



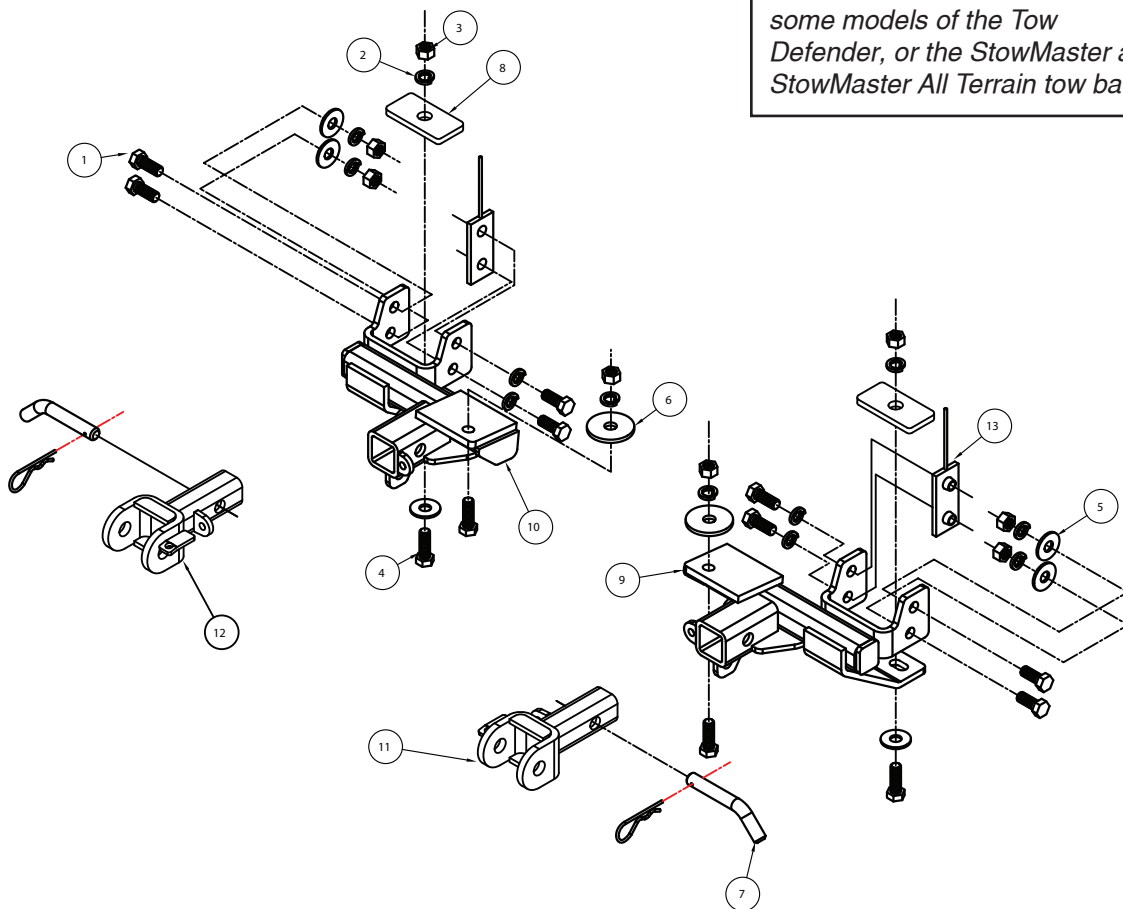
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 1429-3**

03/01/10  
KS

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

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



ITEM	QTY	NAME	MATERIAL
1.....	8 .....	1/2" X 1 1/4" BOLT.....	350094-00
2.....	12 .....	1/2" LOCK WASHER.....	350309-00
3.....	8 .....	1/2" NUT .....	350258-00
4.....	4 .....	1/2" X 1 1/2" BOLT.....	350095-00
5.....	6 .....	1/2" FLAT WASHER .....	350308-00
6.....	2 .....	1/2" PLATE WASHER.....	A-003086
7.....	2 .....	DRAW PIN W/ CLIP .....	357035-00
8.....	2 .....	1 1/2" x 3" ROUND HOLE BACKING PLATE.....	A-000185
9.....	1 .....	DRIVER SIDE RECEIVER .....	C-001487
10.....	1 .....	PASSENGER SIDE RECEIVER.....	C-001486
11.....	1 .....	DRIVER SIDE ARM.....	C-001476
12.....	1 .....	PASSENGER SIDE ARM .....	C-001477
13.....	2 .....	1 1/2" x 3 1/2" THREADED BACKING PLATE W/ ROD.....	C-001835



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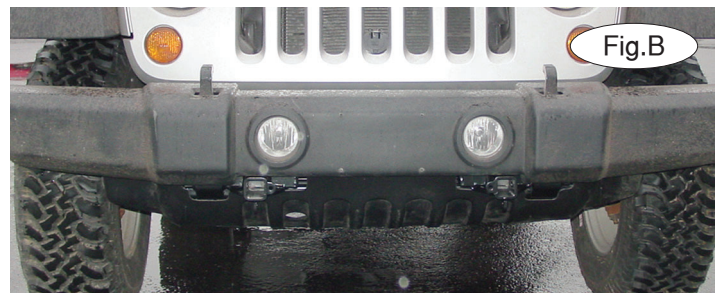
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This is one of our MX series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of a passenger and driver side main receiver brace, two removable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



**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.

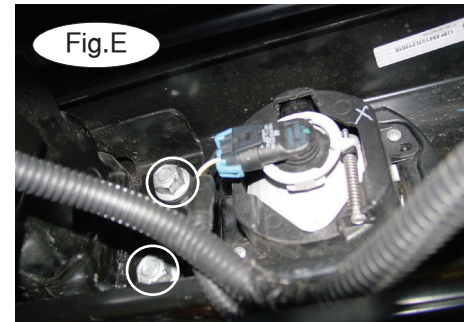
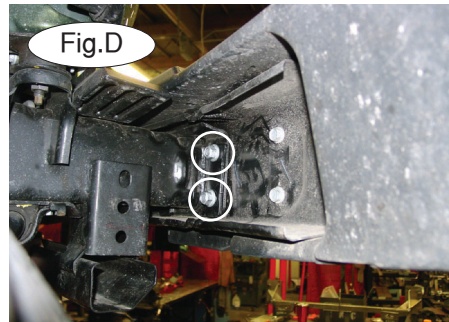
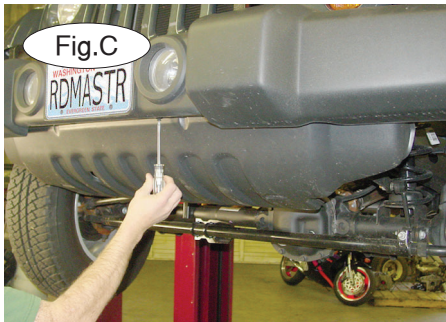


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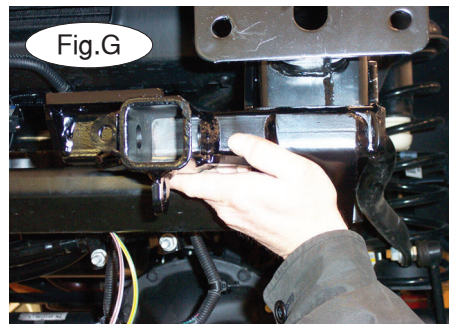
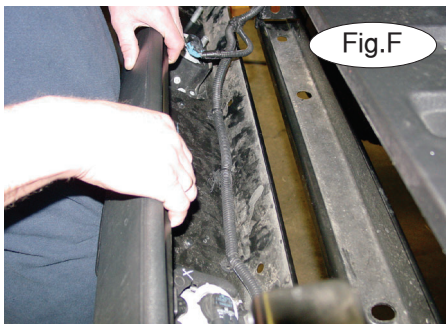
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Start by removing six plastic fasteners to remove the rock guard. Four of the fasteners are located in the front of the rock guard (Fig.C), and two are located in the back.

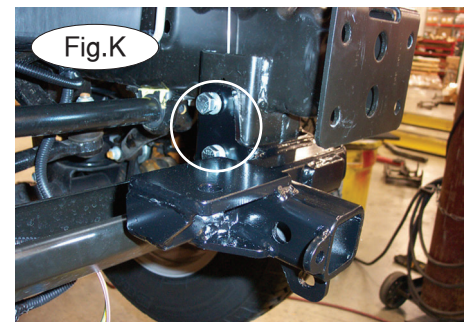
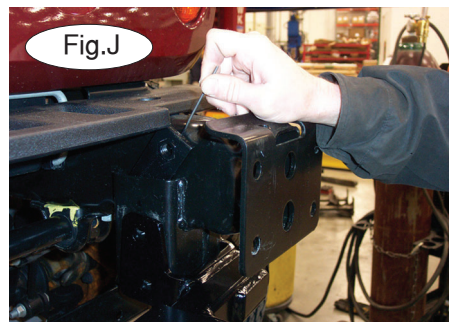
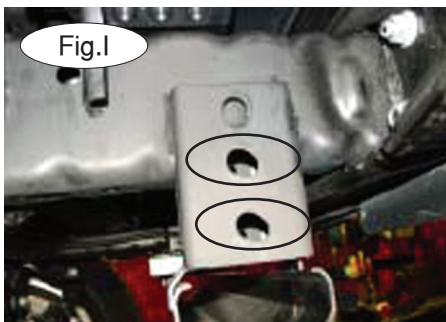
2. Remove four 18mm (head) nuts from each side. Two are on the inside of the frame rail (Fig.D) and two are on the outside of the frame rail (Fig.E). Now, pull forward on the bumper core and unplug the fog lights, if the vehicle is so equipped. Remove the four plastic fasteners attaching the wiring harness to the back of the bumper core. Remove the bumper core (Fig.F) and set it aside.



3. Working on the driver's side, place the main receiver brace over the end of the frame rail (Fig.G).

4. Using the two supplied  $\frac{1}{2}$ " x  $\frac{1}{4}$ " bolts, bolt through the outside of the main receiver brace and through the frame rail. Place a  $\frac{1}{2}$ " flat washer on the inside edge of the frame rail and finish with a lock washer and nut (Fig.H).

*Note:* on some early models, there are different bolt patterns in the lower frame rails. For these models, die grind the center and bottom holes in the frame slightly on both sides down and toward the front of the vehicle. Figure I (passenger side) shows the holes enlarged. Due to frame variances, the inside upper hole may need to be enlarged or redrilled.



5. Place a  $\frac{1}{2}$ " lock washer over a  $\frac{1}{2}$ " x  $1\frac{1}{4}$ " bolt. Place a  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " x  $3\frac{1}{2}$ " threaded backing plate with wire through the opening on the inside edge of the frame rail (Fig.J) and bolt through the main receiver brace, frame rail and into the backing plate (Fig.K).



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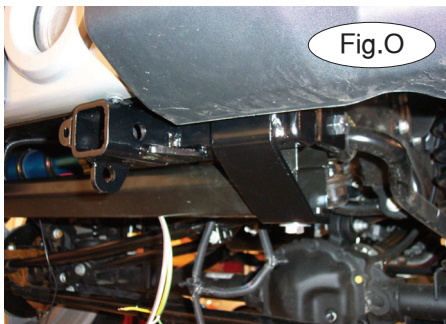
6. Repeat steps 3 through 5 for the passenger side, and then replace the bumper core.

7. Working on the driver's side, place a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt through the pre-existing hole in the driver's side main receiver brace and the bumper core. Place a  $\frac{1}{2}$ " plate washer on the top side of the bolt and finish with a lock washer and nut (Fig.L).

8. Clamp the passenger side main receiver brace to the bumper core (Fig.M). *Note:* use a cloth to prevent scratching of the bumper core.

Using the pre-existing hole in the top of the main receiver brace as a template, drill a  $\frac{1}{2}$ " hole through the bottom of the bumper core (Fig.N).

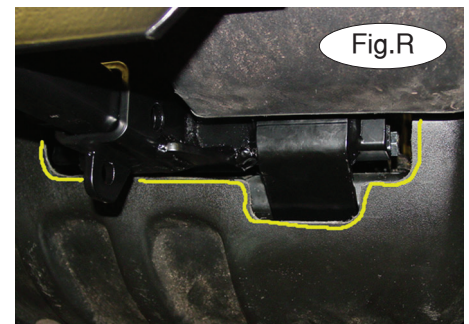
9. Using a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt, bolt through the main receiver brace and the bumper core. Place a  $\frac{1}{2}$ " plate washer on the top side of the bolt and finish with a lock washer and nut.



10. Now, tighten all the remaining bolts to the torque specifications listed at the end of these instructions.

11. Working on the driver's side, place a  $\frac{1}{2}$ " flat washer over a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt and bolt through the main receiver brace, the lower crossmember and into a  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " x 3" backing plate. Finish with a lock washer and a nut (Fig.O).

12. Working on the passenger side, use the pre-existing hole in the main receiver brace as a template and drill through the crossmember (Fig.P). Place a  $\frac{1}{2}$ " flat washer over a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt and bolt through the main receiver brace, the lower crossmember and into a  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " x 3" backing plate. Finish with a lock washer and a nut. *Note:* some models may have a pre-existing hole in the crossmember.



13. Next, hold the rock guard in place and mark for trimming. Use the yellow marker lines in Figures Q and R as a guide for correct trimming.

14. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied  $\frac{5}{8}$ " draw pins and spring pins.



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- 15. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces.
- 16. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 17. 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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

#### METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

#### METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 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.