



BASEPLATE KIT INSTALLATION INSTRUCTIONS

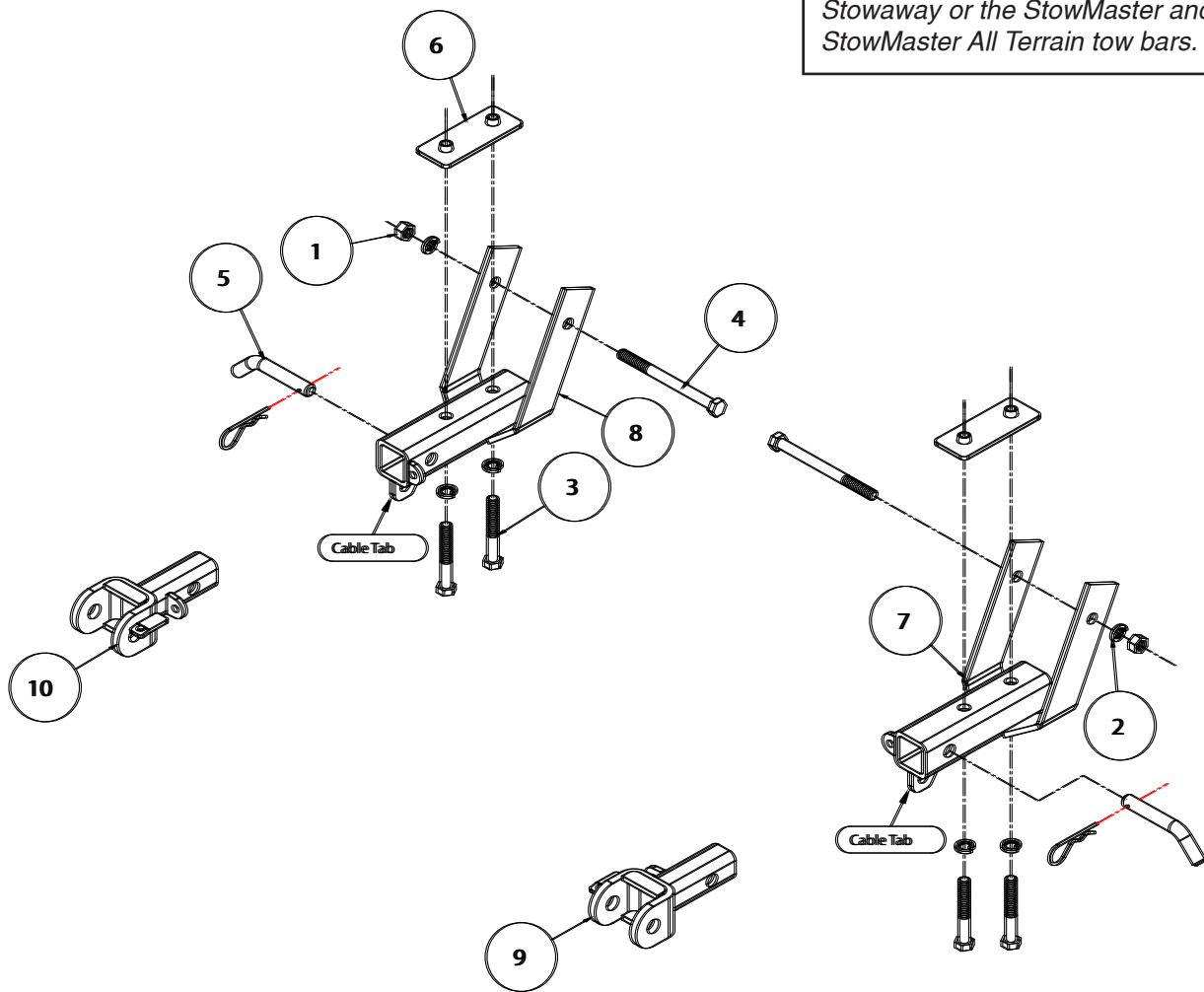
KIT# 4410-3

07/13/15
KS

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R O A D M A S T E R, I N C.

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..... | 2 | 1/2" HEX NUT..... | 350258-00 |
| 2..... | 6 | 1/2" LOCK WASHER..... | 350309-00 |
| 3..... | 4 | 1/2" x 3 1/2" BOLT | 350103-00 |
| 4..... | 2 | 1/2" x 6" BOLT | 350109-00 |
| 5..... | 2 | DRAW PIN/SPRING PIN..... | 357035-00 |
| 6..... | 2 | 3/16" x 2" x 5" THREADED BACKING PLATE | A-003337 |
| 7..... | 1 | DRIVER SIDE RECEIVER | C-001474 |
| 8..... | 1 | PASSENGER SIDE RECEIVER..... | C-001475 |
| 9..... | 1 | DRIVER SIDE ARM..... | C-001476 |
| 10..... | 1 | PASSENGER SIDE ARM | C-001477 |



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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 kit consists of a passenger and driver side main receiver brace, two removable front bracket arms and a hardware pack. The main receiver braces mount to the top and bottom of the frame rail and the removable front brackets install in the main 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.

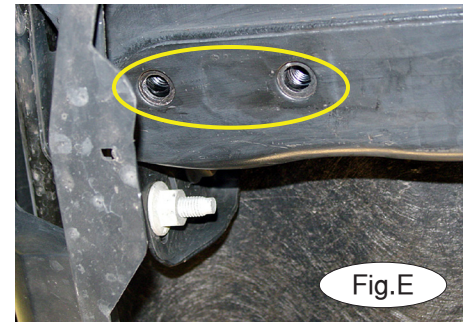
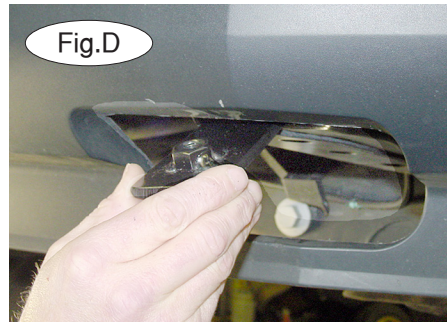


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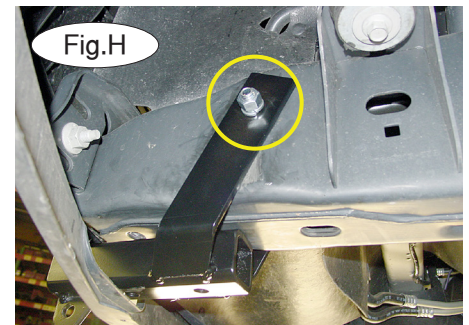
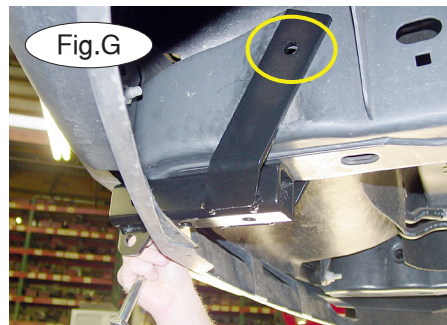
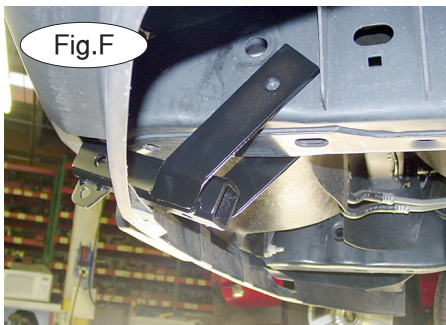
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. *Note:* if the vehicle is equipped with tow hooks, you will need to remove them. Do so by removing two 15mm (head) bolts on each side. They will not be replaced. Now, begin the installation.

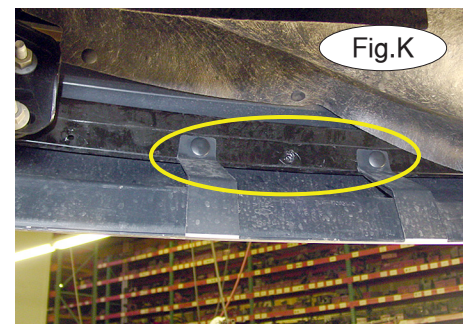
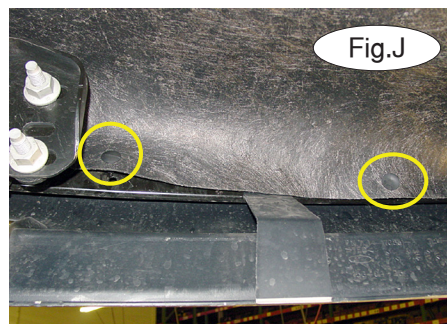
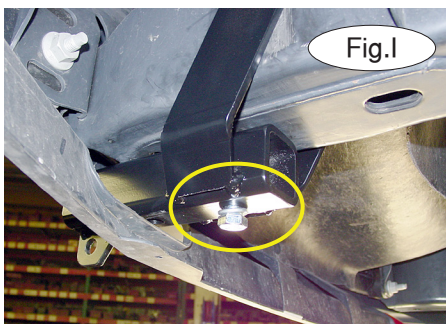
Working on one side at a time, insert one of the 3/16" x 2" x 5" threaded backing plates into the opening in the front of the frame (Fig.C,D), then align the backing plate with the existing holes in the bottom of the frame (Fig.E).

2. Next, insert one of the main receiver braces through the opening in the grille (Fig.F). Position the main receiver brace so that it aligns flat with the bottom of the frame (Fig.G).



3. Align the side plates of the main receiver brace with the existing holes in the frame (Fig.G). Bolt into place using a 1/2" x 6" bolt, lock washer and nut (Fig.H). *Note:* due to manufacturing variances, later models may have some interference with the splash shielding once the main receiver brace is installed. If this is the case, trim as necessary to allow clearance.

4. Starting with the rear hole in the bottom of the receiver tube, bolt through the receiver tube, frame rail and into the backing plate you inserted in step 1 using the supplied 1/2" x 3 1/2" bolt, 1/2" lock washer and 1/2" nut (Fig.I).



5. Remove two plastic fasteners attaching the air deflector to the bumper core (Fig.J).

6. Next, pull up the air deflector and remove two plastic fasteners attaching the lower fascia to the bumper core (Fig.K).



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7. Now, push forward on the fascia to gain access to the front hole in the bottom of the receiver tube. Next, insert the 1/2" x 3 1/2" bolt with lock washer into the front hole (Fig.L), and through the main receiver brace, frame rail and backing plate.

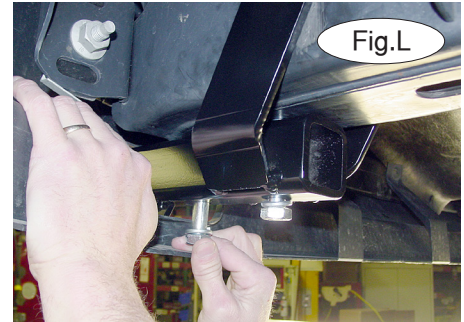
8. Torque all the bolts to the torque specifications listed at the end of these instructions.

9. Repeat steps 1 through 8 for the other side.

10. Replace the plastic fasteners in the air deflector and the fascia, reversing steps 5 and 6.

11. Fit the front bracket arms into the front receiver braces.

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

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.