

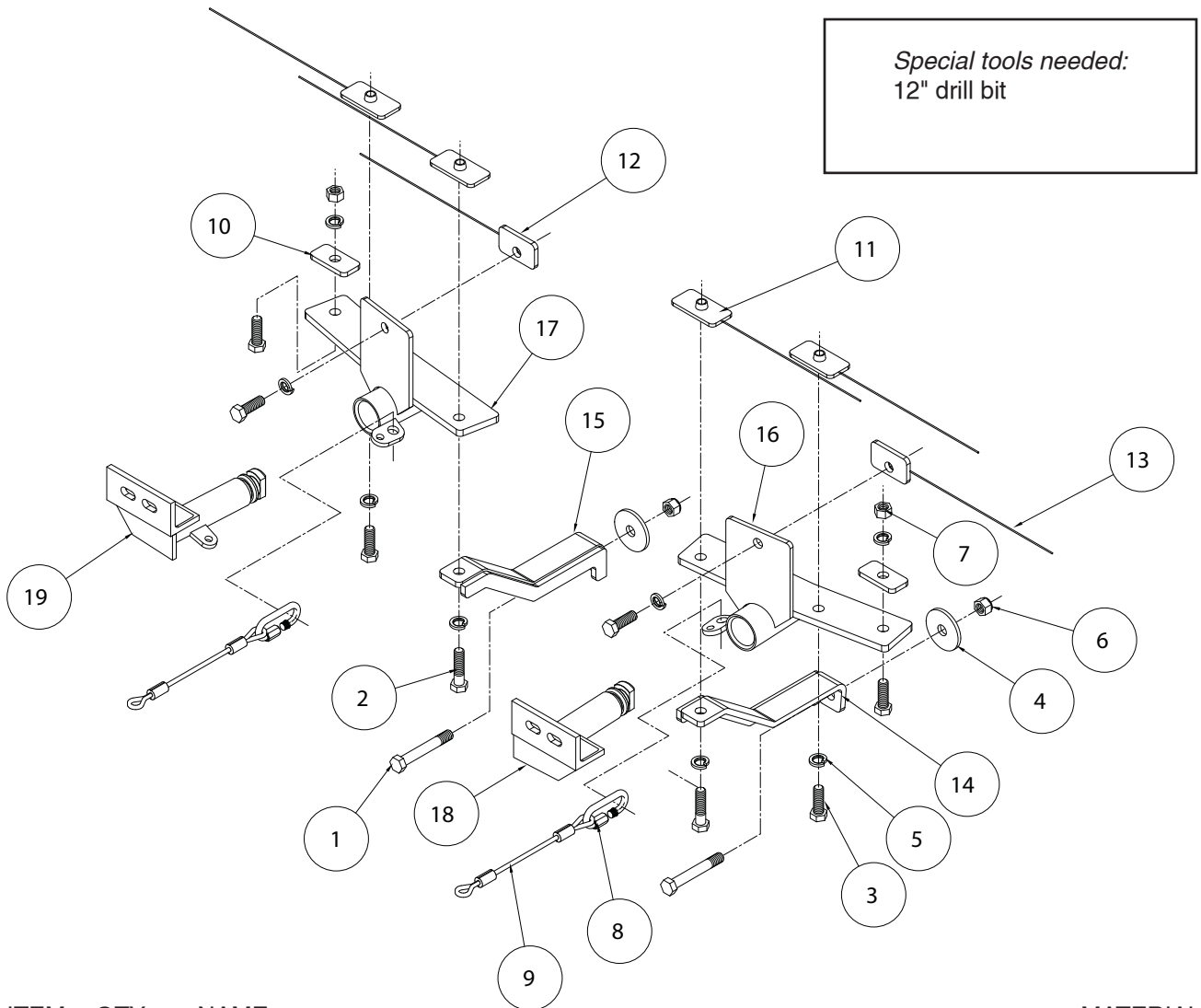


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521436-1

05/10/10
KS

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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	6	1/2" x 1 1/2" BOLT	350095-00
4	2	1/2" PLATE WASHER	350351-00
5	8	1/2" LOCK WASHER	350309-00
6	2	1/2" NYLOCK NUT	350259-00
7	2	1/2" HEX NUT	350258-00
8	2	QUICK LINK	200008-00
9	2	SAFETY CABLE 8"	500646-08
10	2	3/16" x 1 1/4" x 2 1/2" BACKING PLATE W/ ROUND HOLE	A-000228
11	4	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE W/ ROD	C-001416
12	1	3/16" x 1 1/2" x 2 1/2" THREADED BACKING PLATE RH	C-001675
13	1	3/16" x 1 1/2" x 2 1/2" THREADED BACKING PLATE LH	C-001676
14	1	DRIVER SIDE BRACE	C-001677
15	1	PASSENGER SIDE BRACE	C-001678
16	1	DRIVER SIDE RECEIVER	C-001679
17	1	PASSENGER SIDE RECEIVER	C-001680
18	1	DRIVER SIDE ARM	C-001681
19	1	PASSENGER SIDE ARM	C-001682
20	2	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 a main receiver brace, two lower braces, two removable front 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.



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 by removing five T20 Torx bolts attaching the top of the fascia to the radiator cover (Fig.C).

2. On each side, remove one 10mm (head) bolt attaching the corner of the fascia to the corner of the fender (Fig.D).



3. On each side, remove three 7mm (head) screws attaching the fender liner to the corner of the fascia (Fig.E).

4. On each side, remove two plastic fasteners attaching the fender liner to the center splash shield (Fig.F).

5. Remove three 10mm (head) bolts attaching the center splash shield to the radiator support (Fig.G).





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6. On each side, pull back the fender liner and remove one 10mm (head) bolt attaching the corner of the fascia to the fender liner (Fig.H).
7. Pull slightly forward on the fascia and disconnect the turn signals (Fig.I). Pull forward to remove the fascia completely.



8. Disconnect the ambient temperature sensor from the bumper core (Fig.J).
9. Working on the passenger side, locate an existing hole on the bottom of the bumper core. It is 5¼" in from the outside of the pad. Using a ½" drill bit, enlarge this hole to ½" (Fig.K).
10. Place a 3/16" x 1¼" x 2½" threaded backing plate with wire inside the bumper core over the hole drilled in the previous step (Fig.L). Place a ½" lock washer over a ½" x 1½" bolt and bolt it through the center hole in the main receiver brace, the drilled hole and into the backing plate.

Clamp the main receiver brace to the bumper core (Fig.M), and tighten the bolts to the bolt torque requirements found at the end of this document. *Note:* this should align the bracket.



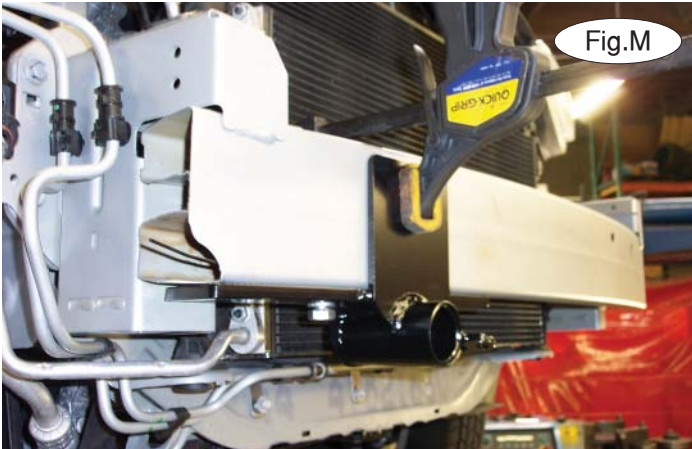


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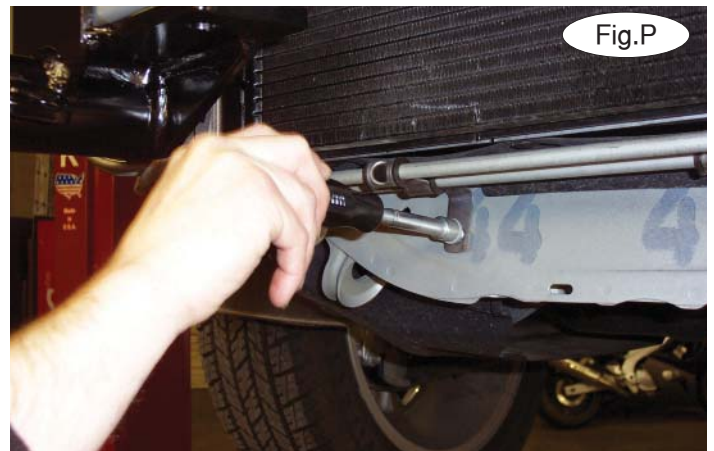
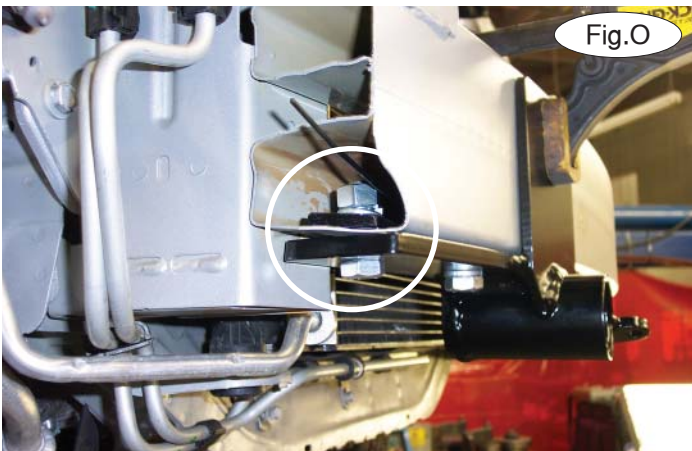
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11. Using the pre-existing inside and outside holes in the main receiver brace as a template, drill through the bumper core (Fig.N).

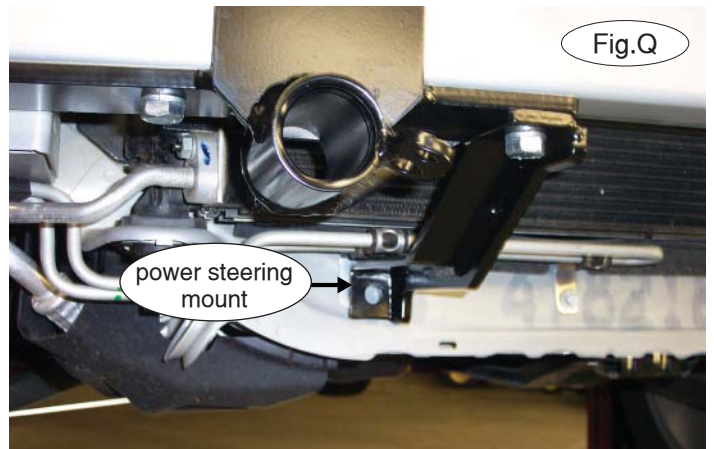


12. Place a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt in the outside hole of the main receiver brace, and through the bumper core. Place a $\frac{3}{16}$ " x $1\frac{1}{4}$ " x $2\frac{1}{2}$ " backing plate over the bolt and finish with a $\frac{1}{2}$ " lock washer and nut (Fig.O).

13. On the passenger side, remove a 10mm (head) bolt attaching the power steering cooler to the radiator support (Fig.P). *Note:* the power steering cooler bolt will not be replaced. The lower mounting points of the main receiver brace will secure the power steering mount into place (Fig.Q). *Note:* make certain that the lower brace is at a 90-degree angle to the radiator support.

14. Working on the passenger side, place a $\frac{3}{16}$ " x $1\frac{1}{4}$ " x $2\frac{1}{2}$ " threaded backing plate with wire inside the bumper core and over the inside hole in the bottom of the bumper core.

15. Using the inner holes on the bottom of the main receiver brace as a template, drill a $\frac{1}{2}$ " hole through the bumper core. Place a $\frac{1}{2}$ " lock washer over a $\frac{1}{2}$ " x 2" bolt and bolt it through the lower brace, the main receiver brace, the bumper core and into the backing plate (Fig.Q). Torque the inside and outside bolts to the bolt torque requirements found at the end of this document.





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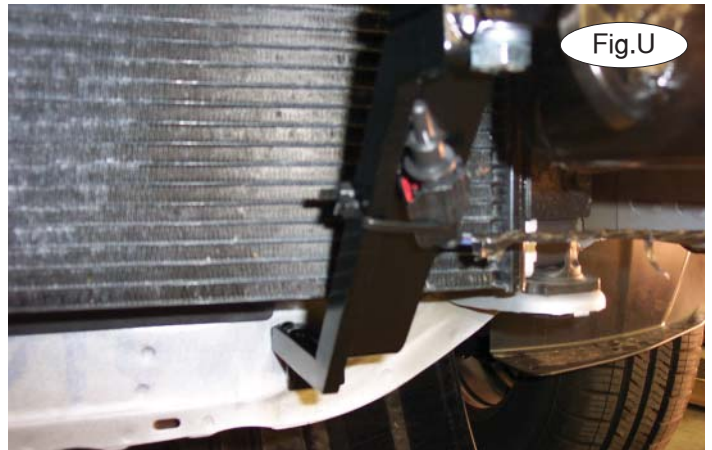
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16. Using the pre-existing holes in the main receiver brace as a template, drill through the front of the bumper core on the upper mounting point of the main receiver brace and through the front and back of the radiator support on the lower brace (Fig.R). *Note:* before drilling, make certain you will not drill through any engine components on the other side.

17. Place a $\frac{1}{2}$ " x $3\frac{1}{2}$ " bolt through the lower brace and the radiator support. Place a $\frac{1}{2}$ " plate washer over the bolt and finish with a $\frac{1}{2}$ " Nylock nut.

18. Place a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " threaded backing plate with wire into the bumper core. Using a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and lock washer, bolt through the upper mounting point of the main receiver brace and into the backing plate (Fig.S). Tighten the remaining bolts to the bolt torque requirements found at the end of this document, except the Nylock nut, which must be torqued to 25 ft./lbs.



19. Repeat steps 9 through 12 and 14 through 18 for the driver's side.

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

21. Reattach the ambient temperature with zip ties as shown in Figure U.

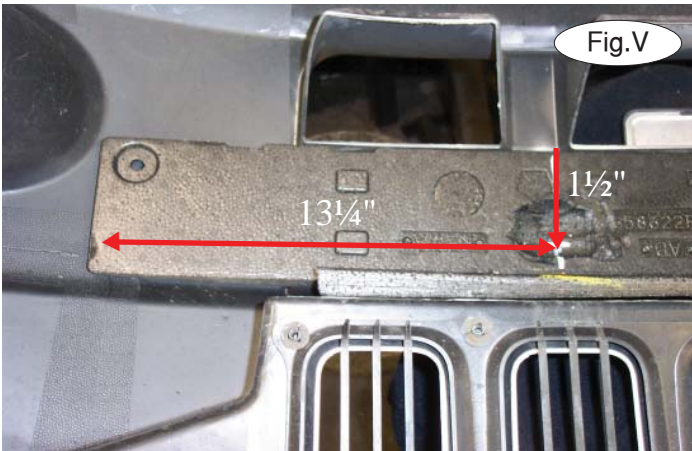


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21. Trim the back of the foam shock absorption pad on the fascia to allow clearance for the bolt heads on the upper mounting points of the main receiver brace. The distance is 13 $\frac{1}{4}$ " in from the side, 1 $\frac{1}{2}$ " from the top and $\frac{1}{2}$ " deep (Fig.V – driver's side).
22. Reinstall the fascia, reversing steps 1 through 7.
23. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces.
24. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock (Fig.W).
25. Attach the ends of the safety cables to the tow vehicle's safety cables.
26. 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.