



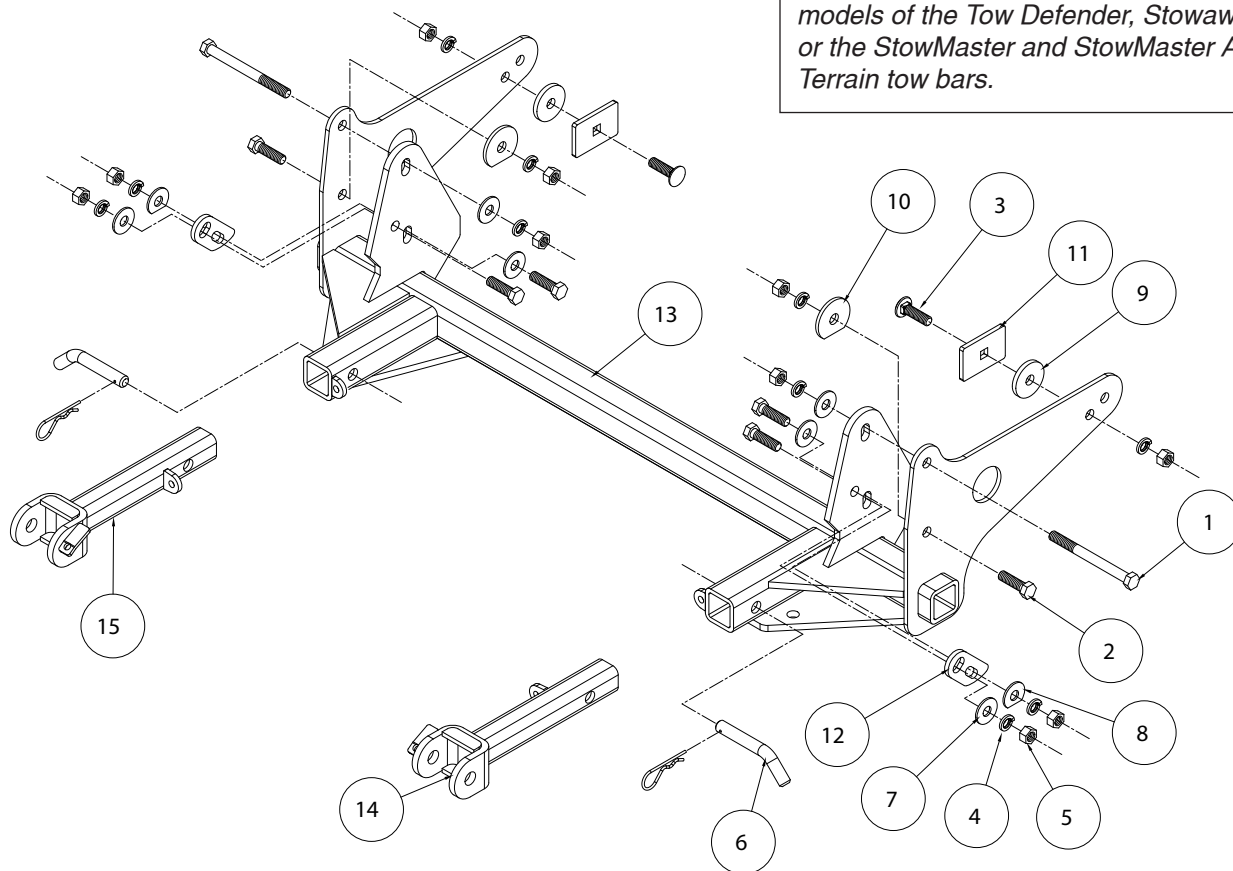
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 446-13**

01/12/10  
KS

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

**Important**  
Note: this bracket 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.....2.....		1/2" x 5 1/2" BOLT.....	350108-00
2.....6.....		1/2" x 1 3/4" BOLT.....	350096-00
3.....2.....		1/2" x 1 3/4" CARRIAGE BOLT.....	350363-00
4.....10.....		1/2" LOCK WASHER.....	350309-00
5.....10.....		1/2" HEX NUT.....	350258-00
6.....2.....		DRAW PIN W/ CLIP.....	357035-00
7.....6.....		1/2" FLAT WASHER.....	350308-00
8.....2.....		1/2" CLIPPED FLAT WASHER.....	A-000893
9.....2.....		1/2" PLATE x 2" x 2".....	A-000574
10.....2.....		1/2" CLIPPED PLATE WASHER.....	A-002687
11.....2.....		1/4" PLATE x 2" x 3".....	A-000050
12.....2.....		1/4" PLATE x 1 1/2" x 3 1/8".....	A-000572
13.....1.....		MAIN RECEIVER.....	C-000297
14.....1.....		DRIVER SIDE MX ARM.....	C-001778
15.....1.....		PASSENGER SIDE MX ARM.....	C-001779



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This bracket kit is one of our MX series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver brace, front braces, and a hardware pack. The main receiver brace mounts to the front frame on each side. The front braces insert into the receivers on each side and are secured with draw pins.

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.

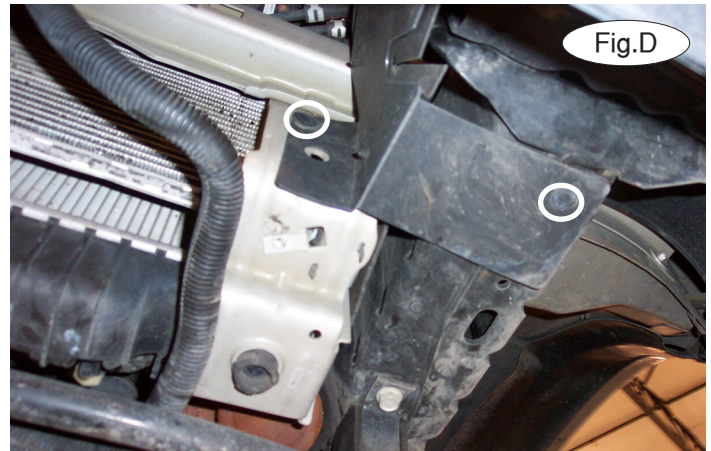
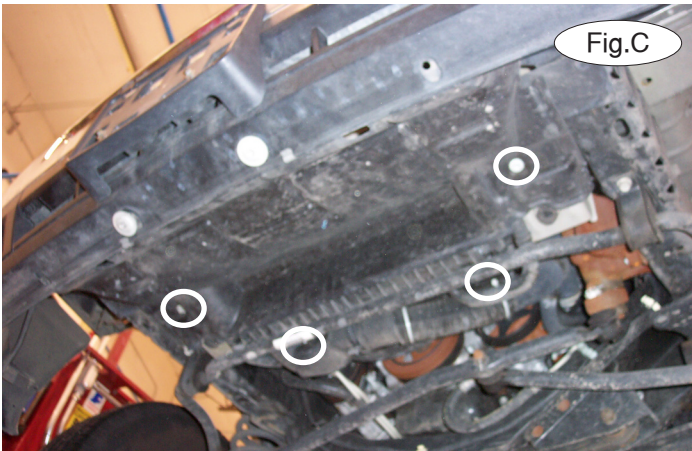


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing four 8mm (head) bolts attaching the center splash shield to the fascia and radiator support (Fig.C). *Note:* the splash shield will not be replaced. Retain the splash shield and attachment hardware so they can be replaced if the bracket is ever removed.

2. On each side, remove the air deflector by removing two plastic fasteners (Fig.D). *Note:* the air deflectors will not be replaced. Retain the air deflectors and attachment hardware so they can be replaced if the bracket is ever removed.



3. On each side, remove two 20mm nuts attaching the bumper to the end of the frame rail (Fig.E). *Note:* you can use a 13/16" socket to accomplish this. Pull out and forward to remove the fascia.

4. Lift the bracket over the ends of the frame rail. On each side, using one of the supplied 1/2" x 5 1/2" bolts, bolt through the top mounting point in the main receiver brace and through the diamond-shaped holes in the top of the frame rail (Fig.F) and finish with a flat washer, lock washer and nut (Fig.G).





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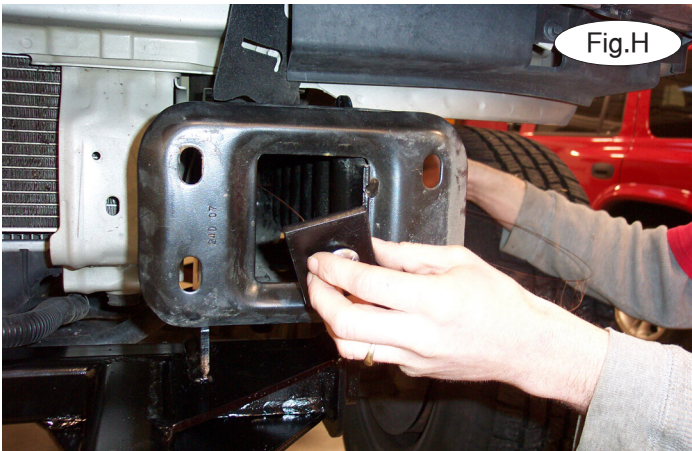


Fig.H

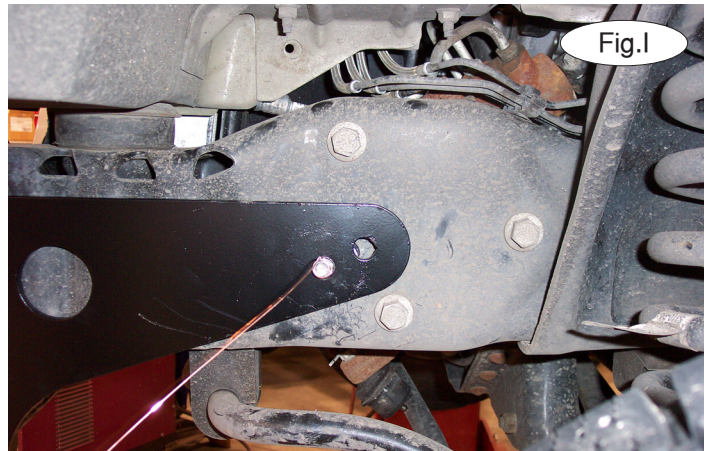


Fig.I

5. Starting on the driver's side, place a  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " carriage bolt through a 2" x 3" square-hole backing plate. Fish wire the assembly through the opening in the frame (Fig.H), through a supplied  $\frac{3}{8}$ " spacer and through the first hole in the rear of the side plate (Fig.I). *Note:* the rear hole is for another application.

Finish with a  $\frac{1}{2}$ " lock washer and nut (Fig.J) and repeat the process for the passenger side.



Fig.J



Fig.K

6. Make certain that the bracket is level (Fig.J) and then torque the bolts to the bolt torque requirements found at the end of this document.

7. Starting on the driver's side, and using the pre-existing holes in the main receiver brace as templates, drill through the outside of the frame rail (Fig.K). On the inside of the frame rail, drill through the upper hole in the frame rail. *Note:* the lower inside hole may need to be enlarged (Fig.L).

Repeat the process for the passenger side.



Fig.L

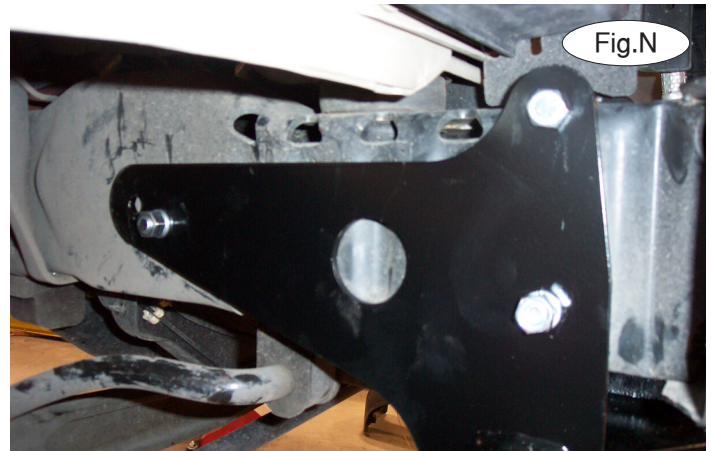


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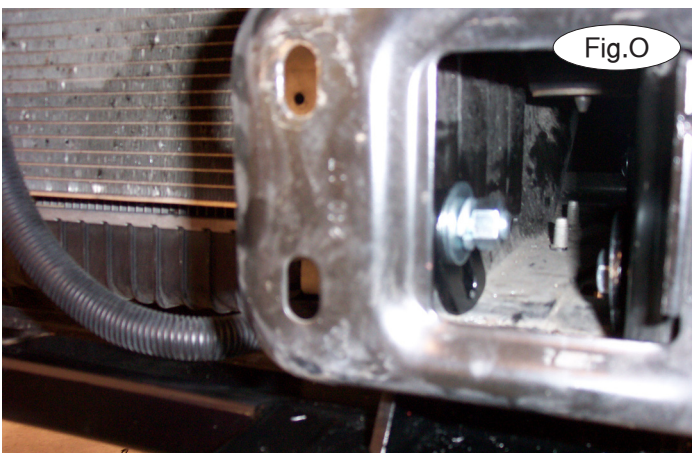
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8. Starting on the passenger side, place a  $\frac{1}{2}$ " clipped plate washer over a  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " bolt. Place the assembly inside the end of the frame rail (Fig.M) and bolt through the frame rail and the lower outside hole. Finish with a  $\frac{1}{2}$ " lock washer and nut (Fig.N). Repeat the process for the driver's side.



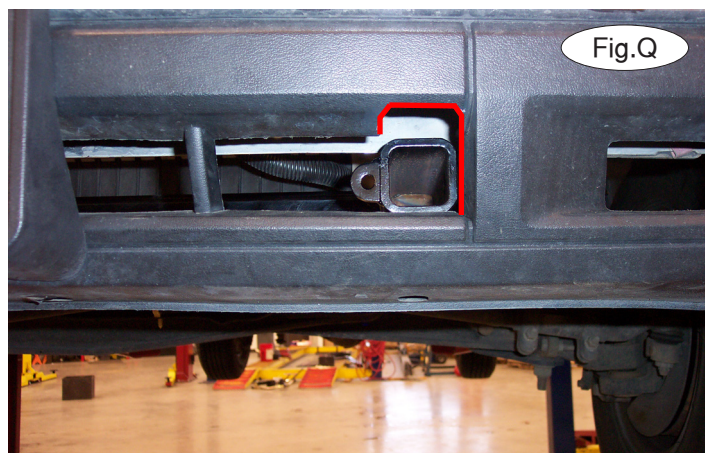
9. Place a  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " bolt in the upper hole on the inside of the frame rail. Place a two-holed backing plate over a  $\frac{1}{2}$ " bolt with the angled side facing down. Place a  $\frac{1}{2}$ " lock washer over it and finish with a  $\frac{1}{2}$ " lock washer and nut (Fig.O).

Place a  $\frac{1}{2}$ " flat washer over a  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " bolt and place it through the main receiver brace and into the frame rail through the slotted lower hole. Finish with a  $\frac{1}{2}$ " flat washer, lock washer and nut (Fig.P).

10. Tighten the bolts to the bolt torque requirements found at the end of this document.

11. Trim the fascia, using the red lines in Figure Q as a guide for trimming.

12. Reassemble the fascia, reversing steps 1 through 4.





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13. 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.
14. Install the tow bar according to the manufacturer's instructions.
15. 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.....	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.