



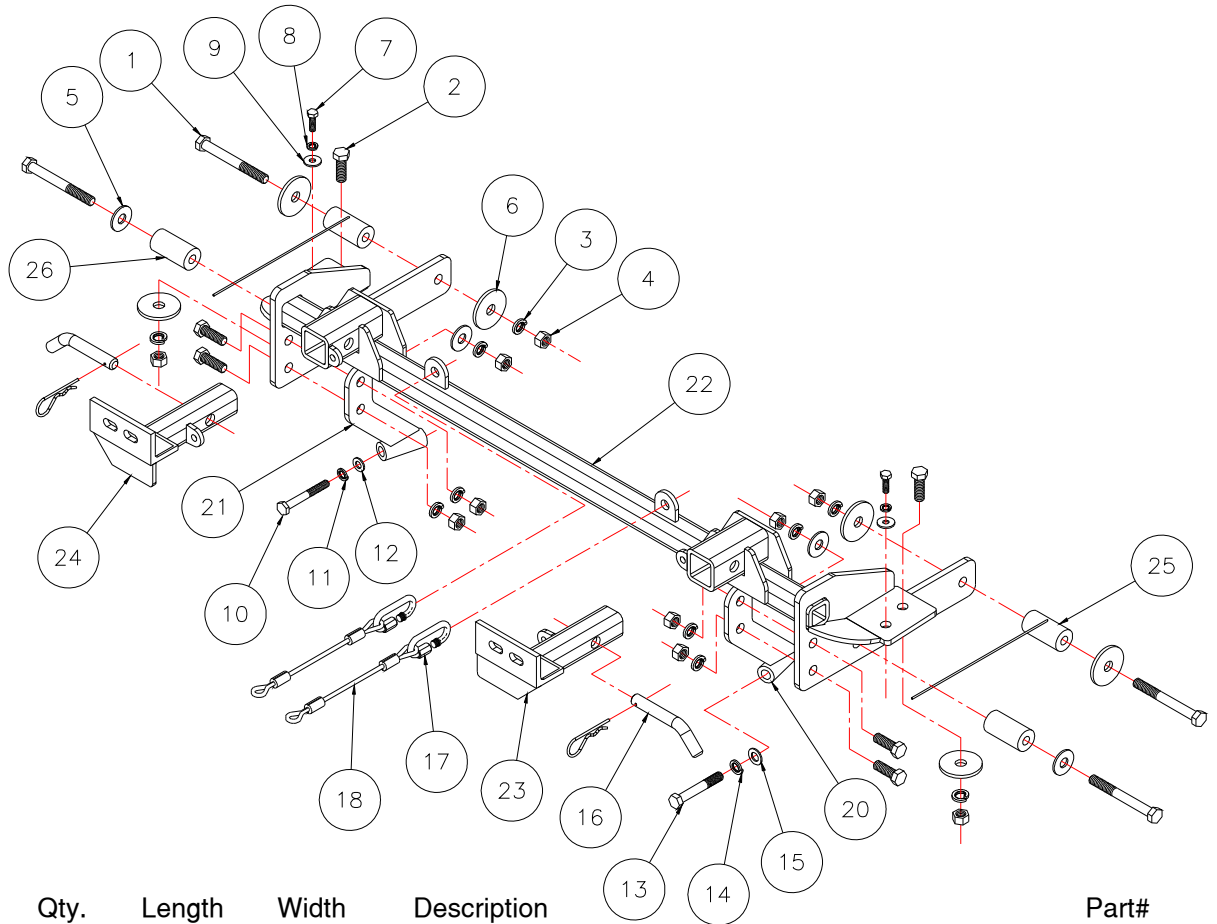
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1550-1**

10/19/05  
KB

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	Description	Part#
1	4	4 1/2"	1/2"	BOLT	350106-00
2	6	1 1/2"	1/2"	BOLT	350095-00
3	10		1/2"	LOCK WASHER	350309-00
4	10		1/2"	NUT	350258-00
5	4		1/2"	FLAT WASHER	350308-20
6	6		1/2"	PLATE WASHER	A003086
7	2	25mm	8mm	8mm x 1.25 x 25mm BOLT	356008-00
8	2		8mm	LOCK WASHER	355705-00
9	2		8mm	FENDER WASHER	355702-00
10	1	80mm	10mm	10mm x 1.25 x 80mm BOLT	356214-00
11	1		10mm	LOCK WASHER	355715-00
12	1		10mm	FLAT WASHER	355710-00
13	1	80mm	12mm	12mm x 1.25 x 8mm0 BOLT	357111-00
14	1		12mm	LOCK WASHER	355725-00
15	1		12mm	FLAT WASHER	355720-00
16	2		5/8"	DRAW PIN / SPRING PIN	357035-00
17	2			CONNECTOR	200008-00
18	2	10"		10" SAFETY CABLES	350646-10
19	4			ZIP TIES BLACK	300140-8
20	1			DRIVER SIDE LOWER BRACE WELDMENT	C-000436
21	1			PASSENGER SIDE LOWER BRACE WELDMENT	C-000437
22	1			MAIN RECEIVER BRACE WELDMENT	C-001336
23	1			DRIVER SIDE ARM WELDMENT	C-001337
24	1			PASSENGER SIDE ARM WELDMENT	C-001338
25	2			SPACER TUBE WELDMENT WITH HANDLE	C-001339
26	2			2 1/2" TUBE SPACER	A-000794



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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 main receiver brace, two lower braces and a hardware pack. The main receiver brace mounts to the frame rail. The two lower braces mount to the main receiver brace and to the frame. The removable front braces install in the main receiver brace.

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.



Fig.A



Fig.B

**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.

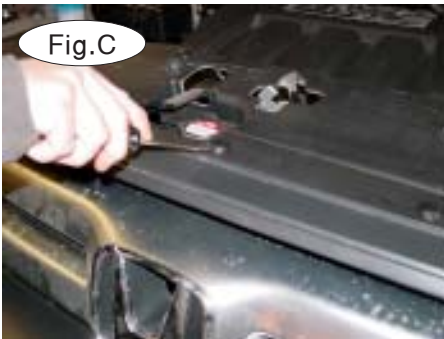


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing 15 plastic fasteners to remove the radiator cover (Fig.C).

2. On both sides, remove one Phillips screw that attaches the fascia to the fender liner (Fig.D).

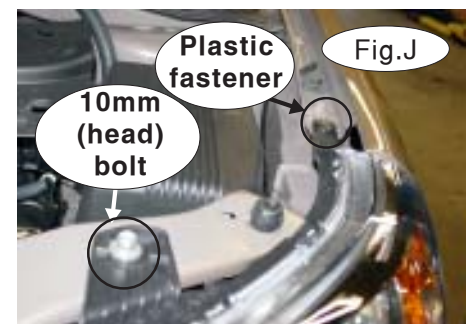
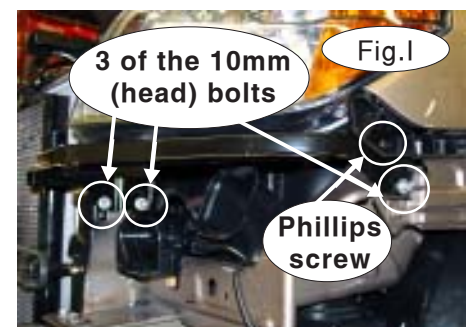
3. On both sides, remove two 10mm (head) bolts attaching the lower fascia to the splash shield (Fig.E).



4. On the lower front of the fascia, there are three plastic fasteners attaching the fascia to the splash shield. Remove the two outside fasteners (Fig.F).

5. If your vehicle is equipped with fog lights carefully pull out the fascia and unplug them (Fig.G). Then, remove the fascia by pulling out and forward on both corners (Fig.H).

6. To remove the headlights, remove four 10mm (head) bolts. One is located on the top of the headlight (Fig.J) and two are located on the bottom inside edge of the headlight bracket (Fig.I). The fourth one is located on the outside corner of the headlight bracket (Fig.I). Next, remove one plastic fastener on top of the headlight (Fig. J), and one Phillips screw (Fig.I) on the outside corner of the headlight bracket. Repeat for the other side.





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Fig.K

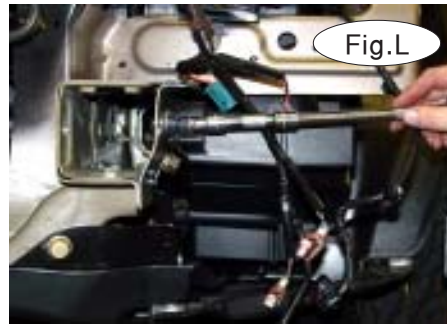


Fig.L



Fig.M

7. Remove the ambient temperature sensor (Fig.K).
8. Remove three 12mm (head) bolts to remove the bumper core (Fig.L).
9. Now, remove two 10mm bolts to remove the air box from the driver's side.
10. Remove three 10mm screws that attach the washer bottle to the vehicle. (Note: when removing the washer bottle, either drain the fluid into a container or plug the fitting). Two of the screws are located at the bottom of the washer bottle (Fig. M); one is at the neck of the bottle.

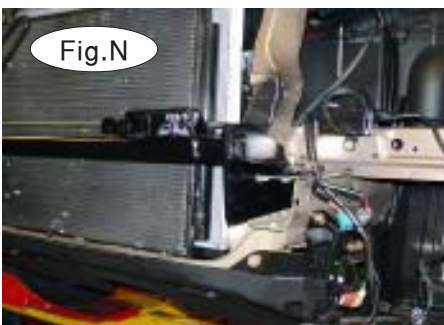


Fig.N



Fig.O

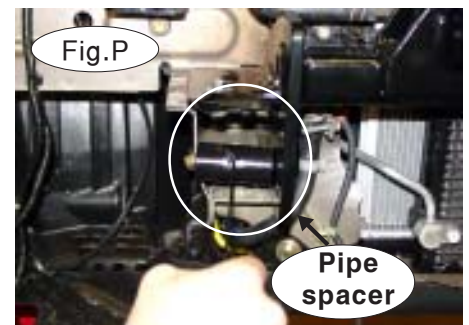


Fig.P

Pipe  
spacer

11. Now, slide the main receiver brace into the frame rails (Fig.N).
12. Using the supplied 8mm x 1.25 x 25mm bolt, fender washer and lock washer, bolt into the existing bumper core weld nut on the top of the frame rail (Fig.O). Repeat for the other side.
13. Starting with the rear mounting point on the frame rail, insert the supplied 1¼" x 2½" pipe spacer with the attached wire into the frame rail and slide it back to align with the existing hole (Fig.P). Bolt through the frame, pipe spacer and the main brace using a ½" x 4½" bolt, plate washers, lock washer and nut. (Note: the plate washers go on the inside and the outside of the frame rails). Repeat for the other side.
14. Once the pipe spacers are in place, cut or twist off the attached wire.

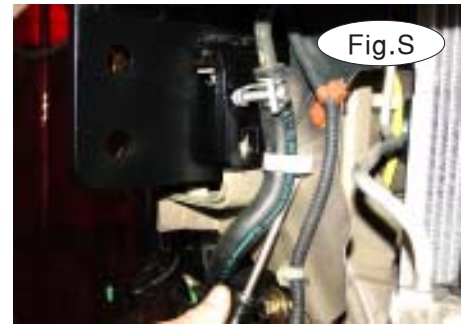


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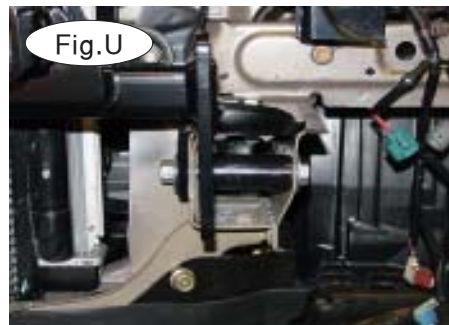


15. Using the rear hole in the main receiver brace as a template, drill a  $\frac{1}{2}$ " hole into the top of the frame rail (Fig.Q). Repeat for the other side.

16. Using the supplied  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt, bolt through the hole in the main receiver brace and frame rail which you drilled in the previous step. Finish with a  $\frac{1}{2}$ " plate washer, lock washer and nut (Fig.R). Repeat for the other side.

17. Tighten all bolts to the torque specifications listed at the end of these instructions.

18. On the passenger's side remove the retainer clip holding the air cooling line to the core support. Bend the air cooling line out of the way (Fig.S).

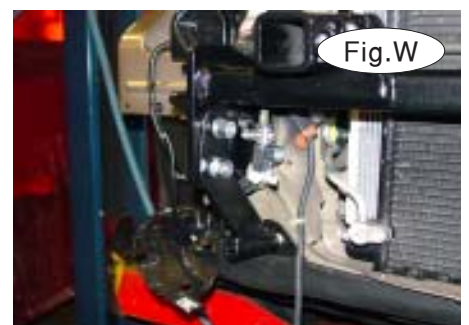


19. Using the hole in the frame rail as a template, drill through the outside of the frame rail and into the main brace with a  $\frac{1}{2}$ " drill bit (Fig.T). Repeat for the other side.

20. Bolt through the end of the frame rail using a  $\frac{1}{2}$ " x  $4\frac{1}{2}$ " bolt,  $1\frac{1}{4}$ " x  $2\frac{1}{2}$ " pipe spacer, two flat washers, lock washer and nut (Fig.U). Repeat for the other side.

21. Next, remove the 14mm bolt attaching the frame brace to the core support on the passenger's side (Fig.V).

22. Bolt the lower brace to the main receiver brace using two  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts, lock washers and nuts (Fig.W).



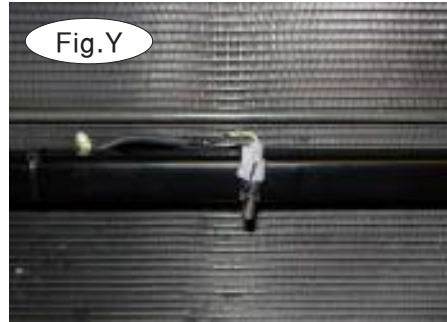
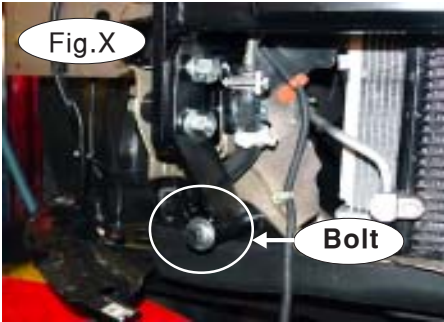


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23. Now, bolt the lower brace to the core support using a 10mm x 1.25 x 80mm bolt, flat washer and nut (Fig.X).
24. Repeat steps 21 through 23 for the other side. **Note:** the driver's side bolt attaching the frame brace to the core support is a 17mm (head) bolt and is being replaced by a 12mm x 1.25 x 80mm bolt.
25. Tighten all remaining bolts to the torque specifications listed at the end of these instructions.
26. Secure the ambient temperature sensor you removed in step 7 to the main receiver brace with the provided zip tie (Fig.Y).
27. Reattach the washer bottle, air box, headlights, fascia and the radiator cover, reversing steps 1 through 10.
28. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.
29. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.Z).
30. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
31. 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.