



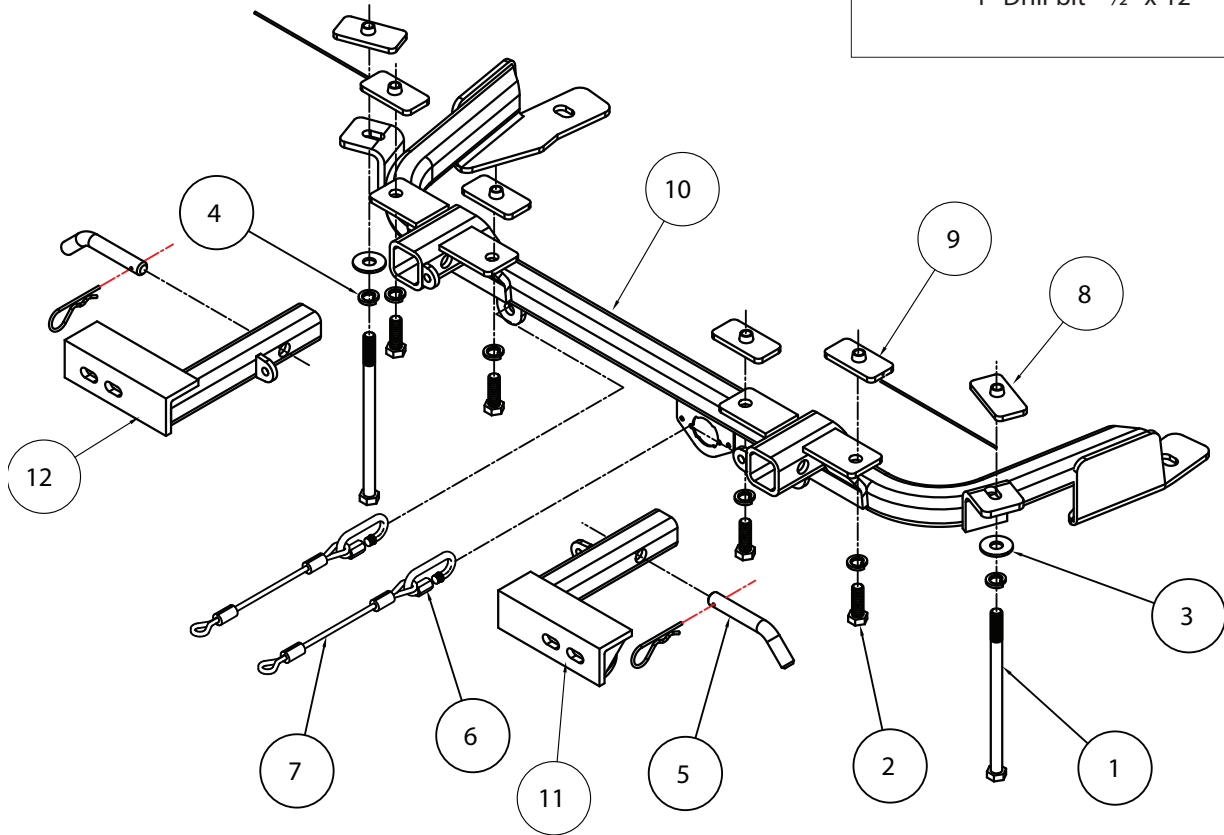
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 3139-1

01/29/21
KS

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

Special tools required
1- Drill bit - 1/2" x 12"



ITEM	QTY	NAME	MATERIAL
1.....2	2	1/2" x 8 1/2" BOLT.....	350114-00
2.....4	4	1/2" x 1 1/2" BOLT.....	350095-00
3.....2	2	1/2" FLAT WASHER.....	350308-20
4.....6	6	1/2" LOCK WASHER	350309-00
5.....2	2	5/8" DRAW PINS, SPRING PINS	357035-00
6.....2	2	CABLE CONNECTOR	200008-00
7.....2	2	13" SAFETY CABLE	650646-13
8.....4	4	1 1/2" x 3" THREADED BACKING PLATE	C000413
9.....2	2	1 1/2" x 3" THREADED BACKING PLATE W/ ROD	C001301
10.....1	1	MAIN RECEIVER.....	C001298
11.....1	1	DRIVER SIDE ARM.....	C001299
12.....1	1	PASSENGER SIDE ARM	C001300

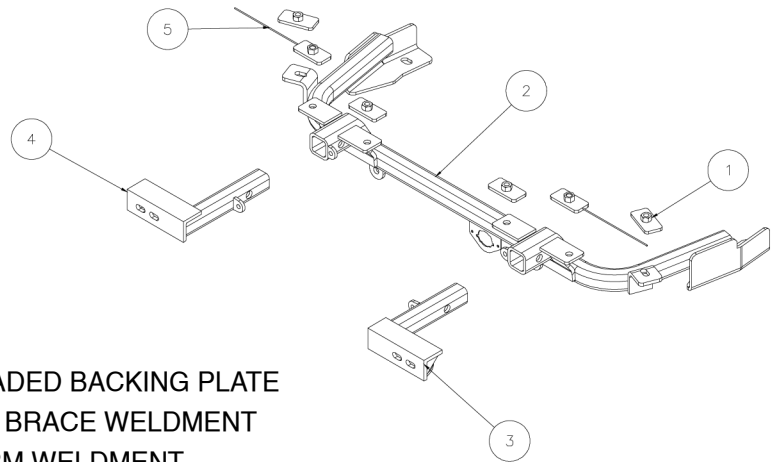


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Item	Qty.	Part #	Description
1	4	C000413	1 1/2" x 3" THREADED BACKING PLATE
2	1	C001298	MAIN RECEIVER BRACE WELDMENT
3	1	C001299	DRIVER SIDE ARM WELDMENT
4	1	C001300	PASSENGER SIDE ARM WELDMENT
5	2	C001301	1 1/2" x 3" THREADED BACKING PLATE WITH ROD

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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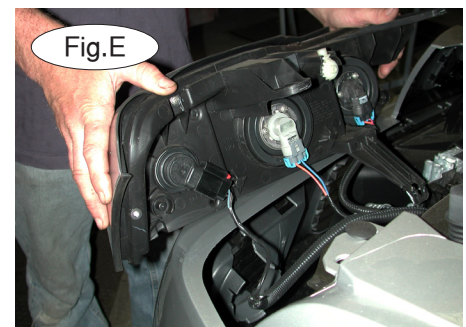
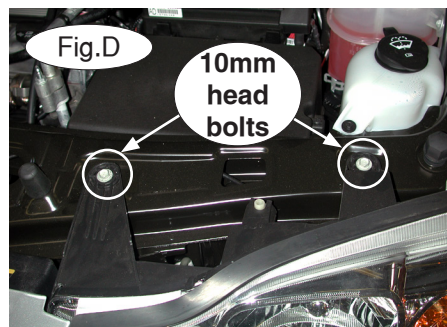
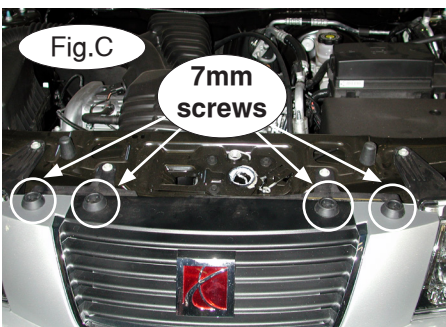
This is one of our XL series baseplates, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B). The kit consists of a main receiver brace and a hardware pack.

The main receiver brace mounts to the frame rails and the bumper core. The removable front braces install in the main receiver brace.

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.

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 four 7mm screws attaching the top of the fascia to the core support (Fig.C).

2. Remove four 10mm (head) bolts attaching the headlights to the core support. There are two on each side (Fig.D).



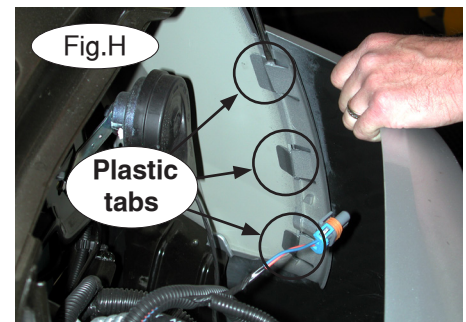
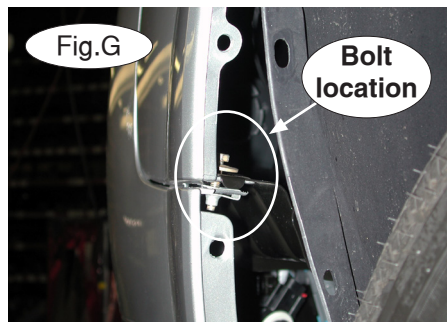
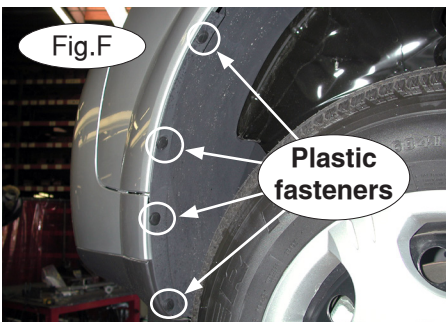
3. Next, remove the headlights by lifting up and pulling forward. Now, remove the wiring plugs (Fig.E).

4. Remove the four plastic fasteners attaching the fender liner to the fascia and fender. Repeat for the other side (Fig.F).

5. On both sides, pull the fender liner back to gain access to the 10mm (head) bolt attaching the fascia to the fender. Remove the 10mm (head) bolt (Fig.G).

6. Remove the three plastic fasteners attaching the lower fascia to the subframe. Fasteners are located behind the air dam.

7. Pry out on the three plastic tabs, located on the inside of the fascia (Fig.H). Pull forward to remove the fascia. Repeat for the other side.



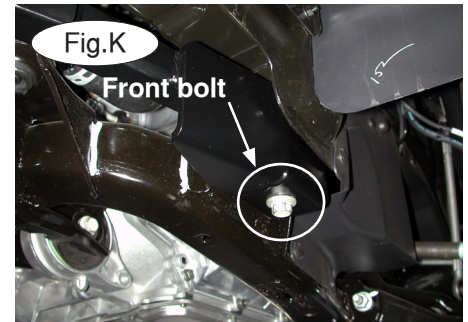
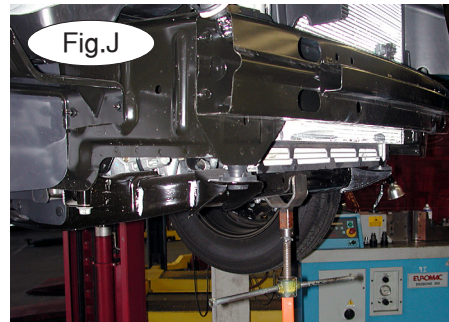
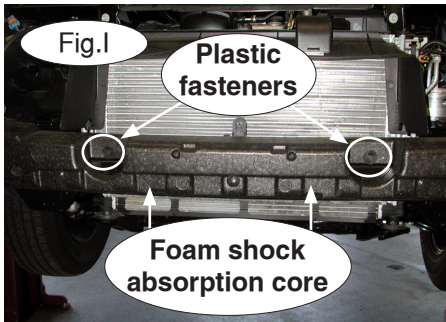


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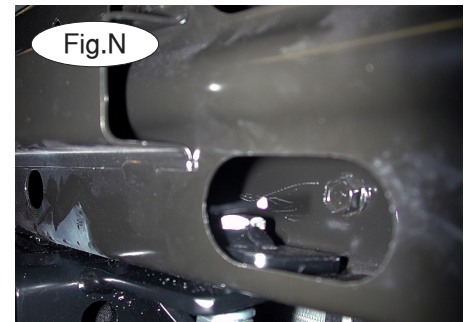
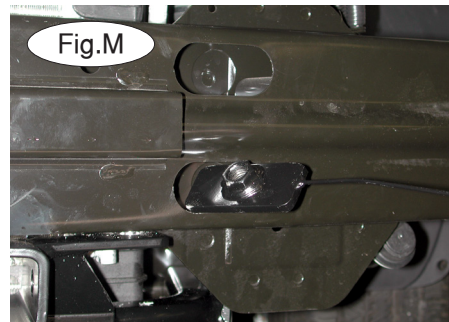
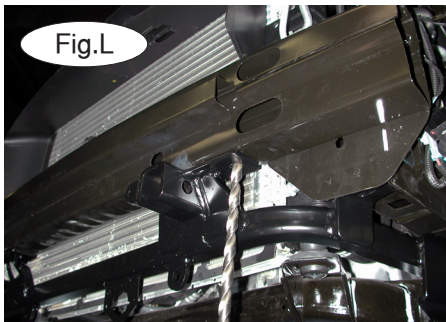
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8. Remove the two plastic fasteners attaching the foam shock absorption core to the bumper core. Pulling forward, remove the foam shock absorption core (Fig.I).
9. Supporting the subframe (Fig.J), remove the two front 18mm subframe bolts, one on each side.
10. Lift the baseplate into place. Then, replace the front subframe bolts, using thread lock. Tighten them to the torque specifications found at the end of these instructions (Fig.K).



11. Using the pre-drilled holes as templates, drill through the main receiver brace and into the first layer of the bumper core. Drill two holes on each side of the receiver (Fig.L).
12. Starting with the inside mounting point to the main receiver brace, insert the $\frac{1}{4}$ " x $1\frac{1}{2}$ " x 3" nutted backing plate with the welded wire through the lower opening in the front of the bumper core (Fig.M). Bolt in place, using a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and lock washer. Repeat this process for the other side.
13. Insert the outside backing plate through the lower opening. Bolt into place, using a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and lock washer. Repeat for the other side (Fig.N).

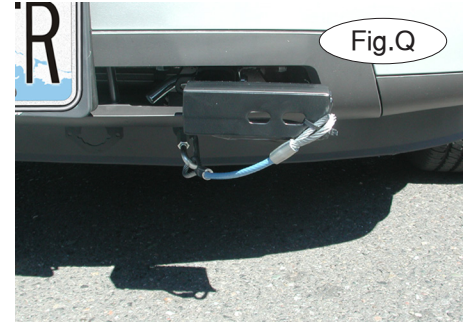
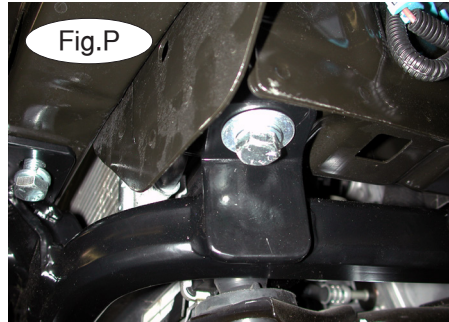
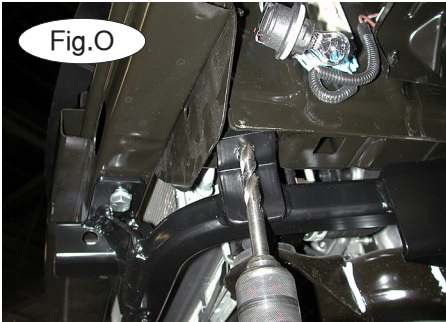


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14. On both sides, using the pre-drilled holes in the main receiver brace as a template, enlarge the pre-existing holes in the bottom of the frame rails to a 1/2". Continue to drill through to the top of the frame rails. Use caution not to drill through any engine components (Fig.O). *Note:* use a piece of metal or a plate on top of the frame to protect the wiring harness and other components.
15. Bolt through the main receiver brace and frame rails, using a 1/2" x 8 1/2" bolt, 1/2" lock washer, 1/4" x 1 1/2" x 3" nutted backing plate and flat washer. Repeat for the other side (Fig.P).
16. Tighten all bolts to the torque specifications found at the end of these instructions.
17. Reattach the foam shock absorption core and fascia, reversing steps 1 through 8. *Note:* Due to manufacturing variances, it may be necessary to trim a small amount of material in the lower part of the opening to allow clearance for the baseplate arm.
18. Fit the front baseplate arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.
19. Attach the 13" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.Q).
20. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
21. Install the tow bar to the baseplate according to the manufacturer's instructions.

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.