

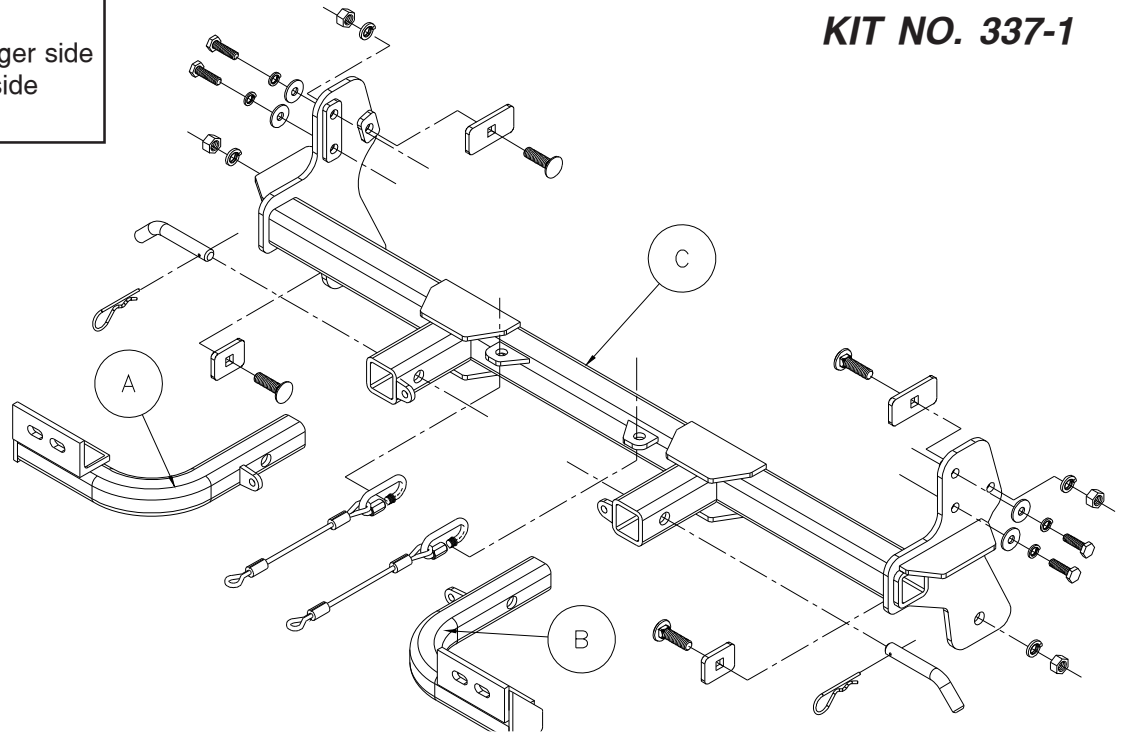
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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 side
- 1- MAIN BRACE (C)

KIT NO. 337-1



3-08-02

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
- Use lock washers on all fasteners

WARNING

Failure to follow the below warnings and the installation instructions may result in voiding your warranty, property damage, the loss of your towed vehicle, personal injury or even death.

- Installation of most baseplates requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied.
- Use Loctite® Red on all bolts used for mounting this baseplate.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounting points for cracks or other signs of fatigue every 3,000 miles.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- Do not weld. This baseplate is designed to be bolted to the vehicle. Welding will void the warranty.
- Do not use this document for custom fabrication, as it may not show all parts or structural components could result in loss of the towed vehicle.
- 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.
- If running changes were made by the vehicle manufacturer after this

kit was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle and fitted with the correct hardware to account for these changes.

- 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in 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.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.
- 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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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 bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of the main receiver brace, front braces and a hardware pack. The main receiver brace mounts behind the front bumper fascia to the side of the frame and front tie down area on each side. The two front braces insert into the receivers through the grill opening. Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for.
2. Start by removing four plastic fasteners in the top of the fascia. Move to the bottom of the fascia on each side and remove two Phillip head screws securing the fender splash panels on each side. If needed remove more fasteners as needed then pull the splash panels back to allow access to the (10mm head) screw located on each side at the fascia-fender junction. Remove two more 10mm (head) bolts from the bottom of the fascia and two more plastic fasteners under the bumper core in the grille opening. Pull the fascia forward and if fog lights are present, disconnect then set fascia aside.
3. On each side, locate two 14mm (head) bumper core mounting bolts, located behind the bumper core on the outside of the frame on each side. Remove only the outer bumper core mounting bolts, Leave the inner bolts tight for the time being.
4. Hold the receiver brace in position under the bumper core with the side plates over the bumper core mounting holes and the lower tie down on each side.
5. Bolt through the tie down hole and the receiver brace side mounting plate with a 1/2" x 1 3/4" carriage bolt, 1/4" x 1 1/2" x 2" backing plate, lock washer and nut on each side. Line up the two upper mounting holes over the bumper core mounting holes and bolt in place on each side with then supplied 10mm x 1.25 x 35mm bolts, flat washers and lock washers. Align the receiver brace and tighten to hold in place.
6. Using the remaining mounting hole on each side as a drill template, drill a 17/32" hole through the frame on each side.
7. Temporarily remove the bumper core (four bolts installed in step 5 and two more inner bolts on each side).
8. Reach through the front of the frame on each side and insert a 1/2" x 1 3/4" carriage bolt with a 1/4" x 1 1/2" x 3" backing plate in to the holes just drilled. Finish bolting with 1/2" lock washers and nuts.
9. Replace the bumper core bolting through the brace with the bolts specified in step 5.
10. Torque all mounting bolts to the torque specifications below.
11. Remove the metal grille and six retaining clips from the fascia grille opening, then refit the fascia by reversing step 2. The lower splash panel may have to be trimmed slightly when refitting.
12. Insert the front braces into the receiver tubes and pin with 5/8" draw pins and spring pins.
13. Install the tow bar according to the manufacturer's instructions and torque all mounting bolts to the specifications below.
14. Attach one end of the 15" safety cables to front holes on the receiver cross bar on each side of the receiver brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.
15. A universal wiring connector plate is also available for use on the crossbar.

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 3/4" carriage bolts
- 4- 1/2" lock washers
- 4- 1/2" nuts
- 4- 10mm x 1.25 x 35 bolts
- 4- 10mm fender washers
- 4- 10mm lock washers
- 2- 1/4" x 1 1/2" x 3" sq. hole backing plates
- 2- 1/4" x 1 1/2" x 2" sq. hole backing plates
- 2- 15" safety cables
- 2- cable connectors
- 2- 5/8" draw pins
- 2- 3/16" spring pins

3-08-02

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STANDARD BOLTS

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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.