

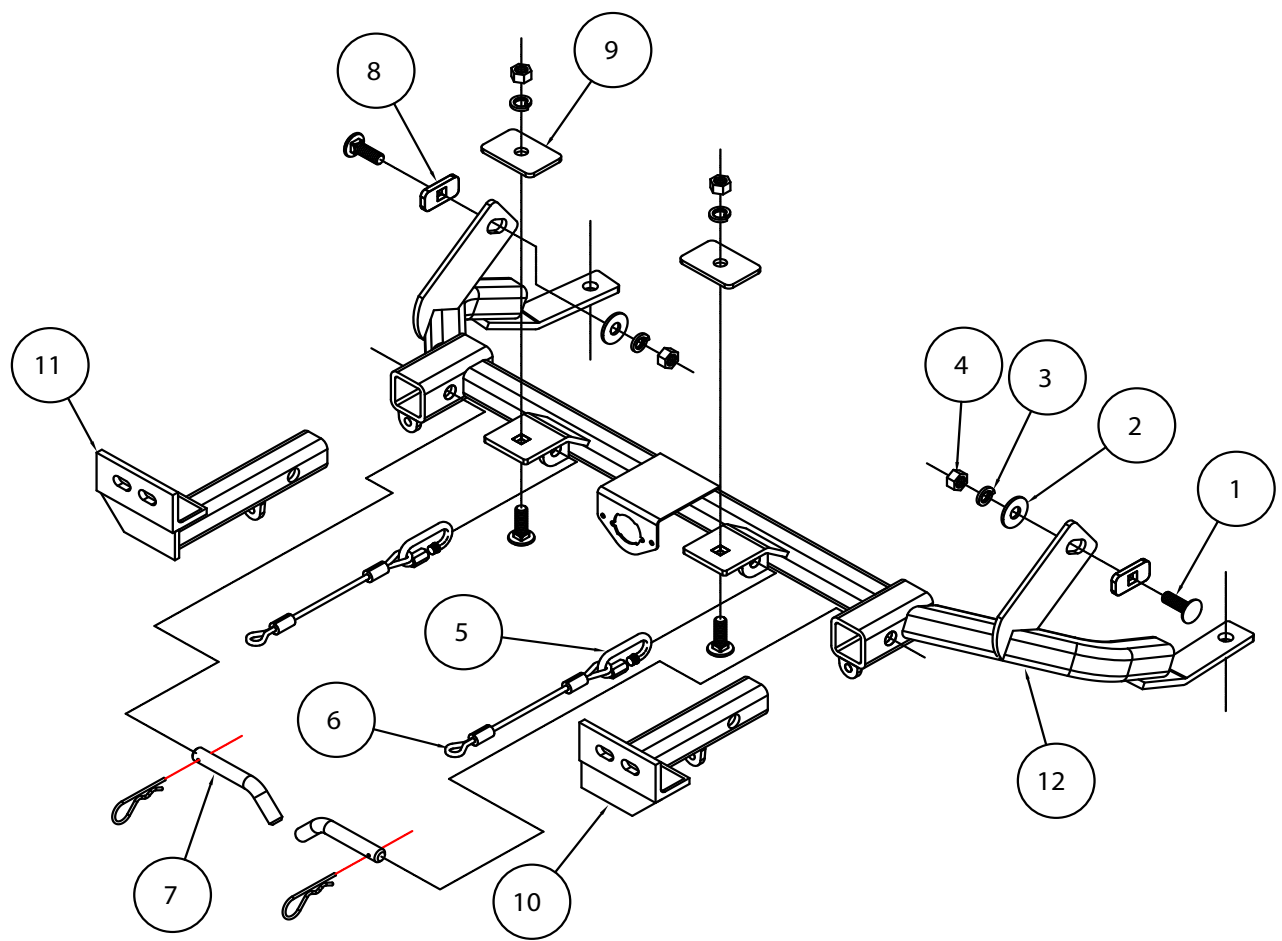


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3141-1

09/22/11
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.....	4.....	1/2" x 1 1/2" CARRIAGE BOLT	350362-00
2.....	2.....	1/2" FLAT WASHER	350308-00
3.....	4.....	1/2" LOCK WASHER.....	350309-00
4.....	4.....	1/2" NUT	350258-00
5.....	2.....	QUICK LINKS.....	200008-00
6.....	2.....	12" SAFETY CABLE	650646-12
7.....	2.....	DRAW PIN / SPRING PIN.....	357035-00
8.....	2.....	1/4" x 1" x 2" SQUARE HOLE BACKING PLATE.....	A-000040
9.....	2.....	3/16" x 2" x 3" BACKING PLATE.....	A-000147
10.....	1.....	DRIVER SIDE ARM	C-001311
11.....	1.....	PASSENGER SIDE ARM.....	C-001312
12.....	1.....	MAIN RECEIVER.....	C-001313



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This is one of our XL 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 a main receiver brace, two removable front braces and a hardware pack.

The main receiver brace mounts to the bumper core and the frame rail. 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.



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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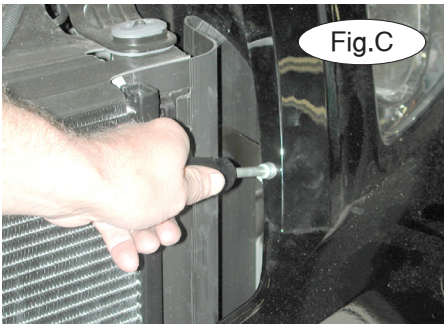


Fig.C



Fig.D



Fig.E

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 7mm (head) bolts (two on each side), attaching the fascia to the core support. They are located between the headlights and radiator (Fig.C).

2. Remove two 7mm (head) bolts and two plastic fasteners that attach the fender liner to the fascia. They are located on the inside of the fender well. Repeat for the other side (Fig.D).

3. Next, remove one 7mm (head) bolt and two plastic fasteners that attach the fascia to the fender well. They are located under the fascia on the outside corners. Repeat for the other side (Fig.E).

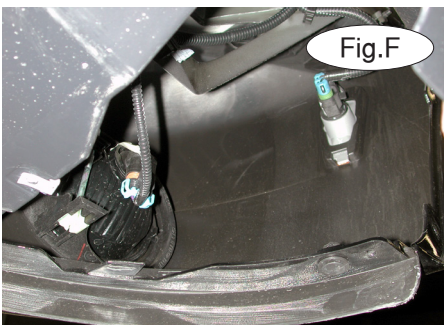


Fig.F



Fig.G

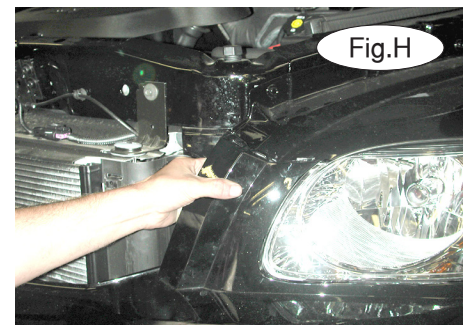


Fig.H

4. Pull back the fender liner to gain access to the fog lights and side marker lights. Unplug them and repeat for the other side (Fig.F).

5. On both sides of each headlight, pull forward to release the lock strip. Repeat for the other side (Fig.G - H).

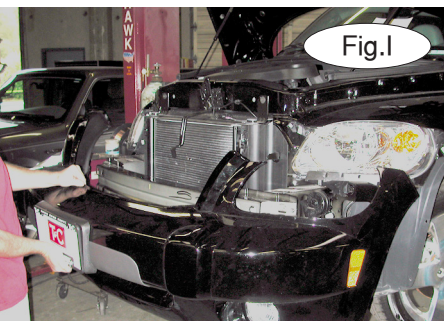


Fig.I

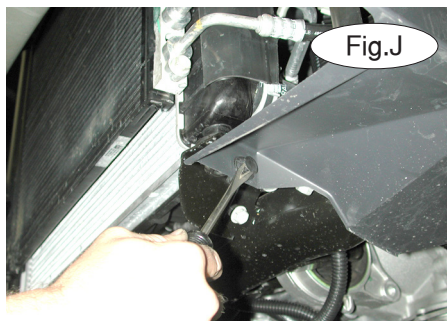


Fig.J

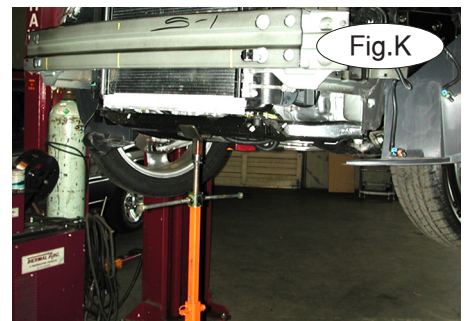


Fig.K

6. Remove the fascia by pulling forward on it (Fig.I).

7. Now, remove four plastic fasteners on the driver's side and six plastic fasteners on the passenger's side to remove the splash shields (Fig.J).

8. Support the subframe (Fig.K). Remove the two front 21mm (head) subframe bolts (Fig.L).



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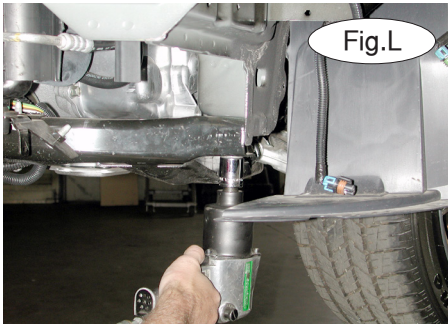


Fig.L



Fig.M

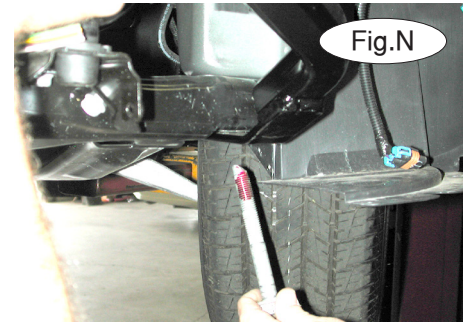


Fig.N

9. Lift the main receiver brace into place, and attach it to the subframe with the factory subframe bolts you removed in step 8, using thread lock (Fig.N). Torque the bolts to the specifications listed at the end of these instructions.

10. Now, remove the support from the subframe.

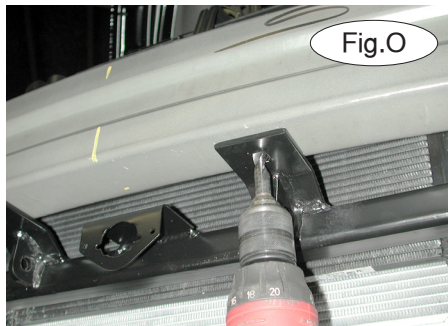


Fig.O



Fig.P



Fig.Q

11. Using the pre-drilled holes in the main receiver brace as a template, drill two 1/2" holes through the bumper core (Fig.O).

12. Bolt the main receiver brace to the bumper core using a 1/2" x 1 1/2" carriage bolt, a 3/16" x 1 1/2" x 2 1/2" backing plate, and a lock washer and nut on each side. *Note:* the backing plate is placed inside the bumper core (Fig.P).

13. Using a fishwired 1/2" x 1 1/2" carriage bolt and a 1/4" x 1" x 2" square hole backing plate, on each side, bolt the main receiver brace to the inside edge of both fender wells. Pull the fishwired carriage bolt through the square opening in the bottom of the frame (Fig.Q). Figure R shows the bolt and backing plate pulled through. Bolt in place on each side using a 1/2" flat washer, lock washer and nut.

14. Tighten all bolts to the torque specifications listed at the end of these instructions.

15. On both sides, trim the fascia approximately 3/4" to allow for clearance of the main receiver brace. Refer to the yellow marker line in Figure S for correct trimming.

16. Reinstall the fascia and splash shields, reversing steps 1 through 6.

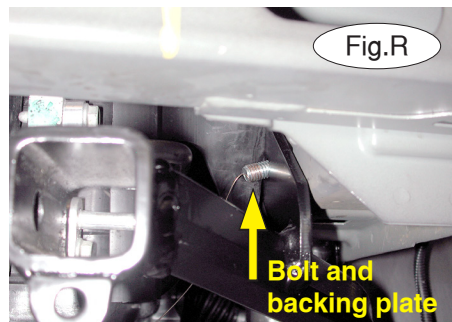


Fig.R

Bolt and backing plate

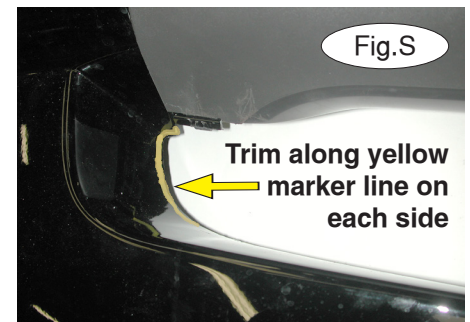


Fig.S

Trim along yellow marker line on each side



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- 17. 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.
- 18. Attach the 12" safety cables with the cable connectors (Q-Links) to the front of the receiver braces.
- 19. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 20. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces 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.

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.