

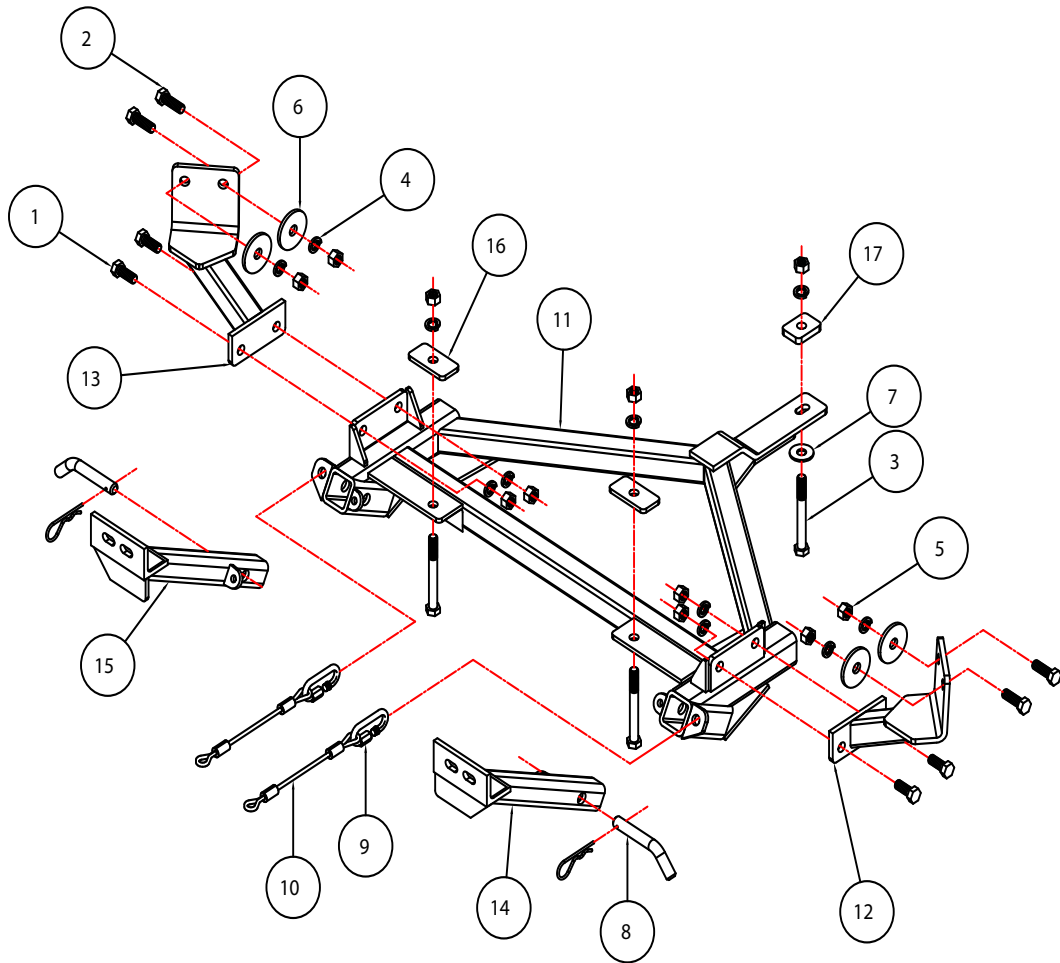


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3138-1

02/20/13
KS

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



Item	Qty.	Length	Width	Description	Part#
1.....	4	1 1/4"	1/2"	BOLT.....	350094-10
2.....	4	1 1/2"	1/2"	BOLT.....	350095-00
3.....	3	4 1/2"	1/2"	BOLT.....	350106-00
4.....	11		1/2"	LOCK WASHER.....	350309-00
5.....	11		1/2"	NUT.....	350258-00
6.....	4		1/2"	PLATE WASHER.....	A-003086
7.....	1		1/2"	FLAT WASHER.....	350308-20
8.....	2		5/8"	DRAW PINS, SPRING PINS.....	357035-00
9.....	2			CABLE CONNECTOR.....	200008-00
10.....	2	14"		SAFETY CABLE.....	650648-14
11.....	1			MAIN RECEIVER BRACE WELDMENT.....	C-001287
12.....	1			DRIVER SIDE SIDE WELDMENT.....	C-001288
13.....	1			PASSENGER SIDE SIDE WELDMENT.....	C-001289
14.....	1			DRIVER SIDE ARM WELDMENT.....	C-001290
15.....	1			PASSENGER SIDE ARM WELDMENT.....	C-001291
16.....	2			1/4" x 1 1/2" x 3" BACKING PLATE.....	A-000185
17.....	1			3/8" x 1 1/2" x 2" BACKING PLATE.....	A-001874



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This is one of our XL series brackets, which allows the visible front portion of the brackets 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 side braces, two removable front braces and a hardware pack.

The main receiver brace mounts to the sub-frame. The two side braces mount to the frame rails and to the main receiver brace. 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.



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.

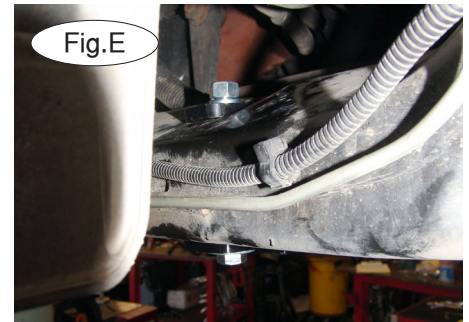
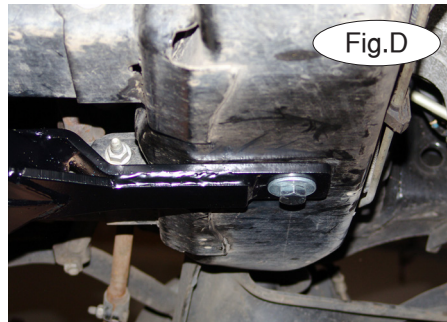
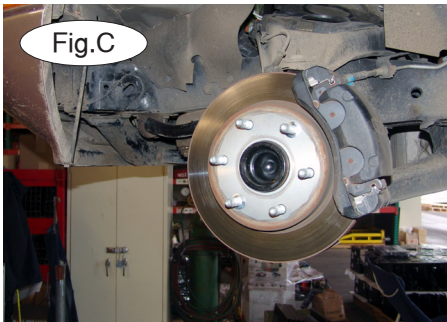


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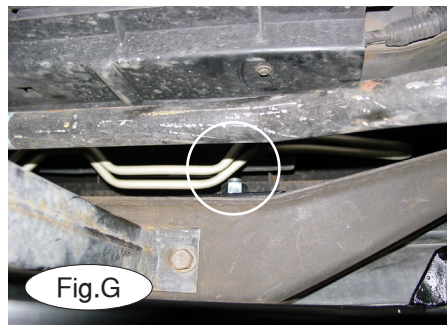
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove the front wheels (Fig.C).

2. The main receiver brace attaches to three existing holes in the subframe – two at the front of the subframe, and one toward the center of the subframe. Position the main receiver brace over the subframe holes, so that the pre-drilled hole in the brace align to the holes in the subframe. Attach the rear of the brace first (Fig.D and Fig.E), using a $\frac{1}{2}$ " x $\frac{1}{2}$ " bolt, flat washer, nut, and a $\frac{3}{8}$ " x 2" x $\frac{1}{2}$ " backing plate (9/16" hole). Tighten the bolt to the torque specifications at the bottom of these instructions.



3. Next, attach the main receiver brace to the front of the subframe. At both attachment points, insert a $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt through the main receiver brace (Fig.F). Slide a $\frac{1}{4}$ " x $1\frac{1}{2}$ " x 3" backing plate (9/16" hole) over the top of each bolt, and secure each bolt in place with a lock washer and nut (Fig.G). Tighten the two bolts to the torque specifications at the bottom of these instructions.

4. Now, attach the side braces to the main receiver brace. Position one of the side braces so that the two pre-drilled holes in the side brace align to the two pre-drilled holes in the main receiver brace. Slide a $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolt through the side brace and the main receiver brace (Fig.H), and secure the bolt in place with a lock washer and nut. Finger-tighten only at this time.

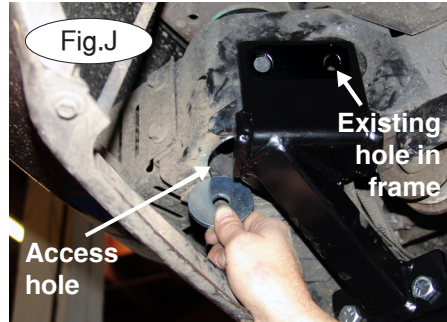
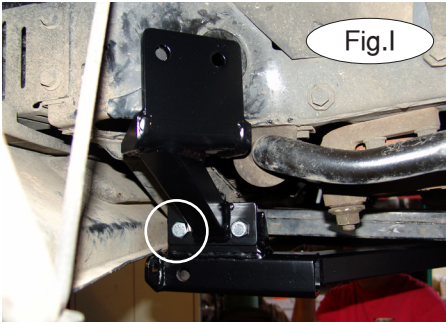


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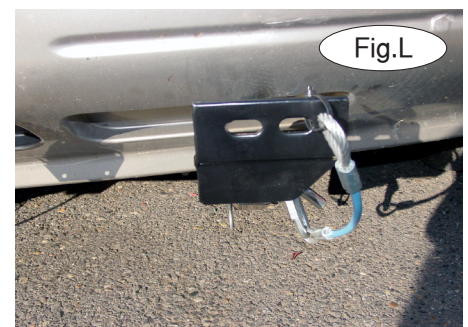
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- Fit the second 1/2" x 1 1/4" bolt through the side brace and main receiver brace (Fig.I), and secure it in place with another lock washer and nut. Finger-tighten only at this time. Repeat for the other side.
- Next, attach one of the side braces to the frame rail, at the existing hole in the frame (Fig.J). Put a plate washer through the access hole in the frame (Figure J shows the driver side.) and, from the inside, position it over the hole. From the outside, slide a 1/2" x 1 1/2" bolt through the hole and then through the plate washer. Secure the bolt in place with a lock washer and nut. Figure K shows the passenger side bolt in place. Finger-tighten only at this time. Repeat for the other side.
- Now, tighten the side brace mounting bolts (three on each side) to the torque specifications at the bottom of these instructions.
- Using the remaining hole in one of the side braces as a template (Fig.K), drill a 1/2" hole through the frame rail. Then, attach the side brace at this point, using the same hardware and steps as the other connection to the frame (step 6). Repeat for the other side.
- Tighten the two remaining side brace bolts to the torque specifications at the bottom of these instructions.
- 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 (Fig.L).
- Attach the 14" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.L).
- Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 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.