

BASEPLATE KIT INSTALLATION INSTRUCTIONS

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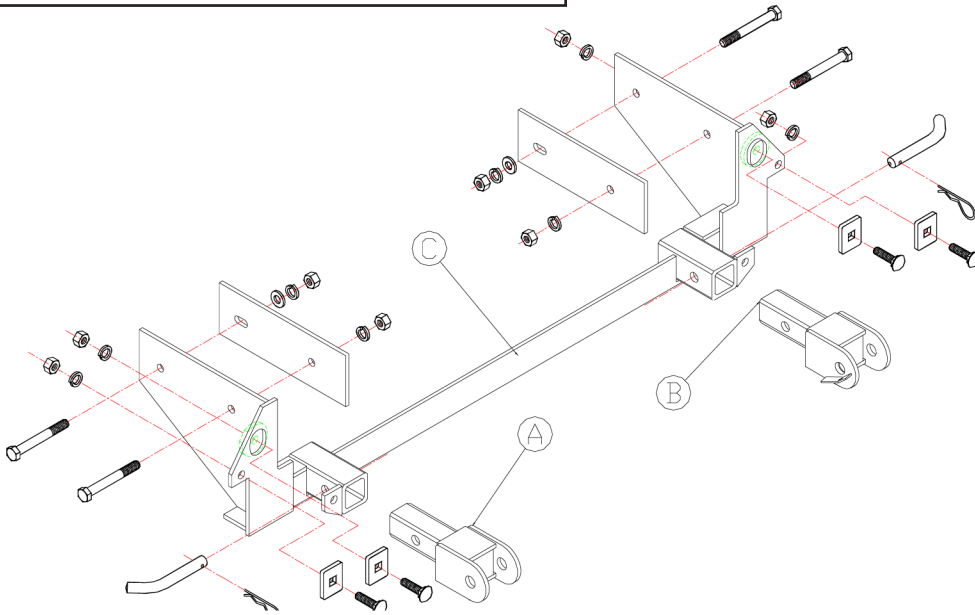
PARTS LIST:

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

KIT NO. 460-3

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.



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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KIT NO. 460-3

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 is one of our MX series brackets, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle. The main receiver brace will mount behind and under the bumper next to the frame. The lower faring will have to be either left off or trimmed to clear the front braces after the installation of the main receiver base plate. Start by removing five plastic fasteners and four 10mm bolts under the bumper securing the lower faring. Set the lower faring aside for now.
2. Remove the three torx bolts in the face of the bumper with #40 torx bit and remove the bumper skin from the bumper core.
3. Locate the vertical oval hole in the back side of the bumper core. A hole will need to be cut in the face of the bumper core large enough to pass a carriage bolt and backing plate into. Do this, then insert a 1/2" x 1 3/4" carriage bolt and a 1/4" x 1 1/2" x 1 7/8" square hole backing plate through the face of the bumper core and into the oval hole in the rear of the bumper core. Repeat this on the other side, then lift the main receiver brace up to the bolts and install the brace onto the bolts. Insert a 1/2" lock washer and nut onto the two bolts, make certain that the receiver is straight across, and tighten the two bolts to the torque chart below.
4. Using the brace as a template, drill two 17/32 holes on each side completely through the frame, then install the special two holed backing plates on the inside of the frame with lock washers, flat washers and nuts.
5. Again using the braces as templates, drill one 17/32" hole on each side through the back side of the bumper core. Insert a 1/2" x 1 3/4" carriage bolt and 1/4" x 1 1/2" x 1 7/8" backing plate through the face of the bumper core and into the hole just drilled. Finish with a lock washer and nut, then torque all bolts to the torque chart below.
6. Reinstall the bumper skin and either trim and reinstall the front faring removed earlier or leave off.
7. Insert the front braces into the receivers and pin using 5/8" draw pins and 1/8" spring pins.
8. Mount the tow bar according to the tow bar manufacturer's instructions. Attach the safety cables to the main receiver brace.

HARDWARE LIST:

- 4-1/2" X 4 1/2" BOLTS
- 8-1/2" NUTS
- 4-1/2" X 1 3/4" CARRIAGE BOLTS
- 2-1/2" FLAT WASHERS
- 8-1/2" LOCK WASHERS
- 2-SPECIAL LARGE TWO HOLED BACKING PLATES
- 4-1/4" X 1 1/2" X 1 7/8" SQUARE HOLE BACKING PLATES
- 2-1/8" SPRING PINS
- 2-5/8" DRAW PINS

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.						

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval.
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