacturer's instructions.
- Use the provided cable quick connectors to connect the 15" safety cables to the front of the lower receiver braces. Connect the other end to the tow vehicle's safety cables and the bar.

Hardware

- 2- 1/2" x 1-1/2" bolts
- 2- 1/2" lock washers
- 2- 1/2" nuts
- 2- 5/8" draw pins
- 2- 1/8" spring pins
- 2- cable connectors
- 2- plate shims
- 2- 15" safety cables

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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.						

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