



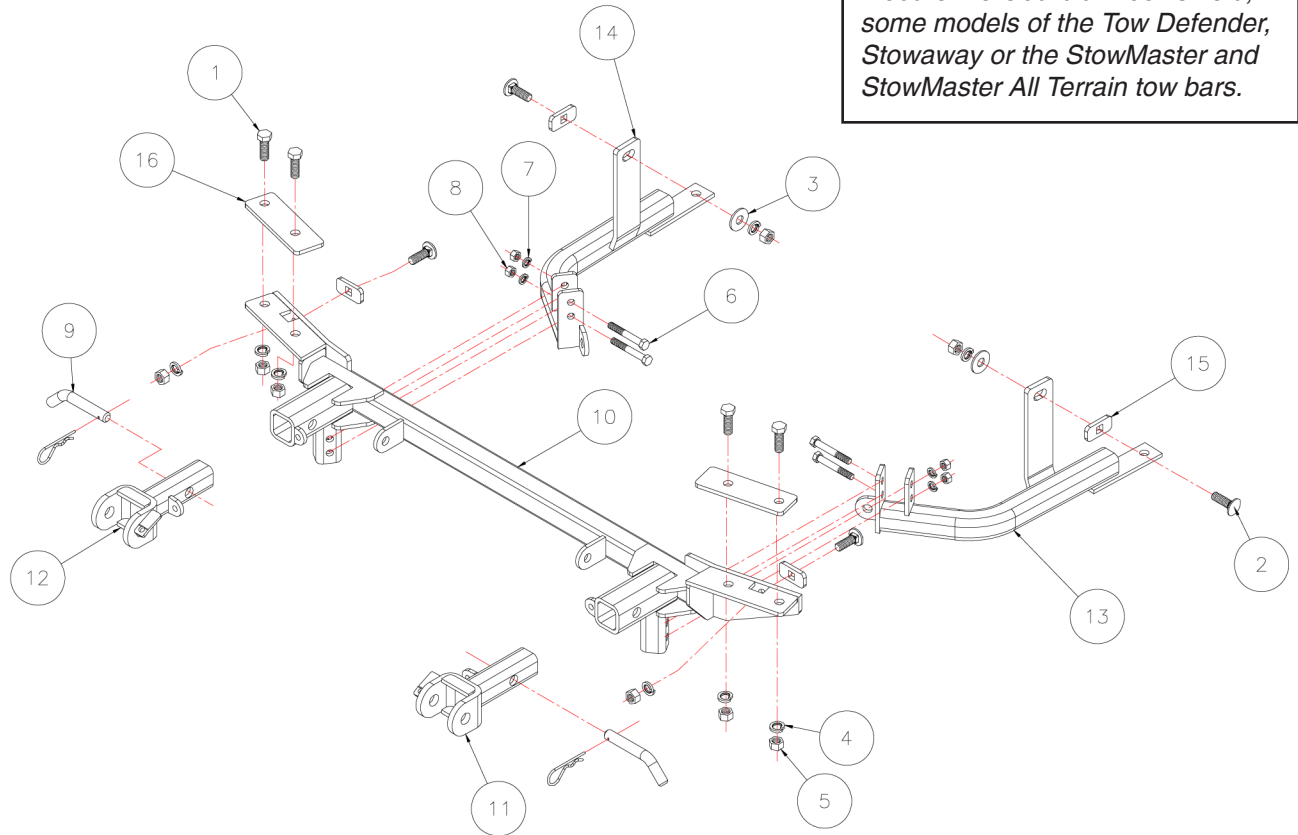
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3136-3

07/05/07
RV

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.	Length	Width	Description	Part#
1	4	1 1/2"	1/2"	BOLT	350095-00
2	4	1 1/2"	1/2"	CARRIAGE BOLT	350362-00
3	2		1/2"	FLAT WASHER	350308-00
4	8		1/2"	LOCK WASHER	350309-00
5	8		1/2"	NUT	350258-00
6	4	2 3/4"	3/8"	BOLT	350061-00
7	4		3/8"	LOCK WASHER	350305-00
8	4		3/8"	NUT	350254-00
9	2			DRAW PIN/SPRING PIN	350357-00
10	1			RECEIVER BRACE WELDMENT	C-001215
11	1			DRIVER SIDE ARM BRACE WELDMENT	C-001218
12	1			PASSENGER SIDE ARM BRACE WELDMENT	C-001219
13	1			DRIVER SIDE LOWER WELDMENT	C-001374
14	1			PASSENGER SIDE LOWER WELDMENT	C-001375
15	4			1" X 2" SQUARE HOLE BACKING PLATE	A-000040
16	2			2" X 6 1/2" TWO HOLE BACKING PLATE	A-001953



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This is one of our MX series brackets, which allows the visible front portion of the brackets to be easily re-moved from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of a main brace, two removable front braces, and a hardware pack.

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.



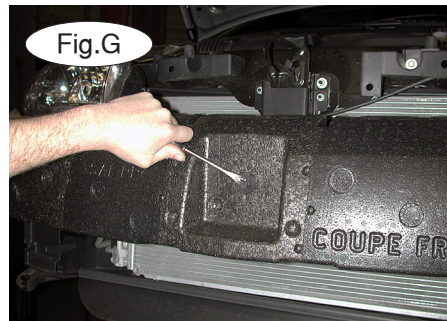
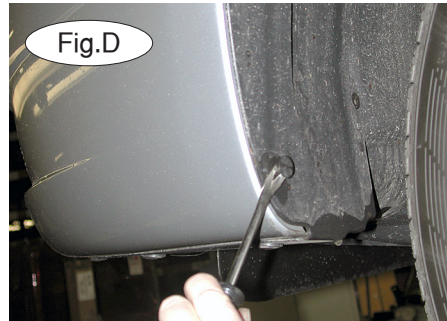
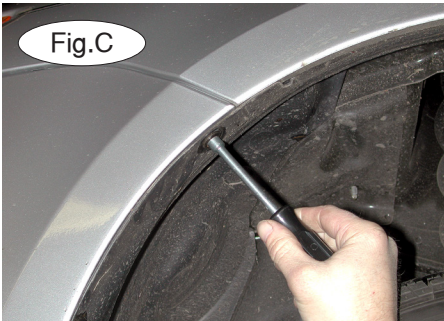
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing the 7mm bolts (one on each side) on the top corner of the fascia, near the fender well (Fig.C).
2. Then, also on each side, remove the two plastic fasteners near the bottom of the fender well (Fig.D).
3. Remove the plastic fasteners on the bottom of the splash shield – there are five on the driver's side, and four on the passenger side (Fig.E).



4. Disconnect the fog lights, if the vehicle is so equipped.
5. On each side of the fascia, pull out and forward to remove the fascia (Fig.F)
6. Remove one plastic fastener in the center of the shock absorption pad (Fig.G), and remove the shock absorption pad.
7. On the driver's side, remove two plastic fasteners attaching the splash shield to the subframe (Fig.H). On the passenger side, there are three. Remove these also.

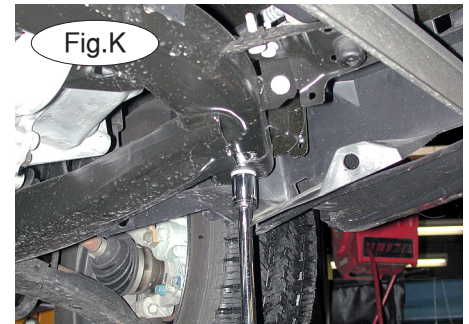
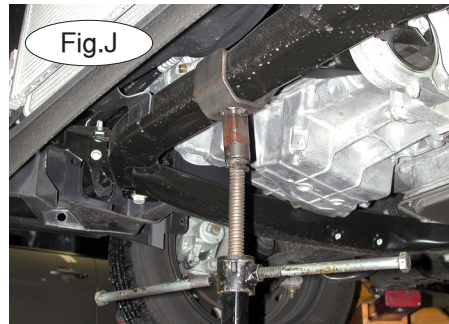
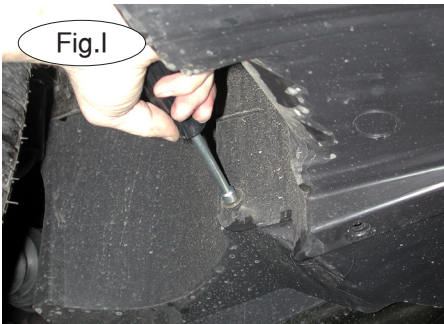


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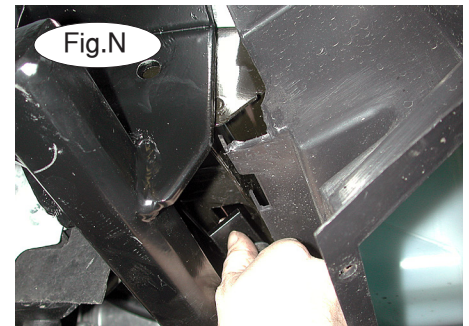
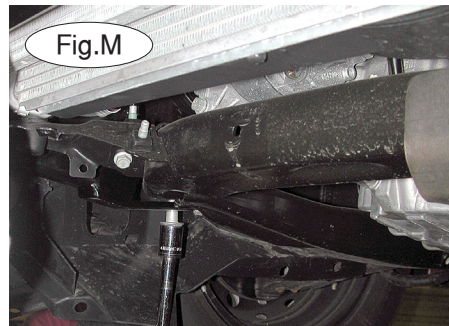
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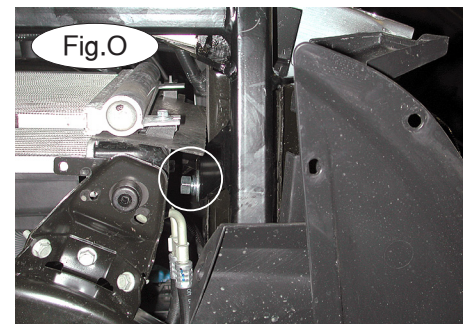
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8. At the bottom of both fender wells, remove one 7mm bolt holding the fender well to the splash shield (Fig. I).
9. Now, support the center of the subframe (Fig.J).
10. Remove the two 21mm (head) front subframe bolts, one on each side (Fig.K).



11. Remove the center air deflector by removing four plastic fasteners (Fig.L)
12. Number 13 and 14 must be assemble to number 10 before installing (see drawing on page 1). Place the driver's side lower weldmet over the lower support on the main bracket brace. Bolt into place using two 3/8" x 2³/₄" bolts, lock washers and nuts (see drawing on page 1). Repeat for the other side.
13. Position the main bracket brace so that the two holes at each side and to the back of the brace align to the holes for the subframe bolts you removed in step 10. Apply thread lock to the bolts. Then, bolt the two stock 21mm head subframe bolts back into place (Fig.M).
14. The brace will be bolted to the frame rails, and also to the bumper core. First, bolt the center of the brace to the frame rail – fishwire one of the supplied 1" x 2" backing plates and a 1/2" x 1 1/2" carriage bolt into the subframe, through the square opening in the lower frame rail (Fig.N). From the other side, thread a 1/2" flat washer, lock washer and nut onto the bolt (Fig.O). Repeat for the other side.





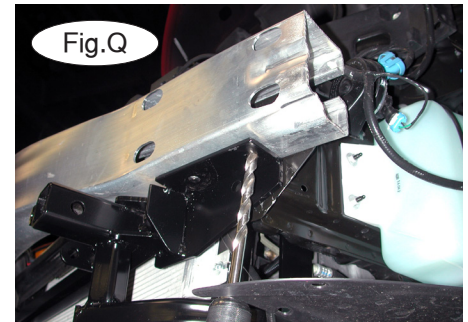
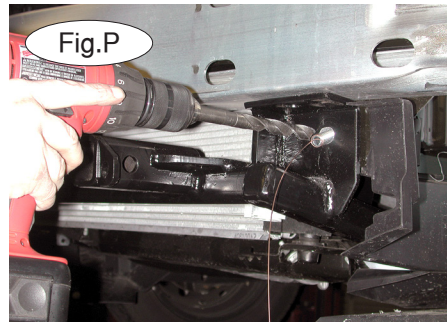
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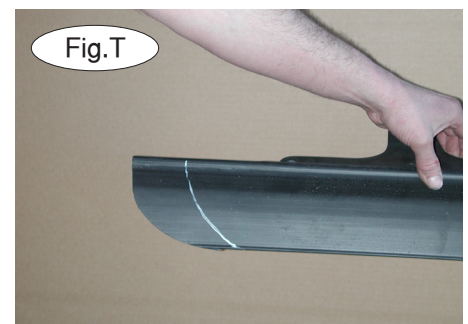
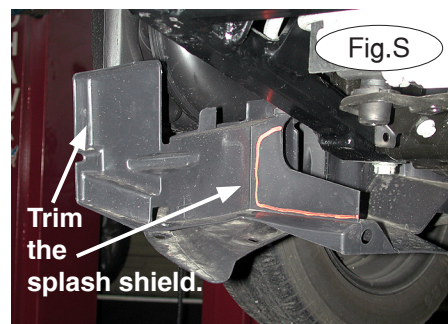
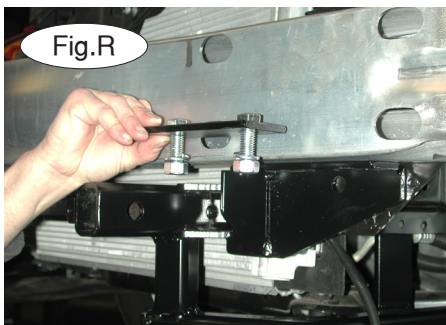
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15. The front of the brace is attached to the frame rail and the bumper core. First, using the hole in the brace as a template, drill a 17/32" hole through the frame rail (Fig.P). Then, fishwire one of the supplied 1" x 2" backing plates and a 1/2" x 1 1/2" carriage bolt through the same square opening you used in step 13 (Fig.N). From the other side, thread a 1/2" flat washer, lock washer and nut onto the bolt. Repeat for the other side.



16. Now, using the two holes at the top of the main brace as templates, drill two more 17/32" holes through the bumper core (Fig.Q).



17. Position a 1/4" x 2" x 6 1/4" backing plate over the two holes, then put two 1/2" x 1 1/2" bolts through the holes, as shown in Figure R. Thread a 1/2" lock washer and nut onto each bolt (Fig.R). Repeat for the other side.

18. Torque all bolts to the specifications at the bottom of these instructions.

19. Trim the passenger side splash panel so that it can be reattached. Use the orange outline in Figure S as a reference.

20. Trim a section from each side of the center air deflector you removed in step 11, in order to accommodate the bracket. Use the white marker in Figure T as a reference. Then, reattach the center air deflector.

21. This bracket kit fits a variety of vehicles. For each application, trim the grille or fascia to allow clearance for the removable front braces. Test fit the fascia to see if this is the case, before reinstalling it.



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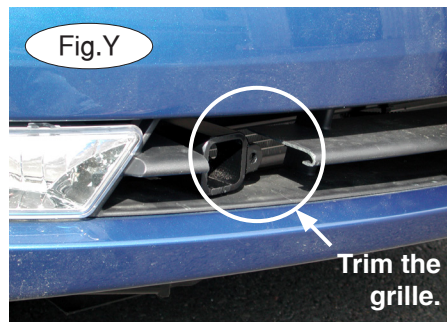
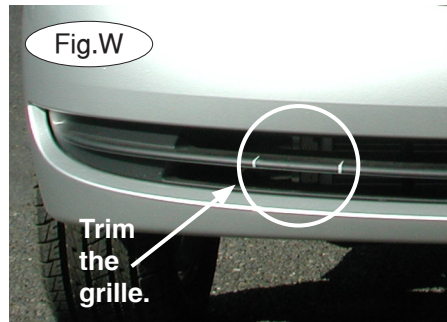
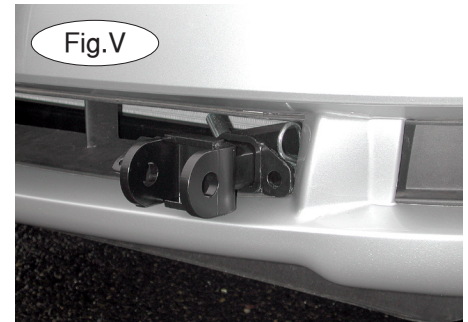
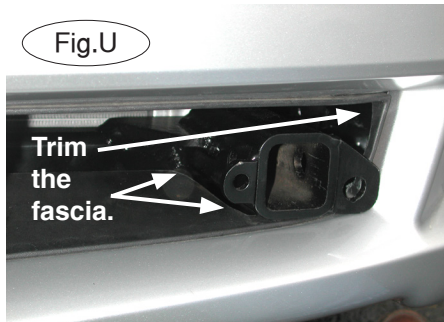
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Figures U through Z illustrate three 2005-2007 Saturn vehicles – U and V are an Ion 1 sedan; W and X are an Ion 2; and Y and Z are an Ion 3.

22. Reattach the splash shield, shock absorption pad and fascia by reversing steps 1 through 8.

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 (Figures V, X and W).

24. Install the tow bar to the mounting bracket according to the manufacturer's instructions. Attach the safety cables to the main receiver 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.