BASEPLATE KIT INSTALLATION INSTRUCTIONS

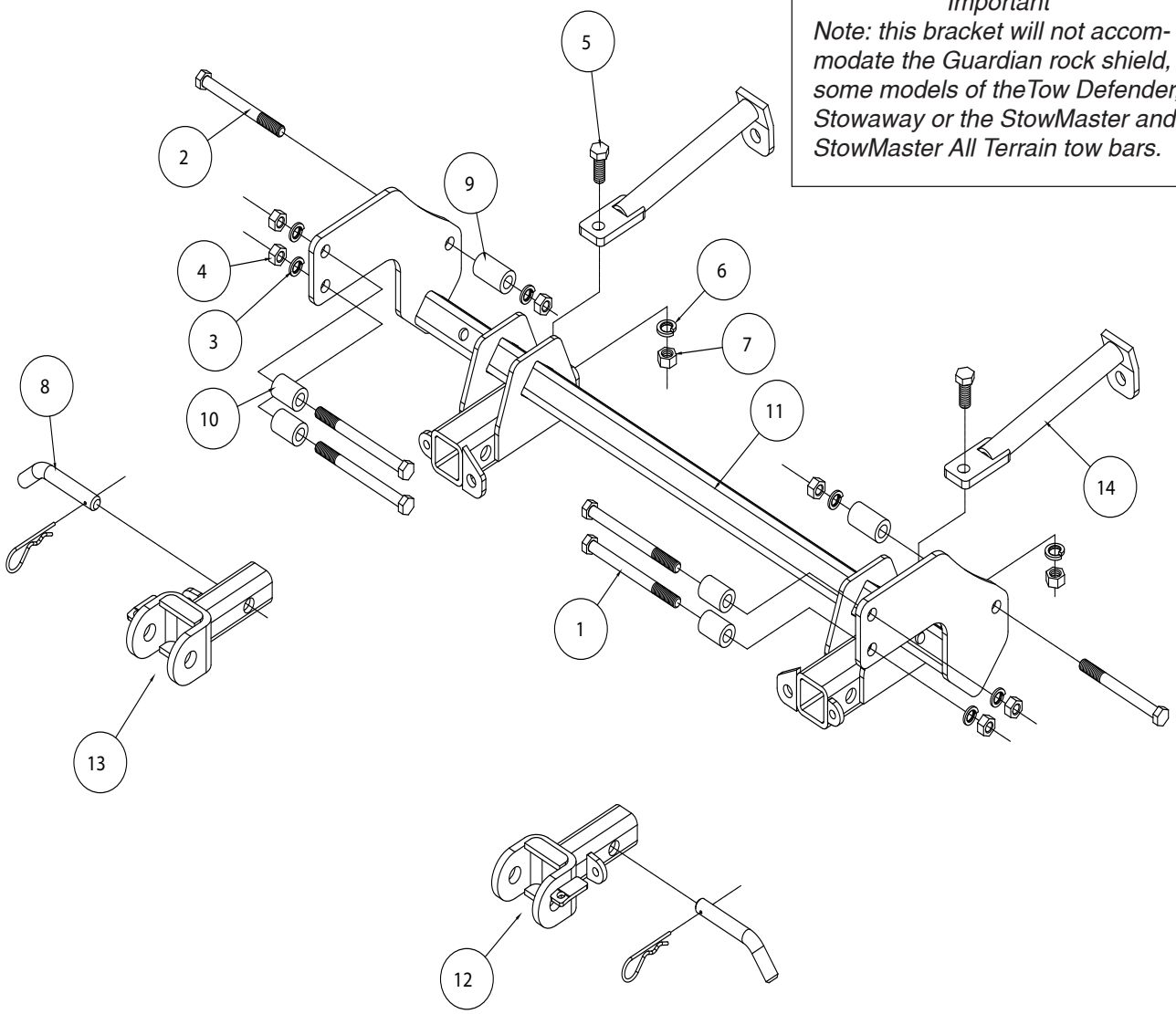
KIT# 3164-3

05/11/20
KS

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

ROADMASTER, INC.

Important
Note: this bracket will not accommodate the Guardian rock shield, some models of theTow Defender, Stowaway or the StowMaster and StowMaster All Terrain tow bars.



ITEM	QTY	DESCRIPTION	MATERIAL
1	4	12mm X 1.25 X 140mm BOLT	357009-00
2	2	12mm X 1.25 X 120mm BOLT	357010-00
3	6	12mm LOCK WASHER	355725-00
4	6	12mm NUT	356240-00
5	2	1/2” X 1 1/4” BOLT	350094-10
6	2	1/2” LOCK WASHER	350309-00
7	2	1/2” NUT	350258-00
8	2	DRAW PIN/SPRINGPIN	357035-00
9	2	1” O.D. X 0.188 WALL ROUND TUBE 1 3/4” LONG	A-003032
10	4	1” O.D. X 0.188 WALL ROUND TUBE 1 3/8” LONG	A-003033
11	1	MAIN RECEIVER	C-001928
12	1	DRIVER SIDE ARM	C-001477
13	1	PASSENGER SIDE ARM	C-001476
14	2	REAR BRACE	C-001931

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

The main receiver brace mounts to the bumper core and frame rails. The rear support braces are attached to the main receiver brace and frame rails. The upper support braces are attached to the main receiver brace and the frame. 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.

Fig.A

Fig.B

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 warranteed for the original installation.** Installing a used baseplate on another vehicle is not recommended and will void the warranty.

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Fig.C

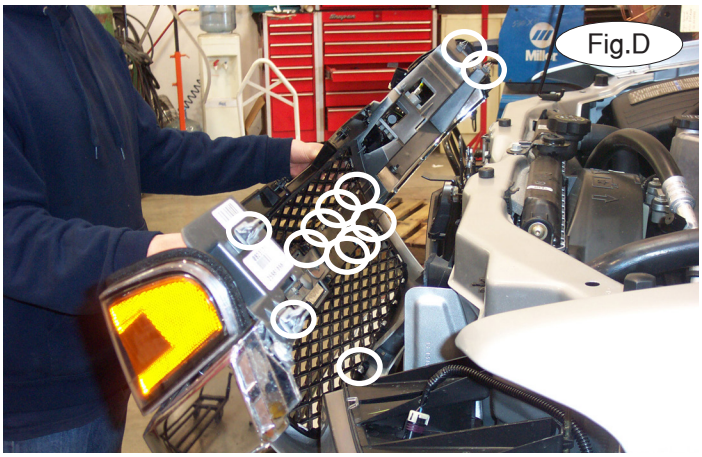
Fig.D

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 disconnecting the turn signals and marker lights on each side (Fig.C).

2. Remove the grille by removing five plastic fasteners and seven metal clips located on the side and bottom of the grille (Fig.D).

Fig.E

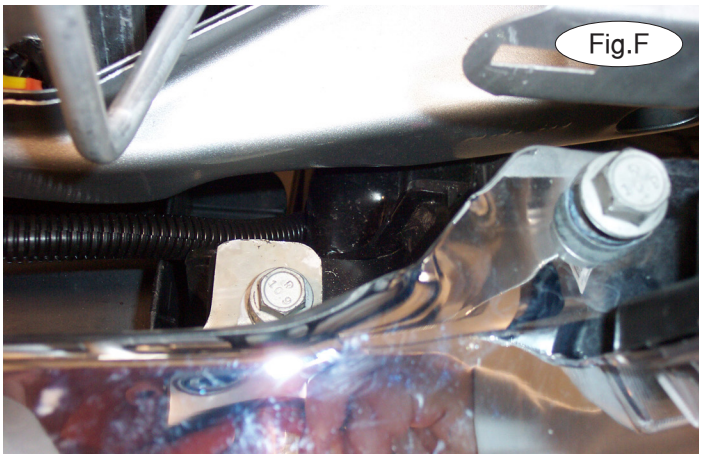
Fig.F

3. Disconnect the fog lights, if the vehicle is so equipped. On each side, remove two 15mm (head) support bracket bolts (Fig.E).

4. On each side, remove two 15mm (head) bumper bolts (Fig.F). Pull out to remove the bumper.

5. Now, remove the tow hooks from the ends of the frame rails, if the vehicle is so equipped. *Note:* save the hooks and mounting hardware for reinstallation in case the tow bar mounting bracket is ever removed.

6. Remove two 13mm (head) bolts attaching the cross brace to the frame rails (Fig.G). The cross bar will not be replaced. *Note:* retain the cross bar in case the bracket is ever removed.

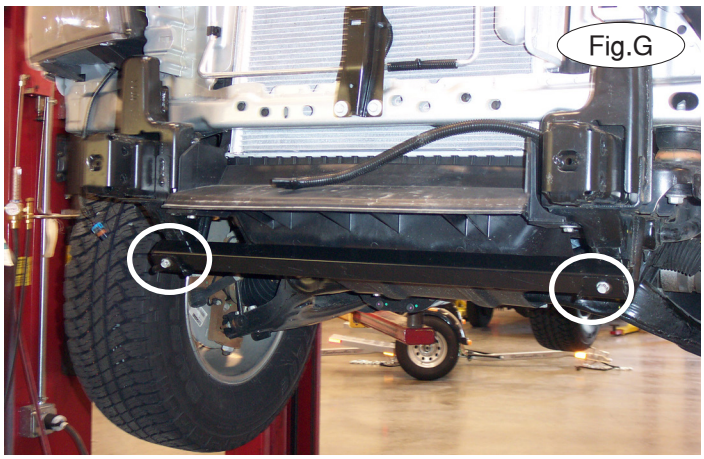
Fig.G

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval.
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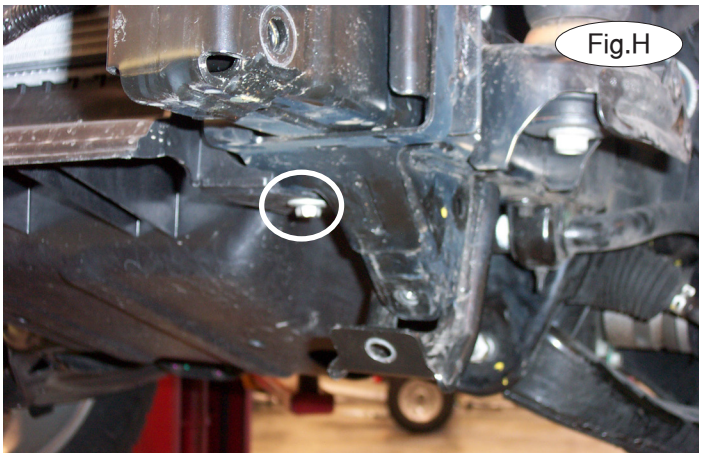
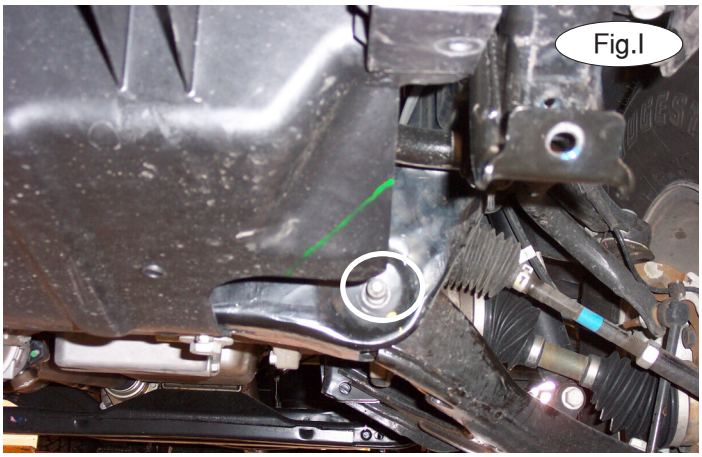
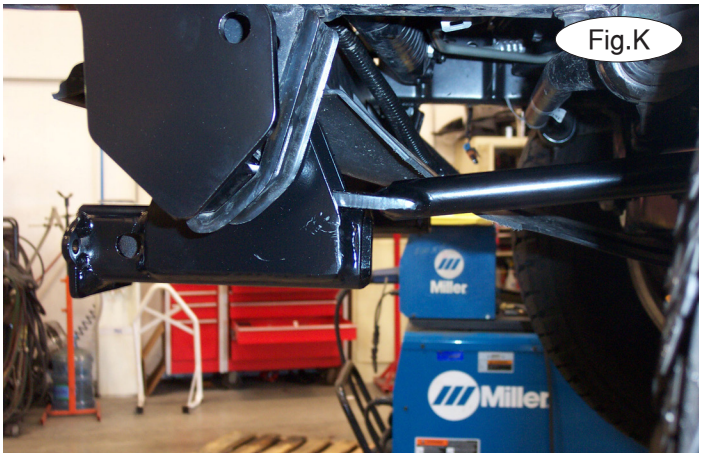




7. Remove only the front two 13mm (head) bolts attaching the center splash shield to the frame rails (Fig.H – driver's side).

8. Remove the two 24mm (head) front lower control arm mount nuts and trim the center splash shield using the green lines in Figure I (driver's side) as a guide for trimming.



9. Place the two rear support braces over the studs. Apply thread lock to the nuts and then replace them as well (Fig.J).

10. Place the main receiver brace over the cross brace mounts, with the rear supports over the top of the receivers (Fig.K). Now, replace the 13mm (head) bolts that you removed in step 6.

11. On each side, using the supplied ½" x 1¼" bolt, ½" lock washer and nut, bolt the rear support brace to the main receiver brace (Fig.L).

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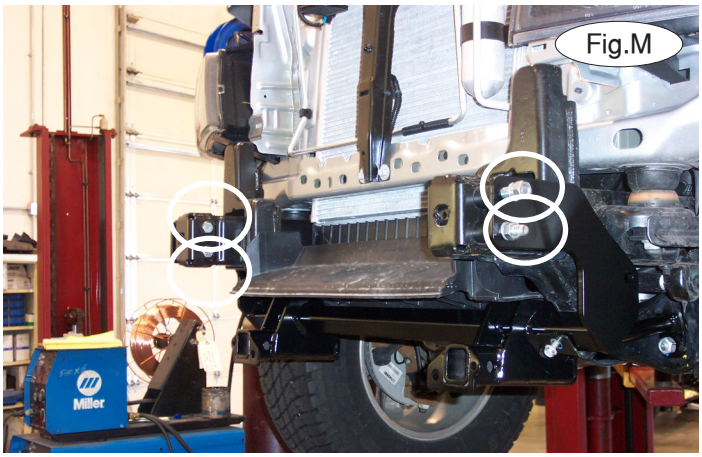
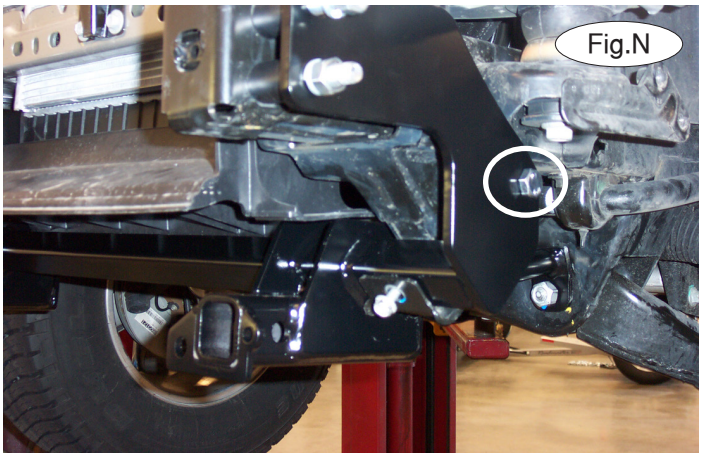




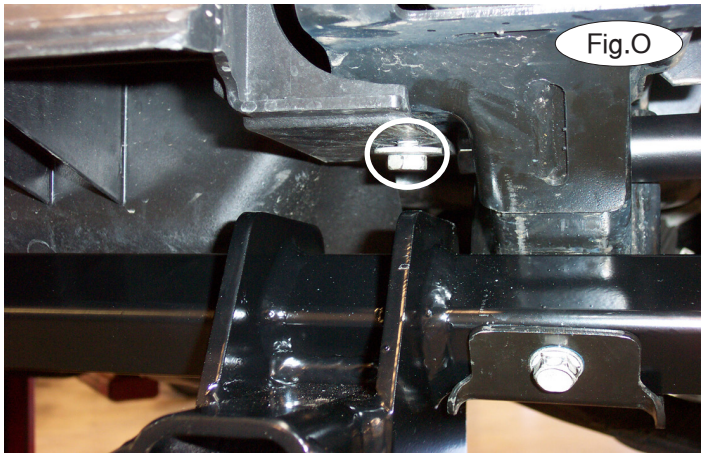
12. Place a 1" x 1-3/8" pipe spacer between the upper mounting point on the main receiver brace and the frame rail. Bolt through the main receiver brace, pipe spacer and frame rail using the supplied 12mm x 1.25 x 140mm bolt, and finish with a 12mm lock washer and nut. Repeat this process for the remaining three holes (Fig.M).

13. Place a 1" x 1¾" pipe spacer between the center mounting points on the main receiver brace and the frame rail. Bolt through the main receiver brace, pipe spacer and frame rail using the supplied 12mm x 1.25 x 120mm bolts and 12mm lock washers and nuts (Fig.N – driver's side).

14. Replace the bolts you removed from the center splash shield in step 7. Now, torque the bolts to the bolt torque requirements found at the end of this document.

15. Reassemble the fascia by reversing steps 1 through 4.

16. Insert the removable front bracket arms into the front receiver braces. Connect the safety cables to the safety cable tabs illustrated on the first page of these 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.

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