

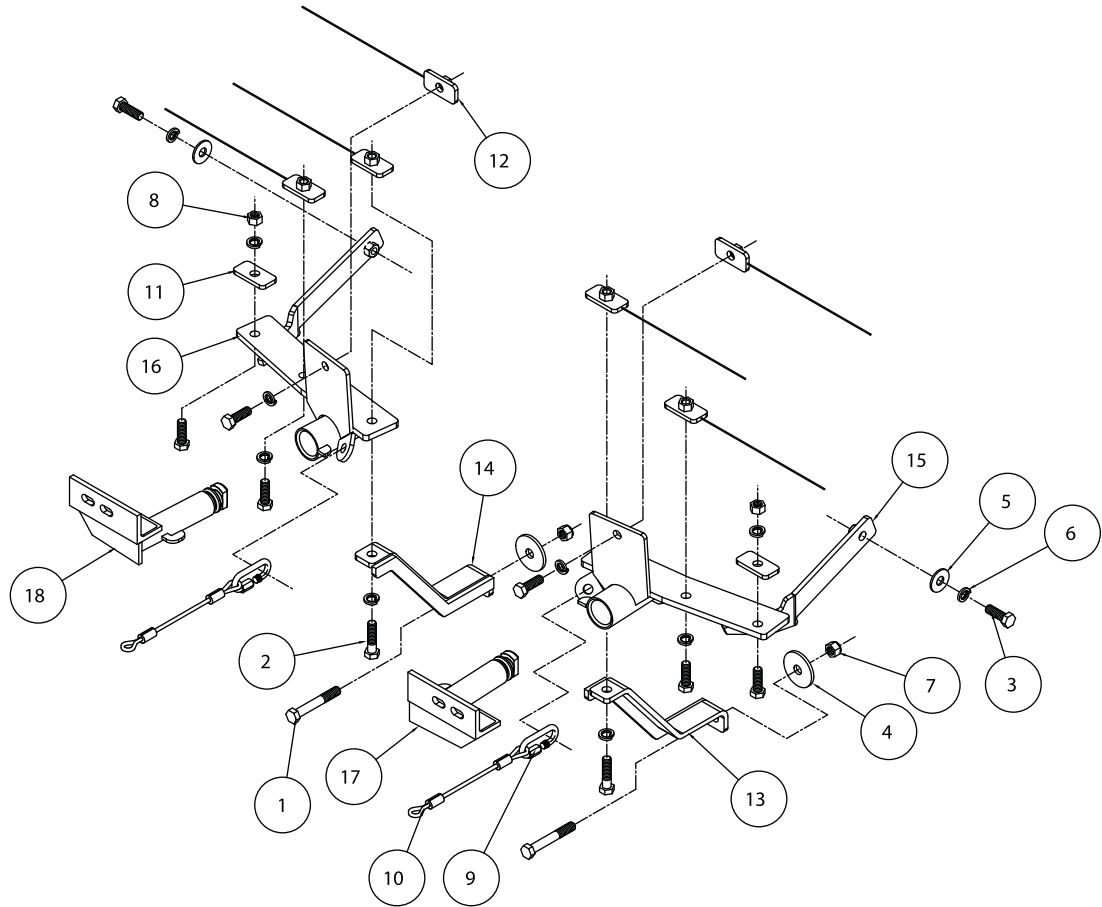


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521435-1

02/24/10
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	NAME	MATERIAL
1	2	1/2" x 3 1/2" BOLT	350103-00
2	2	1/2" x 2" BOLT	350097-00
3	8	1/2" x 1 1/2" BOLT	350095-00
4	2	1/2" PLATE WASHER	A-003086
5	2	1/2" FLAT WASHER	350308-00
6	10	1/2" LOCK WASHER	350309-00
7	2	1/2" NYLOCK NUT	350259-00
8	2	1/2" HEX NUT	350258-00
9	2	QUICK LINK	200008-00
10	2	SAFETY CABLES 8"	500646-08
11	2	1/4" x 1 1/4" x 2 1/2" ROUND HOLE BACKING PLATE	A-000228
12	6	1/4" x 1 1/4" x 2 1/2" THREADED BACKING PLATE W/ ROD	C-001416
13	1	DRIVER SIDE BRACE	C-001667
14	1	PASSENGER SIDE BRACE	C-001668
15	1	DRIVER SIDE RECEIVER	C-001669
16	1	PASSENGER SIDE RECEIVER	C-001670
17	1	DRIVER SIDE ARM	C-001671
18	1	PASSENGER SIDE ARM	C-001672
19	3	ZIP TIE	300140-8



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This is one of our EZ 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 two main receiver braces, two removable lower braces and a hardware pack.

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

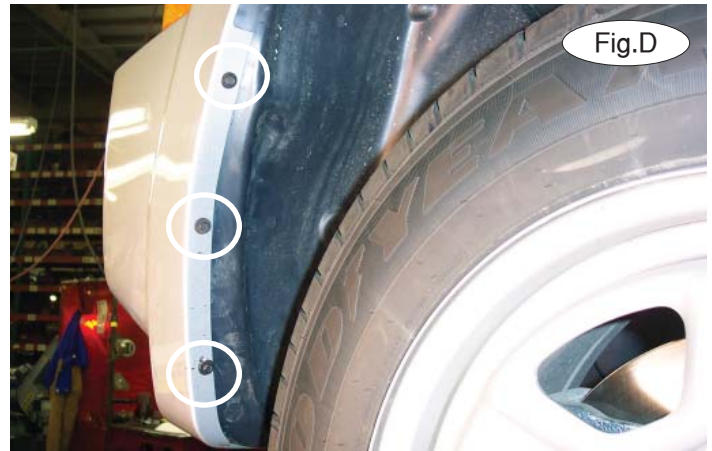


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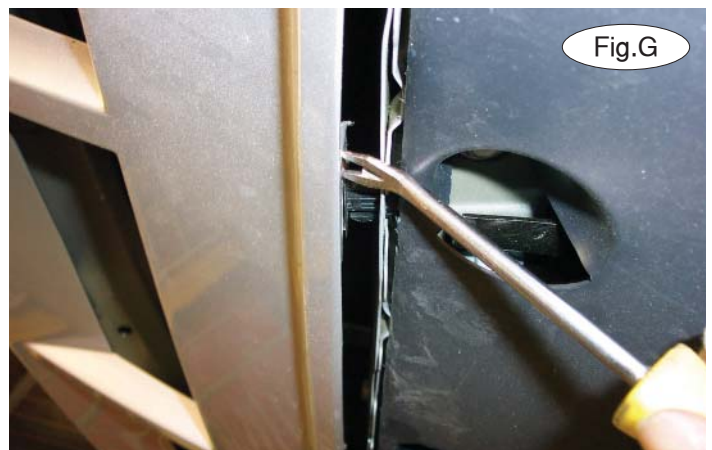
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove seven T20 Torx bolts (Fig.C).



2. On each side, remove three 7mm (head) screws attaching the fascia to the fender liner (Fig.D).
3. On each side, remove two plastic fasteners attaching the fender liner to the lower fascia (Fig.E).
4. On each side, pull back the fender liner and remove one 7mm (head) bolt attaching the corner of the fascia to the fender (Fig.F).
5. Disconnect the fog lights, if the vehicle is so equipped.
6. Remove two plastic clips attaching the lower fascia to the lower radiator support (Fig.G).





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Fig.H

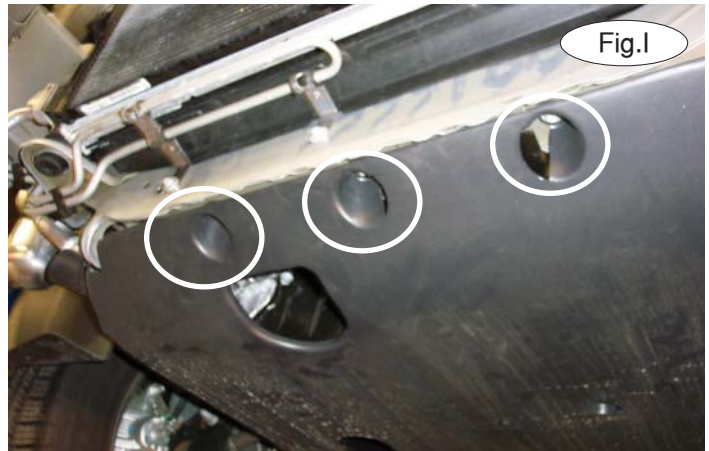


Fig.I

7. Push down on the fascia directly in front of the turn signals and pull it forward to remove it (Fig.H). *Note:* the plastic locking track above the turn signal must clear the front edge of the fender.

8. Remove three 10mm (head) screws attaching the center splash shield to the radiator support (Fig.I) and two plastic fasteners on each side attaching it to the frame rail (Fig.J).



Fig.J

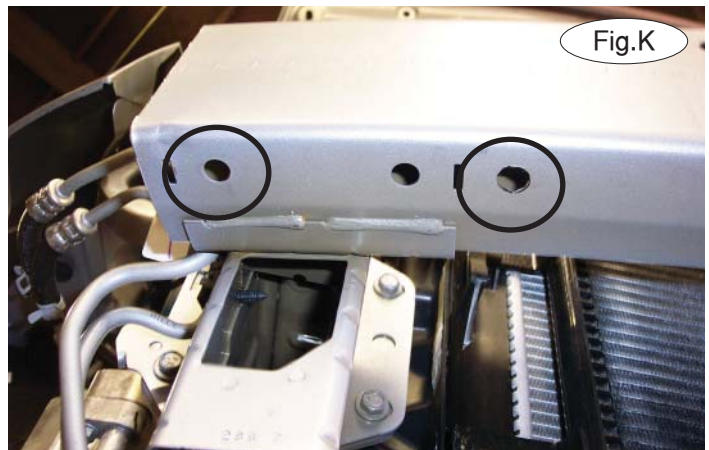


Fig.K

9. Working on the passenger side, locate three existing holes in the lower end of the bumper core. Using a 1/2" drill bit, enlarge the innermost and outermost holes to 1/2" (Fig.K).

10. On the passenger side, remove the 10mm (head) screw attaching the power steering cooler line to the core support (Fig.L).



Fig.L



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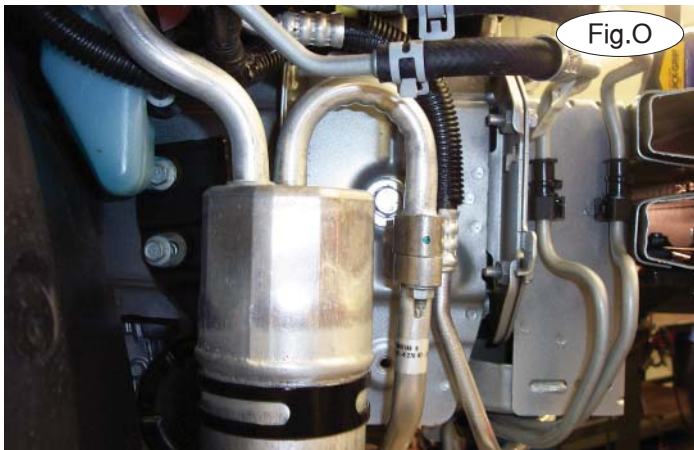
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11. Place a 1¼" x 2½" backing plate inside the bumper core directly over the outermost hole drilled in step 9. Place the rear support of the main receiver brace against the face and bottom of the bumper core (Fig.M). Using one of the supplied ½" x 1½" bolts, bolt through the outside mounting point of the brace and bumper core and into the backing plate. Finish with a ½" lock washer and nut, and clamp the brace to the bumper core (Fig.N).



12. Place a 1¼" x 2½" nutted backing plate with wire inside the bumper core over the center hole of the main receiver brace. Bolt through the main receiver brace, bumper core and into the backing plate using a ½" x 1½" bolt and lock washer.

13. Using a ½" x 1½" bolt, flat washer, lock washer and nut, bolt through the existing hole inside the frame rail and into the weld nut in the rear support of the main receiver brace (Fig.O).

14. Disconnect the ambient temperature sensor (Fig.P). Then, repeat steps 9 through 13 for the driver's side.

15. Working on the passenger side, and using the inner holes on the bottom of the main receiver brace as a template, drill a ½" hole through the bumper core (Fig.Q).





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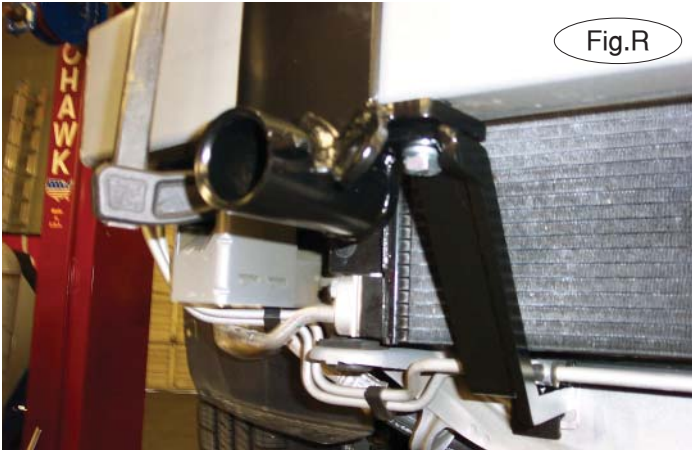


Fig.R



Fig.S

16. Place a 1 1/4" x 2 1/2" backing plate inside the bumper core over the hole drilled in step 15. Place the lower brace over the inner mounting point and bolt through the main receiver brace, lower brace and bumper core using a 1/2" x 1 1/2" bolt and lock washer (Fig.R).

17. Starting with the lower mounting points, tighten the bolts to the bolt torque requirements found at the end of this document. *Note:* make certain the lower mounting points of the lower braces are flush against the lower radiator support. *Note:* the screw for the power steering cooler will not be replaced but should be retained in case the bracket is ever removed. The lower mounting points of the main receiver brace will secure the power steering mount in place (Fig.S).



Fig.T



Fig.U

18. Using the upper mounting points on the main receiver brace as templates, drill 1/2" holes through the face of the bumper core (Fig.T).

19. Using a 1/2" x 1 1/2" bolt and lock washer, bolt through the main receiver brace and bumper core and into a 1 1/4" x 2 1/2" backing plate. Torque to the bolt torque requirements found at the end of this document.

20. Using the pre-existing lower mounting points on the lower brace as templates, drill through the front and back of the radiator support (Fig.U). *Note:* before drilling, make certain you will not drill through any engine components.

21. Bolt through the lower brace and core support using a 1/2" x 3 1/2" bolt, plate washer and Nylock nut (Fig.V). The plate washer should be placed on the rear of the core support. Torque the nut to 25 ft./lbs.



Fig.V

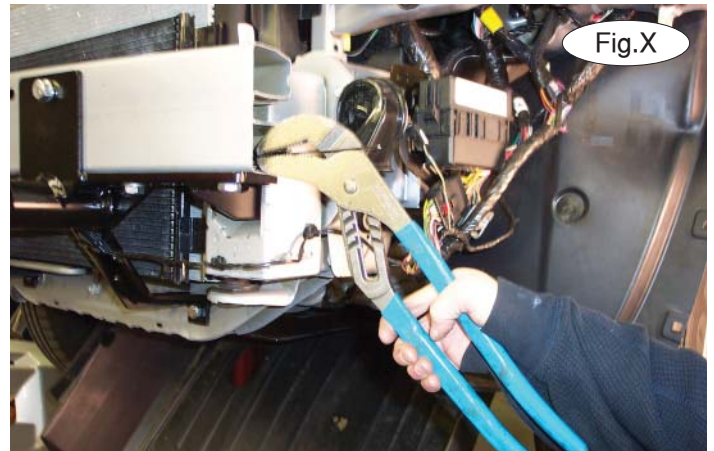
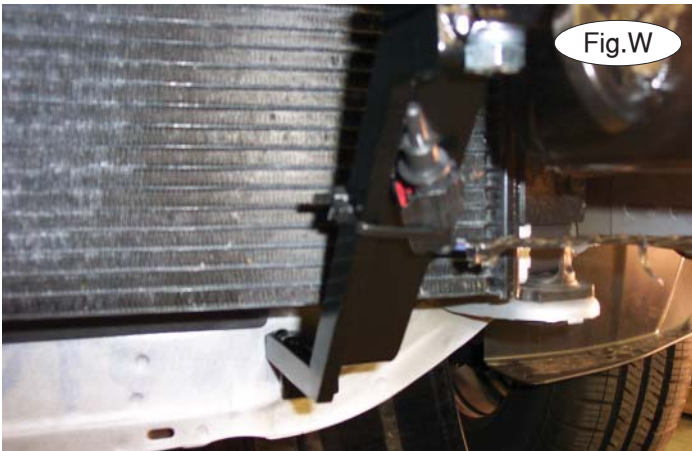


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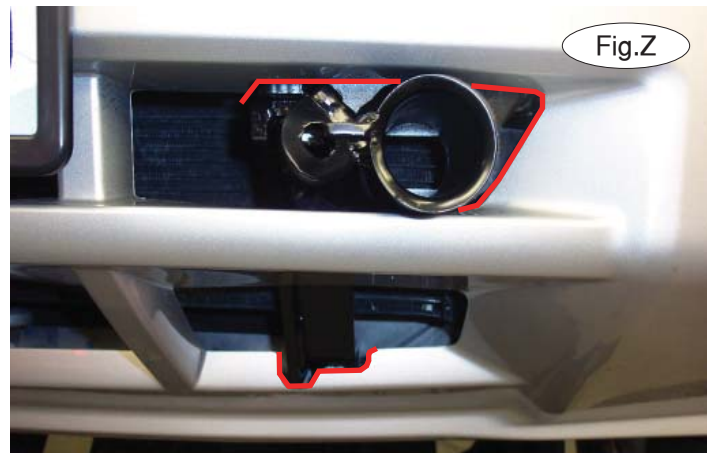
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22. Repeat steps 15 through 20 for the driver's side.

23. Using the provided zip ties, attach the ambient temperature sensor to the lower support on the driver's side lower brace (Fig.W).



24. Using a pair of pliers, break the wires off all the backing plates (Fig.X).

25. Trim the back of the foam shock absorption pad on the fascia to allow clearance for the bolt heads on the upper mounting points of the main receiver brace. The distance is 10" in from both sides (Fig.Y).

26. Hold the fascia in place and mark it for trimming. Trim the fascia using the red lines in Figure Z as a reference for trimming.

27. Reinstall the fascia, reversing steps 1 through 7.

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

29. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock (Fig.AA).





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- 30. Attach the ends of the safety cables to the tow vehicle's safety cables.
- 31. 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.