



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 296-2**

10/13/22  
KS

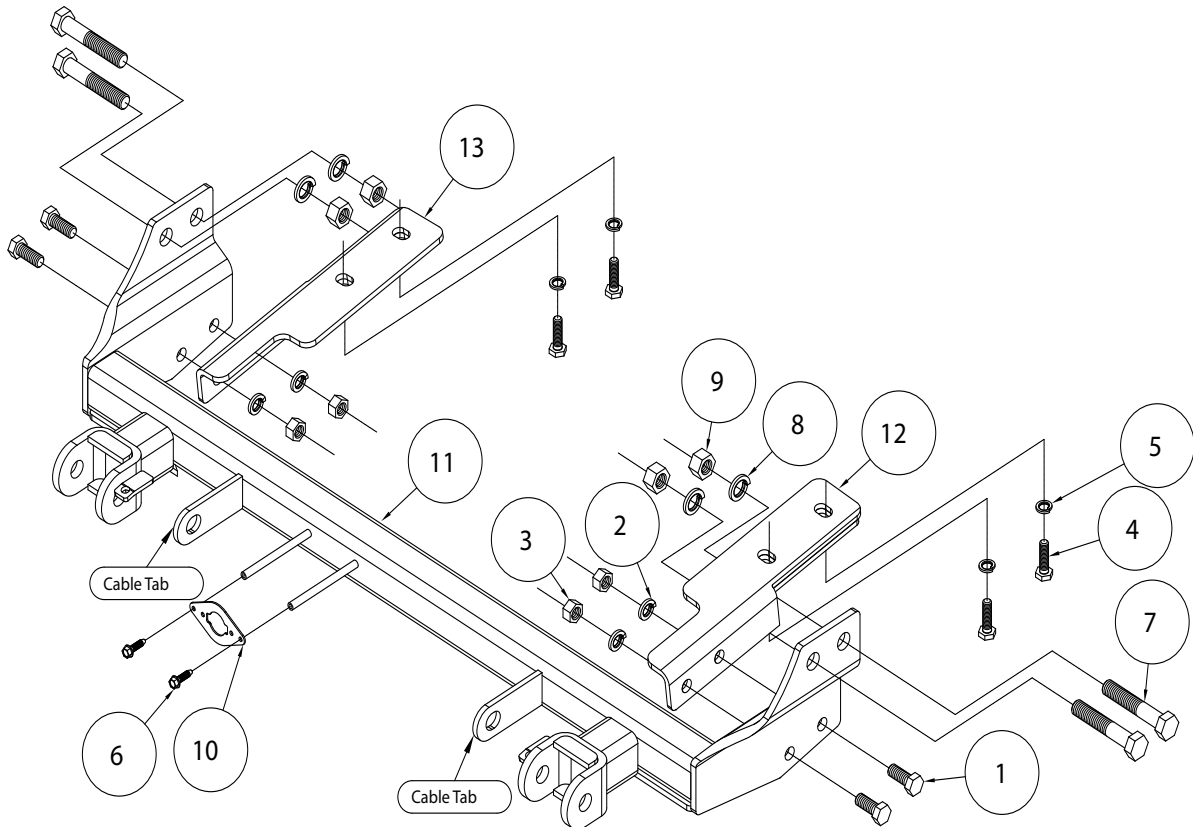
ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

**Important**

*Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or any StowMaster tow bar.*

**⚠ WARNING**

Only for use with tow bars rated at or above 10,000 lbs. GVWR. Using a lower rated tow bar may result in non-warranty failure, property damage, personal injury or death.



ITEM	QTY	NAME	PART #
1	4	1/2" x 1 1/4" x BOLTS	350094-00
2	4	1/2" LOCK WASHER	350309-00
3	4	1/2" NUT	350258-00
4	4	M10 x 1.5 x 40mm BOLT	356103-00
5	4	M10 LOCK WASHER	355715-00
6	2	#10 x 3/4" SELF TAPPING SCREW	350247-35
7	4	5/8" x 3 1/2" BOLT	350163-00
8	4	5/8" LOCK WASHER	350734-00
9	4	5/8" HEX NUT	350262-00
10	1	WIRE PLUG PLATE	A003801
11	1	MAIN RECEIVER WITH ARMS	C002616
12	1	DRIVER SIDE BRACE	C002617
13	1	PASSENGER SIDE BRACE	C002618



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This is one of our MS series brackets (Fig.A). The bracket consists of a main receiver brace and a hardware pack.

The main receiver brace mounts to the frame and sway bar mounts.

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.

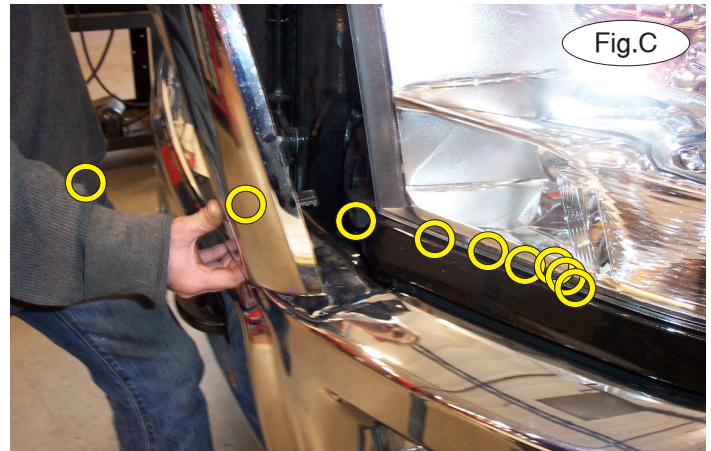
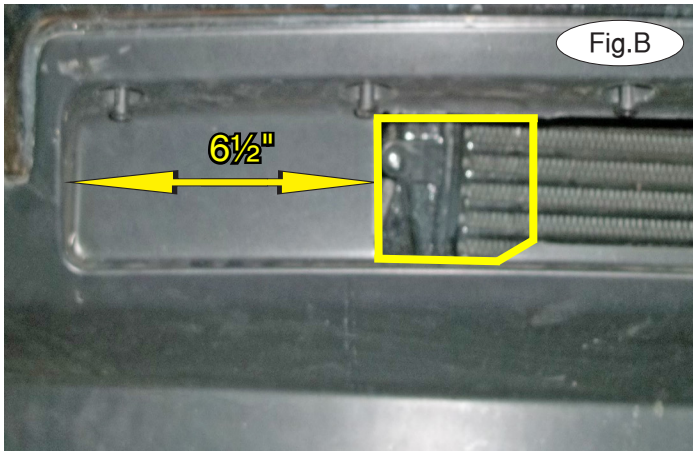


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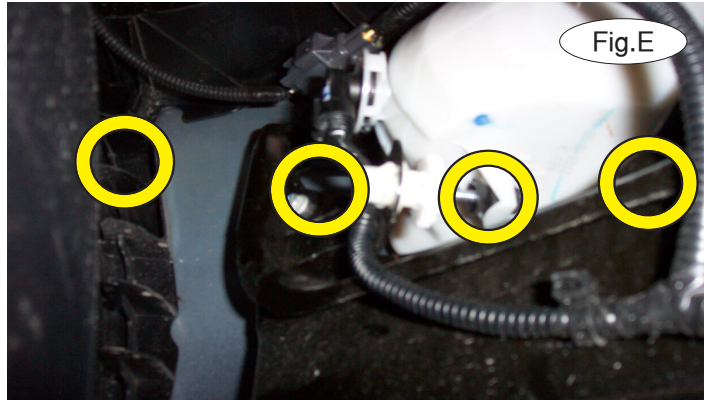
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side, measure over 6½" from the inside corner of the lower fascia and trim to allow clearance for the main receiver braces (Fig.B).

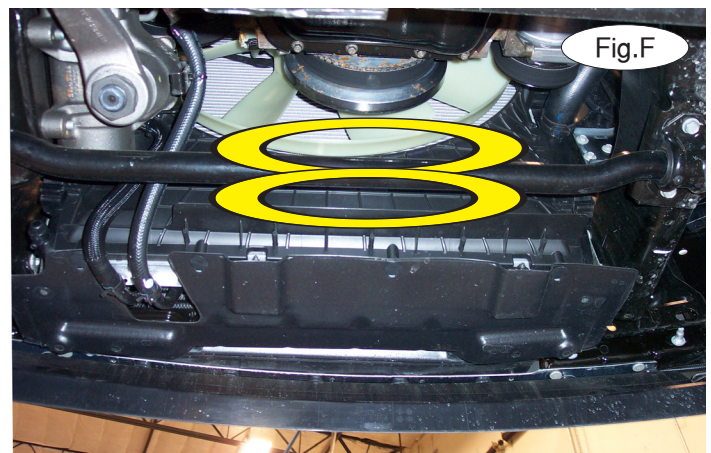
2. Remove nine plastic fasteners attaching the lower fascia to the bumper (Fig.C).



3. On each side, remove two 15mm (head) bolts attaching the sway bar clamps to the sway bar mount (Fig.D – passenger side). Gently lower the sway bar and let it hang down for now.

4. On each side, remove three plastic fasteners and one 10mm (head) bolt attaching the lower fascia to the bumper (Fig.E – passenger side). Now, remove four 10mm (head) bolts attaching the air dam to the intercooler. *Note:* the air dam will not be replaced. Retain the air dam for replacement in case the bracket is ever removed.

5. **For models without frame guards:** proceed to step 6. **For models with frame guards:** on each side, remove two 15/16" (head) nuts and bolts attaching the frame guard to the frame (Fig.F). *Note:* the frame guard will not be replaced. Retain the frame guard for replacement in case the bracket is ever removed.





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Fig.G

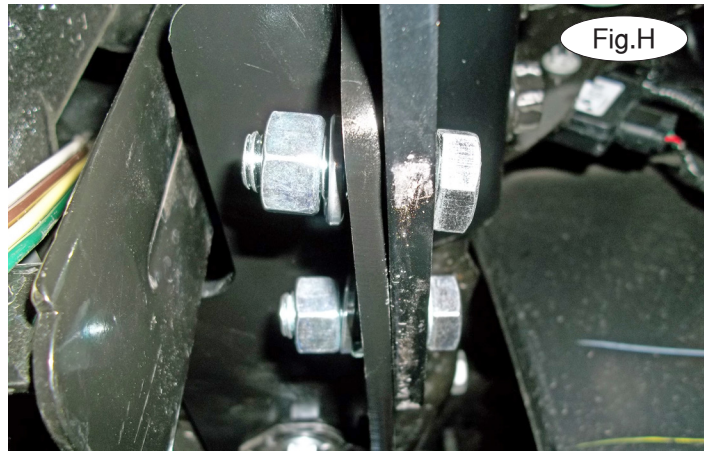


Fig.H

6. Using a second person to help stabilize the bar, place the bracket around the frame and replace the bolts you removed in the previous step (Fig.G). **For models without frame guards:** on each side, use the two supplied 5/8" x 3 1/2" bolts, 5/8" lock washers and 5/8" nuts on the upper mounting points of the bracket.

7. On each side, loosely bolt the rear brace to the main receiver bracket using the two supplied 1/2" x 1 1/4" bolts, lock washers and nuts (Fig.H). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

8. Rotate the sway bar up, placing it over the rearmost mounts of the rear brace. On each side, using the two supplied 10mm x 1.5 x 40mm bolts and lock washers, and flat washers, bolt through the sway bar clamps, the rear brace and into the sway bar mount (Fig.I).



Fig.I

9. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.

10. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

### **IMPORTANT!**

**Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.**

*Note:* if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.

### **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.