

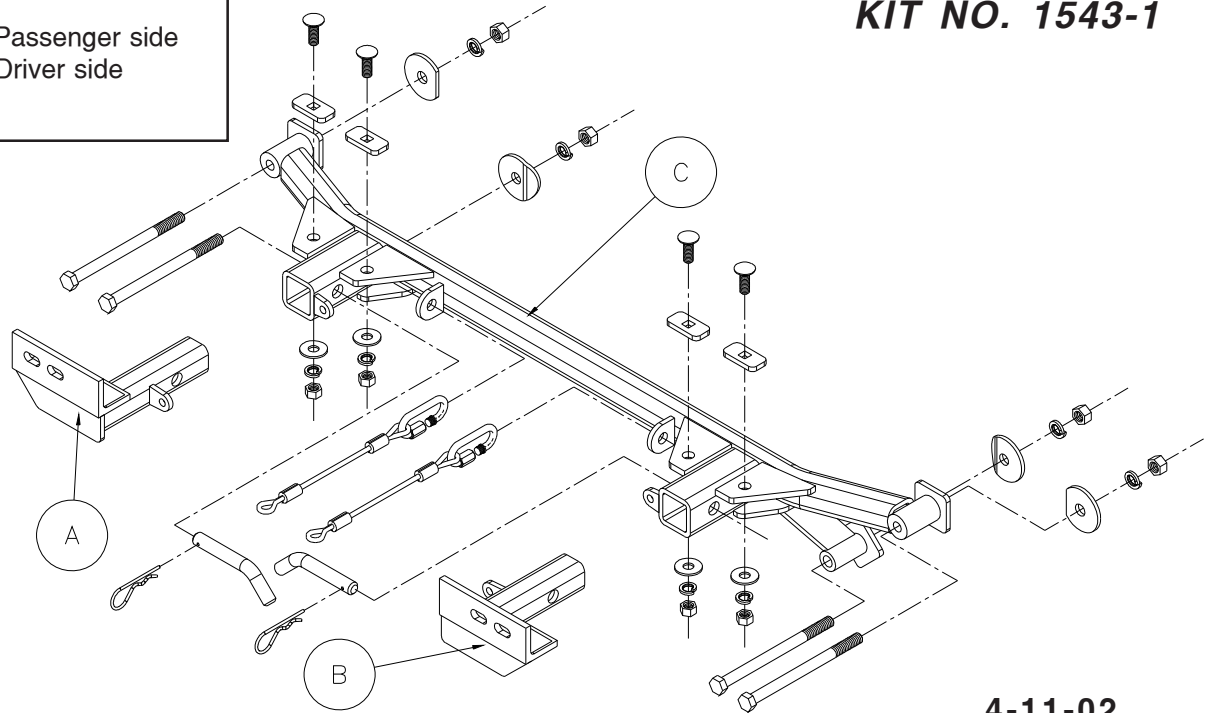
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

- 1- FRONT BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Driver side
- 1- MAIN BRACE (C)

KIT NO. 1543-1



4-11-02

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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KIT NO. 1543-1

1. This bracket kit is one of our XL series, which is hidden for the most part behind the front bumper fascia and grille. The kit consists of a main receiver brace, two front braces and a hardware kit. The front braces install in the receiver brace and are pinned in place with drift pins and spring clips. Start by laying the kit out and making sure all the components are present.
2. **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. The bumper fascia and lower splash panels will have to be removed to install the main brace. Start at the top of the fascia by pulling ten plastic fasteners from the grille cover between the headlights. Set the plastic cover aside.
3. Follow the junction of the bumper fascia and front fenders to the front of the fender well and remove the screw (10mm head) inside each fender well.
4. Locate and remove the black (10mm head) bolts in the bottom of the bumper fascia next to the fender wells.
5. Next, remove the plastic fasteners and other screws holding the bottom of the bumper fascia.
6. Remove the fascia by pulling forward and off. Set the fascia aside for now.
7. Next remove the power steering cooling line mounting screws (two 10mm head) and let the line drop down an inch or so.
8. Once this is done, we are ready to mount the main receiver brace. Hold the main brace in position under the steel bumper core with the side mounts over existing holes in the front of the frame. Clamp the main receiver brace to the bottom of the bumper core. Check the center alignment and make sure the brace is centered on the vehicle and the existing holes. It is important to position the receiver brace properly. *Note:* the brace holes may not line up vertically with the existing holes.
9. Drill through the front of the frame below the bumper core on each side with a long 1/2" drill bit using the receiver brace as a drill template.
10. Now bolt through the main receiver, and the frame on each side with a 1/2" x 7" bolt, clipped plate washer, lock washer and nut. *Note:* the clipped plate washer goes behind the frame.
11. Continue using the main receiver brace as a drilling template and drill through the upper mounting holes under the bumper core with a 7/16" drill bit. Once this is done fish wire four 7/16"x 1 1/4" carriage bolts and 1/4" x 1" x 2" backing plates through the ends of the bumper into the drilled holes. Finish bolting through the brace and bumper core with 7/16" flat washers, lock washers and nuts.
12. Once everything is lined up, drill through the lower brace on each side using the brace as a drill template.
13. Bolt through the lower mounting braces and the receiver brace with 1/2" x 7" bolts and bent 1/2" plate washers, lock washers and nuts behind the frame.
14. Torque all mounting bolts to the specifications below checking for clearance between the receiver brace, power steering cooling coil and aluminum evaporation canister.

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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.						

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.



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15. Remount the power steering cooling line by reversing step 7 with the exception of the outboard passenger side mount. This side will have to be mounted 1" lower to clear the brace. Hold the line away from the brace and install the 1/4" x 1" self-tapping screw included in the hardware pack.
16. Trial fit the fascia, noticing the interference from the outermost cross ribs in the grille, trim these ribs to fit around the receiver tubes.
17. Now reinstall the fascia by reversing steps 1 through 6. Torque all bolts to the specifications below.
18. Insert the front braces into the receiver brace and pin with 5/8" drift pins and spring pins.
19. Mount the tow bar according to the manufacturer's instructions.
20. Attach the 10" safety cables to the receiver brace using the supplied cable connectors. Connect the other end to the tow vehicle's safety cables and tow bar.

HARDWARE LIST:

- 4- 7/16" x 1 1/4" CARRIAGE BOLTS
- 4- 7/16" LOCK WASHERS
- 4- 7/16" FLAT WASHERS
- 4- 7/16" NUTS
- 4- 1/2" X 7" BOLTS
- 4-1/2" LOCK WASHER
- 4-1/2" NUT
- 2-1/2" CLIPPED PLATE WASHERS
- 2-1/2" BENT PLATE WASHERS
- 4-1/4" X 1" X 2" SQ. 7/16" HOLE BACKING PLATES
- 1-1/4" x 1" SELF TAPPING SCREW
- 2-CABLE CONNECTORS
- 2-10" SAFETY CABLES
- 2-5/8" DRAW PINS
- 2-3/16" SPRING PINS

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