



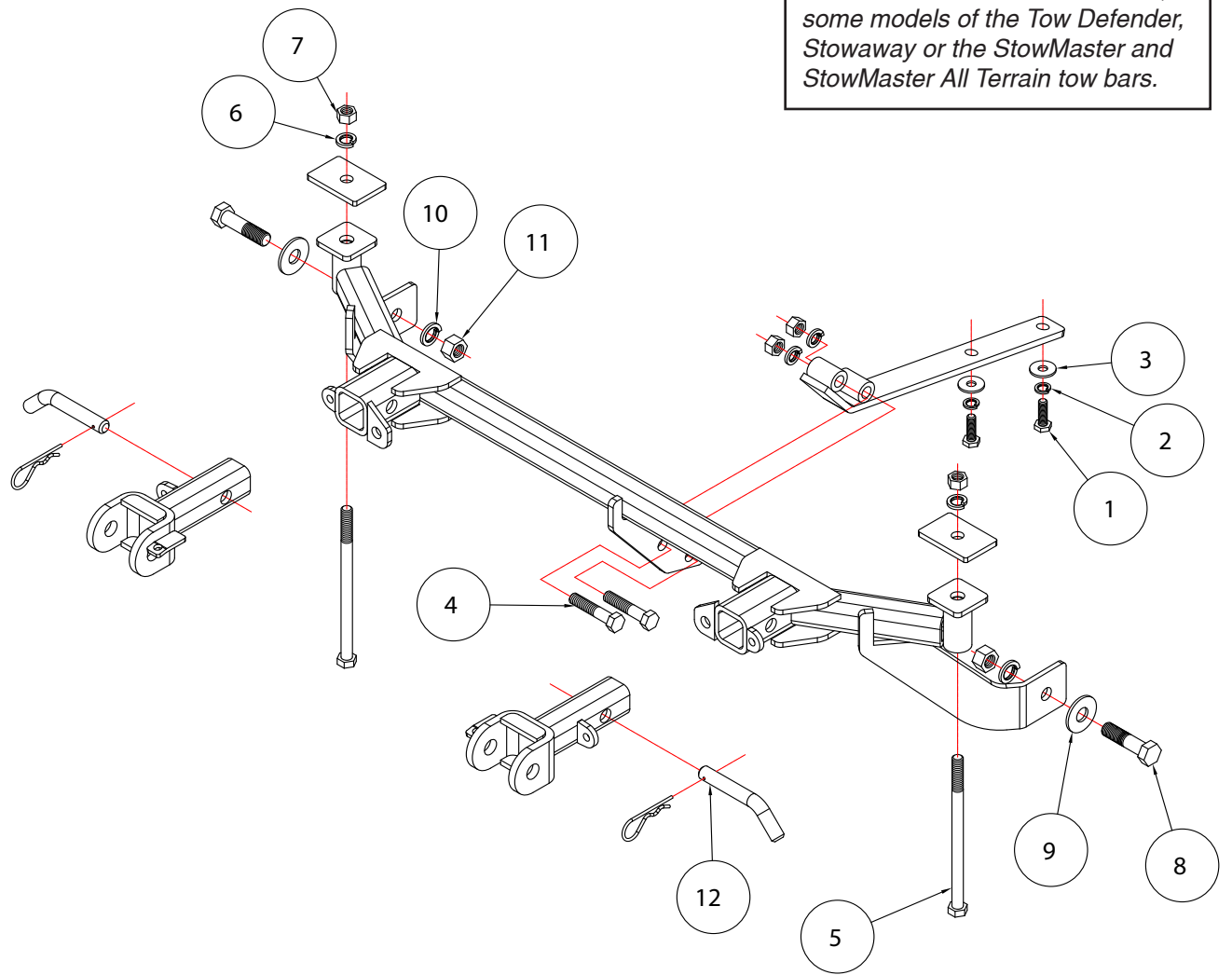
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3130-3

09/28/16
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	Description	Part #
1	2	10mm x 1.25 x 30mm BOLT	356201-00
2	2	10mm LOCK WASHER	355715-00
3	2	10mm FENDER WASHER	355716-00
4	2	1/2" x 2 1/2" BOLT	350099-00
5	2	1/2" x 8" BOLT	350113-00
6	4	1/2" LOCK WASHER	350309-00
7	4	1/2" NUT	350258-00
8	2	5/8" x 2 1/2" BOLT	350150-20
9	2	5/8" FLAT WASHER	350312-00
10	2	5/8" LOCK WASHER	350313-00
11	2	5/8" NUT	350262-00
12	2	5/8" DRAW PINS, SPRING PINS	357035-00



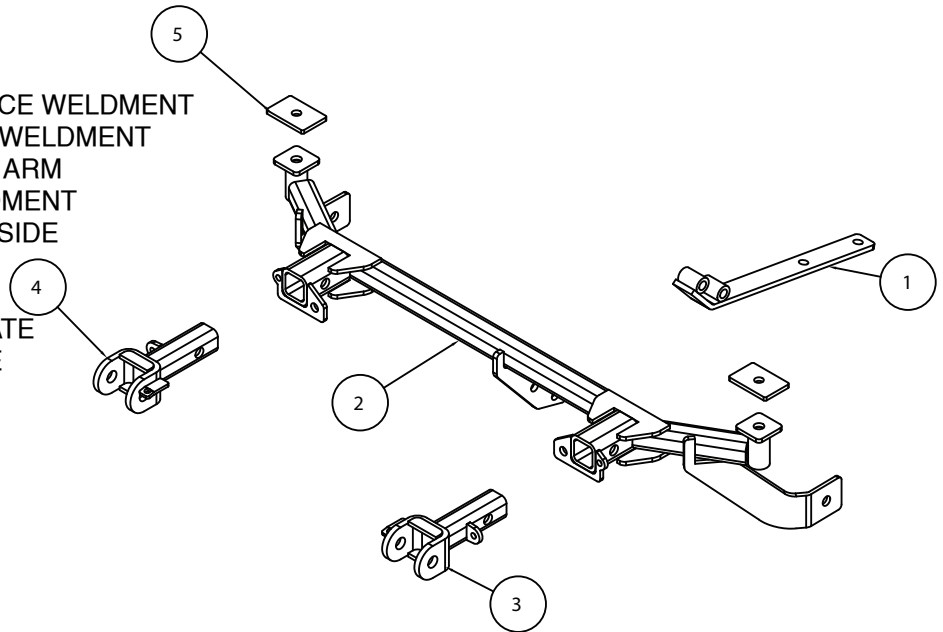
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Item	Qty.	Part #	Description
1.....	1.....	C-000490....	CENTER BRACE WELDMENT
2.....	1.....	C-001110	MAIN BRACE WELDMENT
3.....	1.....	C-001118	DRIVER SIDE ARM BRACE WELDMENT
4.....	1.....	C-001119	PASSENGER SIDE ARM BRACE WELDMENT
5.....	2.....	A-000147	BACKING PLATE ROUND HOLE



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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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 (Fig.A). The bracket consists of a main brace, a center brace, two removable front bracket arms, and a hardware pack.



Before starting the installation, lay out the kit components in order, starting with step 1. This will give you a visual idea of how the components work and also confirm that everything is present and accounted for.

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 the two Phillips head screws on each side of the fascia (Fig.B). Then, remove the three plastic fasteners on the top of the fascia, near the center (Fig.C).

2. On each side, remove the two 10mm bolts on the underside of the splash panels (Fig.D), and one plastic fastener.

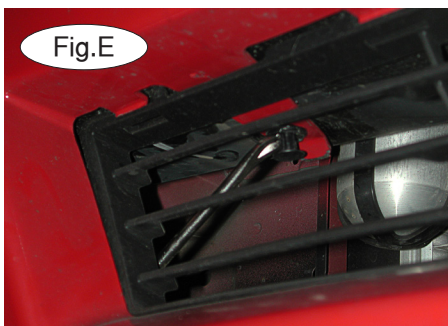


3. Remove the two plastic fasteners located behind the center grille (Fig.E)

4. Pull back the splash panel and then unplug the fog lights (if the vehicle is so equipped).

5. On each side, remove the one 10mm bolt located on the upper corner of the fascia, inside each fender well (Fig.F).

6. Remove the fascia by pulling out and then forward on each side (Fig.G).



7. Remove the center tow hook by removing the two 14mm bolts (Fig.H).

8. Bolt the center brace to the sub frame, using the two supplied 10mm x 1.25" x 30mm bolts, lock washers and fender washers (Fig. I). Do not tighten at this time.



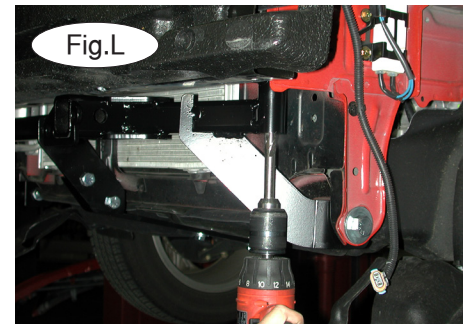
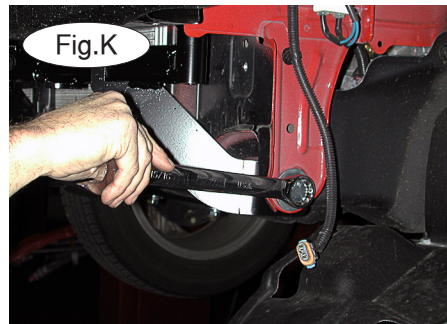


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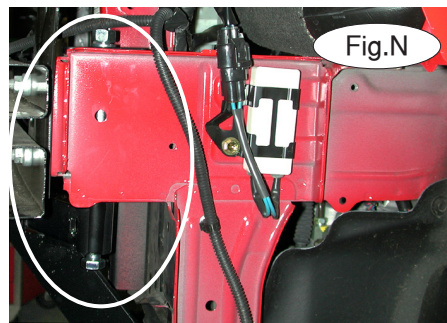
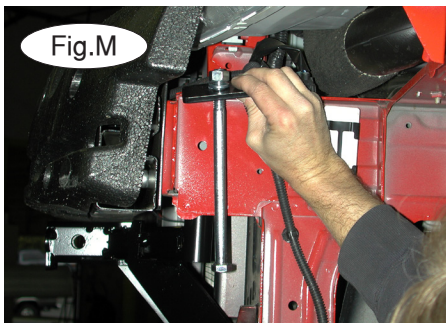
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9. Lift the main brace into place between the two side tow hooks. First, bolt the main brace to the center brace, using the two supplied $\frac{1}{2}$ " x $2\frac{1}{2}$ " bolts, lock washers and nuts. Next, bolt the main brace to the side tow hooks, using a $\frac{5}{8}$ " x $2\frac{1}{2}$ " bolt, flat washer, lock washer and nut on each side (Fig.J).

10. Push the main brace firmly up against the frame rail, and tighten the bolts, starting with the side tow hook bolts, then all four center bolts (Fig.K), to the specifications at the end of these instructions.

11. Using the side mount of the main brace as a template, drill through the frame rail, using a long (at least 12" in length) $\frac{1}{2}$ " drill bit (Fig.L). Repeat the process on the other side.



12. Attach the main brace to the frame – On each side, bolt the side mount to the frame rail, using a $\frac{1}{2}$ " x 8" bolt (Fig.M and Fig.N), lock washer, nut, and a 2" x 3" backing plate.

13. Ensure that all bolts are torqued to the specifications at the end of these instructions.

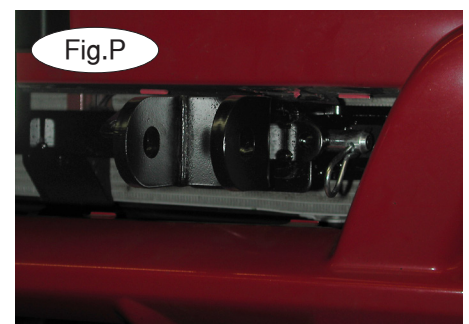
14. Position the fascia over the front of the car to determine where to trim each side of the center grille to accommodate the front receiver braces. Use the white marks in Fig.O as a reference. (Or, the center grille may be completely removed.)

15. Reattach the fascia by reversing steps 1 through 6.

16. Fit the front bracket arms into the front receiver braces, and secure them to the main bracket with the supplied $\frac{5}{8}$ " draw pins and spring pins (Fig.P).

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

18. Attach the safety cables to the main receiver brace.





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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.