

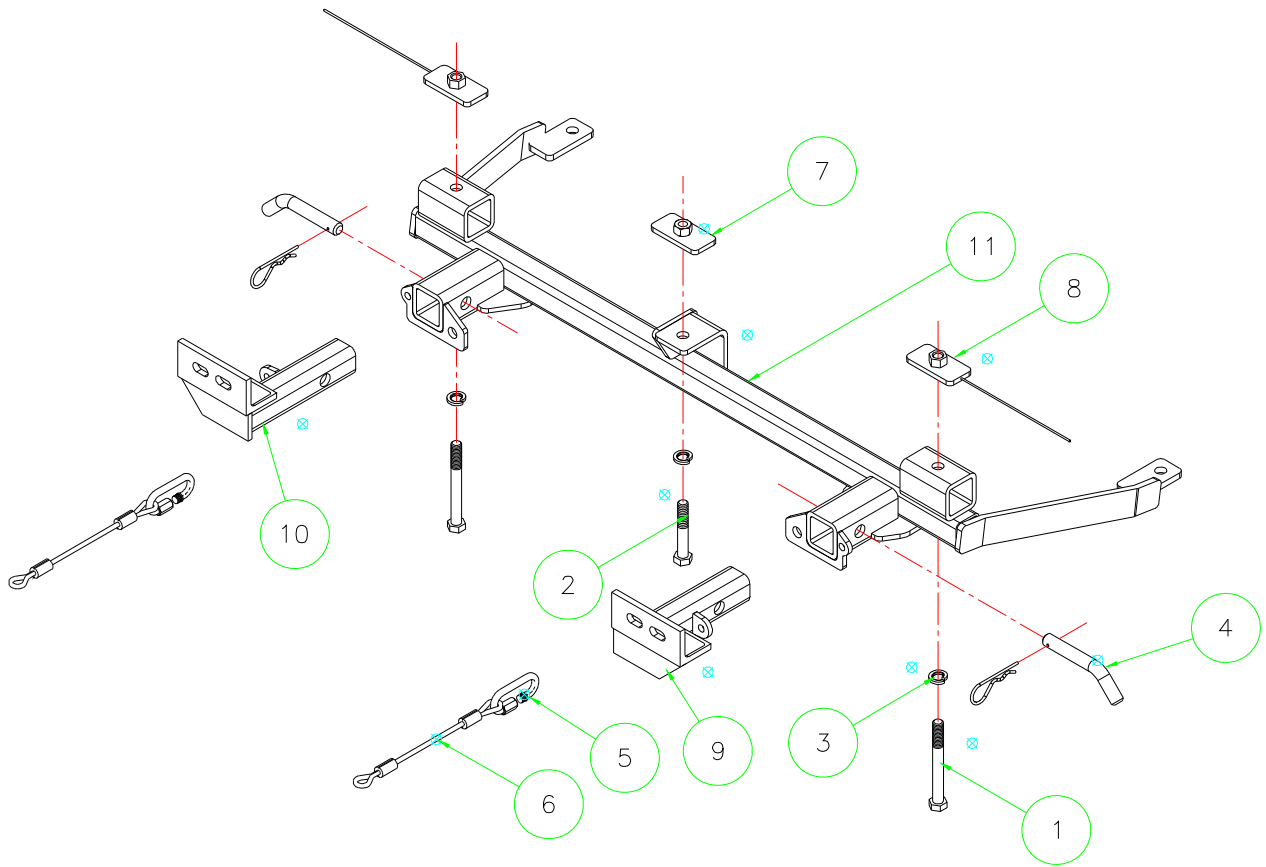


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 4411-1

05/30/07
KB

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ITEM	QTY	NAME	MATERIAL
1	2	1/2" x 4 1/2" BOLT	350106-00
2	1	1/2" x 3" BOLT	350101-00
3	3	1/2" LOCK WASHER	350309-00
4	2	5/8" DRAW PIN W/ CLIP	357035-00
5	2	QUICK LINK	200008-00
6	2	SAFETY CABLE 8"	500646-08
7	1	THREADED BACKING PLATE 1/4" x 1 1/2" x 3"	C-000413
8	2	THREADED BACKING PLATE 1/4" x 1 1/2" x 3" W/ ROD	C-001301
9	1	DRIVER SIDE ARM	C-001525
10	1	PASSENGER SIDE ARM	C-001526
11	1	MAIN RECEIVER	C-001527



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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 removable front braces and a hardware pack. The main receiver braces mount to the bumper core; the removable front braces 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 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.

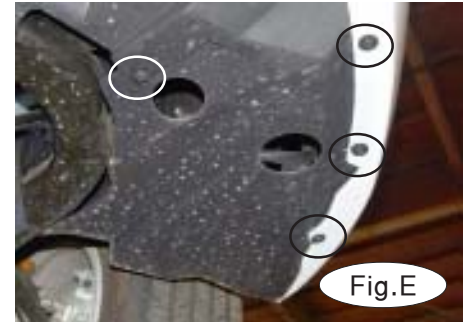
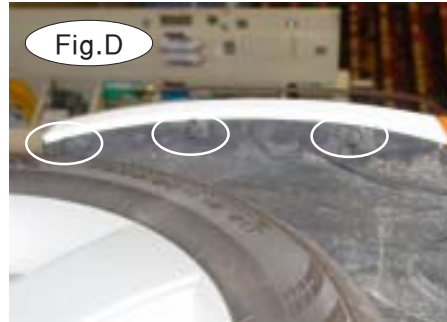
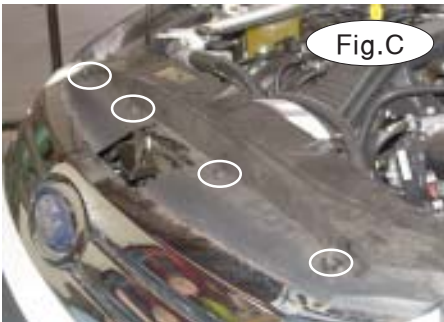


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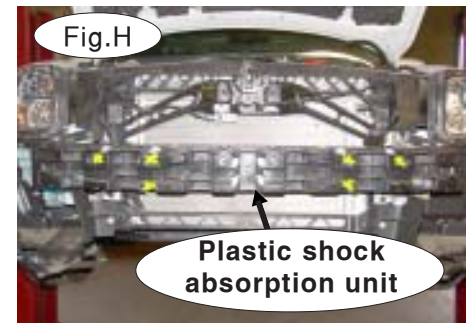
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. On both sides, remove three plastic fasteners attaching the fender liner to the edge of the fascia (Fig.D).

3. On both sides, remove four 7mm (head) bolts attaching the bottom of the fender liner to the bottom of the fascia (Fig.E).

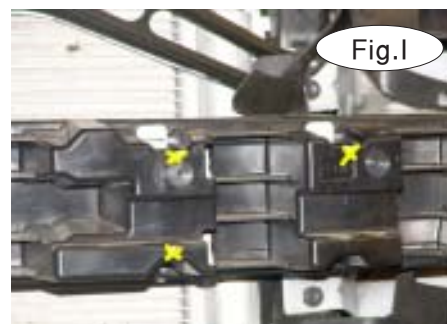


4. Next, remove four plastic fasteners attaching the center splash shield to the core support (Fig.F). If your vehicle is equipped with fog lights disconnect them now.

5. Remove the fascia by pulling out and forward on both corners (Fig.G).

6. Temporarily remove the plastic shock absorption unit by pressing down on the six plastic tabs (three on each side, as indicated by the yellow marker lines) and pulling forward (Fig.H, I).

7. Remove the two plastic air deflectors on each side of the radiator by removing one 10mm (head) screw on each side (Fig.J). *Note:* The air deflectors will not be reinstalled.





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Fig.K



Fig.L



Fig.M

8. Now, enlarge the three holes in the bumper core with a 9/16" drill bit, starting with the two outer holes (Fig.K). *Note:* for the center hole only you will drill through both sides of the bumper core.

9. Support the sub frame (Fig.L).

10. On both sides, remove the front 20mm subframe nut (Fig.M).



Fig.N



Fig.O



Fig.P

11. Place the main receiver brace over the frame mount studs and replace the two 14mm x 2.0 nuts you removed in the previous step (Fig.N). Tighten the bolts to the torque specifications listed at the end of these instructions.

12. On both sides, place the 1/4" x 1 1/2" x 3" backing plate with the attached wire inside the bumper core. Then, bolt through the main receiver brace, bumper core and into the backing plate with the supplied 1/2" x 4 x 1/2" bolt and lock washer (Fig.O). *Note:* use a pair of pliers to remove the attached wire.

13. For the center mounting point, place the provided 1/4" x 1 1/2" x 3" backing plate through the opening in the back of the bumper core and bolt through the main receiver brace, bumper core and into the backing plate using the supplied 1/2" x 3" bolt and lock washer (Fig.P). Tighten the bolt to the torque specifications listed at the end of these instructions.

14. Three small sections of the plastic shock absorption unit will need to be trimmed to allow clearance for the main receiver brace. Refer to Figure Q as a reference for correct trimming.

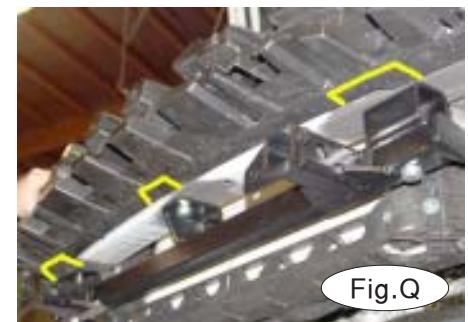


Fig.Q



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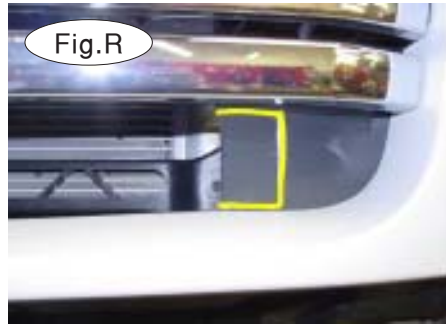
15. Before reinstalling the fascia trim the fascia on both sides. Use the yellow marker line in Figure R as a guide for correct trimming.

16. Fit the removable front braces into the main receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins (Fig.S).

17. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.S).

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

19. 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.