



BASEPLATE KIT INSTALLATION INSTRUCTIONS

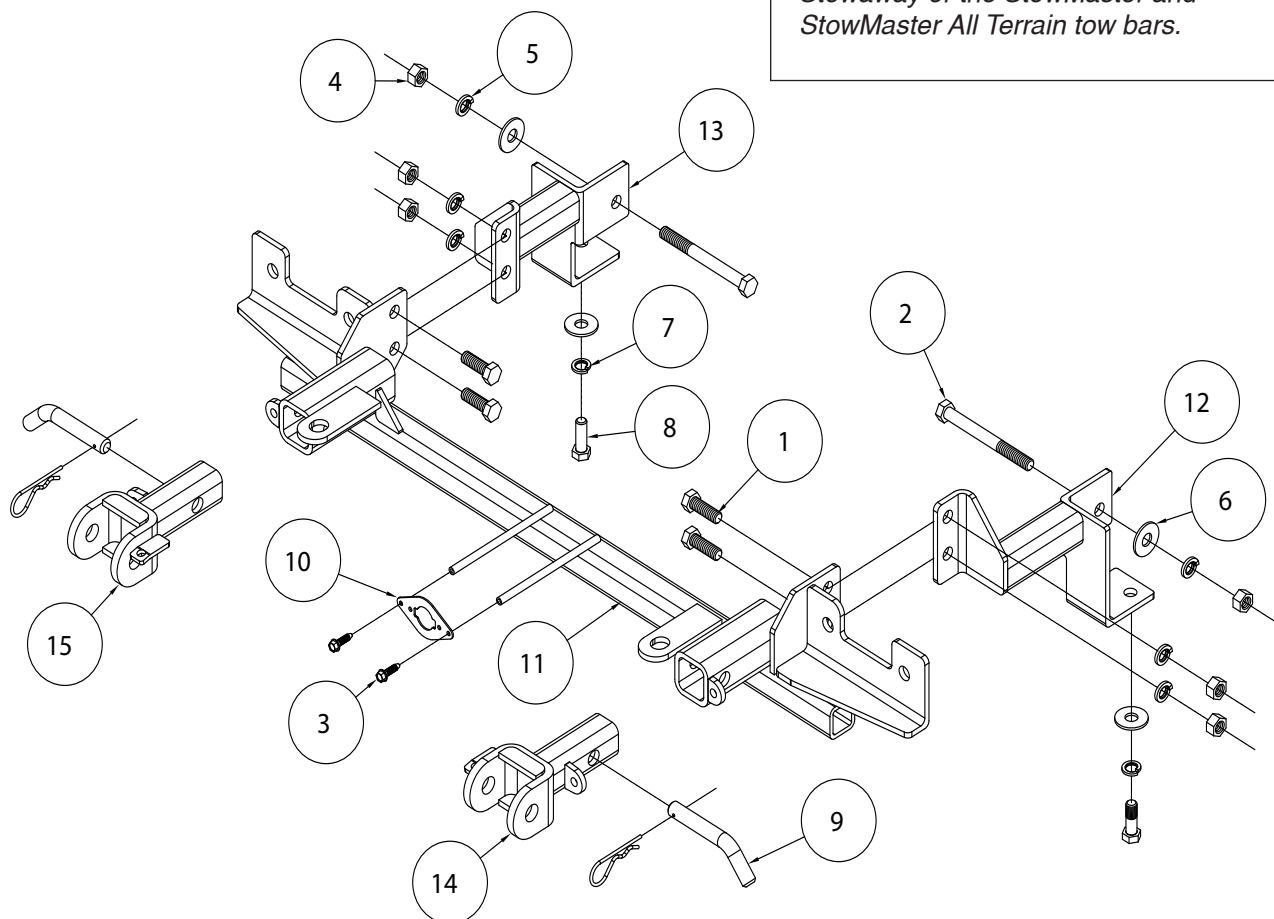
KIT# 298-3

 08/10/15
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Important

Note: This baseplate 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	NAME	MATERIAL
1.....4.....		1/2" x 1 1/2" BOLT.....	350095-00
2.....2.....		1/2" x 5" BOLT.....	350107-00
3.....2.....		#10 x 3/4" SELF TAPPING SCREW.....	350247-35
4.....6.....		1/2" HEX NUT.....	350258-00
5.....6.....		1/2" LOCK WASHER.....	350309-00
6.....4.....		1/2" FLAT WASHER.....	350308-00
7.....2.....		12mm LOCK WASHER.....	355725-00
8.....2.....		12mm x 1.5 x 35mm BOLT.....	357102-00
9.....2.....		5/8" DRAW PIN W/CLIP.....	357035-00
10.....1.....		WIRE PLUG PLATE.....	A-003801
11.....1.....		MAIN RECEIVER.....	C-002663
12.....1.....		DRIVER SIDE BRACE.....	C-002664
13.....1.....		PASSENGER SIDE BRACE.....	C-002665
14.....1.....		DRIVER SIDE ARM.....	C-002668
15.....1.....		PASSENGER SIDE ARM.....	C-002667



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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 consists of two main receiver braces, two rear braces, two removable front braces, and a hardware pack. The main receiver brace mounts to the frame rails; the rear braces mount to the main receiver braces and frame guards, and 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.



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.

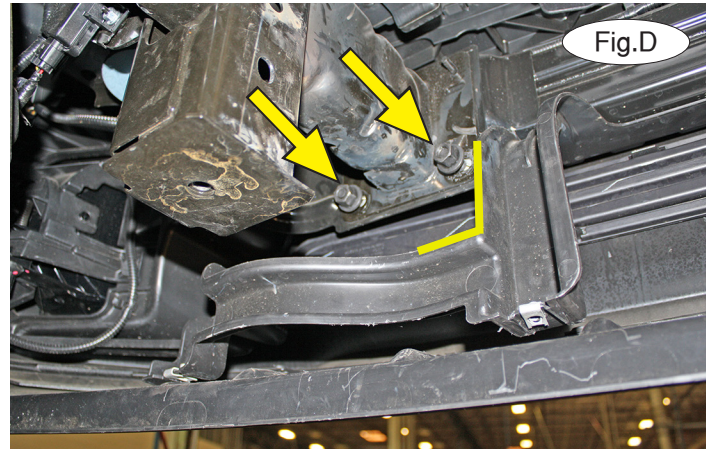


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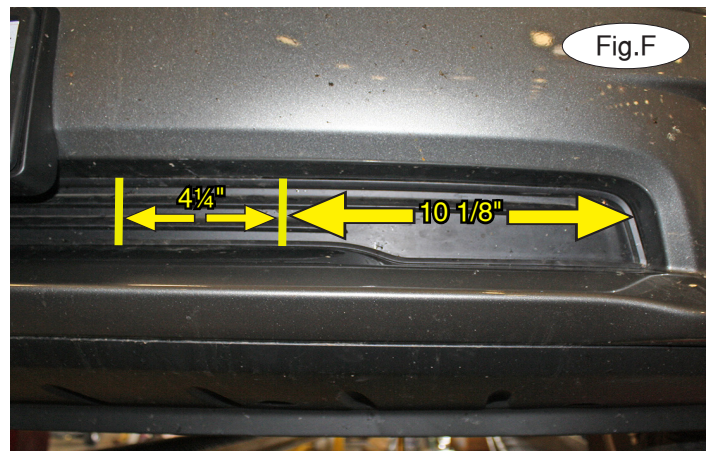
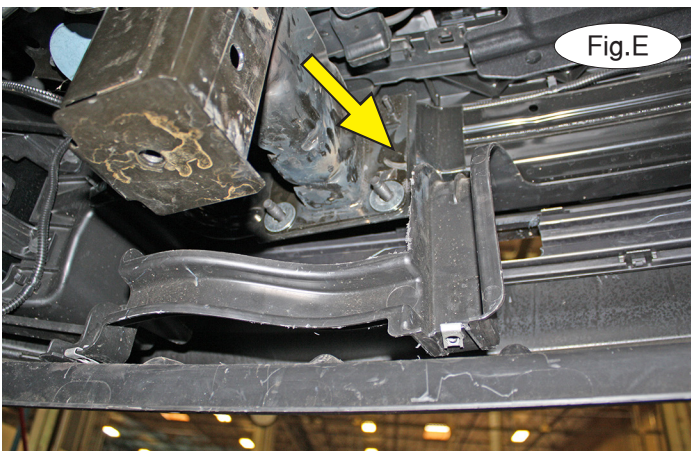
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. On each side, trim the fascia support all the way up on the inside edge, using the yellow lines in Figure D (driver's side) as a guide for trimming, and then remove two 18mm nuts from the back of the bumper core. Note: additional trimming may be required to allow for bolt head clearance.



3. On each side, use a hammer to flatten the tab on the bumper mounting flange indicated with the yellow arrow and place one $\frac{1}{2}$ " flat washer over each of the exposed studs (Fig.E).

4. Now, measure over 10 $\frac{1}{8}$ " from the outer edge of the grille insert and then mark it for trimming. Measure the distance on the receivers of the bracket to ensure it is the same measurement. Then, trim out a $4\frac{1}{4}$ " section to allow clearance for the main receiver brace (Fig.F). Now, trim out $3\frac{1}{2}$ " on center for the plug mounting bracket (Fig.G).



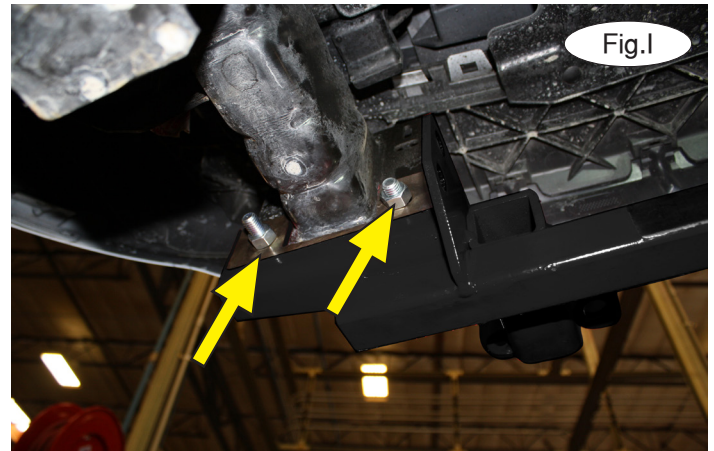


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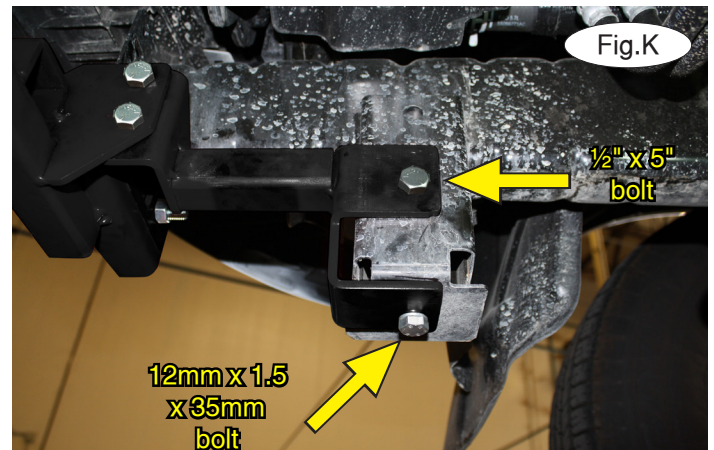
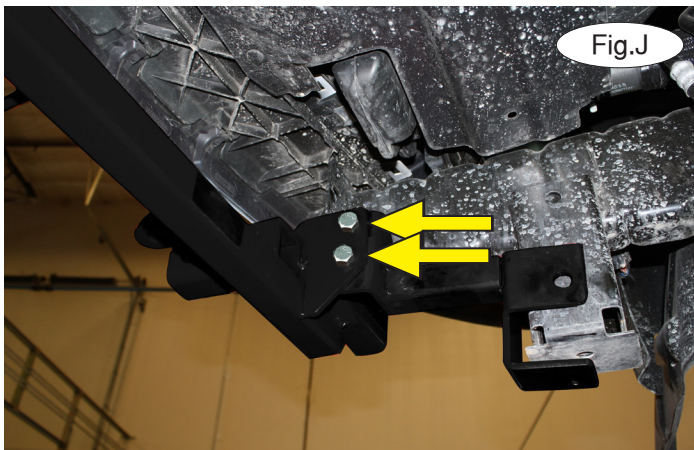
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5. On each side, push the fascia support completely up and out of the way and place the bracket over the bumper studs and out through the section of the fascia that you trimmed in the previous step (Fig.H). Now, replace the 18mm nuts you removed in a previous step (Fig.I). *Note:* for simplification of the next two steps, the fascia has been removed in Figures I, J and K.



6. On each side, align the holes in the rear brace with the holes in the rear of the main receiver brace. Bolt the rear brace to the main brace using the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts and finish with $\frac{1}{2}$ " lock washers and nuts (Fig.J). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and be torqued at the end of these instructions.

7. On each side, enlarge the pre-existing hole in the tow hook mount if necessary to allow clearance for the bolt. Then, using one of the supplied $\frac{1}{2}$ " x 5" bolts, a $\frac{1}{2}$ " lock washer and a $\frac{1}{2}$ " flat washer, bolt through the side of the rear brace and all the way through the tow hook mount. On the bottom hole, bolt through the rear brace and into the weld nut using the 12mm x 1.5 x 35mm bolt, 12mm lock washer and $\frac{1}{2}$ " flat washer (Fig.K).

8. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.



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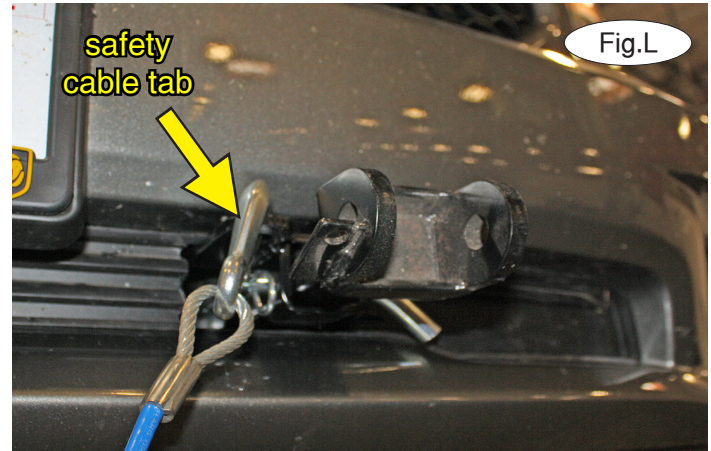
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9. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

10. Install the tow bar to the mounting bracket according to the manufacturer's instructions. Attach the ends of the safety cables to the tow vehicle's safety cable tab and the tow bar.

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs shown in Figure L. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.



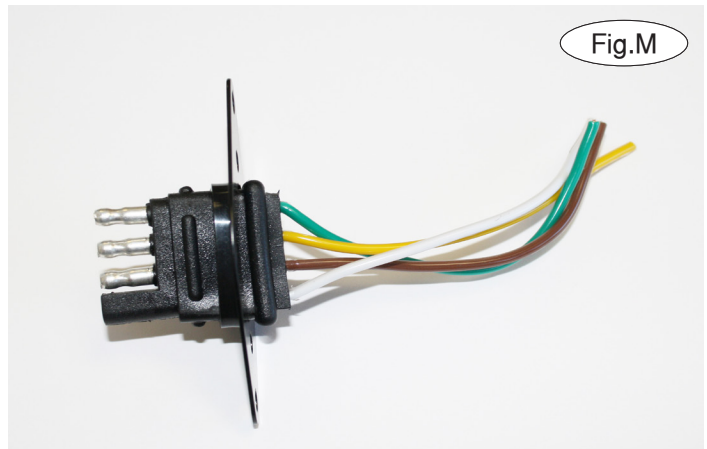
Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receivers are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.

Three options for attaching the wiring plug to the main receiver brace

For six-wire plugs: use the two supplied 3/4" self-tapping screws to attach the electrical plug directly to the rods on the front of the main receiver brace.

For four-wire round plugs: attach to the plug mounting plate and then use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

For four-wire flat plugs: place the plug through the mounting plug plate, and then secure it using the supplied zip tie on the front of the plug (Fig.M). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of 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.
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