

BASEPLATE KIT INSTALLATION INSTRUCTIONS

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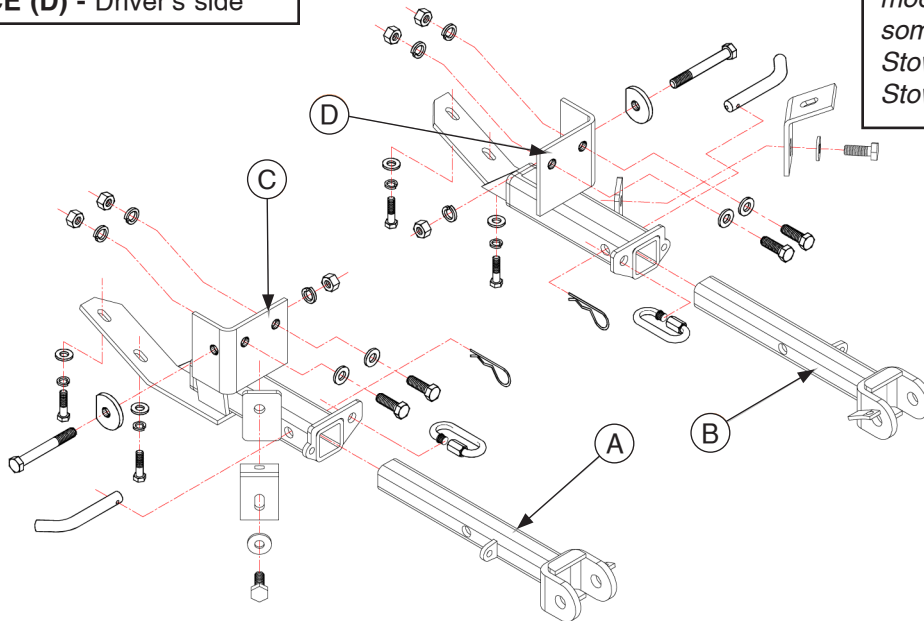
PARTS LIST:

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

KIT NO. 235-8

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.



9/5/00

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. 235-8

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 an **MX Series** tubular design and mounts to the stabilizer bar mount on both sides and the front main frame cross member. The kit consists of two lower receiver braces, two front braces and the mounting hardware. Remove the bumper spoiler to gain the access needed.
2. Remove the bolts from the stabilizer bar mounts and let the bar hang down. Mount both lower receiver braces on the A-frame bolts. Replace the nuts and tighten to the original torque specifications.
3. Bolt through the side of the frame using a clipped 1/2" plate washer, 1/2" x 4" bolt, lock washer and nut on each brace.
4. Bolt through the brace and the existing front hole in the front cross member using a 1/2" x 1 1/2" bolt, flat washer, lock washer and nut. Use the braces as a template to drill the remaining front hole per side. Bolt through each using another 1/2" x 1 1/2" bolt, flat washer, lock washer and nut.
5. Remove the nut on the outside bumper jacket bolt and fit the small bent upper brace over the bolt; then replace the nut. Do this on both sides.
6. Insert the front braces into the lower receiver braces as illustrated. Pin in place using the supplied 5/8" draw pins and spring pins. Torque all bolts to the specifications below.
7. Mount the tow bar according to the manufacturer's instructions.
8. If the bumper spoiler is to be remounted, trim to fit and replace.
9. Attach the safety cables to the main receiver brace.

Hardware:

- | | |
|----------------------------|--------------------------|
| 2- 1/2" x 4-1/2" bolts | |
| 6- 1/2" x 1-1/2" bolts | 2- 1/8" spring pins |
| 4- 10mm x 1.5 x 40mm bolts | 2- 5/8" draw pins |
| 6- 1/2" flat washers | 2- clipped plate washers |
| 6- 1/2" lock washers | 4- 10mm fender washers |
| 6- 1/2" nuts | 2- cable connectors |
| 4- 10mm lock washers | |

9/5/00

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.