## BASEPLATE KIT
### INSTALLATION INSTRUCTIONS

**KIT# 921-3**

07/31/13

KS

---

**RoadMaster, Inc.**  
6110 NE 127th Ave.  
Vancouver, WA 98682  
360-896-0407  
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........5/8” x 3” BOLT.................................................................350154-00

2........2........5/8” LOCK WASHER..........................................................350313-00

3........2........1/2” x 4” BOLTS...............................................................350105-00

4........2........1/2” x 1 1/2” BOLT ............................................................350995-00

5........4........1/2” LOCK WASHER............................................................350309-00

6........2........1/2” HEX NUT.................................................................350258-00

7........8........8mm x 1.25 x 30 mm BOLT...........................................356001-00

8........8........8mm LOCK WASHER..........................................................355705-00

9........8........8mm FENDER WASHER......................................................355702-00

10........2........5/8” DRAW PIN W/ CLIP....................................................357035-00

11........2........3/16” x 1 1/4” x 2” BACKING PLATE..................................A-002489

12........1........DRIVER SIDE BRACE.......................................................C-001602

13........1........PASSENGER SIDE BRACE................................................C-001603

14........1........MAIN RECEIVER.............................................................C-002171

15........1........DRIVER SIDE ARM..........................................................C-001477

16........1........PASSENGER SIDE ARM....................................................C-001476
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, two rear braces, removable front braces and a hardware pack.

The main receiver brace mounts to the frame rails and bumper core on each side. The removable 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
- Use lock washers on all fasteners

ROADMASTER Limited Warranty, including One-Year Conditional Warranty Text and Product Registration Card, in Carton.

---

**WARNING**

Failure to follow these instructions can result in property damage, personal injury or even death.

- Installation of most baseplates 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.
- 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 mounting points 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 procedures 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 kit 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 baseplate is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the baseplate 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 baseplate. Do not install the baseplate if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- 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. Failure to repair the damage could result in the loss of the towed vehicle.
- 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, resulting in non-warranty damage or personal injury.
- 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 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 kit is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this kit with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication, or any attempt to copy this baseplate design, could result in loss of the towed vehicle.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This baseplate is only warranted for the original installation. Installing a used baseplate on another vehicle is not recommended and will void the warranty.

---

**WARNING**

Failure to follow these instructions can result in property damage, personal injury or even death.

- Installation of most baseplates 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.
- 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 mounting points 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 kit 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 baseplate is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the baseplate 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 baseplate. Do not install the baseplate if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- 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, resulting in non-warranty damage or personal injury.
- 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 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 kit is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this kit with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication, or any attempt to copy this baseplate design, could result in loss of the towed vehicle.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This baseplate is only warranted for the original installation. Installing a used baseplate on another vehicle is not recommended and will void the warranty.
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 six plastic fasteners attaching the corner of the fascia to the corner of the fender (Fig.C).

2. On each side, remove one plastic fastener attaching the bottom of the fender liner to the fascia (Fig.D).

3. On each side, remove three plastic fasteners attaching the bottom of the fender liner to the fascia (Fig.E). Note: the approximate location of the second and third fasteners are also noted.

4. On each side, remove one 13mm (head) bolt and two plastic fasteners attaching the splash shield and fascia to the core support (Fig.F).

5. Pull back the fender liners and disconnect the fog lights, if the vehicle is so equipped. Pull out and forward on the corners of the fascia to remove it (Fig.G).

6. On each side, remove four 12mm (head) bolts attaching the bumper core to the frame rail. The bumper core will not be replaced. Note: retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.

---

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.
7. On each side, insert the rear brace into the end of the frame rail (Fig.H). Bolt the brace into place using the four supplied 8mm x 1.25 x 30mm bolts and 8mm fender washers and lock washers. Note: use Loctite® Red on all bolts used for mounting this bracket.

8. On each side, position the main receiver brace over the core support and bolt it to the rear brace using the supplied 5/8” x 3” bolt and 5/8” lock washer (Fig.I).

9. On each side, use a pair of pliers to bend the lip of the frame rail out slightly next to the pre-existing hole in the bottom of the frame (Fig.J). This will allow clearance for the head of an attachment bolt. Note: due to manufacturing variances, the hole may need to be slightly enlarged with a die grinder. On each side, place one of the supplied ½” lock washers over a ½” x 1½” bolt. Place the bolt over a ¼” x 1¼” x 2” backing plate and bolt through the pre-existing hole in the frame and into the weld nut in the rear support brace (Fig.K).

10. On each side, using the lower outside mounting point as a template, drill a ½” hole through the bottom and top layers of the radiator support. Note: use a piece of metal as a buffer to protect the engine components (Fig.L).

Using one of the supplied ½” x 4½” bolts and ½” lock washer and nut, bolt through the bottom of the lower support brace, the radiator support and the top of the lower support brace (Fig.M).
11. Tighten all remaining bolts to the bolt torque requirements found at the end of these instructions.

12. On each side, trim the outside horizontal center ribs of the fascia to allow clearance for the main receiver brace. Use the red lines in Figure N as a guide for trimming.

13. Reassemble the fascia, reversing steps 1 through 9.

14. 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.

15. Install the tow bar to the mounting bracket according to the manufacturer’s instructions. Connect the safety cables to the safety cable tabs illustrated on the first page of these instructions.

---

**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**

<table>
<thead>
<tr>
<th>Thread Size</th>
<th>Grade</th>
<th>Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>5/16</td>
<td>5</td>
<td>13 ft./lb.</td>
</tr>
<tr>
<td>3/8</td>
<td>5</td>
<td>23 ft./lb.</td>
</tr>
<tr>
<td>7/16</td>
<td>5</td>
<td>37 ft./lb.</td>
</tr>
<tr>
<td>1/2</td>
<td>5</td>
<td>56 ft./lb.</td>
</tr>
<tr>
<td>5/8</td>
<td>5</td>
<td>150 ft./lb.</td>
</tr>
</tbody>
</table>

**METRIC BOLTS**

<table>
<thead>
<tr>
<th>Thread Size</th>
<th>Grade</th>
<th>Plated / Unplated</th>
</tr>
</thead>
<tbody>
<tr>
<td>8mm-1.0</td>
<td>8.8</td>
<td>20 ft./lb., 18 ft./lb.</td>
</tr>
<tr>
<td>8mm-1.25</td>
<td>8.8</td>
<td>19 ft./lb., 18 ft./lb.</td>
</tr>
<tr>
<td>10mm-1.25</td>
<td>8.8</td>
<td>38 ft./lb., 36 ft./lb.</td>
</tr>
<tr>
<td>10mm-1.5</td>
<td>8.8</td>
<td>37 ft./lb., 35 ft./lb.</td>
</tr>
</tbody>
</table>

**METRIC BOLTS**

<table>
<thead>
<tr>
<th>Thread Size</th>
<th>Grade</th>
<th>Plated / Unplated</th>
</tr>
</thead>
<tbody>
<tr>
<td>12mm-1.25</td>
<td>8.8</td>
<td>60 ft./lb., 65 ft./lb.</td>
</tr>
<tr>
<td>12mm-1.5</td>
<td>8.8</td>
<td>61 ft./lb., 66 ft./lb.</td>
</tr>
<tr>
<td>12mm-1.75</td>
<td>8.8</td>
<td>65 ft./lb., 60 ft./lb.</td>
</tr>
<tr>
<td>14mm-2.0</td>
<td>8.8</td>
<td>104 ft./lb., 97 ft./lb.</td>
</tr>
</tbody>
</table>