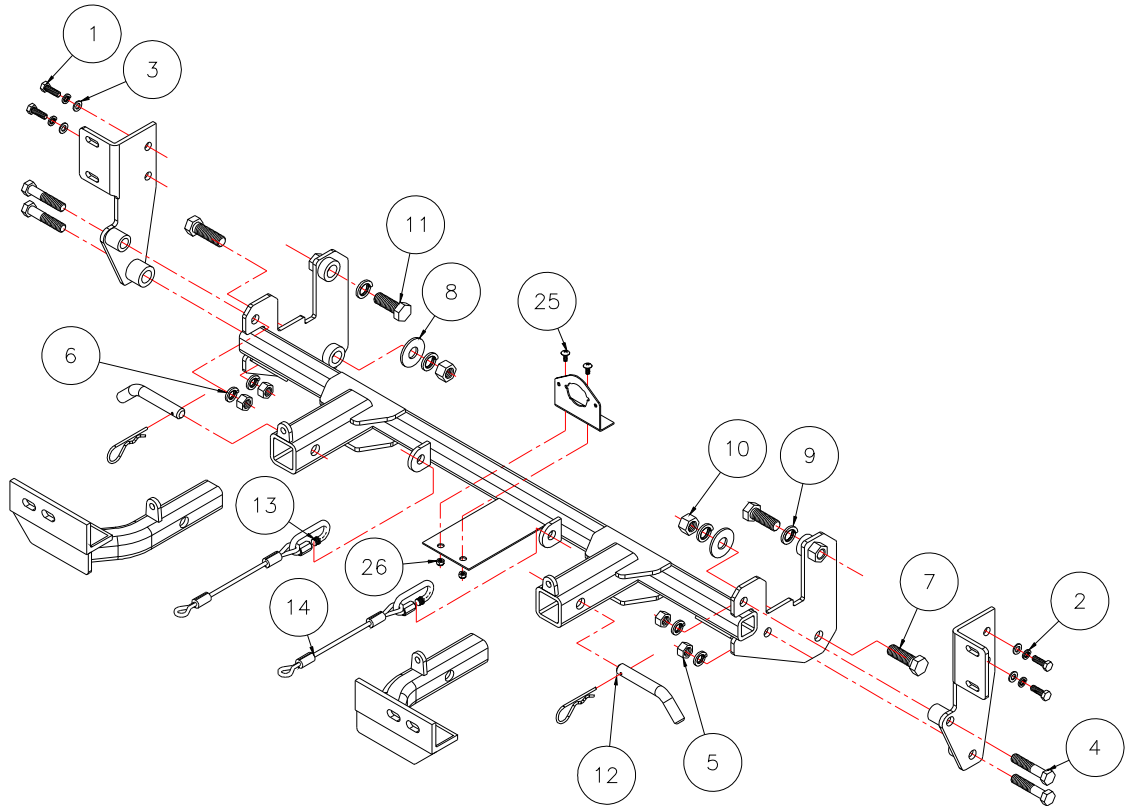




# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 488-1**  
02/27/08  
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	4	25mm	8mm	8mm X 1.25 X 25mm BOLT	356008-00
2	4	8mm		LOCK WASHER	355705-00
3	4	8mm		FENDER WASHER	355702-00
4	4	2 1/2"	1/2"	BOLT	350099-00
5	4	1/2"		NUT	350258-00
6	4	1/2"		LOCKWASHER	350309-00
7	2	2"	5/8"	CAPSCREW	350150-00
8	2	5/8"		FLAT WASHER	350348-00
9	4	5/8"		LOCK WASHER	350313-00
10	2	5/8"		NUT	350262-00
11	2	1 3/4"	5/8"	BOLT	350149-00
12	2			RECEIVER PINS	357035-00
13	2			CONNECTORS	200008-00
14	2	14"		CABLES	500646-14
25	2	1/2"		10-24 X 1/2" TH PH MACHINE SCR	350389-00
26	2			10-24 NYLON INS LN ZP	350249-00



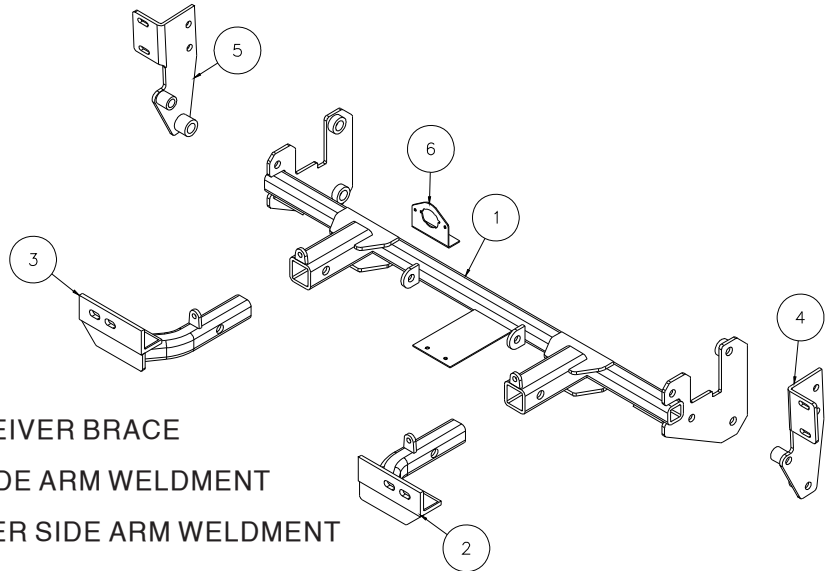
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Item	Qty	Part No.	Assembly
1	1	C-000607	MAIN RECEIVER BRACE
2	1	C-000608	DRIVER SIDE ARM WELDMENT
3	1	C-000609	PASSENGER SIDE ARM WELDMENT
4	1	C-000610	DRIVER SIDE SIDE MOUNT WELDMENT
5	1	C-000611	PASSENGER SIDE SIDE MOUNT WELDMENT
6	1	B-000045A	WIRE PLUG CONNECTOR 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.

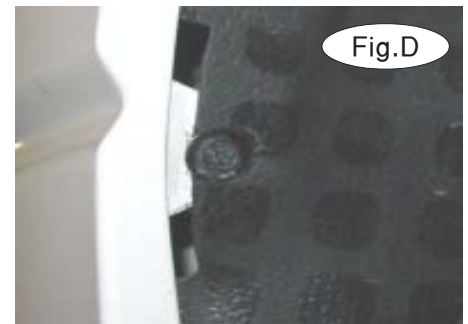


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This is one of our XL bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the car by removing the front braces (Fig.A). The bracket kit consists of a main receiver brace, upper braces, two front braces, and a hardware pack. The receiver brace mounts to the front of the frame and protrudes through the lower grill below the bumper. The front braces insert into the rear brace and pin in place. Before starting the installation, lay out the kit components as it is illustrated. This will give you a visual idea of how the components work and 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. Begin by removing the front fascia, starting with two 10mm (head) bolts located on the top near the inside corners of the headlights (Fig.B) and a plastic fastener in the middle (Fig.C). Now, remove two (8mm head) fender well splash panel fasteners, (Fig.D) then remove the 10mm (head) fender-fascia junction bolt (Fig.E).



2. Remove two 10mm (head) screws from the center splash panel on each side (Fig.F) and two more bolts under each splash panel (8mm and 10mm head) (Fig.G).

3. Remove three more 10mm (head) bolts from the center of the splash panel and leave hanging (Fig.H,I).





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Fig.J

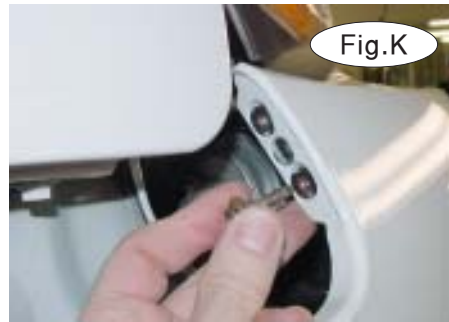


Fig.K



Fig.L

4. Locate and remove two 10mm (head) bolts located inside the fender fascia joints on each side (Fig. J,K).
5. Pull forward on the fascia to expose the marker lights, unplug then remove the fascia and set aside (Fig.L).



Fig.M



Fig.N



Fig.O

7. Reach behind the bumper core and loosen two more 14mm nuts about  $\frac{1}{4}$ " and pull forward on the bumper core to provide clearance for the next step (Fig.N).
8. Hold the upper braces in place of the bumper brackets and bolt in place with two 10mm x 1.25 x 35mm bolts, lock washers and flat washers. Finish with the stock nuts removed in step 6 (Fig.O,P).



Fig.P



Fig.Q



Fig.R

9. Hold the main receiver brace between the upper braces and the tie down loops on each side and bolt through the tie down loops with  $\frac{5}{8}$ " x 2" bolts, plate washers, lock washers and nuts (Fig.Q).



Fig.S



Fig.T

10. Bolt through the rear top mounting holes with  $\frac{5}{8}$ " x  $1\frac{3}{4}$ " bolts and lock washers (Fig.R).

11. Bolt through the side braces and the front of the receiver brace on each side with two  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolts, lock washers and nuts on each side (Fig.S,T).



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Fig.U



Fig.V



Fig.W

12. Tighten the mounting bolts to the torque specifications below in a sequence starting with the bumper core nuts first, both behind and on the side of the bumper core, and then tighten the 10mm bolts installed in step 8 (Fig. P). Now, tighten the front 1/2" x 2 1/2" bolts, then finally the 5/8" bolts in the rear of the main receiver brace. *Note:* you may have to loosen a hose retainer (10mm head bolts) on the passenger side to access the top 5/8" bolt on the passenger side for tightening (Fig.U).

13. The lower grille can either be snapped out or trimmed to fit around the braces, but this will have to be done before reinstalling the fascia (Fig.V,W).

14. Once the trimming is done, reinstall the fascia, reversing step 1 to 5 (Fig.X).

15. Install the front braces by inserting into the front of the receivers and secure with 5/8" draw pins and 1/8" spring pins.

16. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 14" safety cables to the side of the main receivers with the quick links provided. Attach the other end to the tow vehicle's safety cables and the tow bar. A wire connector plate is also provided for ease of installation.



Fig.X

## 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.