

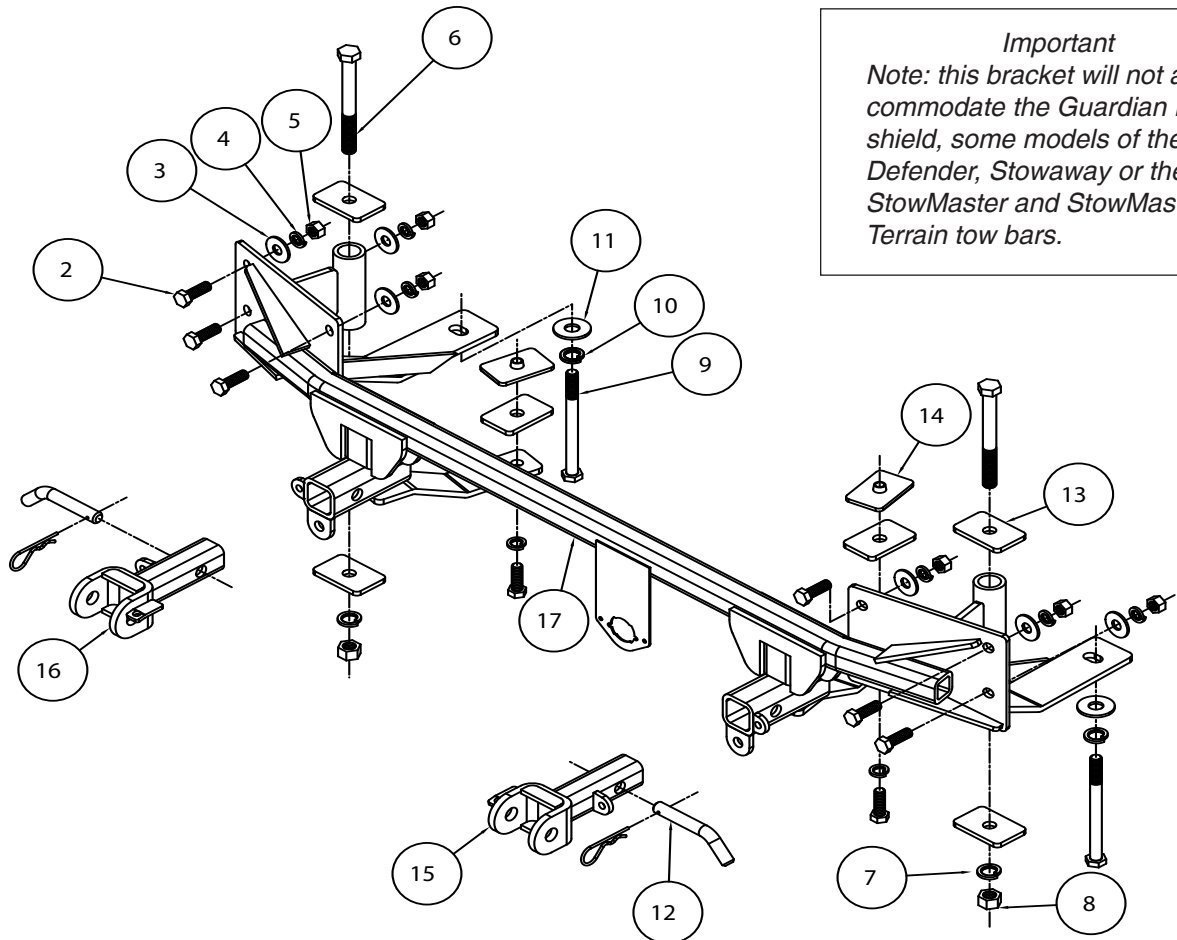


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 3135-3**

03/07/12  
KS

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*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.....	4.....	#14 x 3/4" TAPPING SCREW .....	357250-00
2.....	8.....	1/2" x 1 1/2" BOLT .....	350095-00
3.....	6.....	1/2" FLAT WASHER .....	350308-20
4.....	8.....	1/2" LOCK WASHER.....	350309-00
5.....	8.....	1/2" HEX NUT.....	350258-00
6.....	2.....	5/8" x 6" BOLT .....	350162-00
7.....	2.....	5/8" LOCK WASHER.....	350313-00
8.....	2.....	5/8" HEX NUT.....	350262-00
9.....	2.....	14mm x 2 x 160mm BOLT .....	355910-16
10.....	2.....	14mm LOCK WASHER .....	355740-00
11.....	2.....	14mm FLAT WASHER .....	355741-00
12.....	2.....	5/8" DRAW PINS, SPRING PINS.....	357035-00
13.....	6.....	1/4" x 2" x 3" BACKING PLATE.....	A-000258
14.....	2.....	3/16" x 2" x 3" THREADED BACKING PLATE.....	A-003081
15.....	1.....	DRIVER SIDE ARM .....	C-001118
16.....	1.....	PASSENGER SIDE ARM.....	C-001119
17.....	1.....	MAIN RECEIVER .....	C-001212



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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 and Fig.B). The bracket consists of a main receiver brace, two removable front braces and a hardware pack. The main receiver brace attaches to the bumper core mounts on each frame rail, and to the radiator support. The removable front braces fit into the receiver braces.

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.

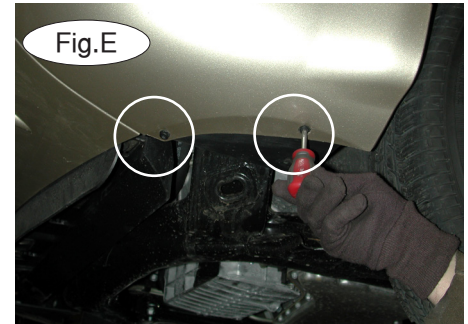
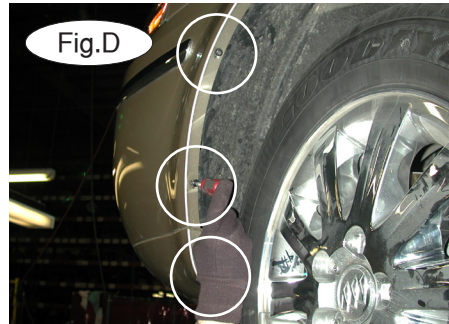
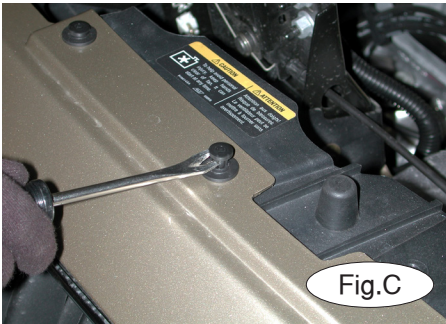


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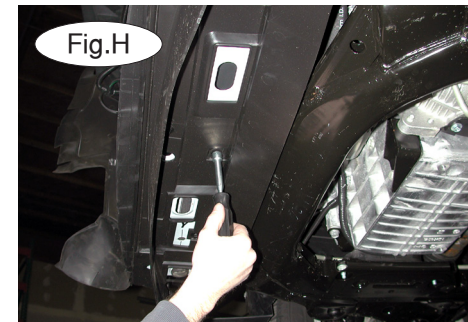
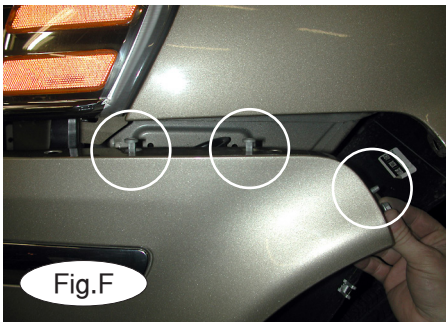
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing five plastic fasteners, across the top of the fascia (Fig.C).



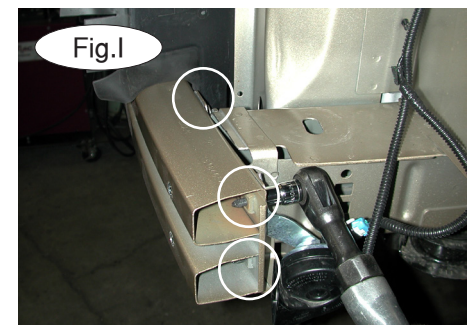
2. Next, remove five screws (on each side) holding the fender liner to the fascia. Three are along the edge of the fender well (Fig.D), and two are at the bottom of the fascia (Fig.E).

3. On each side, unscrew three 10mm nuts (Fig.F) holding the fascia to the fender. Pull down and forward to detach the fascia.

4. Unplug the turn signal lights on each side (Fig.G). Then, pull the fascia out to remove it.

5. Remove the lower air deflector by removing four 10mm (head) bolts connecting the lower air deflector to the radiator support (Fig.H).

6. Remove three 15mm head bolts on each bumper core mount (Fig.I) to remove the bumper core. (The outside, upper bolt on each side holds one of the two horns; the horns will be reattached later with self-tapping screws.)



*Note:* retain the bumper core in case the bracket is ever removed.

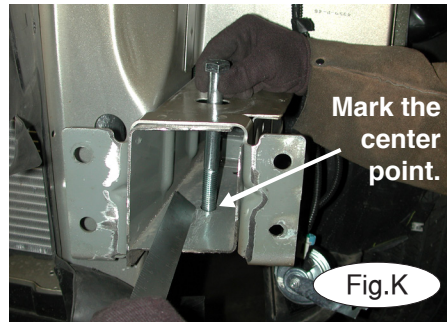
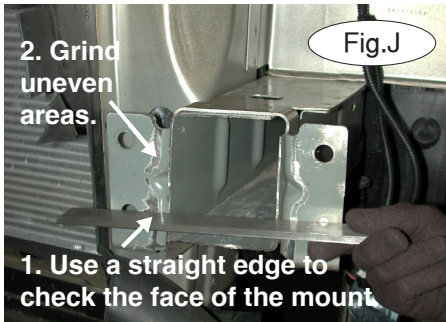


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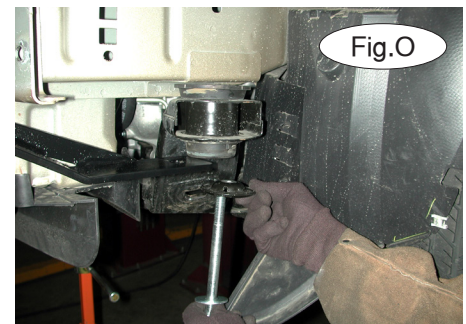
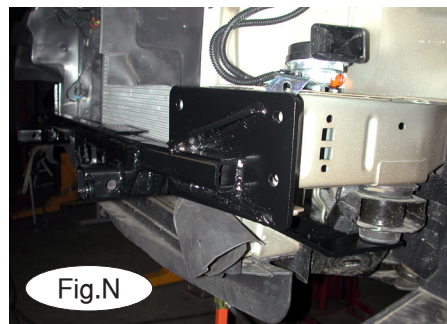
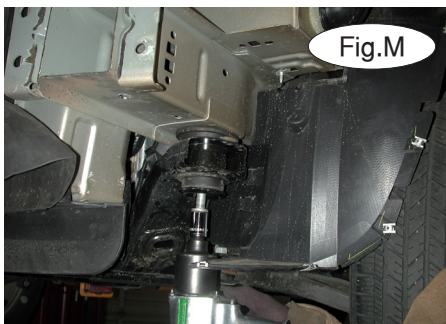
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7. The main receiver brace will be bolted to the face of the two bumper core mounts. The brace and the bumper core mount must be flush to each other; however, due to manufacturing variances, the surface of the bumper core mount may be uneven. Use a straight edge to check both bumper core mounts. If necessary, grind all uneven areas until the surface of both bumper core mounts is smooth (Fig.J).

8. Drop one of the supplied 5/8" x 6" bolts through the hole in the upper frame rail (Fig.K), and mark the center point of the bolt on the bottom of the frame rail. (The center point is approximately 3½" from the front of the frame rail, and 1¾" from the sides.) Drill a 5/8" hole through the bottom of the frame rail at the center point. Repeat for the other side.

9. Support the lower subframe (Fig.L).



10. On each side, remove a 22mm head subframe bolt and bushing cup (Fig.M). The bolt will be replaced; the bushing cup will be reattached.

11. Set the main receiver brace over the two bumper core mounts (Fig.N), so that the holes in the bracket align to the holes in the bumper core mounts and also to the holes for the subframe bolts you removed in the previous step (Fig.N).

12. Attach the main receiver brace to the subframe – First, set one of the bushing cups you removed in step 10 between the main brace and the bushing, over one of the subframe bolt holes. Apply thread lock to one of the supplied 14mm x 2.0 x 160mm bolts. Slide a 14mm lock washer and then a 14mm fender washer onto the bolt. Thread the bolt through the main brace and into the subframe bolt hole (Fig.O). Make certain that the bushing cup is between the main brace and the bushing. Finger-tighten only at this time. Repeat for the other side.

13. With a ½" drill, enlarge the lower, outside hole of both bumper core mounts, using the holes in the main receiver brace as a template (Fig.P). (Check the other two holes on each side. Due to manufacturing variances, it may be necessary to enlarge them as well.)



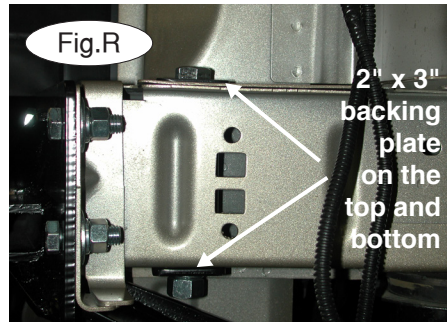
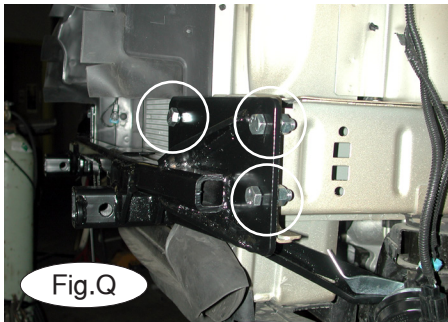


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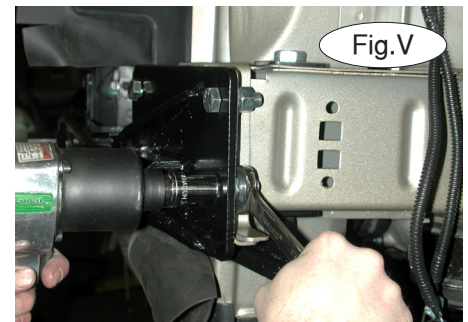
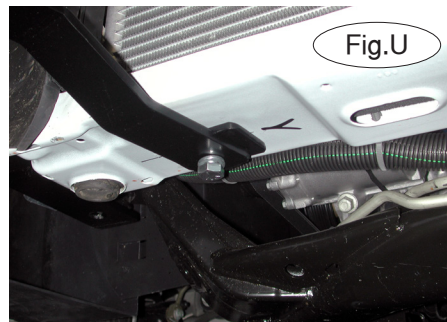
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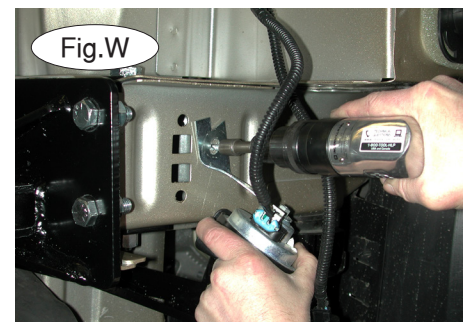


14. Bolt the main receiver brace to each bumper core mount, using three  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts, flat washers, lock washers and nuts on each side (Fig.Q). Finger-tighten only at this time.
15. Bolt the main receiver brace to the frame rails – Use one of the supplied  $\frac{5}{8}$ " x 6" bolts, a  $\frac{1}{4}$ " x 2" x 3" backing plate, a lock washer, another 2" x 3" backing plate, and a nut on each side (Fig.R). Finger-tighten only at this time.
16. Bolt the lower support to the radiator support – Insert one of the supplied  $\frac{1}{4}$ " x 2" x 3" backing plates between one of the lower braces and the radiator support (Fig.S).



- Then, position one of the 2" x 3" nudded backing plates over the existing hole on top of the radiator support (Fig.T). Using one of the supplied  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts and lock washers, bolt through the lower brace, backing plate, radiator support and into the nudded backing plate (Fig.U). Repeat for the other side.

17. Torque all bolts to the specifications at the bottom of these instructions. Start with the bolts attaching the main receiver brace to the bumper core mounts (three on each side, Figure V).
18. Reattach the horns, using one of the supplied  $\frac{3}{4}$ " self-tapping screws on each side (Fig.W).



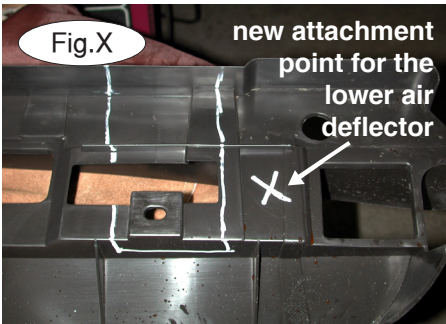


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19. Before reinstallation, the lower air deflector must be trimmed, in order to accommodate the lower receiver braces. Trim both sides, using the white marker lines in Figures X (top view) and Y (bottom view) as a reference.
20. Reattach the lower air deflector – Because the support posts are now trimmed away, use the two supplied 3/4" self-tapping screws to reattach the air deflector to the radiator support, at the mark in Figure X.
21. Before reattaching the fascia, trim an outside tab (on each side) from the shock absorption core (Fig.Z).
22. Reattach the fascia, reversing steps 1 through 4.
23. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.
24. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces.
25. Install the tow bar to the mounting bracket according to the manufacturer's instructions. Attach the safety cables to the main brace.

## 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.