



1-800-669-9690

R O A D M A S T E R

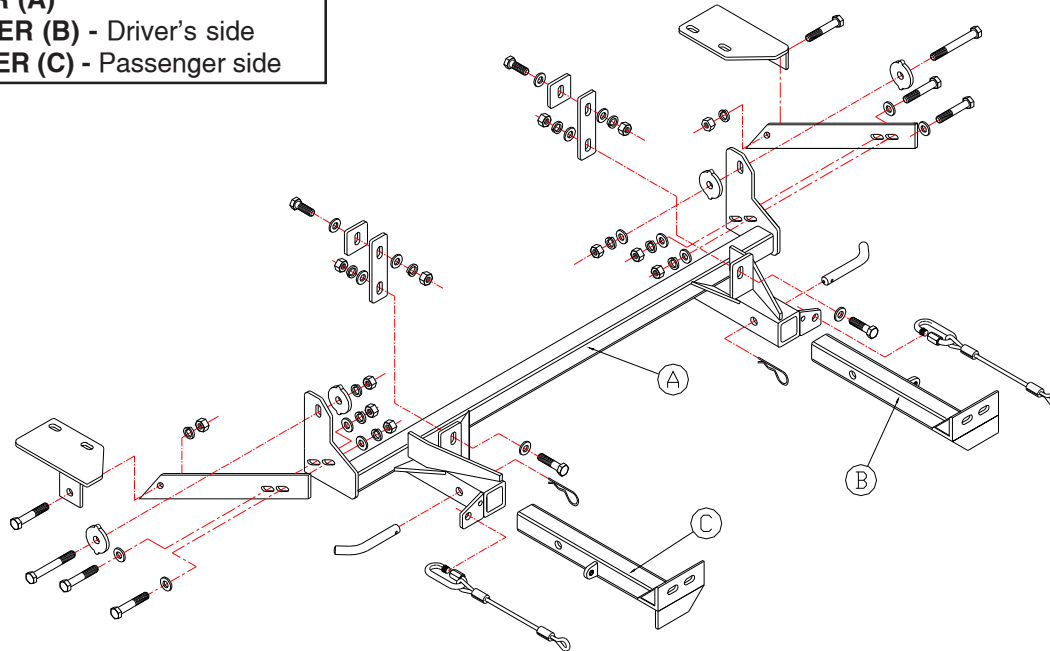
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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 (A)
- 1- FRONT RECEIVER (B) - Driver's side
- 1- FRONT RECEIVER (C) - Passenger side

KIT NO. 457-15



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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KIT NO. 457-15

- 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 kit is one of our XL Series which allows you to remove the front braces. This consists of the main receiver brace, two front braces, two side braces, two rear braces, two front mounting braces and a hardware pack. Remove the fasteners holding the lower nose skin to the cowling. This will allow you to pull the skin down and gain access to the needed area.
- Remove the two nuts holding the stabilizer bar brackets to the chassis on each side. Now, sandwich the rear braces between the chassis and the stabilizer bar with the mounting tabs to the outside. Replace the nuts and leave loose.
- Hold the receiver brace between the frame rails and bolt through the upper hole in the brace and the frame on each side using a 1/2" x 3 1/2" bolt, plate washer, lock washer and nut.
- Bolt the side braces onto the main brace with 1/2" x 2" bolts, flat washers, lock washers, lock washers and nuts. Now, bolt the side braces to the installed rear braces using 1/2" x 2" bolts, lock washers and nuts. Leave loose.
- Bolt the front mounting braces to the receiver braces and the front bumper cross member using four 1/2" x 2" bolts, flat washers, lock washers, nuts and backing plates behind the bumper cross member.
- Align the braces and tighten all bolts to the torque specifications below. Reinstall all the fasteners which were removed in step 1.
- Insert the front braces into the receiver brace and pin using 5/8" draw pins and 1/8" spring pins.
- Install the tow bar according to the manufacturers instructions and torque the mounting bolts to the specifications below. Use the supplied cable connectors to fasten the short safety cables to the front of the receiver brace on both sides. Make sure the cable ends are secured to the tow vehicle's safety cables.

HARDWARE LIST:

- 2- 1/2" X 3 1/2" BOLTS
- 10-1/2" X 2" BOLTS
- 18-1/2" FLAT WASHERS
- 12-1/2" LOCK WASHERS
- 4- 1/2" PLATE WASHERS
- 12-1/2" NUTS
- 2- 1/4" X 2" X 2" SLOTTED HOLE BACKING PLATES
- 2- 5/8" DRAW PINS
- 2- 1/8" SPRING PINS
- 2- 13" SAFETY CABLES
- 2- CABLE CONNECTORS

3/8/01

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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