



BASEPLATE KIT INSTALLATION INSTRUCTIONS

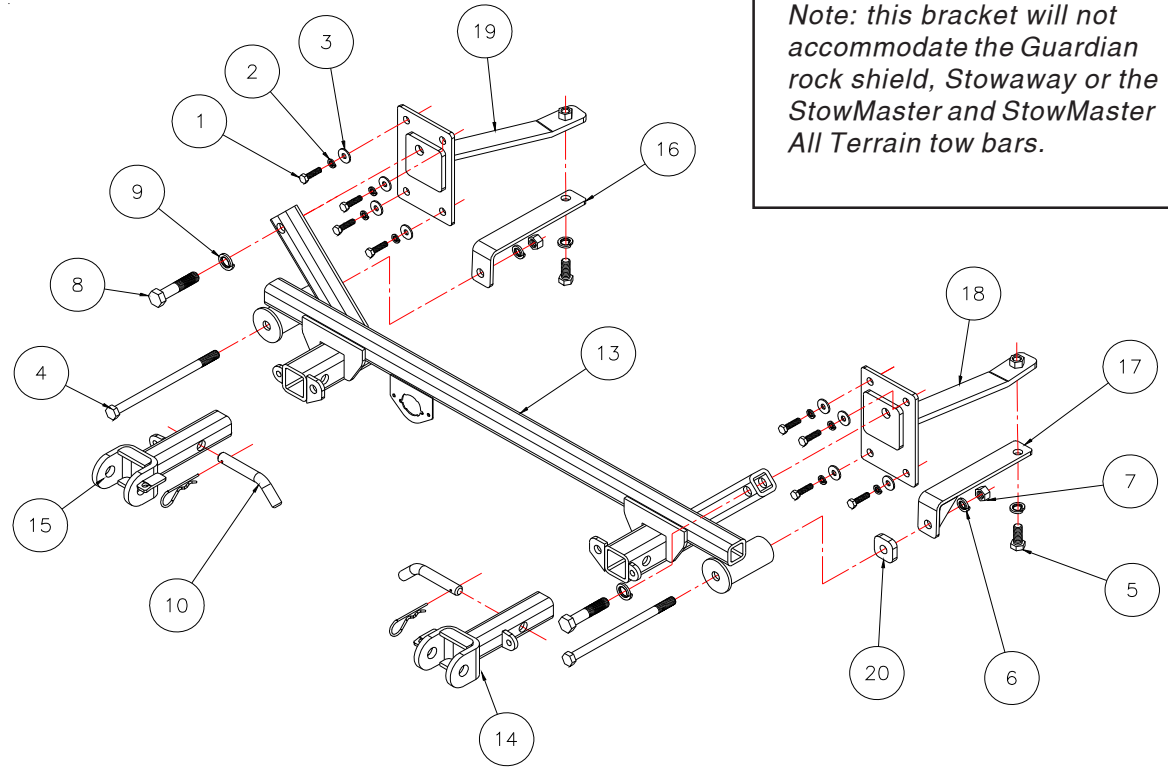
KIT# 917-3

04/21/08
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, Stowaway or the StowMaster and StowMaster All Terrain tow bars.



Item	Qty.	Description	Part#
1	8	8mm x 1.25 x 30 mm	356001-00
2	8	LOCK WASHER	355705-00
3	8	FENDER WASHER	355702-00
4	2	1/2" x 9" BOLT	350114-00
5	2	1/2" x 1 3/4" BOLT	350096-00
6	4	LOCK WASHER	350309-00
7	4	NUT	350258-00
8	2	5/8" x 3" BOLT	350154-00
9	2	LOCK WASHER	350313-00
10	2	DRAW PIN, SPRING PIN	357035-00
13	1	MAIN BRACE	C-000991A
14	1	DRIVER SIDE ARM WELDMENT	C-000992
15	1	PASSENGER SIDE ARM WELDMENT	C-000993
16	1	PASSENGER SIDE REAR MOUNTING WELDMENT	C-000994
17	1	DRIVER SIDE REAR MOUNTING WELDMENT	C-000995
18	1	DRIVER SIDE REAR WELDMENT	C-001285
19	1	PASSENGER SIDE REAR WELDMENT	C-001286
20	1	3/8" x 1 1/2" x 1 1/2" SPACER	A-001645



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This bracket kit is one of our MX series, which is designed to be partly removable. The kit consists of a main receiver brace, two rear braces, front braces and a hardware pack. The main receiver brace replaces the bumper core behind the front fascia. The rear braces install behind the fascia to the sides of the receiver brace then under the frames on each side. The front braces install in the receiver braces (Fig.A). Lay out the kit, according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are 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.B



Fig.C



Fig.D



Fig.E



Fig.F



Fig.G

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 a plastic fastener and a 10mm (head) bolt on each side of the fascia near the headlights (Fig.B,C,D).

2. Push down on four clips in the middle of the grille then pull forward to remove (Fig.E,F).

3. Remove nine plastic fasteners from under the fascia (Fig.G), then two more located higher on the splash panel on each side (Fig.H).



Fig.H



Fig.I



Fig.J

4. Remove two more plastic fasteners on each side near the frame rails in the center splash panel (Fig.I) then locate and remove a 12mm (head) rear mounting bolt to the rear of the splash panel (Fig.J). Remove two more mounting bolts in the front of the center splash panel and set them aside (Fig.K,L).



Fig.K



Fig.L



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Fig.M



Fig.N



Fig.O



Fig.P

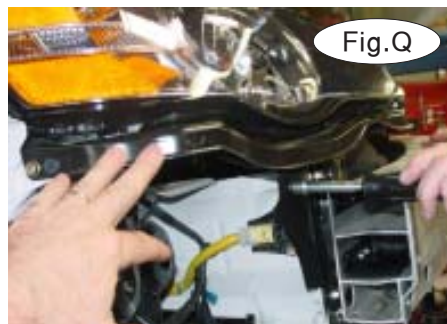


Fig.Q



Fig.R

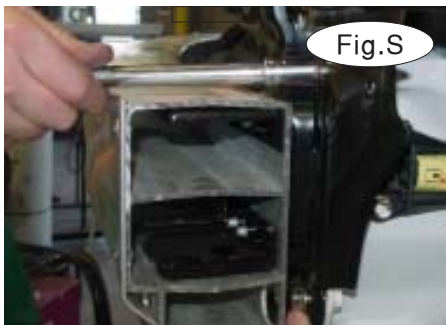


Fig.S



Fig.T



Fig.U

5. Pull the fender liner back to access a plastic fastener in each fender fascia joint (Fig.M).

6. Disconnect the driving lights (Fig.N) then pull the sides of the fascia out and forward to remove (Fig.O). Then, remove the energy absorption foam (Fig.P).

7. Remove the fascia retainer brackets under each headlight by removing five 10mm (head) bolts and one plastic fastener per bracket (Fig.Q,R).

8. Now remove the bumper core (four bolts per side) (Fig.S,T).

9. Remove the lower shoulder bolts located below the frame (Fig.U).

10. Insert both frame rail braces into the ends of the frame (Fig.V).



Fig.V



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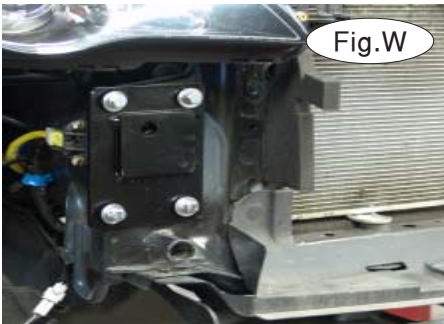


Fig.W



Fig.X



Fig.Y



Fig.Z



Fig.AA

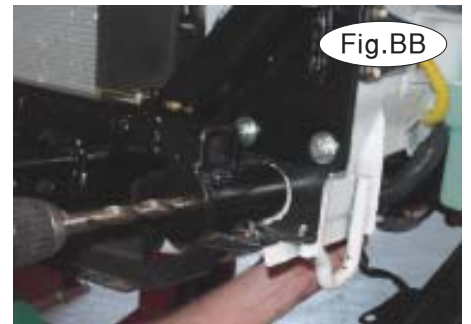


Fig.BB

11. Bolt the frame rail brace into place using the supplied 8mm x 1.25 x 30mm bolts, 8mm fender washers and lock washers. Repeat for the other side, using four per side (Fig. W).
12. Now, bolt the main receiver brace to the inner frame rail brace using the supplied 5/8" x 3" bolt and lock washer. Repeat for the other side (Fig. X).
13. Remount the fascia retainer brackets removed in step 7 (Fig.Y).
14. Replace the lower shoulder bolts removed in step 9 (Fig.Z).
15. Locate the wiring harness behind the front frame (Fig.AA) and pull it loose. Then, using the receiver brace as a drill template, drill a 17/32" hole in the front of the frame. On the driver's side, use the brace as a template to drill through the frame. On the passenger side, use the brace as a template to drill out the tow hook stop (Fig.BB,CC). The pin is hardened steel and will require a sharp drill bit. Take care to avoid the wiring harness.
16. Bolt the rear brace in place under the frame on each side with a (Fig.DD) 1/2" x 1 3/4" bolt through a existing frame hole into the rear main brace threaded mounting hole. Line the front of the braces up with the holes you just drilled in step 15.
17. Bolt through the front of main receiver brace, 3/8" spacer, frame and rear brace with a 1/2" x 9" bolt, lock and nut on each side (Fig.EE). *Note: only driver's side uses a 3/8" spacer.*



Fig.CC



Fig.DD

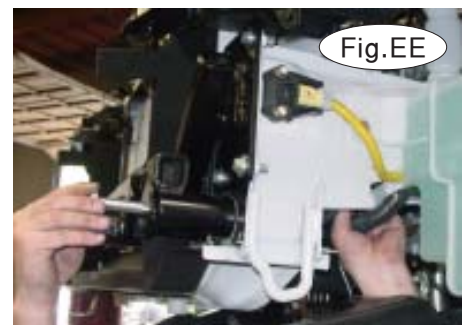


Fig.EE



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Fig.FF



Fig.GG



Fig.HH

18. Tighten all mounting bolts (Fig.FF) to the torque specifications below.
19. Trim the fascia to fit around the braces in the areas shown and reinstall reversing steps 2 through 6 (Fig.GG).
20. Insert the front arm braces into the receiver braces and secure with 5/8" draw pins and 3/16" spring pins (Fig.HH).
21. Attach the safety cables to the main receiver brace (Fig.II).



Fig.II

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.