



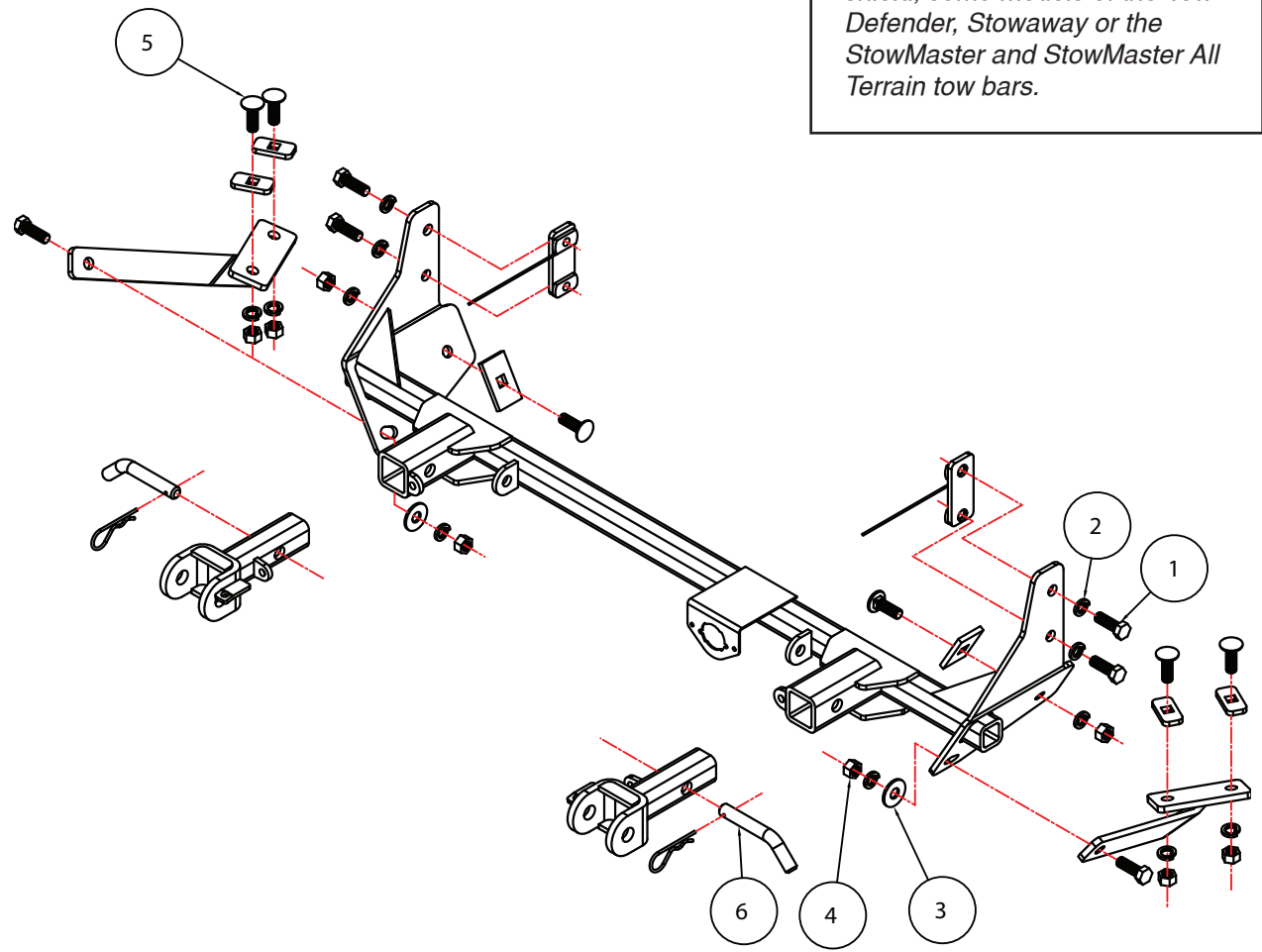
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 1178-3

05/12/05
RV

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Important
 Note: this bracket will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or the StowMaster and StowMaster All Terrain tow bars.



Item	Qty	Length	Width	Description	Part #
1.....	6	1 1/2"	1/2"	1/2" x 1 1/2" BOLT	350095-00
2.....	12		1/2"	LOCK WASHER	350309-00
3.....	2		1/2"	FLAT WASHER	350308-00
4.....	8		1/2"	NUT	350258-00
5.....	6	1 1/2"	1/2"	1/2" x 1 1/2" CARRIAGE BOLT	350362-00
6.....	2		5/8"	DRAW PINS, SPRING PINS	357035-00



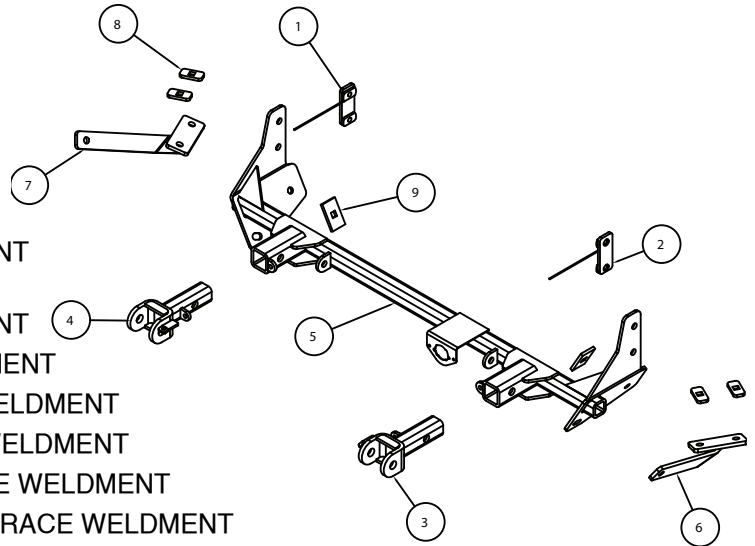
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Item	Qty.	Part #	Description
1.....	1.....	C-000349.....	PASSENGER SIDE BACKING PLATE WELDMENT
2.....	1.....	C-000350.....	DRIVER SIDE BACKING PLATE WELDMENT
3.....	1.....	C-001107.....	DRIVER SIDE ARM WELDMENT
4.....	1.....	C-001108.....	PASSENGER SIDE ARM WELDMENT
5.....	1.....	C-001244.....	MAIN RECEIVER BRACE WELDMENT
6.....	1.....	C-001247.....	DRIVER SIDE REAR BRACE WELDMENT
7.....	1.....	C-001248.....	PASSENGER SIDE REAR BRACE WELDMENT
8.....	4.....	A-000040.....	1" x 2" BACKING PLATE
9.....	2.....	A-000084.....	BACKING PLATE - 1 1/2" x 2 1/2"



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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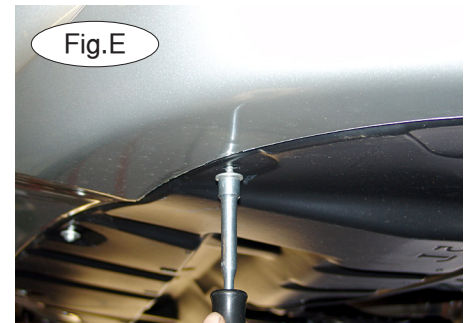
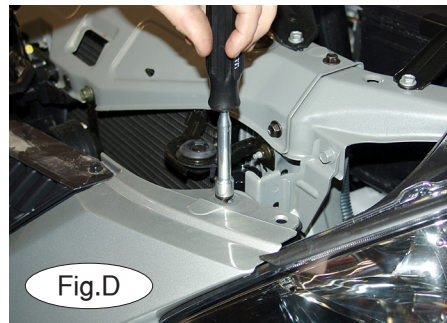
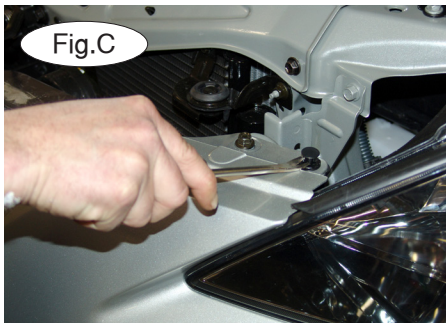
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This is one of our MX series brackets, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two lower braces, two removable front braces and a hardware pack.

The main receiver brace mounts to the frame rails. The lower braces mount to the radiator support and the main receiver brace. The removable front braces install in the main receiver brace.

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 three plastic fasteners holding the fascia to the radiator support (Fig.C).

2. Next, on each side, remove one 10mm (head) bolt holding the fascia to the radiator support (Fig.D).

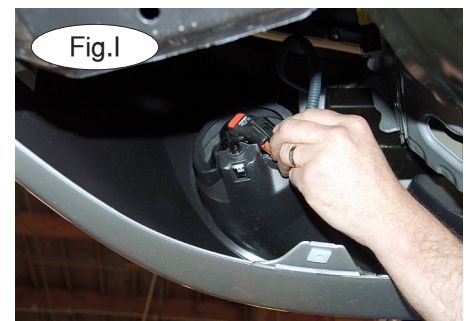


3. From the bottom of the vehicle, remove nine 10mm (head) screws (Fig.E) and five plastic fasteners (Fig.F) holding the left and right splash shields to the fascia and the subframe. Then, remove the splash shields.

4. On each side, remove one plastic fastener holding the fender liner to the fascia (Fig.G).

5. On each side, pull back the fender liner to gain access to one 10mm (head) bolt, holding the fascia to the fender. Remove the bolts (Fig.H).

6. Unplug the fog lights, if the vehicle is so equipped (Fig.I).





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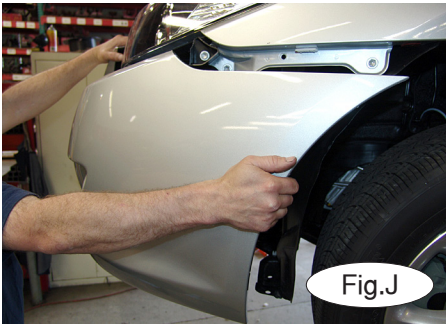


Fig.J

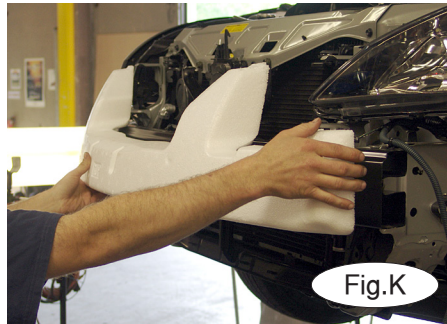


Fig.K

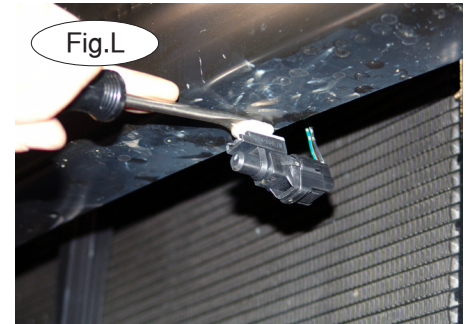


Fig.L

7. Pull out and forward on each corner of the fascia to detach it from the tracks (Fig.J), then remove it.
8. Pull forward on the shock absorption pad (Fig.K) to remove it.
9. Remove the ambient temperature sensor, located on the bottom of the bumper core, by removing one plastic fastener (Fig.L).



Fig.M

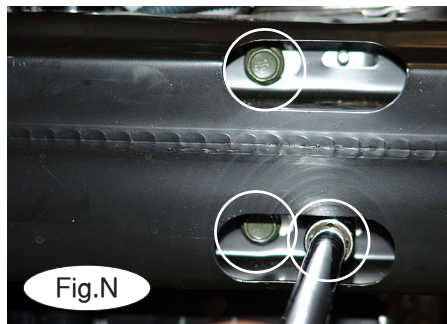


Fig.N

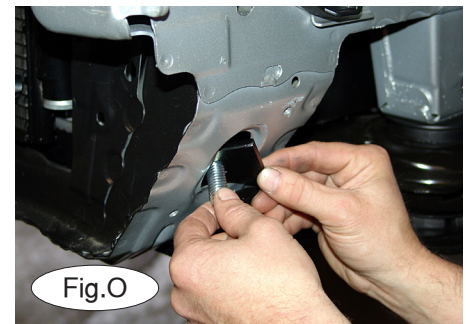


Fig.O

10. Now, remove four plastic fasteners located across the top of the bumper core (Fig.M).
11. On each side, remove three 14mm (head) bolts holding the bumper core to the frame rail (Fig.N). Then, remove the bumper core.
12. From the outside of both frame rails, insert one of the supplied $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " backing plates ($\frac{1}{2}$ " x $\frac{1}{2}$ " square hole) and a $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt into the existing hole in the frame rail (Fig.O).

13. Now, position the main receiver brace over both of the carriage bolts (Fig.P). Reach into the frame rail and through the access holes on the inside of both frame rails, and hold the backing plates and carriage bolts against both of the frame rails as you move the main receiver brace into position over the carriage bolts. Thread a $\frac{1}{2}$ " lock washer and $\frac{1}{2}$ " nut over each carriage bolt to secure them in place. Finger-tighten only at this time.

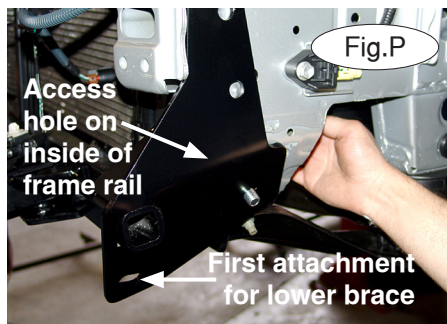


Fig.P

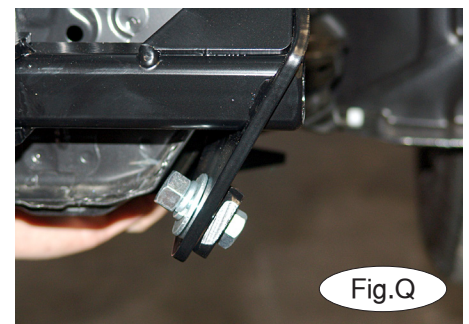


Fig.Q

14. Now, attach one of the lower braces to the main receiver brace, through the slot in the lower front portion of the main receiver brace. Figure P shows the attachment point for the driver side. Bolt through the lower brace and the main receiver brace with a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt, $\frac{1}{2}$ " flat washer, lock washer and nut (Fig.Q). Finger-tighten only at this time. Repeat for the other side.



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Fig.R

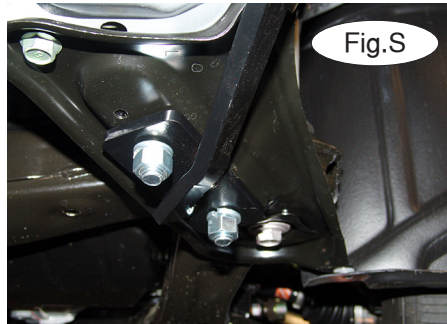


Fig.S

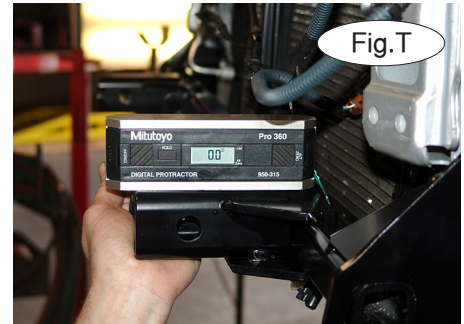


Fig.T

15. Attach the rear of one of the lower braces through the existing holes in the radiator support. Use two $\frac{1}{2}$ " x $\frac{1}{2}$ " carriage bolts, two 1" x 2" backing plates ($\frac{1}{2}$ " x $\frac{1}{2}$ " square hole), and two lock washers and nuts. Figure R shows the driver side attachment from the top; Figure S shows the driver side attachment from the bottom. Finger-tighten only at this time. Repeat for the other side.

16. Ensure that the main receiver brace is level (Fig.T).

17. Torque all bolts to the torque specifications at the bottom of these instructions. Start with the bolts attaching the main brace to the frame rails (one on each side), which you attached in step 13.

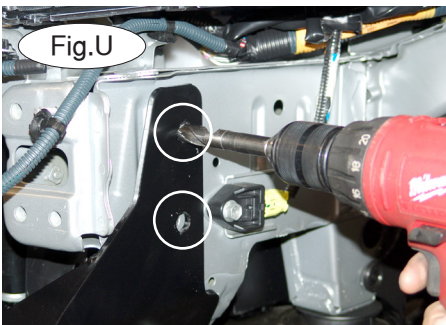
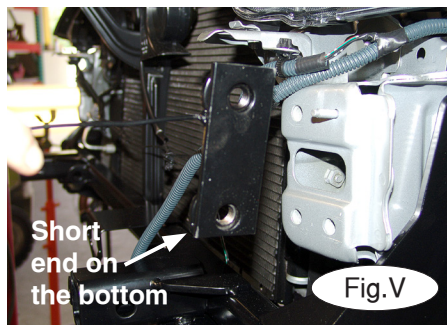


Fig.U



Short
end on
the bottom

Fig.V

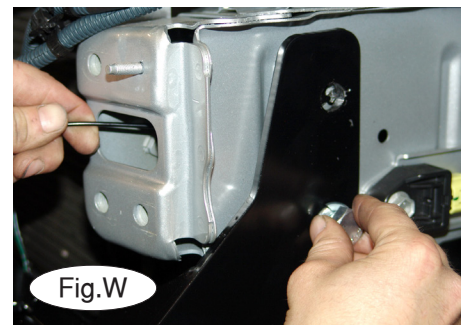


Fig.W

18. Now, attach one side of the main receiver brace to the frame rail, through the two existing holes in the frame rail – Due to manufacturing variances, the holes in the frame rail may be offset; if necessary, drill a $\frac{1}{2}$ " hole (Fig.U), using the holes in the main receiver brace as a template, to enlarge the holes in the frame rail.

Using the welded wire, insert one of the $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $3\frac{3}{4}$ " backing plates (with $\frac{1}{2}$ " T-nuts) into the opening in front of the frame rail. Position the backing plate so that the short end is on the bottom of the frame rail (Fig.V). At both attachment points, thread a $\frac{1}{2}$ " x $\frac{1}{2}$ " bolt (with a $\frac{1}{2}$ " lock washer) through the side of the main brace, through the frame rail, and into the backing plate (Fig.W). Once the bolts are tightened, cut the end of the wire (Fig.X). Torque both bolts to the specifications at the bottom of these instructions. Repeat for the other side.

19. Reattach the bumper core, the ambient temperature sensor, the shock absorption pad, the fascia and the splash shields by reversing steps 1 through 11.

Trim both splash shields to fit underneath the bracket. Hold each splash shield underneath the bracket and mark the approximate area to trim (Use the white marker line in Figure Y as a reference). First, trim a small section and then test-fit each shield; trim more if necessary.

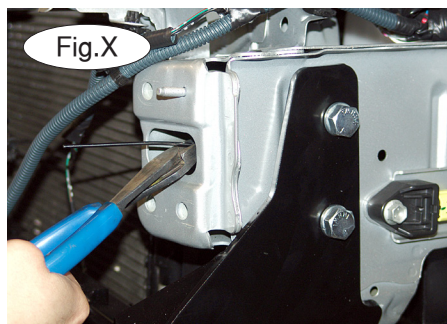


Fig.X

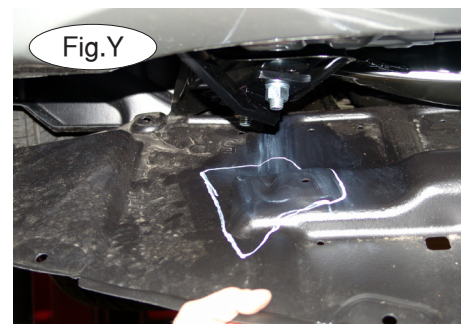


Fig.Y



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- 20. Ensure that all bolts are torqued to the specifications below.
- 21. 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.Z).
- 22. Install the tow bar to the mounting bracket according to the manufacturer's instructions. Attach the safety cables to the main receiver brace.



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.