



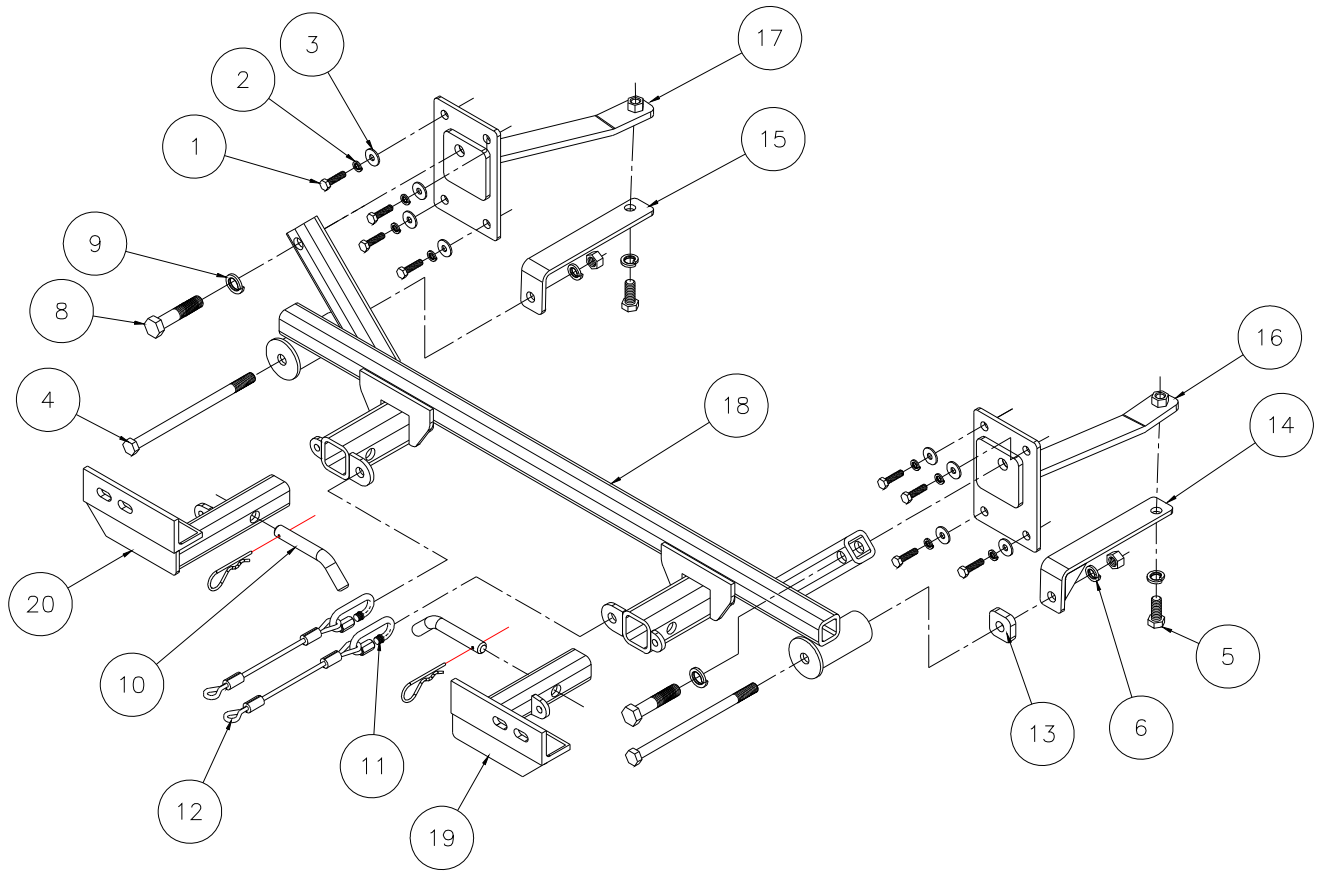
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 918-1

01/27/11
KS

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

ROADMASTER, INC.



Item	Qty	Length	Width	Name	Part No.
1	8	30mm	8mm	M8 x 1.25 x 30 mm	356001-00
2	8		8mm	LOCK WASHER	355705-00
3	8		8mm	FENDER WASHER	355702-00
4	2	9 1/2"	1/2"	1/2" x 9 1/2" BOLT	350118-00
5	2	1 1/2"	1/2"	1/2" x 1 1/2" BOLT	350095-00
6	4		1/2"	LOCK WASHER	350309-00
7	2		1/2"	NUT	350258-00
8	2	3"	5/8"	5/8" x 3" BOLT	350154-00
9	2		5/8"	LOCK WASHER	350313-00
10	2		5/8"	DRAW PIN, SPRING PIN	357035-00
11	2			QUICK LINK	200008-00
12	2	10"		SAFETY CABLE	500646-10
13	1	1 1/2"	1 1/2"	3/8" SPACER PLATE	A-001645
14	1			DRIVER SIDE REAR MOUNTING BRACKET	C-000995
15	1			PASSENGER SIDE REAR MOUNTING BRACKET	C-000994
16	1			DRIVER SIDE REAR PLATE	C-001550
17	1			PASSENGER SIDE REAR PLATE	C-001551
18	1			MAIN RECEIVER	C-001549
19	1			DRIVER SIDE ARM	C-001552
20	1			PASSENGER SIDE ARM	C-001553



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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of a passenger and driver side main receiver brace support, two main receiver braces, two rear braces, two removable front bracket arms and a hardware pack. The main receiver brace supports mount to the frame rails, the main receiver braces mount to the main receiver brace supports, the rear braces mount to the frame and the removable front brackets install in the main receiver braces. Before starting the installation, lay out the kit components in order, as they will be used. This will give you a visual idea of how the components work, and will also confirm that everything is present.



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.

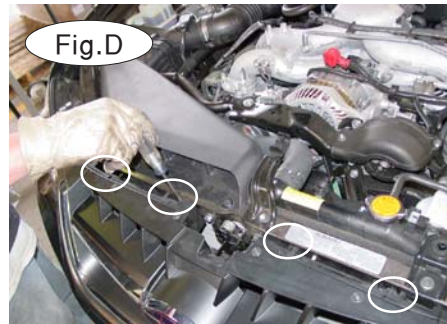


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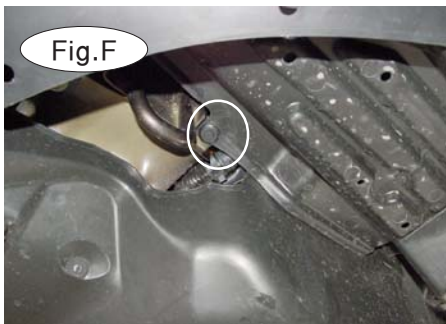
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing two plastic fastener attaching the top of the fascia to the core support (Fig.C).

2. Next, release the four plastic clips attaching the top of the fascia to the radiator support (Fig.D). Push down on the top of the plastic clips to release them.

3. Remove seven plastic fasteners along the bottom of the fascia attaching the bottom of the fascia to the splash shield (Fig.E).



4. Remove one plastic fastener located next to the tow hook, attaching the fender liner to the bottom of the core support (Fig.F). Repeat for the other side.

5. Now, pull back the fender liner and remove one pop fastener attaching the corner of the fascia to the fender (Fig.G). Repeat for the other side.

6. Unplug the fog lights (if your vehicle is so equipped).

7. Remove the fascia by pulling down, out to the side and forward (Fig.H).

8. Remove the foam shock absorption pad (Fig.I).



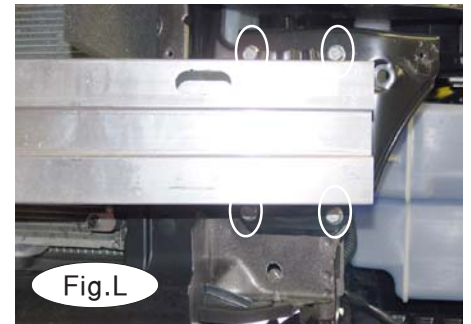
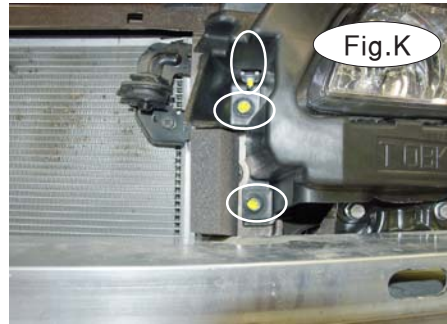
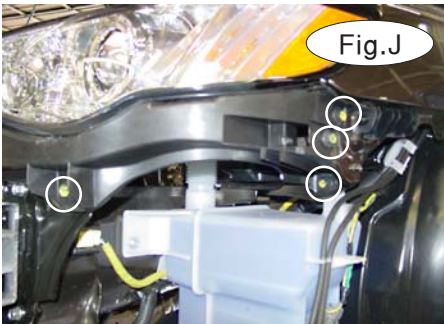


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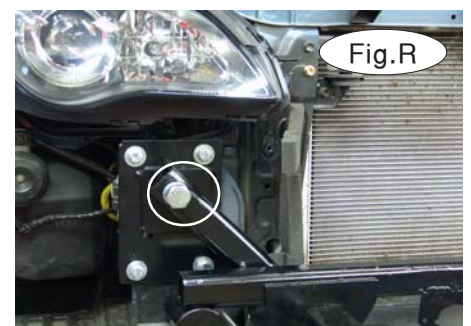
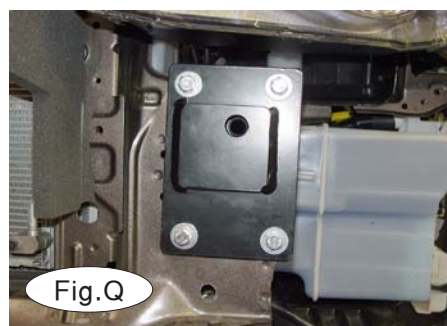
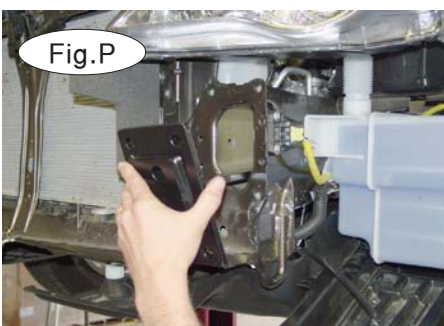


9. Now, remove seven 10mm (head) bolts attaching the headlight support to the frame (Fig.J, K). Then, pull out and forward on the side of the support to remove it. Repeat for the other side.

10. Remove the bumper core by removing four 12mm (head) bolts per side (Fig.L). *Note:* the bumper core will not be reinstalled. Retain the bumper core and attachment hardware in case the bracket is ever removed.



11. Remove the lower air deflector by removing four 10mm (head) bolts and four plastic fasteners. Two of the plastic fasteners (one per side), are located underneath the air deflector (Fig.N) and two are located (one per side), on the top of the air deflector (Fig.O). The four bolts are located underneath the air deflector (Fig.M).



12. Beginning with the driver's side, insert the main receiver brace support into the end of the frame rail (Fig.P) and bolt into place using the four 8mm x 1.25 x 30mm bolts, fender washers and lock washers (Fig.Q). Tighten to the torque specifications listed at the end of these instructions.

13. Using a 5/8" x 3" bolt on each side, bolt the main receiver brace to the main receiver brace supports (Fig.R). Tighten to the bolt torque requirements found at the end of these instructions.

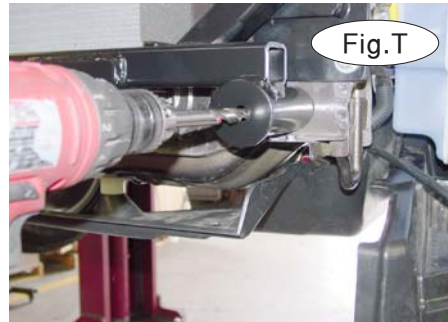


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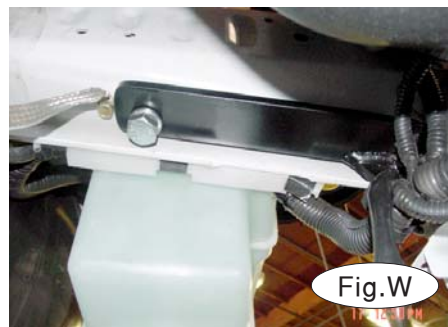
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14. Remount the head light supports you removed in step 9.

15. Locate the wiring harness behind the front frame (Fig.S) and pull it loose. Then, on the driver side, using the main receiver brace as a template, drill a $\frac{1}{2}$ " hole through the front and back of the frame (Fig.T). On the passenger side using a $\frac{1}{2}$ " drill and drill out the pin in the tow hook mounting point (Fig.U). *Note:* this will require a sharp drill bit.

16. On the driver's side outer edge of the frame rail, bend down a steel tab (Fig.V) to accommodate the main receiver brace.



17. Bolt the rear brace in place under the frame using the $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt through the existing frame hole and into the rear main receiver brace threaded mounting hole (Fig.W). Line the front of the braces up with the holes you drilled in step 15. Repeat for the other side.

18. Bolt through the front of the main receiver brace, the $\frac{3}{8}$ " spacer, the frame and the rear brace with a $\frac{1}{2}$ " x $9\frac{1}{2}$ " bolt and lock washer (Fig.X). Repeat for the other side. *Note:* only the driver's side uses a $\frac{3}{8}$ " spacer.

19. Tighten all mounting bolts to the bolt torque requirements found at the end of these instructions.

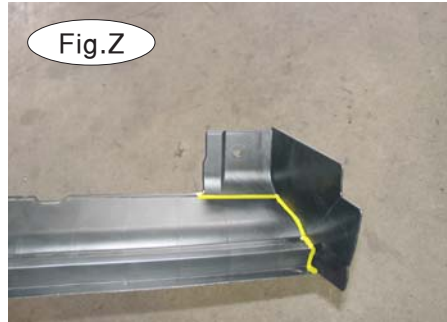


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20. The lower air deflector must to be trimmed on both sides (Fig.Y). Refer to the yellow marker line for correct trimming (Fig.Z)

21. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins (Fig.AA).

22. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.AA).

23. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

24. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

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.