

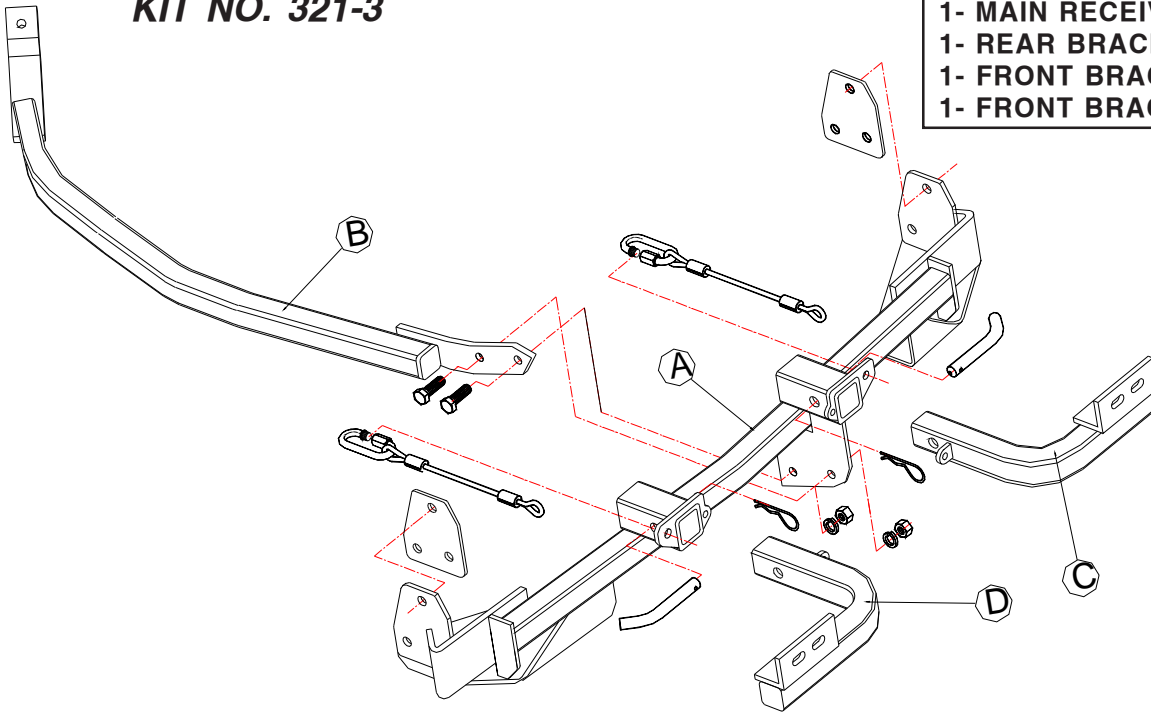
BASEPLATE KIT INSTALLATION INSTRUCTIONS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com

KIT NO. 321-3

PARTS LIST:

- 1- MAIN RECEIVER BRACE (A)
- 1- REAR BRACE (B)
- 1- FRONT BRACE (C) - Driver's side
- 1- FRONT BRACE (D)- Passenger side



IMPORTANT: All brackets **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 these instructions can result in property damage, personal injury or even death.

- Installation of most mounting brackets 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. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- 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 mounts and brackets for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- 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.
- If running changes were made by the vehicle manufacturer after this bracket 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 that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely

fasten the bracket 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 bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.

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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. This bracket kit is a XL series which is designed to disconnect from your vehicle when not in use. The kit consists of the main receiver brace which utilizes the tie down plate mounting points on the front corners of the frame and a rear brace which connects to the receiver brace and the rear of the frame. The receiver brace mounts behind the front end plastic and is for the most part hidden from view. To start, remove the lower plastic splash shields underneath the front of the car. Also the front of the fender liners may have to be loosened and pulled back. This will expose the receiver brace mounting area.
2. Remove the tie down plates located on the front corners of the frame. Save the mounting bolts.
3. Hold the receiver brace in front of the radiator and the side mounting plates over the tie down mounting holes. Bolt the brace into place using the tie down bolts. *Note:* some vehicles may differ slightly in the width between the tie down mounts. Optional shims are provided to match to the specific vehicle. One or two or none can be used. Just insert as needed between the frame and brace. Make sure the brace receivers are level then tighten the bolts to the torque specifications below.
4. Hold the rear brace to the front receiver brace and notice which suspension bolt lines up with the rear of the brace. This should be the third large 22mm suspension bolt in the first A frame suspension bracket. Remove this bolt and bolt through the rear of the lower brace with the same bolt. Now bolt the front of the rear brace to the receiver brace with two 1/2" x 1 1/2" bolts, lock washers and nuts.
5. Torque all bolts to the specifications below.
6. Replace the lower splash panels and fender liners. The driver side splash panel may have to be trimmed slightly.
7. Insert the two upper braces into the front of the receivers as illustrated. Pin in place using the provided 5/8" draw pins and spring pins.
8. Mount the tow bar according to the manufacturer's instructions.
9. Use the provided cable quick connectors to connect the 15" safety cables to the front of the lower receiver braces. Connect the other end to the tow vehicle's safety cables and the bar.

Hardware

- 2- 1/2" x 1-1/2" bolts
- 2- 1/2" lock washers
- 2- 1/2" nuts
- 2- 5/8" draw pins
- 2- 1/8" spring pins
- 2- cable connectors
- 2- plate shims
- 2- 15" safety cables

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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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 ft./lb.						

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