### Baseplate Kit Installation Instructions

**Item** | **QTY** | **Name** | **Material**
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1 | 4 | 1/2" x 6 1/2" Bolt | 350110-00
2 | 4 | 1/2" x 4 1/2" Bolt | 350106-00
3 | 4 | 1/2" Plate Washer | A003086
4 | 8 | 1/2" Lock Washer | 350309-00
5 | 8 | 1/2" Hex Nut | 350258-00
6 | 2 | 1/4" x 3/4" Self Tapping Screw | 350271-00
7 | 1 | Main Receiver | C-001593
8 | 1 | Driver Side Arm | C-001594
9 | 1 | Passenger Side Arm | C-001595

**Note:** Failure to follow these instructions can result in death, personal injury, or property damage.
This is one of our XL 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 removable front braces and a hardware pack.

The main receiver brace mounts to the frame rails. 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.

**Important:** All brackets 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**
- **Use lock washers on all fasteners**

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**Warning**

Failure to follow these instructions can result in property damage, personal injury or even death.

- Installation of most mounting brackets requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounts and brackets for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- The owner must check the vehicle manufacturer’s instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- If running changes were made by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer’s responsibility to verify that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.
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. Remove four T25 Torx bolts attaching the top of the grille to the core support (Fig.C). Lift up on the grille to remove it.

2. On both sides, remove two Torx bolts attaching the center grille to the core support. The top bolt is T30 and the bottom is T20 (Fig.D).

3. Pull forward on the outside edge of the center grille to remove it (Fig.E).

4. Remove two T45 Torx bolts attaching the bottom of the grille opening to the bumper core (Fig.F).

5. Remove four T20 Torx bolts attaching the license plate holder to the fascia (Fig.F), then disconnect the ambient temperature sensor from the back of the license plate holder (Fig.G).

6. Remove two 13mm (head) bolts attaching the fascia to the front of the bumper (Fig.G).

7. On both sides, remove three plastic fasteners attaching the fender liner to the side of the fascia and fender junction (Fig.H).

8. On both sides, remove two plastic fasteners attaching the fender liner to the bottom of the fascia (Fig.I).

9. Disconnect the fog lights, if the vehicle is so equipped. Then, pull forward on the fascia to remove it (Fig.J).

10. On the passenger’s side, remove two 10mm plastic nuts attaching the electrical box to the frame rail (Fig.K).
11. After removing the electrical box, cut the remaining two studs from the side of the frame rail. Using the two supplied ¼" x ¾" self-tapping screws, remount the electrical box to the bottom of the headlight support (Fig.L).

12. Slide the main receiver brace over the bottom of the frame rails until the bottom inside plate of the brace lies flush with the bottom of the frame rails.

13. Slide the main receiver brace forward and measure from the back of the bumper core to the brace. This measurement must be 2½" (Fig.M). Once it has been positioned, clamp the main receiver brace to the frame rail (Fig.M).

14. Using the pre-drilled holes in the main receiver brace as a template, drill four ½" holes on each side of the brace. The pre-drilled holes are on the bottom, both sides and the top. While drilling, keep a piece of scrap metal on the opposite side of the frame rail to protect the engine components. *Note:* keep the drill as straight as possible. If the holes aren’t straight, the plate washers in Step 15 may need to be trimmed with a metal grinder, shear or saw.

15. Bolt the main receiver brace to the frame rails using the four supplied ½" x 6½" bolts, plate washers, lock washers and nuts. The plate washers must be on the top side of the frame rail (Fig.O). Torque the bolts to the specifications listed at the end of these instructions.

16. Using the pre-drilled holes in the main receiver brace as a template, drill ½" holes through the two side holes in the frame rail on each side (Fig.P). While drilling, keep a piece of scrap metal on the opposite side of the frame rail to protect the engine components. *Note:* a 90-degree angle drill will be required to drill these holes (Fig.P).

   Bolt the main receiver brace to the frame rails using the supplied ½" x 4½" bolts.

17. Cut out the template provided on the last page of these instructions and align it with the edge of the license plate rim on the fascia (Fig.Q). Using a marker, trace out the rectangular opening and trim (Fig.Q).

18. Reassemble the fascia by reversing steps 1 through 9. Tighten all bolts to the torque specifications listed at the end of these instructions.
19. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

20. Install the tow bar to the mounting bracket according to the manufacturer’s instructions.

*Note:* this bracket does not use short safety cables. It requires 10,000-pound rated safety cables that attach to the main receiver brace on the towing vehicle.
Template for fascia trimming