

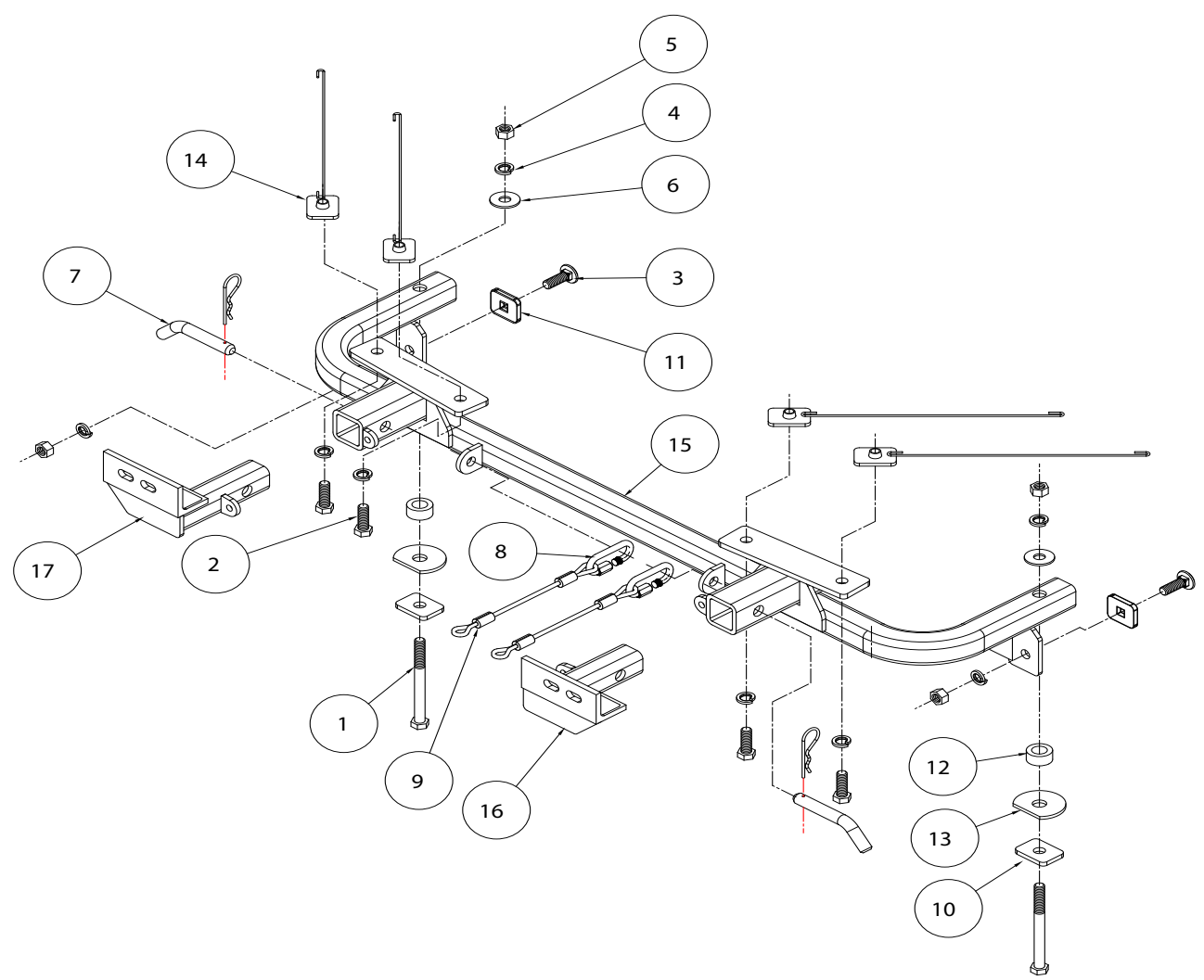


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 4417-1

02/28/19
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	1/2" x 5 1/2" BOLT	350108-00
2	4	1/2" x 1 1/2" BOLT	350095-00
3	2	1/2" x 1 1/2" CARR. BOLT	350362-00
4	8	1/2" LOCK WASHER	350309-00
5	4	1/2" HEX NUT	350258-00
6	2	1/2" FLAT WASHER	350308-00
7	2	5/8" DRAW PIN W/ CLIP	357035-00
8	2	QUICK LINK	200008-00
9	2	10" SAFETY CABLE	500646-10
10	2	1/4" x 1 1/2" x 2" RD. HOLE BACKING PLATE	A-000122
11	2	1/4" x 1 1/2" x 1 3/4" SQ. HOLE BACKING PLATE	A-000196
12	2	1 1/4" O.D. x 5/8" PIPE SPACER	A-001068
13	2	5/8" CLIPPED PLATE WASHER	A-001763
14	4	1/4" x 1 1/2" x 2" BACKING PLATE W/ ROD	C-001438
15	1	MAIN RECEIVER	C-001658
16	1	DRIVER SIDE ARM	C-001659
17	1	PASSENGER SIDE ARM	C-001660



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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.

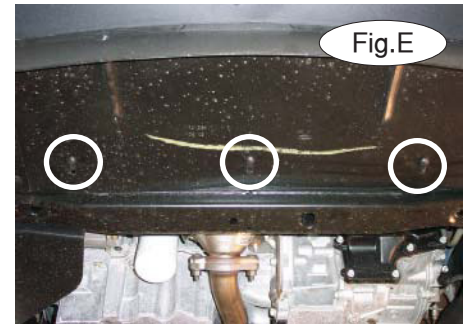
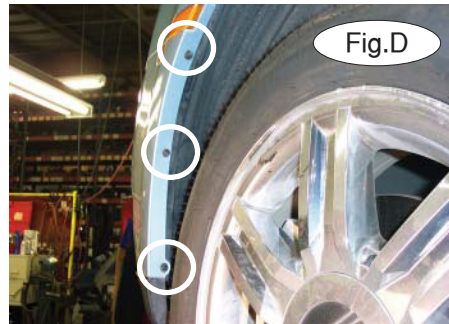
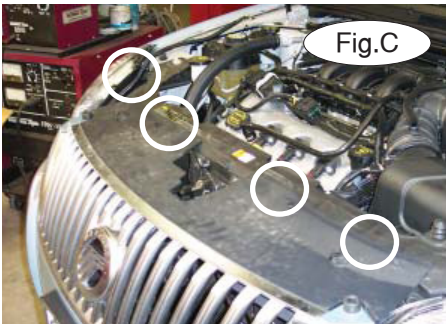


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove two 8mm bolts and two plastic fasteners attaching the top of the fascia to the core support (Fig.C).

2. Remove three Phillips head screws attaching the fender liner to the edge of the fascia (Fig.D).

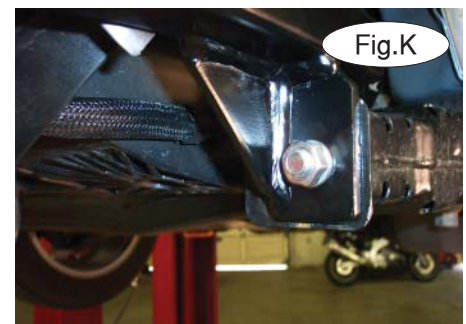
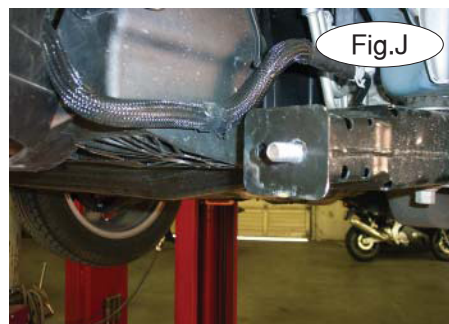
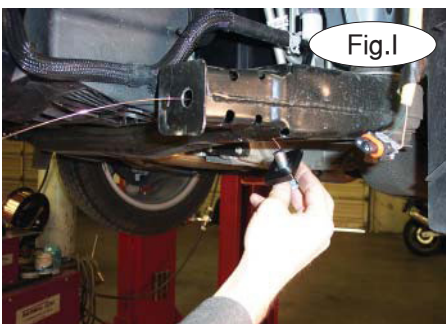
3. Remove three plastic fasteners attaching the center splash shield to the radiator support (Fig.E).



4. Pull out on the corners of the fascia to release it from the locking strip (Fig.F) and unplug the side markers.

5. Lift up and pull forward on the fascia to remove it (Fig.G). Disconnect the fog lights, if the vehicle is so equipped.

6. On both sides of the vehicle, use a die grinder to enlarge an existing hole in the end of the subframe (Fig.H).



7. On both sides, fishwire a $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt and $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $1\frac{3}{4}$ " backing plate through an existing hole in the bottom of the frame (Fig.I) and out through the hole you enlarged in the previous step (Fig.J).

8. Place the main receiver brace over the bolts that were fishwired in the previous step, and temporarily bolt them into place using a $\frac{1}{2}$ " lock washer and nut on each side (Fig.J). *Note:* the bolts should be tightened so the bracket is pulled against the frame (Fig.K).

Clamp the main receiver brace to the bumper core so that the upper mounting points are flush with the bumper (Fig.L).





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Fig.M

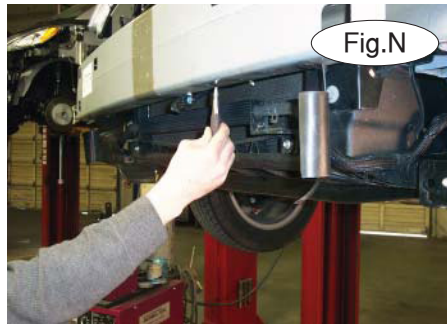


Fig.N



Fig.O

9. Using the four upper mounting points of the main receiver brace as templates, mark the bumper core for drilling (Fig.M).

Remove the main receiver brace and center punch the holes (Fig.N). Drill out the four punched holes with a 9/16" bit (Fig.O).

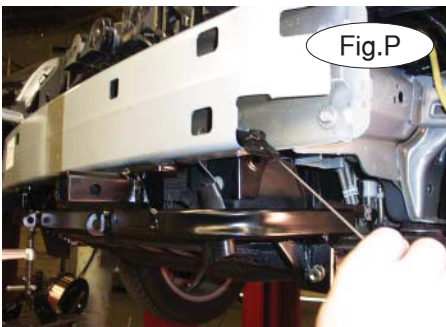


Fig.P

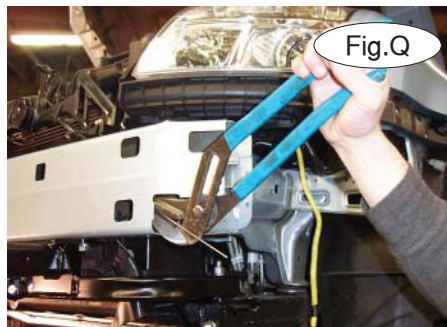


Fig.Q



Fig.R

10. Reinstall the bracket over the end of the subframe and bolt it into place using the 1/2" lock washers and nuts. Now, clamp the bracket to the bumper core.

11. Using one of the supplied 1/2" x 1 1/2" bolts and lock washers, insert a 1/4" x 1 1/2" x 2" nuted backing plate with wire into the bumper core (Fig.P) and bolt it into place. Repeat the process for the three remaining holes. Use a pair of pliers to break the wire off all four backing plates (Fig.Q).

12. On both sides, place the supplied 1/2" cut plate washer and 1 1/4" x 5/8" spacer between the subframe and the main receiver brace. Using the supplied 1/2" x 5 1/2" bolt and 1/4" x 1 1/2" x 2" backing plate, bolt through the subframe, plate washer, pipe spacer and main receiver brace. Finish with the supplied 1/2" lock washer and nut (Fig.R).

13. Tighten all bolts to the torque specifications found at the end of this document.

14. On both sides, trim the plastic shock absorption pad from the opening in the fascia and over approximately four inches. Use the red lines in Figure S as a guide.

15. Reinstall the fascia, reversing steps 1 through 5.

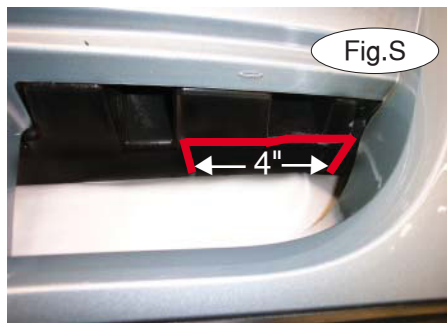


Fig.S



Fig.T

16. 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.

17. Attach the 10" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.T).

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

19. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



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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

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.