

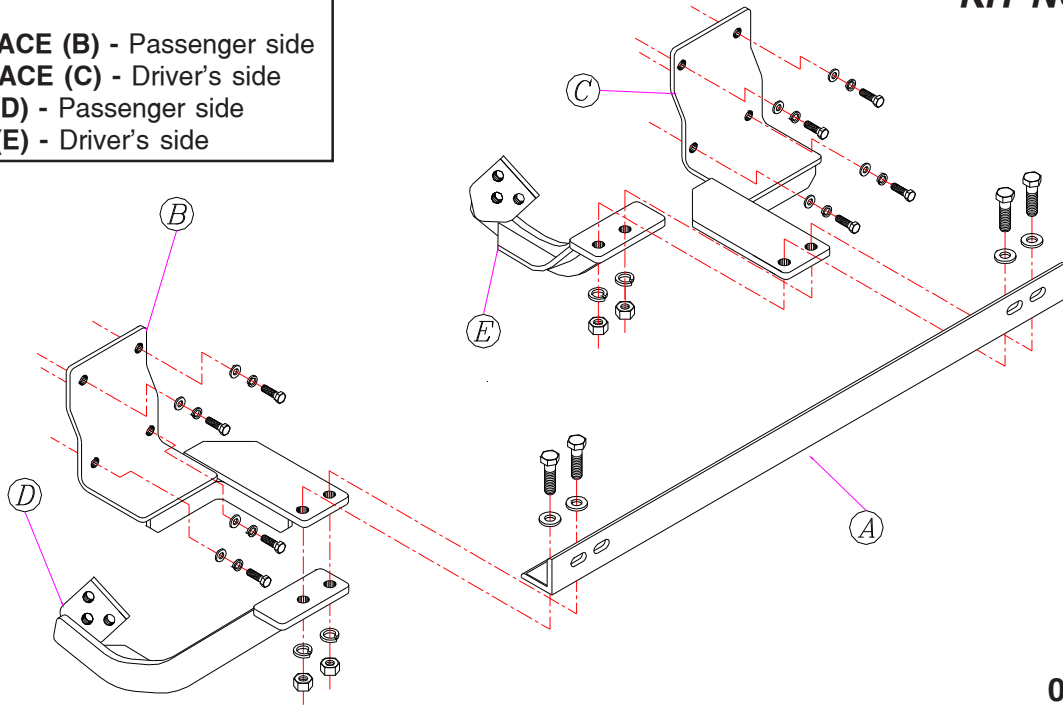
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com

**PARTS LIST:**

- 1- FACE PLATE (A)
- 1- UPPER MAIN BRACE (B) - Passenger side
- 1- UPPER MAIN BRACE (C) - Driver's side
- 1- LOWER BRACE (D) - Passenger side
- 1- LOWER BRACE (E) - Driver's side

**KIT NO. 503-1**



**011499**

**IMPORTANT:** All brackets **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
- Use lock washers on all fasteners

## **WARNING**

Failure to follow these instructions can result in property damage, personal injury or even death.

- Installation of most mounting brackets requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounts and brackets for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- If running changes were made by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely

fasten the bracket could result in loss of the towed vehicle.

- If the towed vehicle has been in an accident, it must be properly repaired before attaching the bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.

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**KIT NO. 503-1**

- 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 attaches to the vehicle with braces that are sandwiched between the frame and the E-A unit, as well as side braces that attach to the tie down loops mounting holes. Begin by removing the front bumper.
- Remove the 10mm bolts underneath that holds the plastic to the lower front frame. Disconnect the electrical plugs to the lights, then remove the two larger bolts located directly under the bumper. Pull the bumper straight off of the E-A units.
- Remove the four bolts from each E-A unit and discard. Place the respective brace in place over the E-A unit mounting holes, then place the E-A unit on top of the brace. Bolt the brace and E-A unit to the frame of the car using the 8mm x 1.25 x 25mm bolts, lock washers and flat washers. Leave bolts loose for now.
- Bolt the face plate to the passenger and driver side braces with four 1/2" x 1 3/4" bolts, flat washers and nuts. *Note:* the face plate will be removed later. Align the braces to the face plate, then tighten the 1/2" bolts. Torque the 10mm bolts to the specifications below, then remove the face plate.
- Set the bumper into place and determine what plastic will need to be trimmed in order to clear the braces. Trim the bumper, then reinstall on car.
- Working underneath the car, locate the tie downs. The three bolts on each side which hold the tie downs to the frame are covered by a plastic splash panel. Trim enough of this plastic to enable the removal of the three bolts and remove the tie downs. Using the original bolts, install the side braces to the original tie down bolt holes. *Note:* on some models it may be necessary to bolt the side braces and face plate to the inner most set of holes and cut a portion of the main brace off. There are two sets of holes in the main braces. Where the side braces line up with the main braces determines which set of holes are to be used. If the side braces line up with the outer set of holes, install the face plate onto the main braces and bolt through the face plate, main braces and side braces with 1/2" x 1 3/4" bolts, flat washers, lock washers and nuts. If the side braces line up with the inner set of holes, then bolt the extends past the face plate will need to be cut off to allow the tow bar to be mounted. Once this is done, spray paint the end of the brace to prevent the bracket from rusting.
- Torque all bolts according to the chart below, then mount the tow bar directly to the face plate according to the manufacturer's instructions.

**HARDWARE LIST:**

- 4-1/2" X 1 3/4" BOLTS
- 4-1/2" FLAT WASHERS
- 4-1/2" LOCK WASHERS
- 4-1/2" NUTS
- 8-8MM X 1.25 X 25MM BOLTS
- 8-8MM FENDER WASHERS
- 8-8MM LOCK WASHERS

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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			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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