

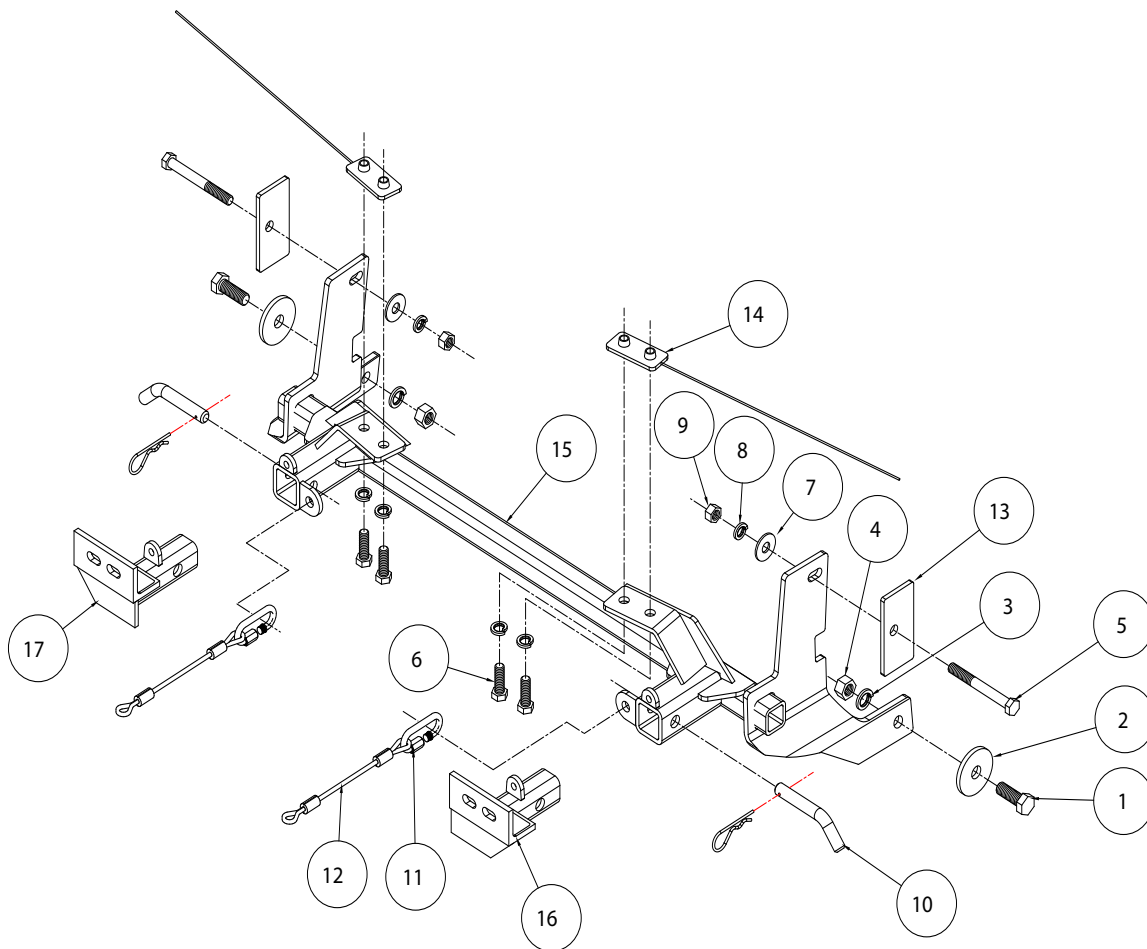


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1188-1**

07/15/16  
KS

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



ITEM	QTY	NAME	MATERIAL
1.....	2 .....	5/8" x 1 3/4" BOLT .....	350149-00
2.....	2 .....	5/8" PLATE WASHER .....	350352-00
3.....	2 .....	5/8" LOCK WASHER.....	350313-00
4.....	2 .....	5/8" HEX NUT.....	350262-00
5.....	2 .....	1/2" x 4 1/2" BOLT .....	350106-00
6.....	4 .....	1/2" x 1 1/2" BOLT .....	350095-00
7.....	2 .....	1/2" FLAT WASHER .....	350308-00
8.....	6 .....	1/2" LOCK WASHER.....	350309-00
9.....	2 .....	1/2" HEX NUT.....	350258-00
10.....	2 .....	5/8" DRAW PIN W/ CLIP .....	357035-00
11.....	2 .....	QUICK LINK .....	200008-00
12.....	2 .....	SAFETY CABLES .....	650646-8
13.....	2 .....	3/16" x 2 1/4" x 4 1/2" BACKING PLATE W/ ROUND OFFSET HOLE .....	A-002576
14.....	2 .....	1/4" x 1 1/2" x 3 1/4" THREADED BACKING PLATE W/ ROD.....	C-001643
15.....	1 .....	MAIN RECEIVER .....	C-001640
16.....	1 .....	DRIVER SIDE ARM .....	C-001641
17.....	1 .....	PASSENGER SIDE ARM.....	C-001642



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This bracket kit is one of our XL series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver braces, removable front braces, rear braces, backing plate weldments and a hardware pack. The main receiver brace mounts to the front frame and bumper core on each side. The removable front braces insert into the receivers on each side and are secured with draw pins.

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 and accounted for.



**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.

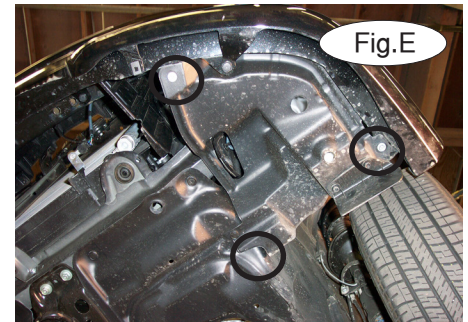
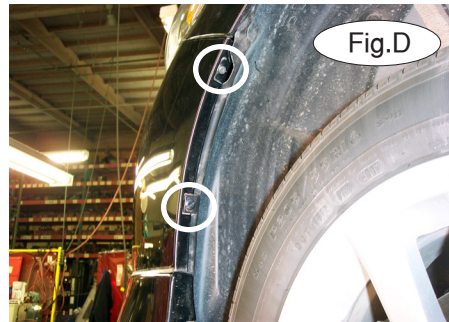
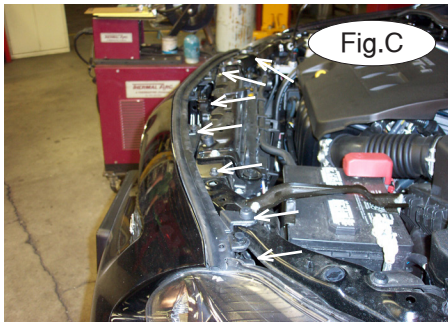


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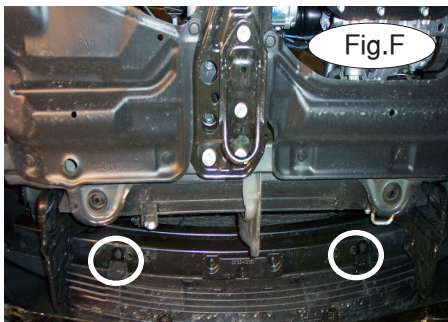
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing three plastic fasteners, two 10mm (head) bolts and two Phillips screws attaching the fascia to the top of the core support (Fig.C).

2. On each side, remove two plastic fasteners attaching the fascia to the fender liner (Fig.D).

3. On each side, remove two 10mm (head) bolts and one plastic fastener attaching the lower splash shield to the fascia and the subframe (Fig.E).

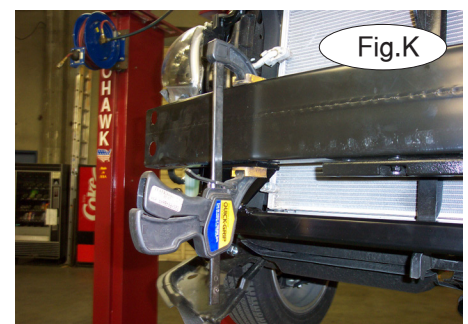
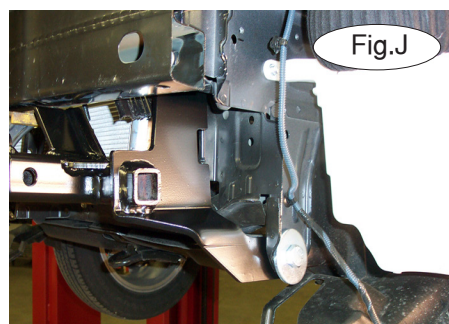
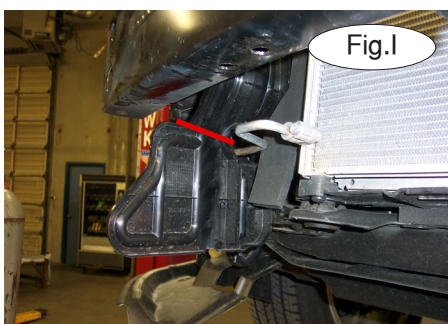


4. Remove two plastic fasteners attaching the fascia to the bumper core (Fig.F). They are located behind the grille.

5. Disconnect the fog lights, if the vehicle is so equipped.

6. Pull out and forward on the corners of the fascia to remove it (Fig.G).

7. Temporarily remove the foam shock absorption pad (Fig.H).



8. Trim the lower half of the two air deflectors to allow clearance for the main receiver brace. Use the red line in Figure I as a reference for trimming.

9. On the driver's side, hold the main receiver brace to the bottom of the steel bumper core and the inside of the frame, with the lower mounting holes positioned on the front tie down holes. Bolt through the bottom mount and front tie down braces with 5/8" x 1 3/4" bolts, plate washers, lock washers and nuts (Fig.J). Repeat for the passenger side.

10. On the passenger side, clamp the upper main receiver brace to the bumper core (Fig.K).



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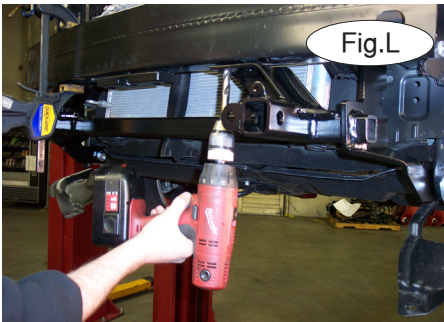


Fig.L

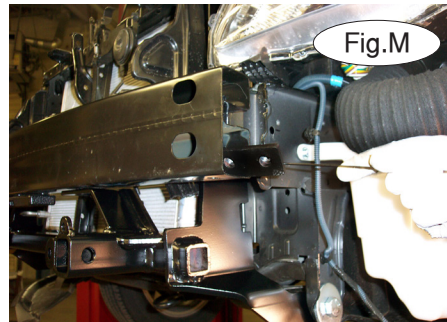


Fig.M

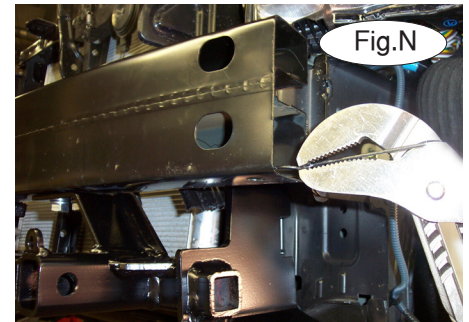


Fig.N

11. On the driver's side, using the pre-existing holes in the main receiver brace as templates, drill two holes through the bottom of the bumper core (Fig.L).

Now, place a 1/4" x 3/4" x 1 1/2" backing plate inside the bumper core and bolt it into place using two 1/2" x 1 1/2" bolts and lock washers (Fig.M).

Repeat steps 10 and 11 for the passenger side. First, clamp the driver's side.

12. Using a pair of pliers, break the wire off the backing plates (Fig.N).



Fig.O

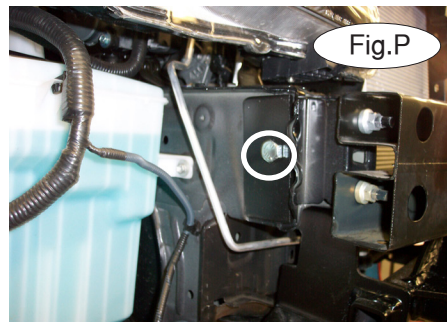


Fig.P

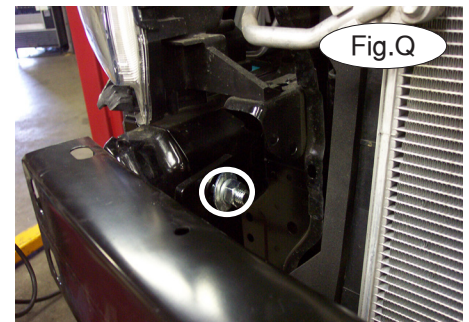


Fig.Q

13. Starting with the bumper core bolts, tighten all bolts to the bolt torque requirements found at the end of this document.

14. On both sides, enlarge the existing hole on the outside of the frame rail to 1/2" and drill straight through to the other side (Fig.O). *Note:* the holes should align with the existing holes in the main receiver brace.

15. Place a 1/2" x 4 1/2" bolt through a 2 1/4" x 4 1/2" backing plate and then bolt through the frame rail and into the main receiver brace. Finish with a 1/2" flat washer, lock washer and nut. Figure P shows the outside of the frame rail; Figure Q shows the inside of the frame rail.

16. Tighten all bolts to the bolt torque requirements found at the end of this document.

17. Trim the outer section of the grille on both sides of the fascia to allow clearance for the main receiver brace.

**For '09 to '10 models:** use the red lines in Figure R as a guide. **For '11 models:** starting where the solid piece of the grille ends, measure over 4 1/4" toward the center as shown in Figure S and trim out the two lower ribs.

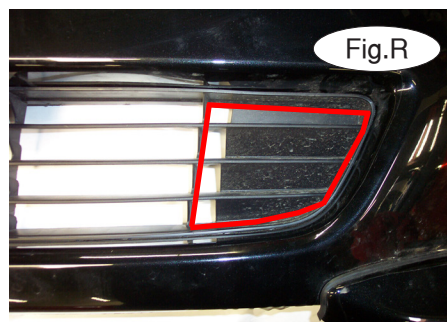


Fig.R

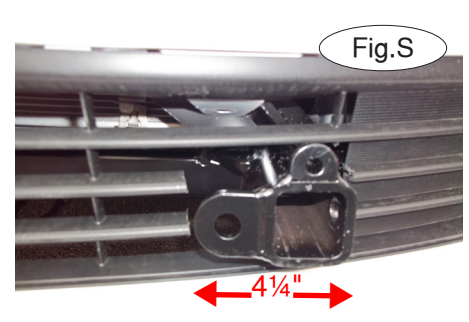


Fig.S



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- 18. Reassemble the fascia by reversing steps 1 through 6.
- 19. Attach the 8" safety cables with the cable connectors (Q-links) to the front of the receiver braces.
- 20. 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.T).
- 21. Attach the ends of the safety cables to the tow vehicle's safety cables.
- 22. 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.