



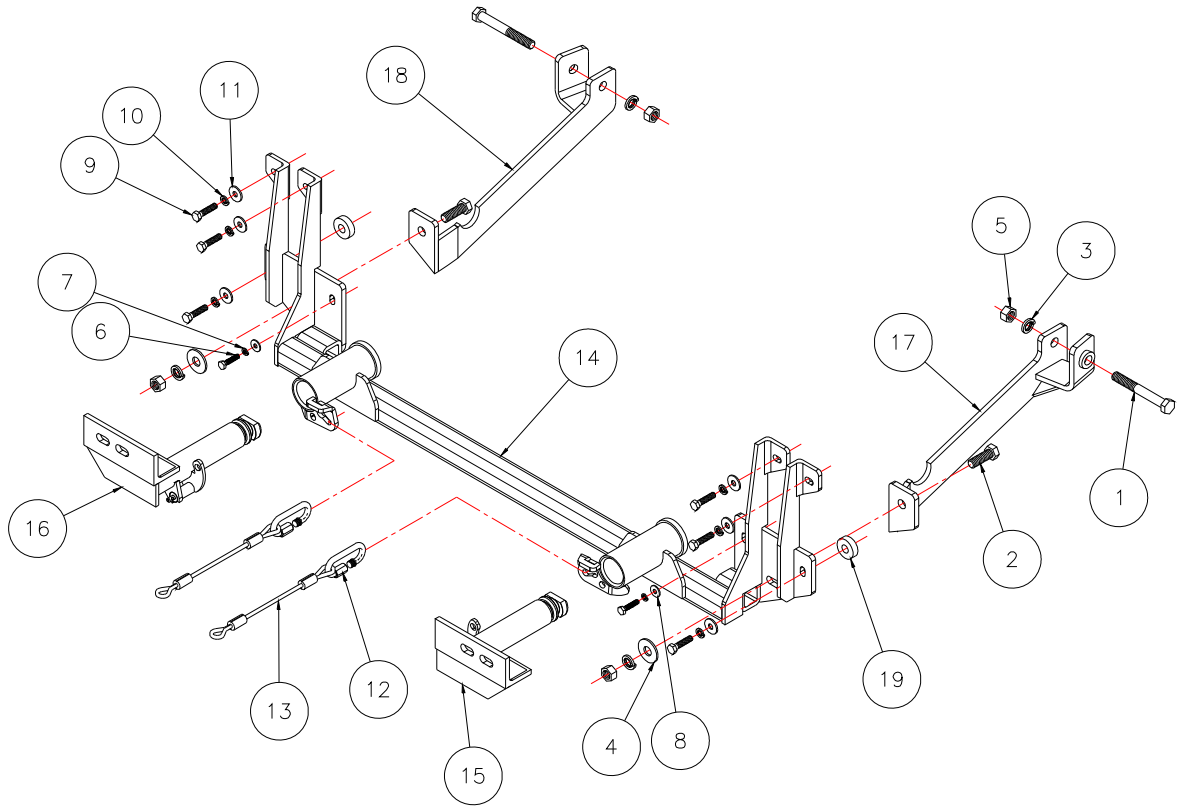
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521231-1

09/28/08
KS

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ROADMASTER, INC.



Item	Qty.	Length	Width	Description	Part#
1	2	4"	1/2"	BOLT	350105-00
2	2	1 1/2"	1/2"	BOLT	350095-00
3	4		1/2"	LOCK WASHER	350309-00
4	2		1/2"	FLAT WASHER	350308-20
5	4		1/2"	NUT	350258-00
6	2	35mm	6mm	6mm x 1.0 x 30 BOLT	355893-00
7	2		6mm	LOCK WASHER	355761-00
8	2		6 mm	FENDER WASHER	355755-00
9	6	35mm	8mm	8mm x 1.25 x 35mm BOLT	356002-00
10	6		8mm	LOCK WASHER	355705-00
11	6		8mm	FENDER WASHER	355702-00
12	2			CABLE CONNECTOR	200008-00
13	2	8"		SAFETY CABLE	500646-08
14	1			MAIN RECEIVER BRACE WELDMENT	C-001376
15	1			DRIVER SIDE ARM WELDMENT	C-001377
16	1			PASSENGER SIDE ARM WELDMENT	C-001378
17	1			DRIVER SIDE REAR WELDMENT	C-001379
18	1			PASSENGER SIDE REAR WELDMENT	C-001380
19	2			1 1/4" O.D. x 3/8" TUBE	A-002218



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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 kit consists of a main receiver brace, two rear braces, two removable front braces and a hardware pack. The main receiver brace mounts to the frame. The two rear braces mount to the main receiver brace and 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 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.

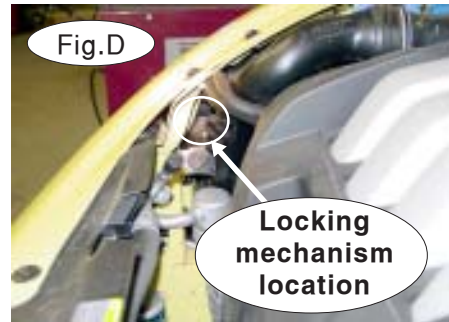
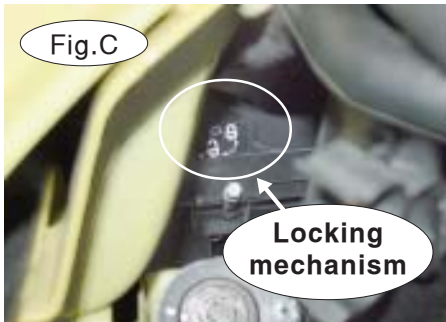


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. First remove the headlights: use a 5 mm socket to rotate the locking mechanism on the passenger's side (Fig.C-D). Now, press down on the release arms and pull forward to remove the headlights. *Note:* for the driver's side the rear release lever is a metal arm that is located below the right rear corner of the battery box. The passenger's side release lever is located along the side of the headlight housing.

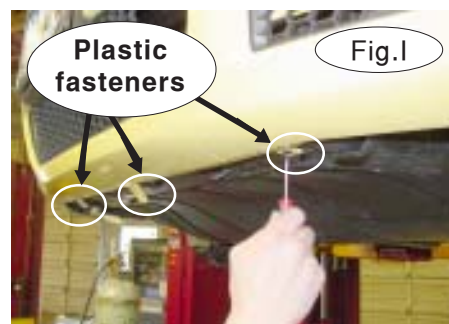
2. Now, remove sixteen T-27 Torx bolts along the edge of the fender and front of the fascia (Fig.E).



3. On both sides, remove one T-27 Torx bolt on the inside edge of the headlight opening (Fig.F).

4. To remove the fender liners, remove thirteen T-25 Torx screws per side (Fig.G). *Note:* removing the front wheels will make removing the fender liners easier but is not necessary (Fig.H).

5. Next, remove three plastic fasteners across the bottom front of the fascia using a small screwdriver. Push in on the center of the pin to release the fasteners (Fig.I). *Note:* when pushing in on the center of the pin be careful not to push the pin all the way through.



6. Remove the center splash shield by removing ten T-25 Torx screws (Fig.J).



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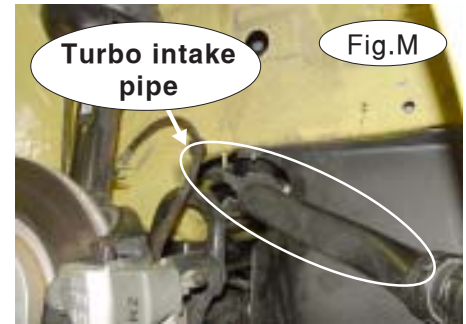
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Fig.K



Fig.L



Turbo intake pipe Fig.M

7. Remove one T-25 Torx screw at the lower rear of each of the side splash shields to remove them (Fig.K). Now, pull down on the splash shields to release the speed nuts. Remove one 10mm nut on the passenger's side that holds the turbo intake pipe to the frame rail (Fig.L). Pull the pipe slightly down and out of the way (Fig.M).

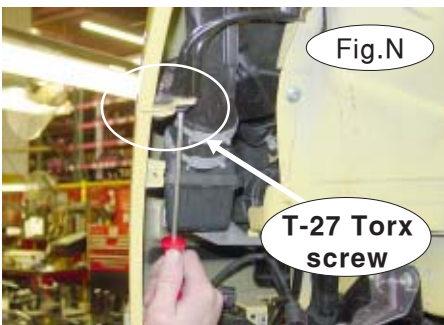
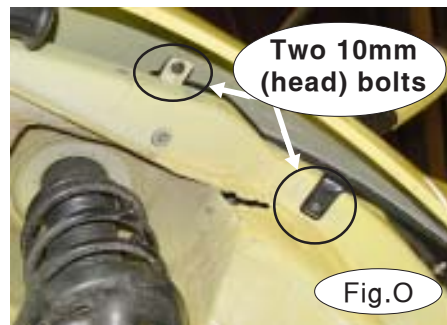


Fig.N

T-27 Torx screw



Two 10mm (head) bolts

Fig.O

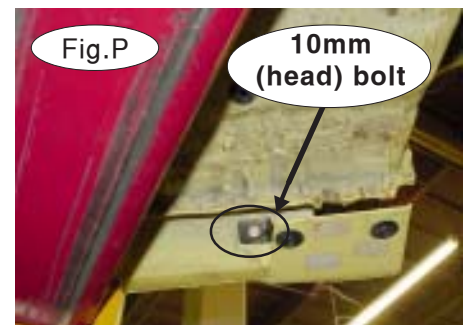


Fig.P

10mm (head) bolt

8. On both sides, remove one T-27 Torx screw from the support bracket where the fascia and fender meet (Fig.N).

9. Remove two 10mm (head) bolts from the top of the inner fender well (Fig.O). Next, remove one 10mm (head) bolt at the bottom corner of the rocker panel (Fig.P). Repeat for the other side.

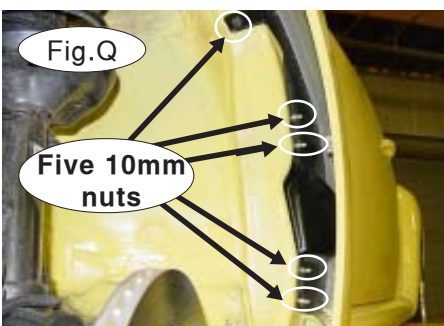


Fig.Q

Five 10mm nuts

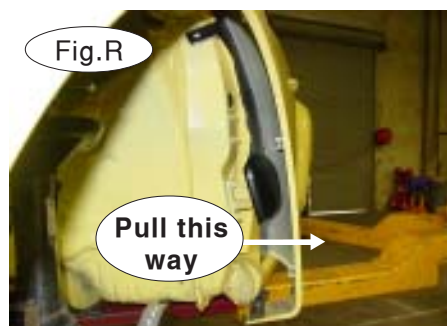


Fig.R

Pull this way



Fig.S

10. On both sides, remove five 10mm nuts from the inside rear of each fender well (Fig.Q).

11. Unplug the marker lights and fog lights (if the vehicle is so equipped). It is easier to remove the passenger's side plugs after the fascia has been slid forward slightly.

12. Pull the rear fender mounts off the mounting studs on both sides (Fig.R). With one person on each side of the vehicle, grab the fender and fascia and pull forward to remove (Fig.S).

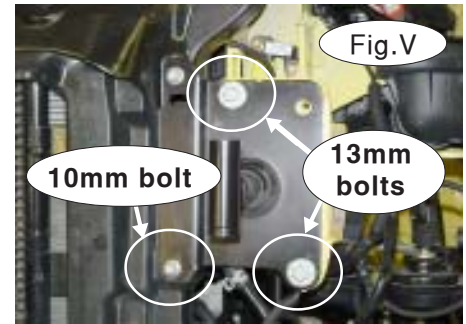
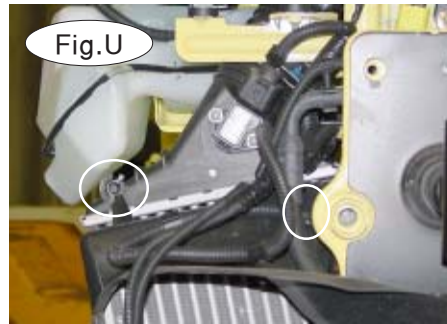
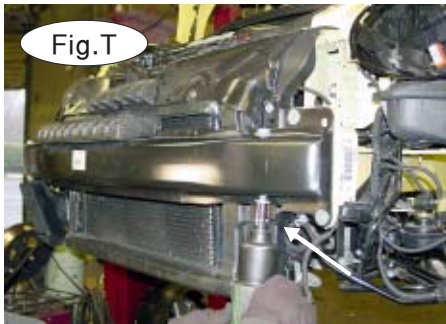


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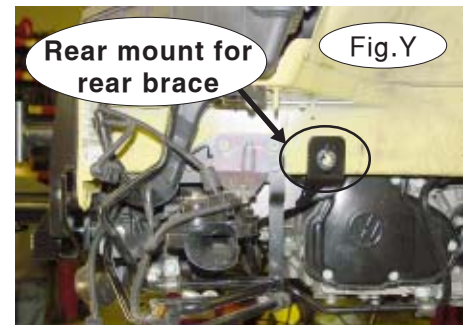
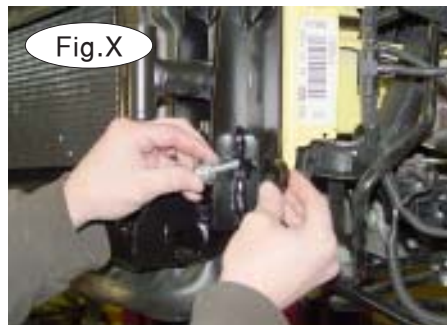
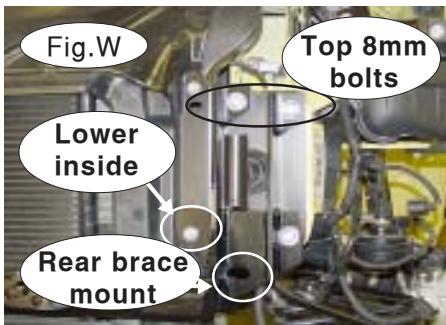
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13. Remove one 18mm nut per side to remove the bumper core (Fig.T).
14. Remove the air deflector from the inner cooler by undoing the two lock tabs (Fig.U).
15. On both sides, remove two 13mm (head) bolts from the end of the frame (Fig.V). Next, remove one 10mm (head) bolt from the end of the frame (Fig.V).



16. Set the main receiver brace in place over the ends of the frame. On both sides, bolt into place along the top using two 8mm x 1.25 x 30mm bolts, fender washers and lock washers (Fig.W).
17. For the lower outside corner mounting point, place a 1 1/4" x 3/8" x .375 wall pipe spacer between the main receiver brace and the frame. Bolt into place using a 8mm x 1.25 x 35mm bolt, fender washer and lock washer (Fig.X). Repeat for the other side.
18. For the lower inside hole, bolt into place using a 6mm x 1.0 x 30mm bolt, fender washer and lock washer (Fig.W). Repeat for the other side.
19. Now, bolt the rear brace to the main receiver brace using a 1/2" x 1 1/2" bolt, flat washer, lock washer and nut (Fig.W). Tighten into place. *Note:* make certain that the rear portion of the brace is tight up against the frame (Fig.Y).
20. Using the rear hole in the rear brace as a template, drill a 1/2" hole through the frame rail (Fig.Z). Use care not to drill through any of the engine components on the other side of the frame rail.



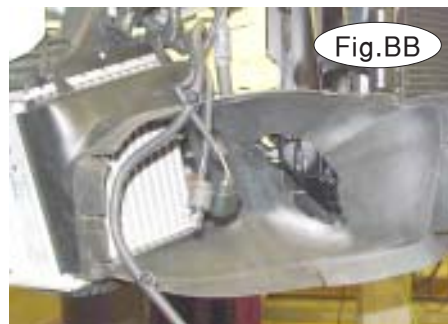
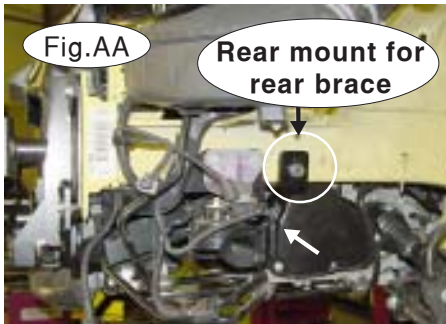


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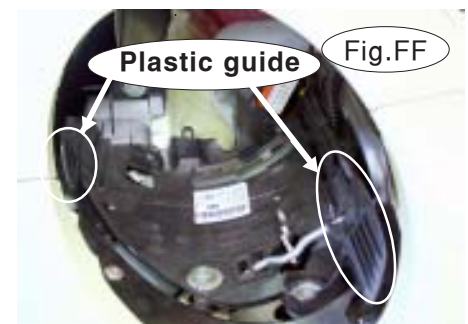
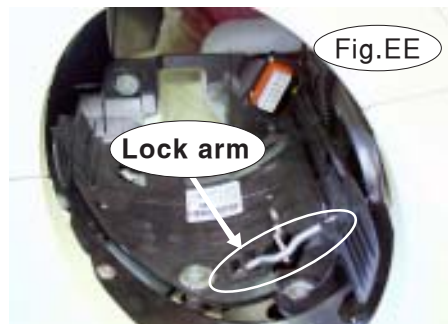
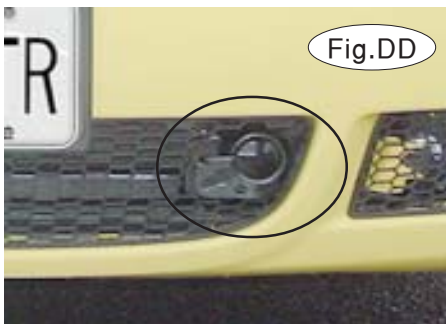
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21. Bolt through the hole you drilled in the previous step using a ½" x 4" bolt, lock washer and nut (Fig.AA).
22. Repeat steps 17 through 21 for the other side. Now, tighten the bolts to the torque specifications listed at the end of these instructions.
23. You will need to trim the air deflector on the passenger's side to allow clearance for the main receiver brace. Refer to Figure BB for correct trimming.
24. Before you reinstall both of the side splash panels you will need to trim a small area. Refer to the yellow marker lines in Figure CC for correct trimming.
25. The front grille will need to be trimmed to allow for clearance of the main receiver brace. Refer to Figure DD, or hold the grille up to the receiver and mark the area to be trimmed.
26. Reinstall the headlights, fender liners, center splash shield, side splash shields, marker lights, fog lights, fender and the fascia, reversing steps 1 through 12. *Note:* if the headlights do not function, they are not locked into the guides properly.



27. When reinstalling the headlights, it is important to have them seated and locked in place correctly or they will not function. Before you insert the headlights, make sure both lock arms are in the forward position (Fig.EE).
28. On each side of the headlight bracket there are two plastic guides that help align the headlight in place (Fig.FF). These guides must slide into the sleeve (one per side – Fig.GG) and lock in place.





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29. Once the headlight is properly in place, turn the camlock counter-clockwise to lock the headlight in place. If the headlight is installed correctly the seal should fit tightly around the fascia (Fig.HH). If you have a gap between the seal and fascia, the headlight may not be installed correctly.



30. 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 (Fig.II).

31. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.II).

32. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.



33. Install the tow bar to the mounting bracket 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.