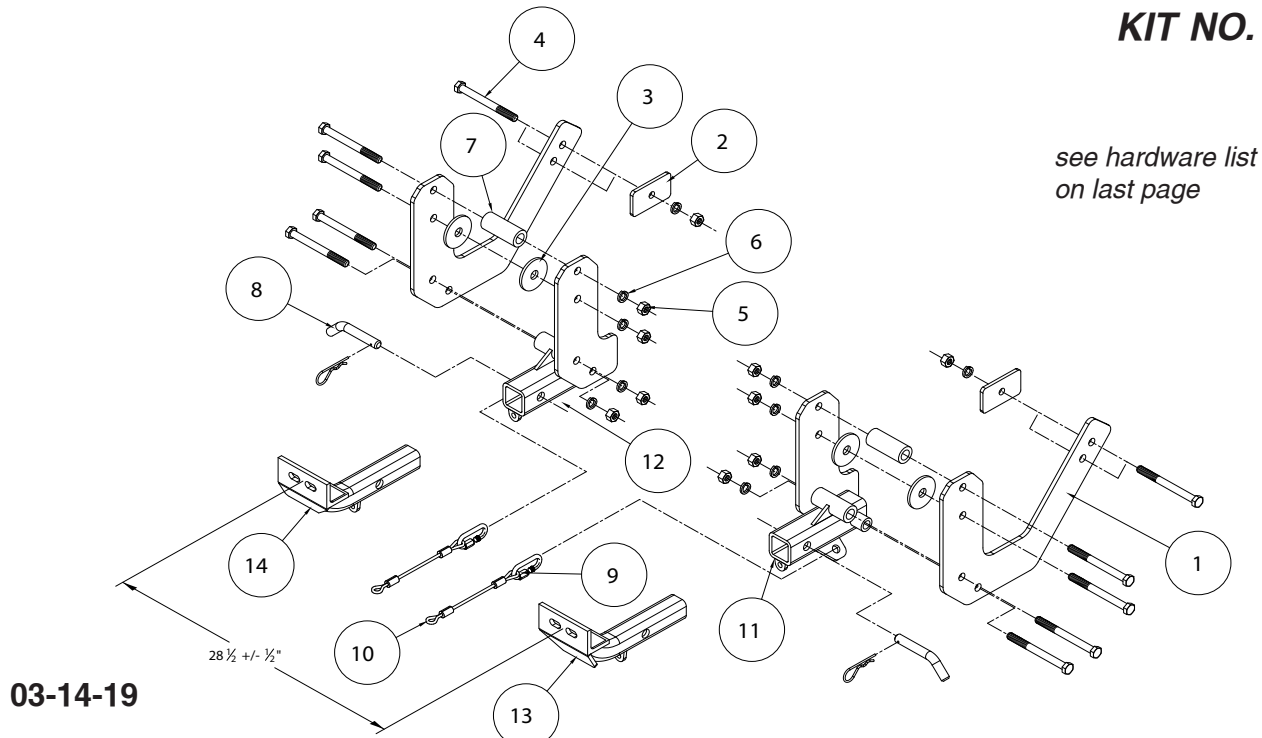


BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

KIT NO. 483-1



03-14-19

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. This bracket kit is one of our XL series, which is designed to be partly removable. The kit consists of two main receiver braces, side braces, front braces and a hardware pack. The main receiver braces utilizes the rectangular frame tubes on each side as the primary mounting points. 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. Remove the large radiator air duct located under the radiator between the frame tubes (four 10mm head bolts). This will give you easy access to the back of the bumper and frame mounting area.
3. Working on one side at a time, hold a receiver brace in position behind the bumper fascia against the inside of the frame rail and mark the bottom of the fascia where it needs to be trimmed to fit the receiver brace up to the frame. These will be 2" x 2" notches in the bottom lip of the fascia.
4. Cut the bottom of the fascia until the receiver brace sits level with the second mounting hole from the top of the brace aligned with the existing frame hole, located in the middle of the frame rail behind the bumper mount on the front of the frame.
5. Locate a large side plate. Take a 1/2" x 4 1/2" bolt and put through the second hole from the top in each plate. Put a 1/2" plate washer on the bolt behind the plate. Locate the existing hole in the outside of the frame tube behind the bumper mount and in front of the cab support bracket. Insert the bolt with the plate and 1/2" plate washer through the frame. Put another 1/2" plate washer on the inside of the frame and leave in place with the end of the bolt through the plate washer.
6. Hold the main receiver brace inside the frame rail behind the bumper mounting plates and insert the bolt through the second hole from the top in the brace. Finish with a 1/2" lock washer and nut. Leave the bolt loose to allow adjustment in the following steps.
7. Locate three more 1/2" x 4 1/2" bolts and bolt through the remaining front three mounting holes. Use 1/2" nuts and lockwashers on these bolts, then tighten to hold in position.
8. Repeat steps 3 through 7 for the remaining side.
9. Align the receiver braces so that the bottom of the receiver tubes are level and aligned to each other. The rear-mounting holes in the side plates should be situated over the middle of the frame. Using the drawing on the first page as a reference, measure between the two front braces, ensuring that the distance is still 28" +/- 1/2". Then, tighten all the mounting bolts installed to the torque specifications below. Recheck the measurements, to make certain this distance is still 28" +/- 1/2".
10. Using the side braces as templates, drill a 1/2" hole through each frame tube. *Note:* two holes are provided in the side brace. Pick the one nearest to the frame center.
11. Bolt through the rear of the side braces and the frame tubes with 1/2" x 4 1/2" bolts, lock washers, and 3/16" x 2" x 3" backing plates.
12. Trim the sides of the radiator air duct removed in step 2 to fit between the receiver braces and reinstall with two back bolts. Trimming will eliminate the front mounting holes.
13. Torque the remaining rear mounting bolts to the specifications below.
14. Insert the front braces into the receiver tubes and secure with 5/8" draw pins and 3/16" spring pins.
15. Install the tow bar according to the manufacturer's instructions.
16. Attach one end of the included safety cables to the receiver brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and the tow bar.

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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.



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KIT NO. 483-1

HARDWARE LIST

ITEM	QTY	NAME	MATERIAL
1	2	OUTER PLATE	A-000482
2	2	3/16" x 2" x 3" BACKING PLATE	A-000147
3	4	1/2" PLATE WASHER	A-003086
4	10	1/2" x 4 1/2" BOLT	350106-00
5	10	1/2" HEX NUT	350258-00
6	10	1/2" LOCK WASHER	350309-00
7	2	11/4" x 0.25 WALL x 3" SPACER	A-001196
8	2	DRAW PIN W/ CLIP	357035-00
9	2	QUICK LINK	200008-00
10	2	10" SAFETY CABLE	650646-10
11	1	DRIVER SIDE RECEIVER	C-000264
12	1	PASSENGER SIDE RECEIVER	C-000265
13	1	DRIVER SIDE ARM	C-000266
14	1	PASSENGER SIDE ARM	C-000267

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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.