

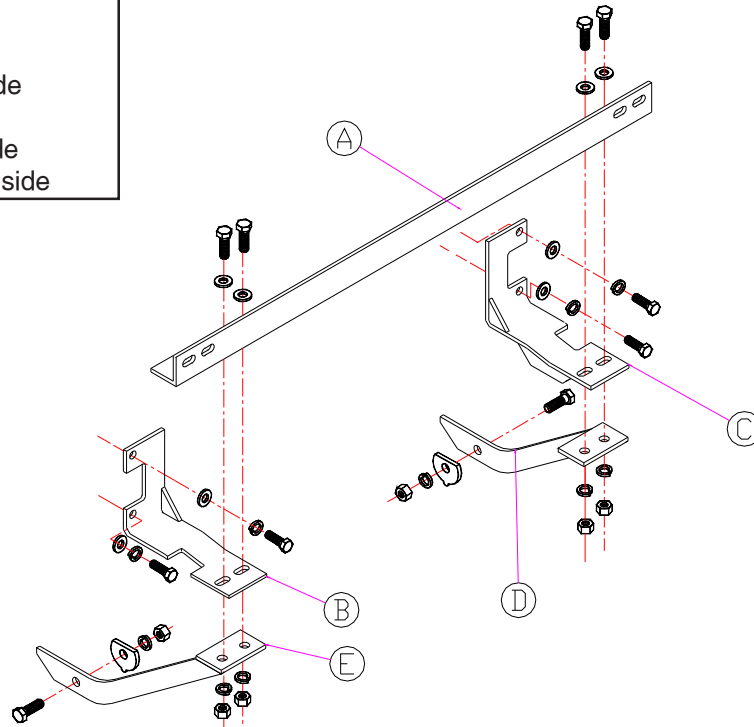
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

**KIT NO. 506-1**



120297

**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
- Use lock washers on all fasteners

## **WARNING**

Failure to follow the below warnings and the installation instructions may result in voiding your warranty, property damage, the loss of your towed vehicle, personal injury or even death.

- Installation of most baseplates 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.
- Use Loctite® Red on all bolts used for mounting this baseplate.
- 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 mounting points for cracks or other signs of fatigue every 3,000 miles.
- 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.
- Do not weld. This baseplate is designed to be bolted to the vehicle. Welding will void the warranty.
- Do not use this document for custom fabrication, as it may not show all parts or structural components 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 baseplate. Do not install the baseplate if any structural frame damage is found.
- If running changes were made by the vehicle manufacturer after this

kit 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 this kit is securely fastened to the vehicle and fitted with the correct hardware to account for these changes.

- 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 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 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.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.
- 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. 506-1**

- 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 assembly utilizes the E-A (Energy Absorption) unit mountings and the lower tie downs on each side. In order to access the E-A units, the front bumper will have to be removed. Do this by removing the two bolts, one on each side, which holds the bumper to the E-A units. Reach inside the fender well and squeeze the plastic bumper retainers with pliers until they pull free and save them. Unplug the turn signals, pull the bumper straight out and set aside.
- Remove the four 8mm x 25 bolts holding the E-A units to the front of the car and discard. Hold the respective brace (B or C) to the car over the E-A unit mounting holes, then set the E-A units over the top of the brace. Bolt through the E-A unit, brace and into the frame with the 8mm x 1.25 x 35mm bolts, lock washers and flat washers. Hand tighten only at this time.
- Temporarily install the face plate (A) onto the two braces and bolt using the four 1/2" x 1 1/2" bolts, flat washers and nuts. Align the braces so that they are even across and tighten the bolts. Torque the 8mm bolts installed earlier according to the chart below. Remove the face plate and reinstall the bumper. *Note:* some plastic may need to be trimmed in order to reinstall bumper. Reinstall plastic bumper retainers and reconnect turn signal wires.
- Mount the side braces (C and D) to the outsides of the tie downs and bolt through the brace and tie down with the 1/2" x 1 1/2" bolts, clipped plate washers, lock washers and nuts, making certain that the 1/2" clipped plate washer is to the inside of the tie down. Set the face plate on top of the two main braces, then swing the side braces up to the main braces and bolt through the face plate, main braces and side braces with the 1/2" x 1 1/2" bolts, flat washers, lock washers and nuts.
- Torque all bolts according to the chart below and mount the tow bar directly to the face plate according to the manufacturer's instructions.

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## Hardware List

- 6- 1/2" x 1-1/2" bolts
- 4- 1/2" flat washers
- 6- 1/2" lock washers
- 6- 1/2" nuts
- 2- 1/2" clipped plate washers
- 4- 8mm x 1.25 x 35 bolts
- 4- 8mm flat washers
- 4- 8mm lock washers

## 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.						