

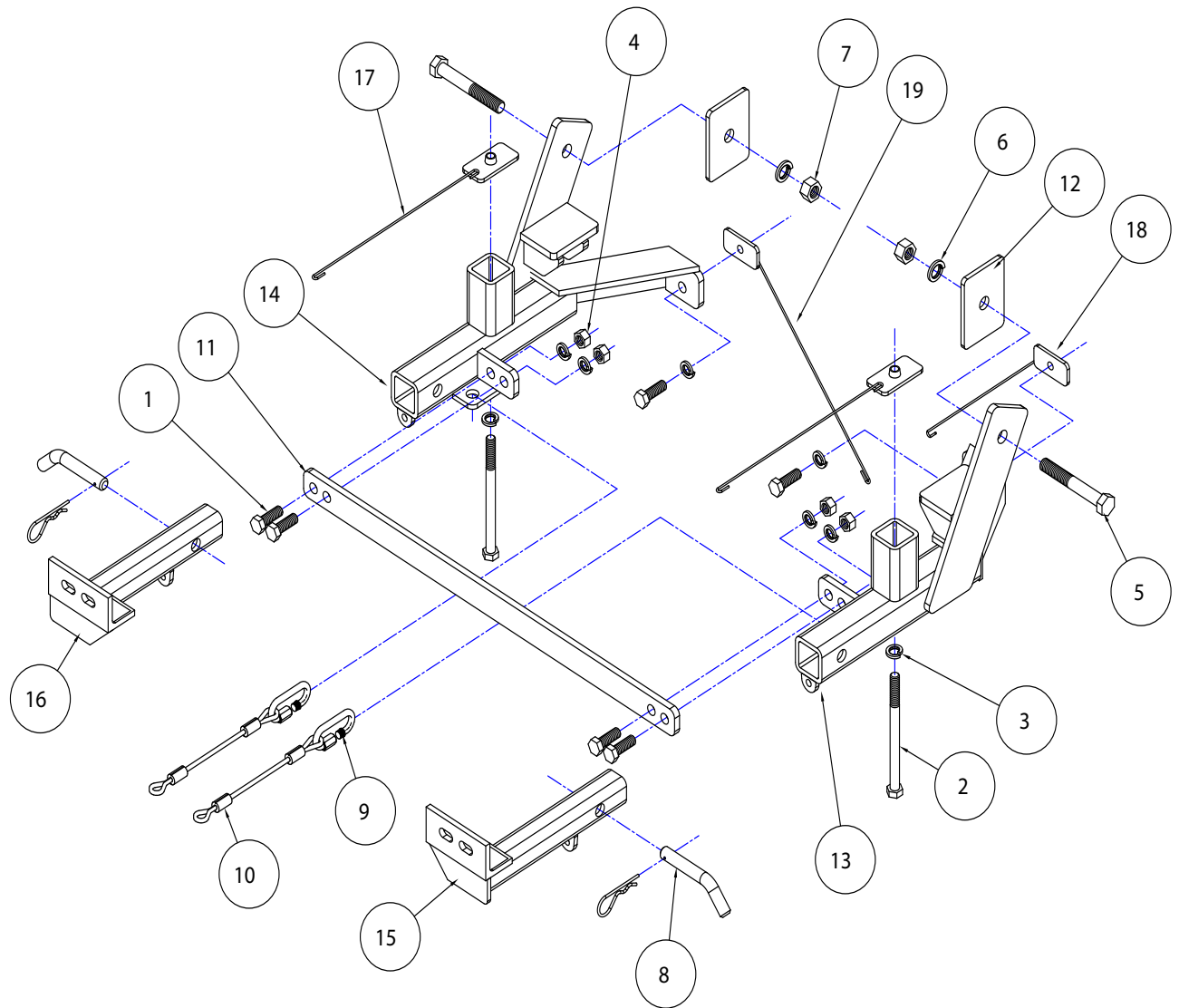


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 4405-1

04/23/18
KS

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



ITEM	QTY	NAME	PART #
1.....	6.....	1/2" x 1 1/2" BOLT	350095-00
2.....	2.....	1/2" x 6 1/2" BOLT	350110-00
3.....	8.....	1/2" LOCK WASHER	350309-00
4.....	4.....	1/2" HEX NUT	350258-00
5.....	2.....	5/8" x 4 1/2" BOLT	350159-00
6.....	2.....	5/8" LOCK WASHER	350313-00
7.....	2.....	5/8" HEX NUT	350262-00
8.....	2.....	DRAW PINS/ SPRING PINS.....	357035-00
9.....	2.....	QUICK LINK.....	200008-00
10.....	2.....	SAFETY CABLE 10"	650646-10
11.....	1.....	CROSS BAR.....	A-002140
12.....	2.....	1/4" x 3" x 4" BACKING PLATE.....	A-002141
13.....	1.....	DRIVER SIDE RECEIVER.....	C-001330
14.....	1.....	PASSENGER SIDE RECEIVER	C-001331
15.....	1.....	DRIVER SIDE ARM	C-001332
16.....	1.....	PASSENGER SIDE ARM.....	C-001333
17.....	2.....	3/16" x 1 1/2" x 3" THREADED BACKING PLATE WITH ROD	C-002006
18.....	1.....	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE WITH ROD - DS	C-003273
19.....	1.....	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE WITH ROD - PS	C-003274



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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B).

The bracket kit consists of a passenger's side and driver's side main receiver brace, a cross brace and a hardware pack. The two main receiver braces mount to the frame. The removable front braces install in the main receiver braces.

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.

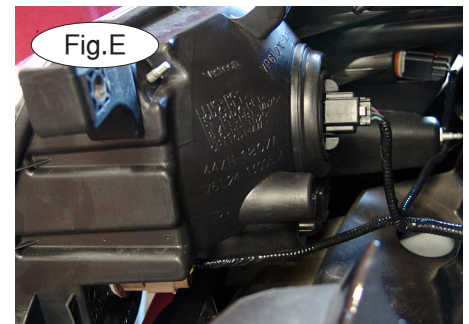
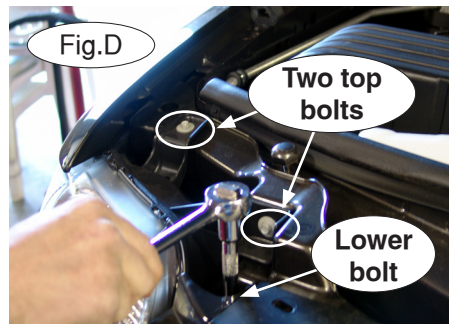
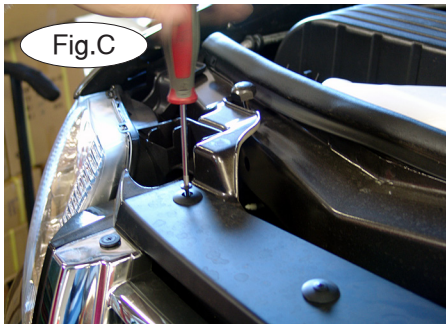


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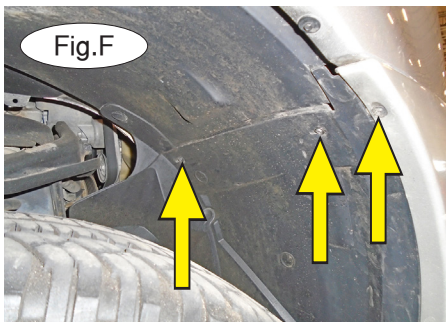


1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing six plastic fasteners that attach the grille to the core support (Fig.C). **Mountaineer models only:** there are four fasteners.

2. **Mountaineer models only:** proceed to step 5. **All other models:** remove two 8mm bolts on top of the headlights. Next, loosen the lower mounting bolt (Fig.D). The lower mounting bolt is located on the inside at the bottom of the headlight.

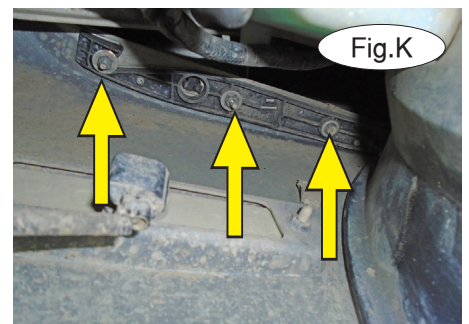
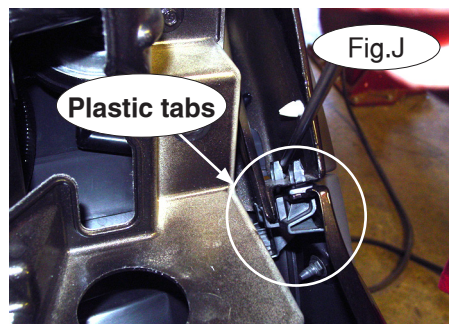
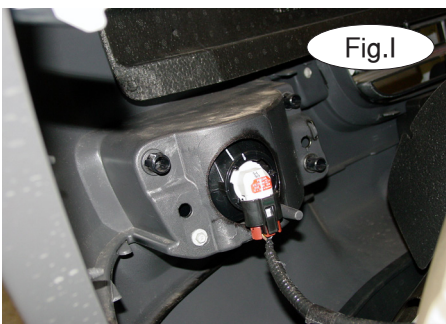
3. Unplug the three connections to the headlight. Remove the headlight (Fig. E).

4. Repeat steps 2 and 3 for the other headlight.



5. **For Mountaineer models:** remove three Philips head screws attaching the fender liner to the fascia (Fig.F). **On all other models:** remove one Phillips screw from the inside edge of the fender well.

6. Remove one plastic fastener located on the bottom outside corner of the fascia (Fig.G). Repeat for the other side.



7. Remove two 10mm screws that attach the lower fascia to the bumper core. These are located towards the inside bottom of the fascia (Fig.H).

8. Now, unplug the fog lights (Fig.I).

9. On each side, to remove the fascia from the corner of the fender, push in on the two plastic tabs and pull down on the fascia (Fig.J). **Mountaineer models only:** pull out the fender liner and remove three 10mm (head) bolts at the seam, behind the fascia where the fascia and fender meet. *Note:* the picture shows the bolts from inside the fascia (Fig.K).

Now, release the fascia by releasing the clips attaching the top edge of the fascia.



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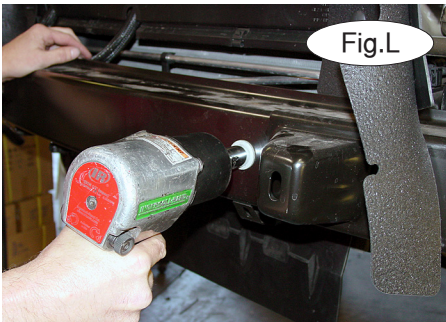


Fig.L

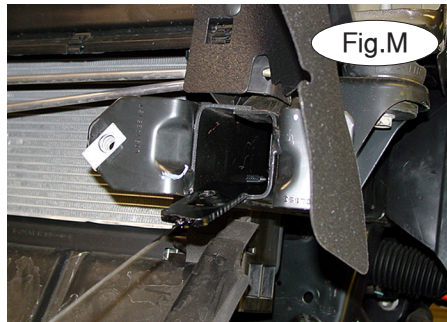


Fig.M

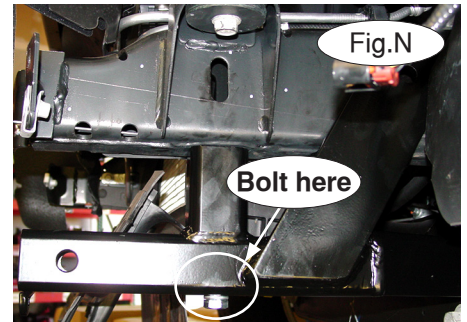


Fig.N

10. Remove four 15mm bolts that attach the bumper core to the frame end. Remove the bumper core (Fig.L).
11. Insert the supplied $\frac{1}{4}$ " x $1\frac{1}{2}$ " x 3" nutted backing plate with wire attachment into the end of the frame. Position the backing plate over the existing hole in the bottom of the frame (Fig.M).
12. Lift the driver's side main receiver brace into place and thread the supplied $\frac{1}{2}$ " x $6\frac{1}{2}$ " bolt and lock washer into the backing plate (Fig.N). Do not tighten.

13. Now, insert the supplied $\frac{5}{8}$ " x $4\frac{1}{2}$ " bolt through the upper mounting plate and through the existing hole in the frame (Fig.O).

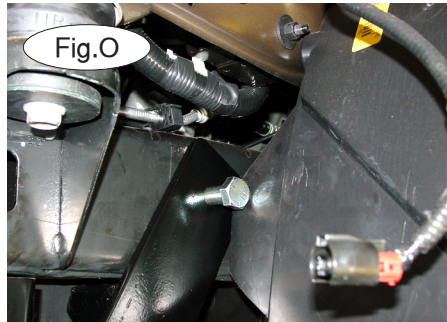


Fig.O

14. Place the $\frac{1}{4}$ " x 3" x 4" backing plate (with the $\frac{5}{8}$ " hole) over the $\frac{5}{8}$ " bolt and finish with a lock washer and nut.

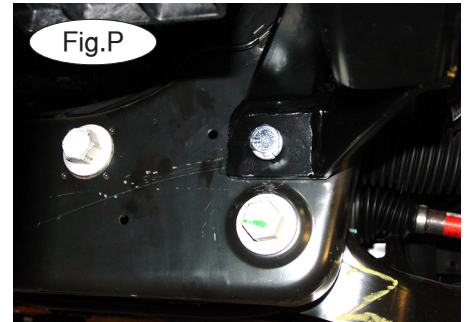


Fig.P

15. Next, insert the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and lock washer through the rear mounting point of the main receiver brace (Fig.P). Place the $\frac{3}{16}$ " x $1\frac{1}{4}$ " x $2\frac{1}{2}$ " nutted backing plate with rod up through an existing square hole in the bottom of frame cross member and thread onto the bolt you just installed.

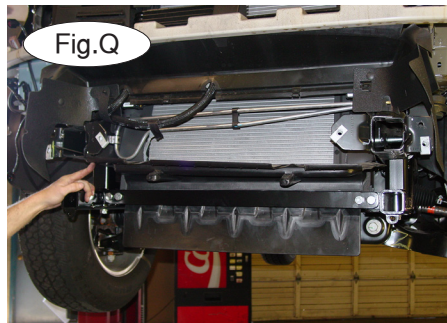


Fig.Q

16. Now, repeat steps 11 through 15 for the passenger's side of the vehicle.

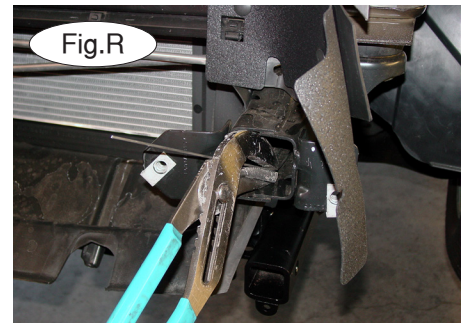


Fig.R

17. Bolt the cross member into place using four $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, lock washers and nuts (Fig.Q).

18. Torque all remaining bolts to the torque specifications listed at the end of these instructions.

19. Using pliers or cutters, remove the wires from the backing plates you inserted in step 11 (Fig.R).



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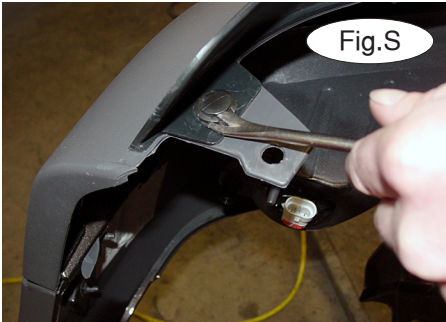


Fig.S

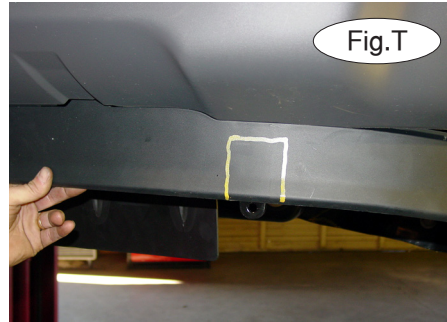


Fig.T

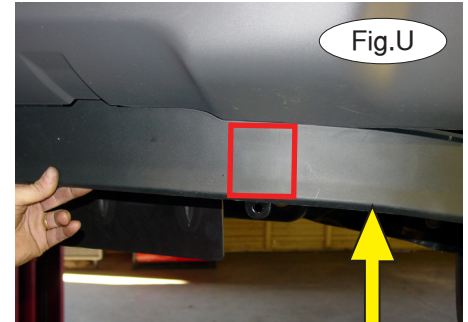


Fig.U

20. Now, replace the bumper core (step 10).

21. Before reinstalling the fascia you will need to remove the air dam to allow for clearance of the main receiver braces: remove the six plastic fasteners to detach the air dam (Fig.S). You can leave the air dam off or use the yellow marker lines in Figure T as a guide for trimming. **Mountaineer models only:** if you choose to leave the air dam on, you will need to trim it from the inside edge of the receiver to the outside of the vehicle. The red square in Figure U (driver's side) denotes the receiver on these models, and the yellow arrow shows the material that will be cut off once you trim to accommodate that receiver.

22. Reassemble the fascia and headlights, reversing steps 1 through 9.

23. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.V).

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

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

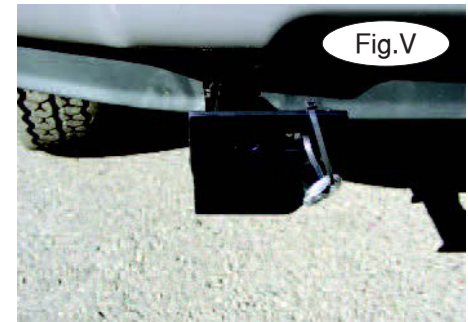


Fig.V

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.