



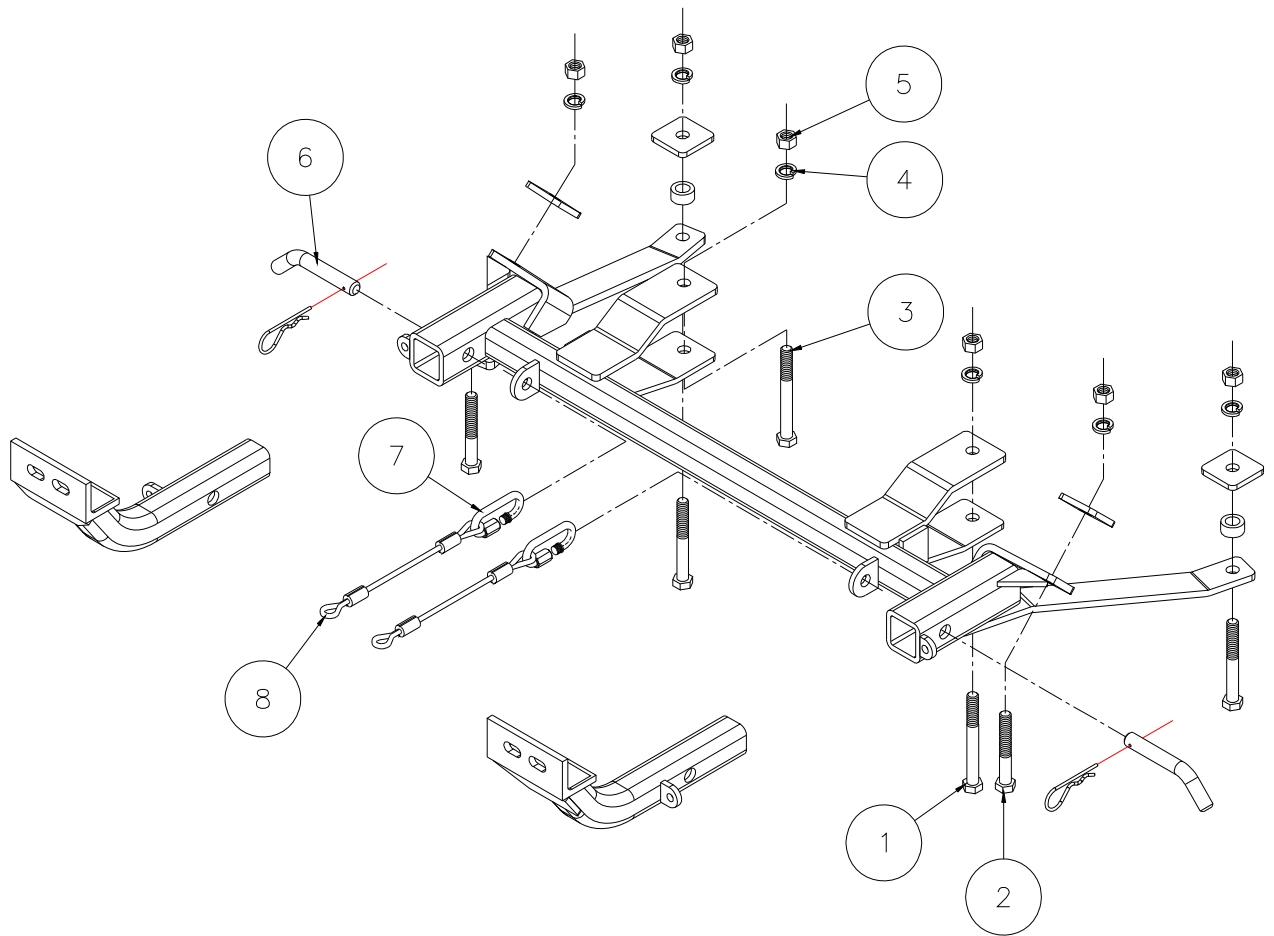
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 340-1

03/10/08

KS

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



ITEM	QTY	Length	Width	HARDWARE	PART NO.
1	2	4 1/2"	1/2"	BOLT	350108-00
2	2	3 1/2"	1/2"	BOLT	350103-00
3	2	4"	1/2"	BOLT	350105-00
4	6		1/2"	LOCK WASHER	350309-00
5	6		1/2"	NUT	350258-00
6	2			DRAW PIN / SPRING PIN	357035-00
7	2			CONNECTOR	200008-00
8	2	12"		SAFETY CABLE	500646-12



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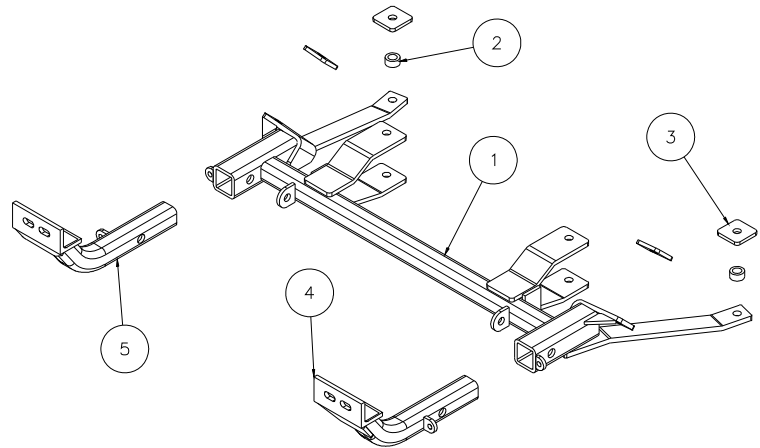
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IMPORTANT: All brackets **must** be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts **must** be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners



ITEM	QTY	PART NO.	ASSEMBLY
1	1	C-000859	MAIN RECEIVER BRACE WELDMENT
2	2	A-000061	1" O.D. x 1/2" TUBE SPACER
3	4	A-001066	1/4" x 2" x 2" BACKING PLATE
4	1	C-000857	DRIVER SIDE ARM WELDMENT
5	1	C-000858	PASSENGER SIDE ARM WELDMENT

WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- **Installation of most mounting brackets 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.** When the instructions require the reuse of factory bolts, thread lock and/or lock washers must also be used. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- **Do not use this document for custom fabrication,** as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- **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 mounts and brackets for cracks or other signs of fatigue every 3,000 miles.** Failure to do so could result in loss of the towed vehicle.
- **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.
- **If running changes were made** by the vehicle manufacturer after this bracket 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 that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to

securely fasten the bracket 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 bracket. **Do not install the bracket if any structural frame damage is found.** Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. **Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.**
- Upon final installation, **the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.,** or non-warranty damage to the towed vehicle will result.
- **This bracket is only warranted for the original installation.** Installing a used bracket on another vehicle is not recommended and will void the warranty.



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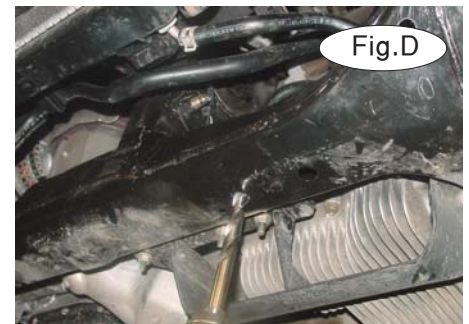
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. This bracket kit is one of our XL series with removable front arm braces. The kit consists of a rear receiver brace which mounts to the front subframe (Fig.A). The front lower splash shield will have to be removed.

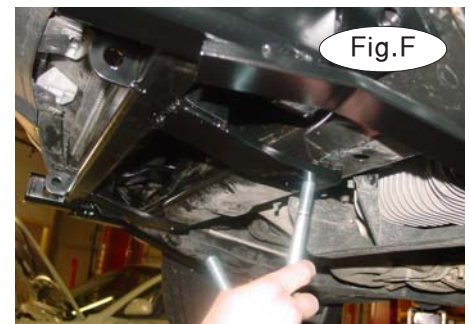


2. Remove the lower front splash shield (12 plastic fasteners) (Fig.B,C). *Note:* it will not be replaced,

3. Looking under the subframe locate two existing holes in the subframe (Fig.D), enlarge these holes and drill through the top of the subframe at the same time with a 17/32" drill bit. *Note:* use a protective plate on the top of the subframe to keep from damaging any engine components or tubing.



4. Take the main receiver brace and slip the front of the brace around the front subframe member (Fig. E). Position it so that the front mounting holes line up with existing holes in the cross member and the rear mounting holes line up with the enlarged holes farther back in the subframe.



5. Using 1/2" x 4 1/2" bolts, lock washers and nuts, bolt through the front subframe cross member (Fig.F).

6. Bolt through the rear of the main receiver brace on both sides with 1/2" x 4" bolts, 1/2" spacers, with 2" x 2" backing plates on top of the subframe, lock washers and nuts (Fig.G). These are existing holes which may have to be enlarged (Fig.H). Tighten these bolts as well as the front mounting bolts installed in step 5.

7. Now using the receiver brace as a drill template drill through the subframe at a 45-degree angle on each side (Fig.I). Again, use protective plates on the back side to avoid damage.



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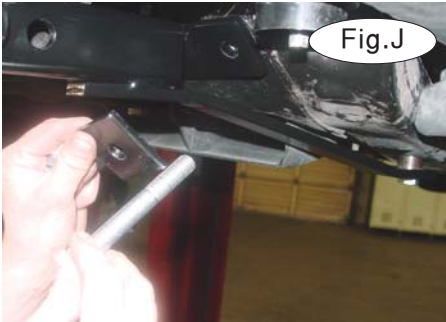


Fig.J



Fig.K

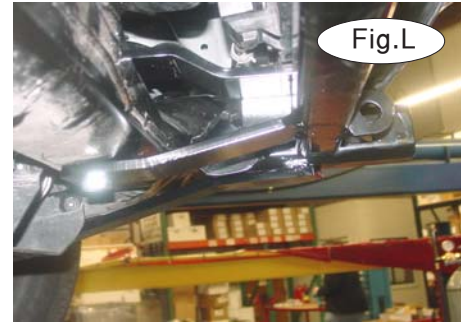


Fig.L

8. Bolt through these holes with 1/2" x 3 1/2" bolts with 2" x 2" backing plates, lock washers and nuts (Fig.J).

9. Torque all the mounting bolts to the torque specifications below (Fig.K,L).

10. Insert the front arm braces into the receiver brace and secure in place with 5/8" draw pins and 3/16" spring pins (Fig.M).

11. Attach the 12" safety cables to the front of the receiver brace and the other end to the tow vehicle's safety cables and the tow bar (Fig.N).

12. Install the tow bar according to the manufacturer's instructions.



Fig.M



Fig.N

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.

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