



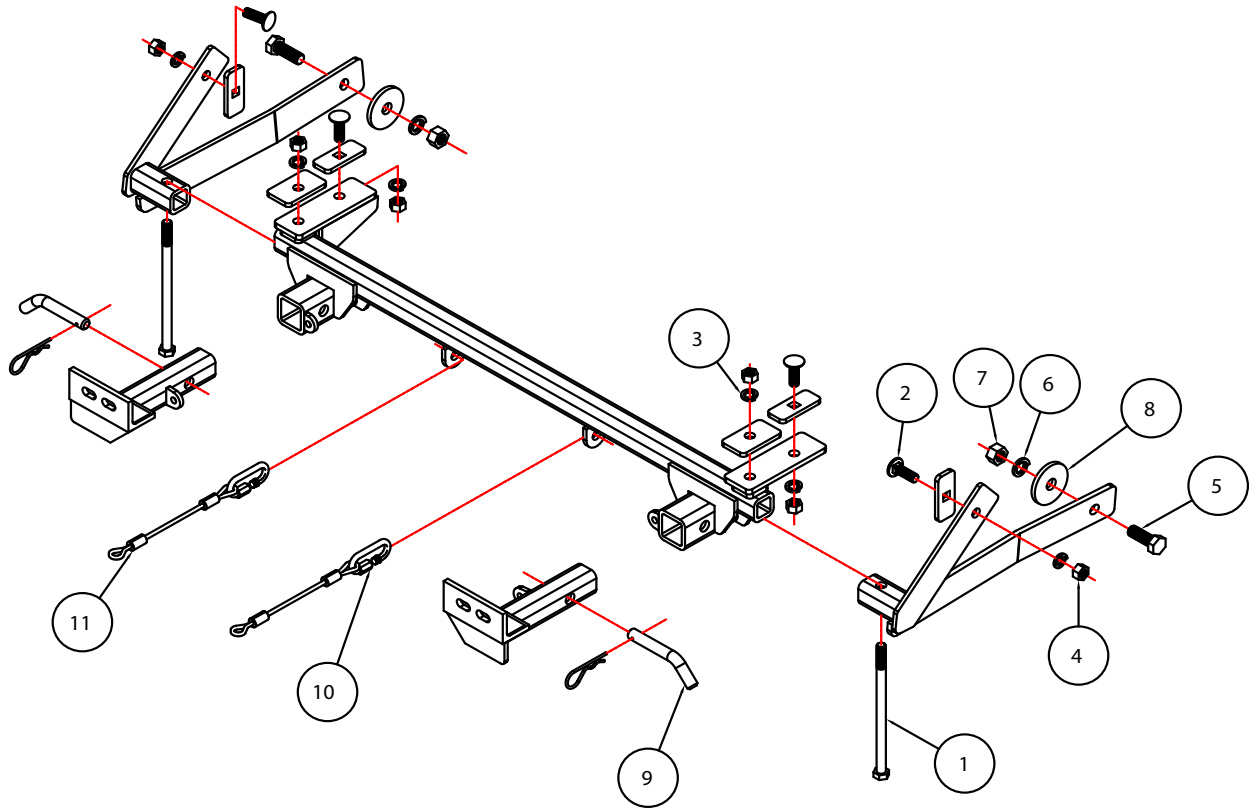
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 4404-1**

05/22/12  
KS

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

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Item	Qty	Length	Width	Description	Part #
1	2	8 1/2"	1/2"	1/2" x 8 1/2" BOLT	350113-00
2	4	1 1/2"	1/2"	1/2" x 1 1/2" CARRIAGE BOLT	350362-00
3	6		1/2"	LOCK WASHER	350309-00
4	6		1/2"	NUT	350258-00
5	2	1 3/4"	5/8"	5/8" x 1 3/4" BOLT	350149-00
6	2		5/8"	LOCK WASHER	350313-00
7	2		5/8"	NUT	350262-00
8	2	2 1/2"	2 1/2"	5/8" x 1/4" x 2 1/2" PLATE WASHER	350352-00
9	2		5/8"	DRAW PINS, SPRING PINS	357035-00
10	2			CABLE CONNECTOR	200008-00
11	2	13"		SAFETY CABLE	500646-13

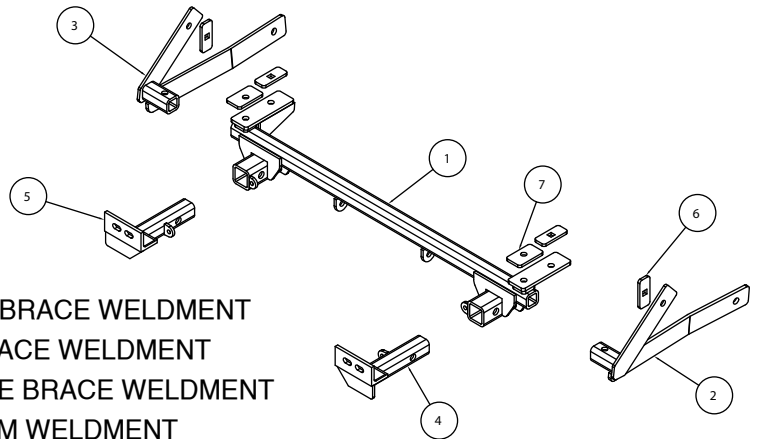


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Item	Qty.	Part #	Description
1.....	1	C-001239	MAIN RECEIVER BRACE WELDMENT
2.....	1	C-001240	DRIVER SIDE BRACE WELDMENT
3.....	1	C-001241	PASSENGER SIDE BRACE WELDMENT
4.....	1	C-001242	DRIVER SIDE ARM WELDMENT
5.....	1	C-001243	PASSENGER SIDE ARM WELDMENT
6.....	4	A-000691	1/4" x 1 1/4" x 3" BACKING PLATE
7.....	2	A-002010	1/4" x 1 3/4" x 3" BACKING PLATE

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

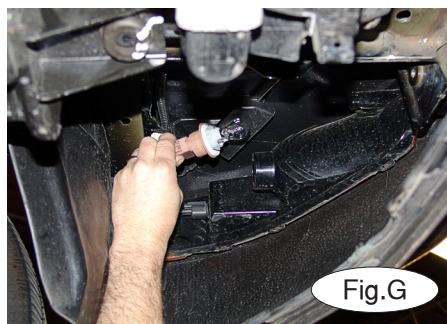
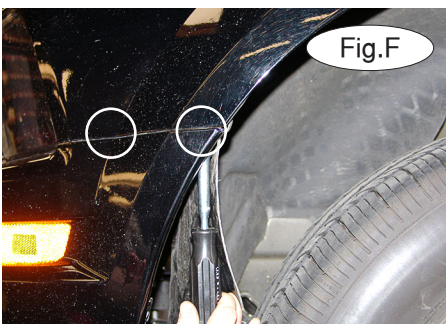
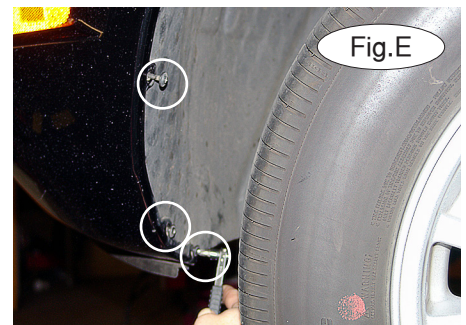
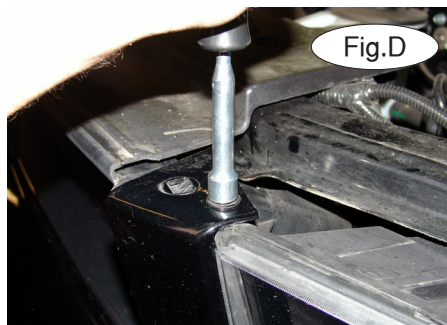
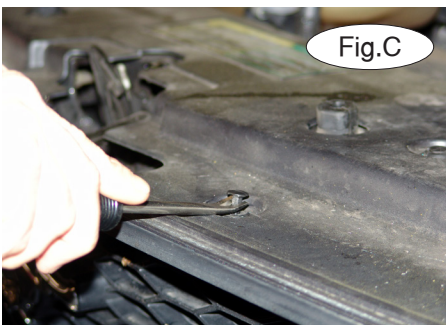
The main receiver brace mounts to the frame rail. The side braces mount to the frame rail at two points, and also to the tie-down hooks. The removable front braces install in the main receiver brace.

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.

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 by removing two plastic fasteners holding the radiator cover to the fascia (Fig.C).

2. On each side, remove one 10mm bolt, located between the radiator cover and the headlight (Fig.D).

3. Next, on each side, remove three Phillips head screws holding the fender liner to the fascia (Fig.E).



4. Pull back the fender liner on each side to gain access to two 10mm (head) nuts holding the fascia to the fender. Remove both nuts (Fig.F).

5. On each side, disconnect two plugs – one for the side marker lights and one for the turn signal lights (Fig.G).

6. Pull down and forward on each side of the fascia to remove it (Fig.H).

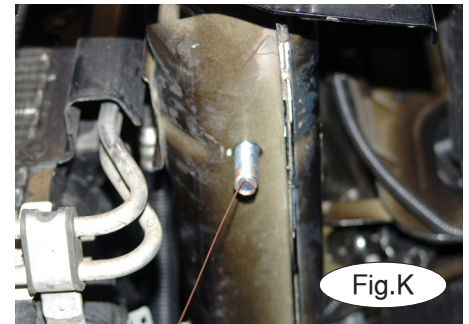
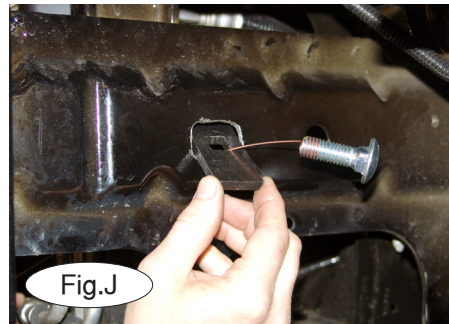
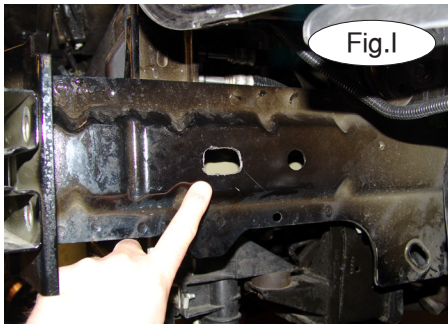


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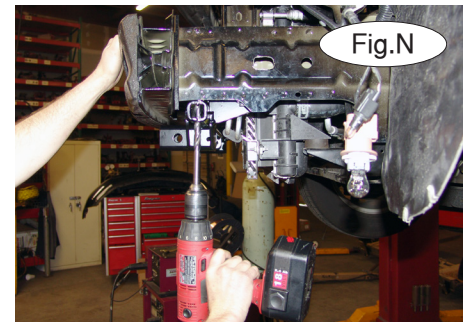
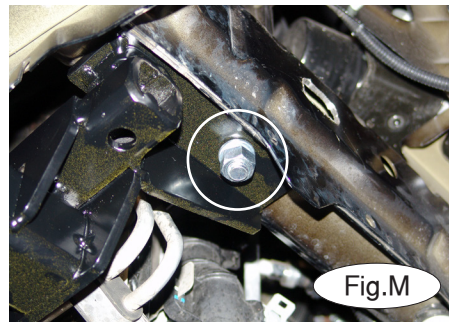
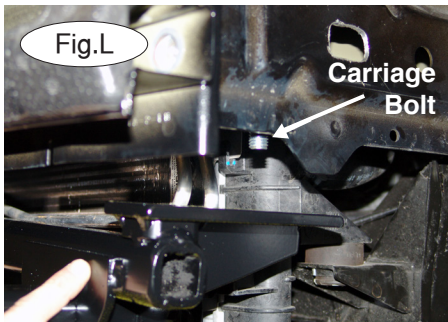
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7. In order to attach the main receiver brace and the side braces, it is necessary to create an access hole on each frame rail. Enlarge the existing round hole in both frame rails to an oval (Fig.I).

8. From the outside of the frame rail, fishwire one of the included  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " carriage bolts and one of the included  $\frac{1}{4}$ " x  $1\frac{1}{4}$ " x 3" backing plates (with a  $\frac{1}{2}$ " x  $\frac{1}{2}$ " square hole) through the access hole you drilled in the preceding step (Fig.J), and through the existing hole in the bottom of the frame rail (Fig.K). Repeat for the other side.

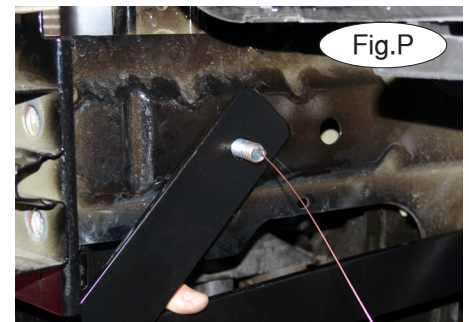
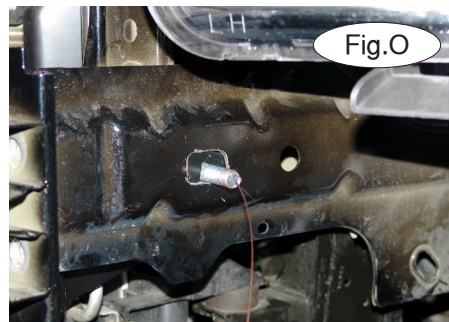


9. Lift the main receiver brace into position, with the pre-drilled holes in the brace aligning to the carriage bolts in the bottom of both frame rails (Fig.L). Thread a  $\frac{1}{2}$ " lock washer and nut onto both carriage bolts to secure the main receiver brace (Fig.M), and tighten both bolts to the torque specifications at the bottom of these instructions.

10. On each side, use the pre-drilled hole in the main receiver brace as a template and drill a  $\frac{1}{2}$ " hole through the bottom and the top of both frame rails (Fig.N).

11. Each side brace is attached at three points: to the side of the frame rail, through the bottom of the frame rail, and to one of the tie-down hooks.

First, attach a side brace to the side of a frame rail – From the inside of the frame rail, fishwire a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " carriage bolt and a  $\frac{1}{4}$ " x  $1\frac{1}{4}$ " x 3" backing plate (with a  $\frac{1}{2}$ " x  $\frac{1}{2}$ " square hole) through one of the access holes you drilled in step 7 (Fig.O). Leave the fishwire exposed. Repeat for the other side.



12. Position one of the side braces over the carriage bolt (Fig.P). Snap off the fishwire, and thread a  $\frac{1}{2}$ " lock washer and nut over the carriage bolt to secure it in place. Torque the bolt to the torque specifications at the bottom of these instructions. Repeat for the other side.

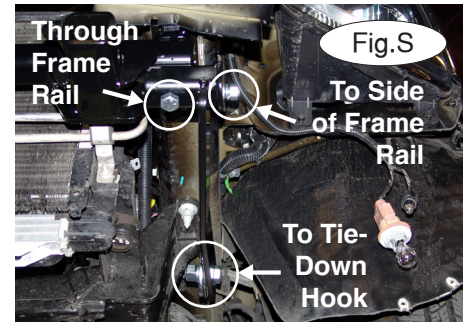
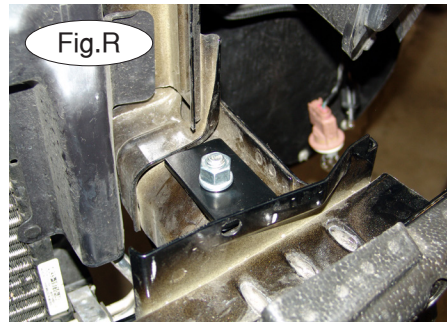
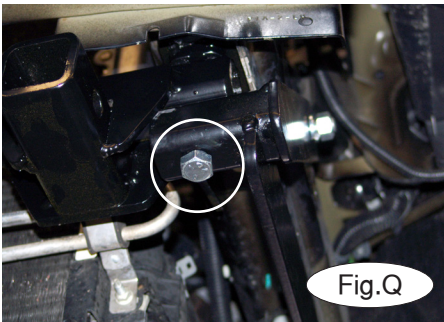


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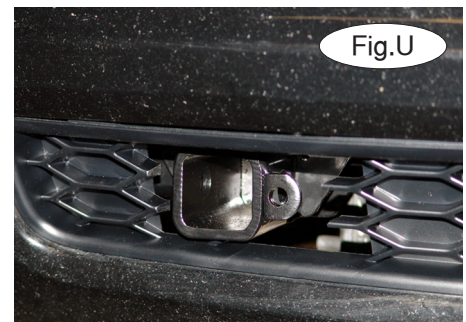
13. Next, attach one of the side braces through the bottom of the frame rail – From the bottom of one of the frame rails, run one of the supplied  $\frac{1}{2}$ " x  $8\frac{1}{2}$ " bolts through one of the holes you drilled in step 10 (Fig.Q), then through the side brace, the main receiver brace, and through the top of the frame rail.

14. From the top of the frame rail, position a  $\frac{1}{4}$ " x  $1\frac{3}{4}$ " x 3" backing plate (with a  $\frac{9}{16}$ " offset hole) over the bolt. *Note:* ensure that the backing plate is parallel to the frame rail (Fig.R), and not hanging over the frame rail. Then, secure the bolt in place with a  $\frac{1}{2}$ " lock washer and nut. Torque the bolt to the torque specifications at the bottom of these instructions. Repeat for the other side.

15. Now, attach one of the side braces to a tie-down hook, using one of the supplied  $\frac{5}{8}$ " x  $1\frac{3}{4}$ " bolts, a  $\frac{5}{8}$ " plate washer, a lock washer and nut to the lower mounting point of the side brace. Torque the bolt to the torque specifications at the bottom of these instructions. Repeat for the other side.

Figure S shows all three side brace attachment points.

16. Before re-installing the fascia, test-fit it against the main receiver brace, and trim a section of the grille from each side to accommodate the removable receiver braces. Use the white marker lines in Figure T as a reference. Figure U shows the correct amount of grille to remove.

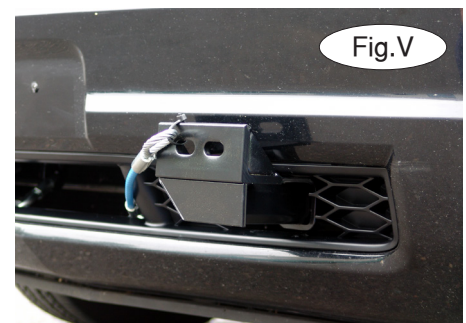


17. Fit the front bracket arms into the front receiver braces. Secure each front receiver brace – First, reach under the fascia and insert one of the supplied  $\frac{5}{8}$ " draw pins through the front receiver brace. Then, clip one of the supplied spring pins through the end of the draw pin.

18. Attach the 13" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.V).

19. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

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





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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

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.