

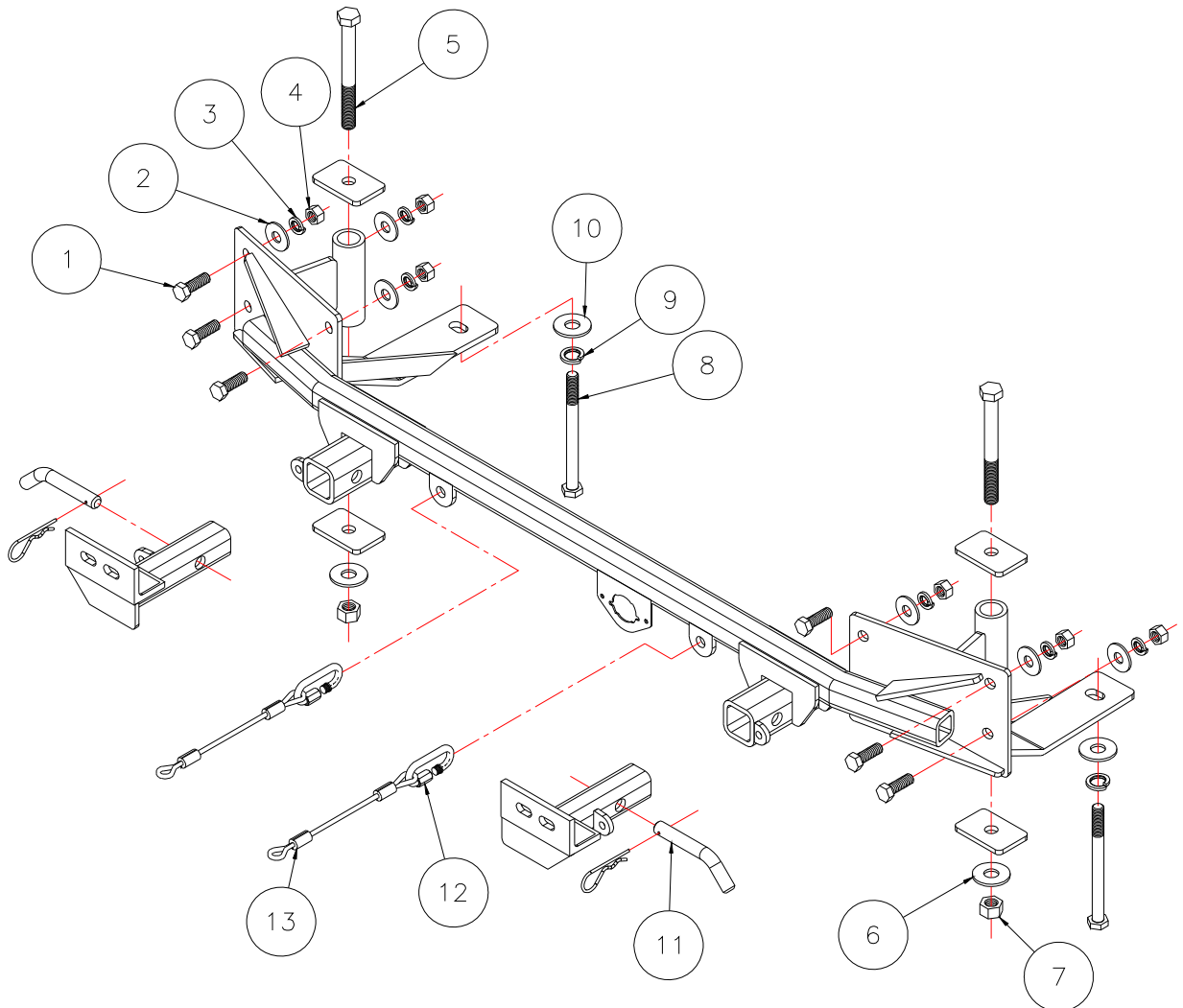


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3134-1

04/17/12
KS

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Item	Qty.	Length	Width	Description	Part#
1	6	1 1/2"	1/2"	1/2" x 1 1/2" BOLT	350095-00
2	6		1/2"	FLAT WASHER	350308-20
3	6		1/2"	LOCK WASHER	350309-00
4	6		1/2"	NUT	350258-00
5	2	6"	5/8"	BOLT	350162-00
6	2		5/8"	FLAT WASHER	350348-00
7	2		5/8"	NUT	350262-00
8	2	160mm	14mm	14mm x 2 x 160mm BOLT	355910-16
9	2		14mm	LOCK WASHER	355740-00
10	2		14mm	FENDER WASHER	355741-00
11	2		5/8"	DRAW PINS, SPRING PINS	357035-00
12	2			CABLE CONNECTOR	200008-00
13	2	8"		SAFETY CABLE	500646-08
14	2	3/4"		#14 x 3/4" TEK SCREW	357250-00



MOUNTING BRACKET KIT INSTALLATION INSTRUCTIONS

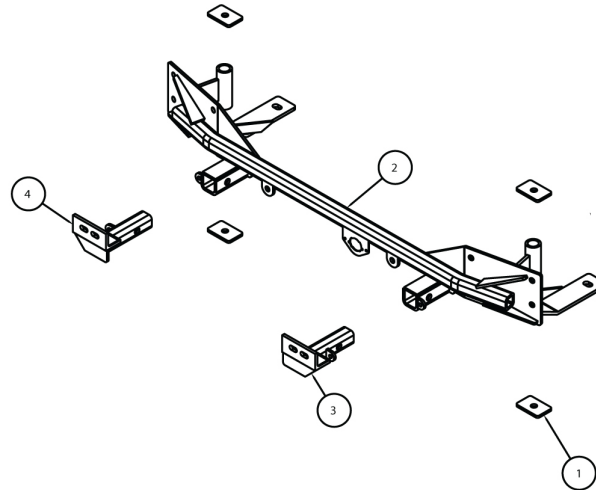
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02/10/05
RV

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IMPORTANT: All brackets **must** be assembled with all the bolts left loose for final adjustment & 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
- Use lock washers on all fasteners



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
- Use lock washers on all fasteners

WARNING

Failure to follow the below warnings and the installation instructions may result in voiding your warranty, property damage, the loss of your towed vehicle, personal injury or even death.

- Installation of most baseplates requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied.
- Use Loctite® Red on all bolts used for mounting this baseplate.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounting points for cracks or other signs of fatigue every 3,000 miles.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- Do not weld. This baseplate is designed to be bolted to the vehicle. Welding will void the warranty.
- Do not use this document for custom fabrication, as it may not show all parts or structural components could result in loss of the towed vehicle.
- 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.
- If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle and fitted with the correct hardware to account for these changes.
- 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in 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.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.
- 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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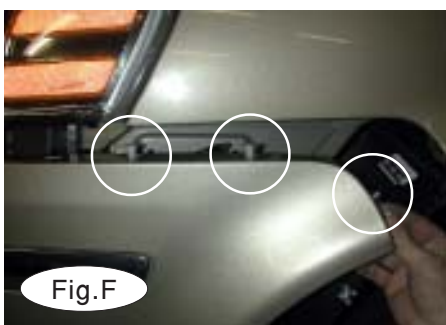
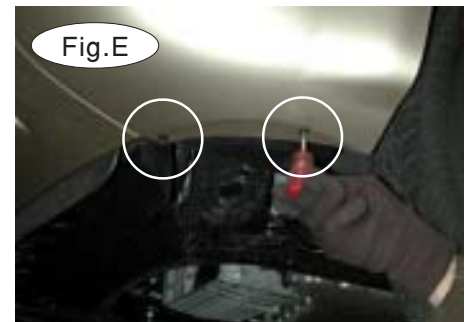
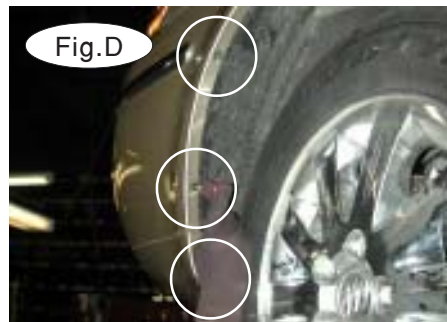
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This is one of our XL series brackets, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two removable front braces and a hardware pack. The main receiver brace mounts to the bumper core mounts on each frame rail. The removable front braces fit into the 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.

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 five plastic fasteners, across the top of the fascia (Fig.C).



2. Next, remove five screws (on each side) holding the fender liner to the fascia. Three are along the edge of the fender well (Fig.D), and two are at the bottom of the fascia (Fig.E).

3. On each side, unscrew three 10mm nuts (Fig.F) holding the fascia to the fender. Pull down and forward to detach the fascia.

4. Unplug the turn signal lights on each side (Fig.G). Then, pull the fascia out to remove it.

5. Remove three 15mm (head) bolts on each bumper core mount (Fig.H) to remove the bumper core. (The outside, upper bolt on each side holds one of the two horns; the horns will be reattached later with self-tapping screws).

The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware in case the bracket is ever removed.

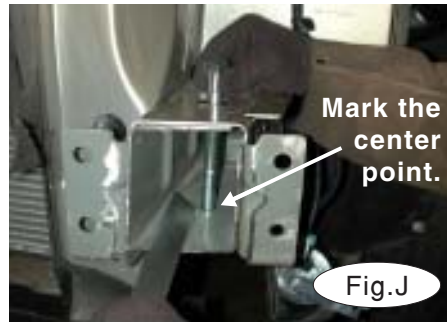
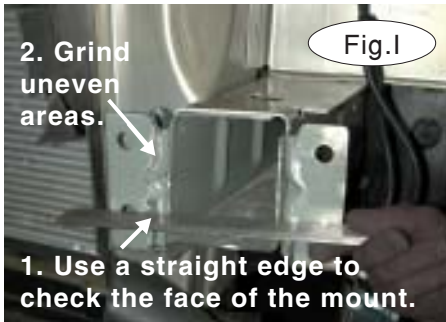


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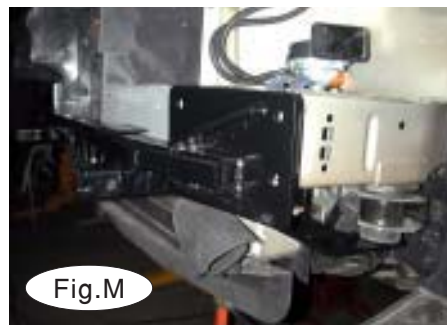
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6. The main receiver brace will be bolted to the face of the two bumper core mounts. The brace and the bumper core mount must be flush to each other; however, due to manufacturing variances, the surface of the bumper core mount may be uneven. Use a straight edge to check both bumper core mounts. If necessary, grind all uneven areas until the surface of both bumper core mounts is smooth (Fig.I).

7. Drop one of the supplied 5/8" x 6" bolts through the hole in the upper frame rail (Fig.J), and mark the center point of the bolt on the bottom of the frame rail. (The center point is approximately 3½" from the front of the frame rail, and 1¾" from the sides). Drill a 5/8" hole through the bottom of the frame rail at the center point. Repeat for the other side.

8. Support the lower subframe (Fig.K).



9. On each side, remove a 22mm (head) subframe bolt and bushing cup (Fig.L). The bolt will be replaced; the bushing cup will be reattached.

10. Set the main receiver brace over the two bumper core mounts (Fig.M), so that the holes in the bracket align to the holes in the bumper core mounts and also to the holes for the subframe bolts you removed in the previous step (Fig.M).

11. Attach the main receiver brace to the subframe – First, set one of the bushing cups you removed in step 9 between the main brace and the bushing, over one of the subframe bolt holes. Apply thread lock to one of the supplied 14mm x 2.0 x 160mm bolts. Slide a 14mm lock washer and then a 14mm fender washer onto the bolt. Thread the bolt through the main brace and into the subframe bolt hole (Fig.N). Make certain that the bushing cup is between the main brace and the bushing. Finger-tighten only at this time. Repeat for the other side.

12. With a ½" drill, enlarge the lower, outside hole of both bumper core mounts, using the holes in the main receiver brace as a template (Fig.O). (Check the other two holes on each side. Due to manufacturing variances, it may be necessary to enlarge them as well).



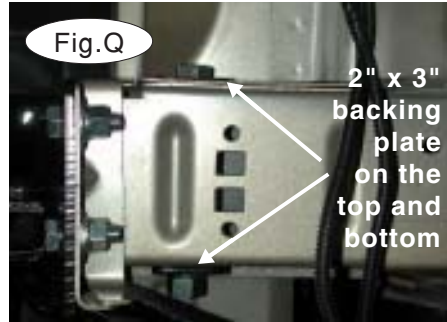
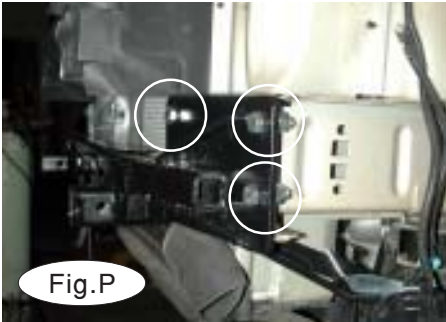


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- 13. Bolt the main receiver brace to each bumper core mount, using three 1/2" x 1 1/2" bolts, flat washers, lock washers and nuts on each side (Fig.P). Finger-tighten only at this time.
- 14. Bolt the main receiver brace to the frame rails – Use one of the supplied 5/8" x 6" bolts, a 2" x 3" backing plate, a lock washer, another 2" x 3" backing plate, and a nut on each side (Fig.Q). Finger-tighten only at this time.
- 15. Torque all bolts to the specifications at the bottom of these instructions. Start with the bolts attaching the main receiver brace to the bumper core mounts (three on each side, Figure R).



- 16. Reattach the horns, using one of the supplied 3/4" self-tapping screws on each side (Fig.S).
- 17. Before reattaching the fascia, trim an outside tab (on each side) from the shock absorption core (Fig.T).
- 18. Reattach the fascia, reversing steps 1 through 4.
- 19. 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.U).
- 20. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.U).
- 21. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 22. 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.