



BASEPLATE KIT INSTALLATION INSTRUCTIONS

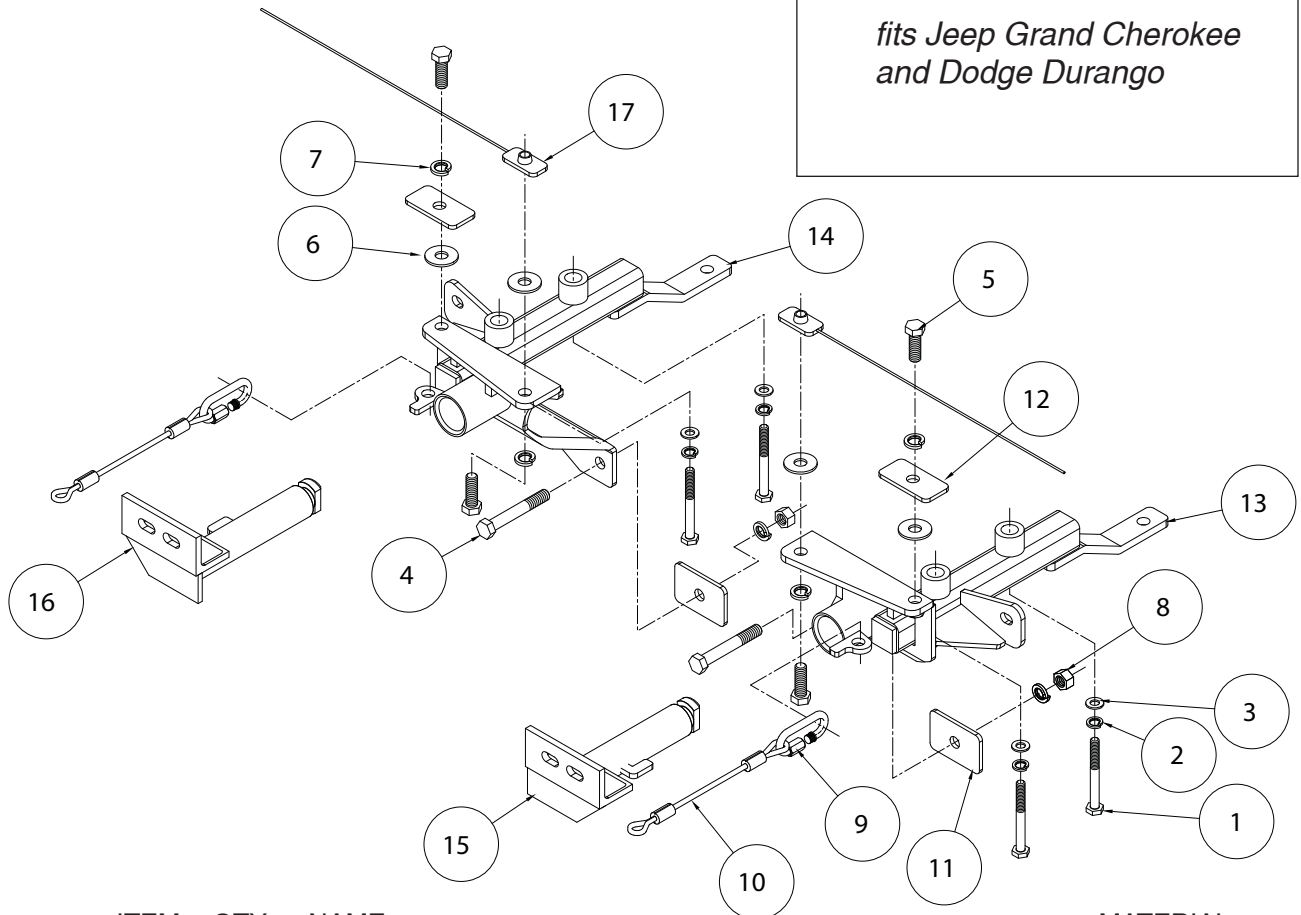
KIT# 521439-1

03/18/11
KS

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

*Special tools needed:
plastic pop rivet gun*

*fits Jeep Grand Cherokee
and Dodge Durango*



ITEM	QTY	NAME	MATERIAL
1.....	4.....	10mm x 1.5 x 90 mm BOLT.....	356115-00
2.....	4.....	10mm LOCK WASHER.....	355715-00
3.....	4.....	10mm FLAT WASHER.....	355710-00
4.....	2.....	1/2" x 3 1/2" BOLT.....	350103-00
5.....	4.....	1/2" x 1 1/2" BOLT.....	350095-00
6.....	4.....	1/2" FLAT WASHER.....	350308-00
7.....	6.....	1/2" LOCK WASHER.....	350309-00
8.....	2.....	1/2" HEX NUT.....	350258-00
9.....	2.....	QUICK LINK.....	200008-00
10.....	2.....	8" SAFETY CABLES.....	650646-08
11.....	2.....	3/16" x 2" x 3" BACKING PLATE.....	A-000147
12.....	2.....	3/16" x 1 1/2" x 3" BACKING PLATE.....	A-000185
13.....	1.....	DRIVER SIDE RECEIVER.....	C-002036
14.....	1.....	PASSENGER SIDE RECEIVER.....	C-002037
15.....	1.....	DRIVER SIDE ARM.....	C-002038
16.....	1.....	PASSENGER SIDE ARM.....	C-002039
17.....	2.....	3/16" x 1" x 2" THREADED BACKING PLATE W/ ROD.....	C-001964
18.....	1.....	LOCKTITE.....	200544-00
19.....	4.....	PLASTIC POP RIVET.....	350431-00



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This is one of our EZ2 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 and the bumper core. 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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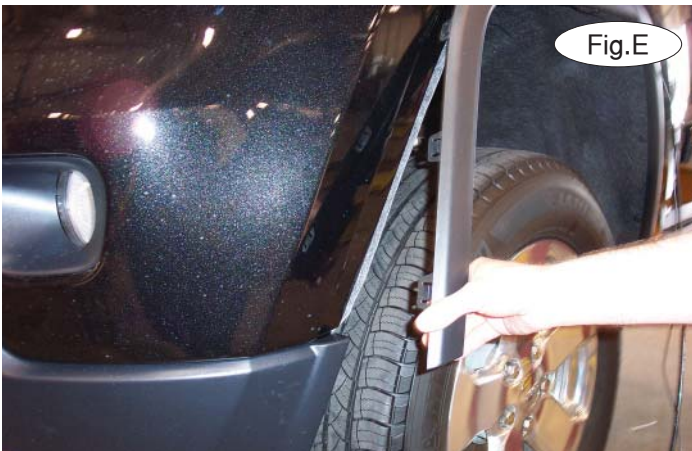
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing two 13mm (head) bolts, five 10mm (head) bolts and one plastic fastener attaching the lower splash shield to the subframe and core support (Fig.C).

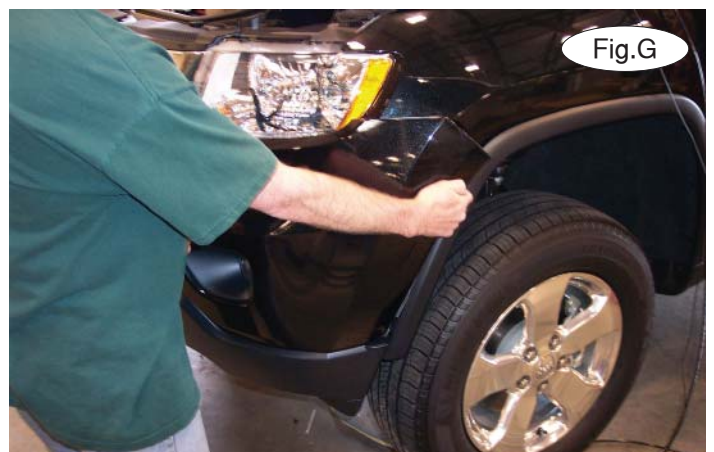
2. On each side, remove one 10mm screw and use a pair of side cutters to remove two plastic pop rivets attaching the fender liner to the fascia (Fig.D – passenger side).



3. On each side, pull out on the lower edge of the fender flair to detach it from the fascia (Fig.E).

4. Twist counterclockwise to remove the five plastic fasteners attaching the lower fascia to the core support and splash shield (Fig.F – driver's side).

5. Pull out and forward on the corners of the fascia to remove it (Fig.G).



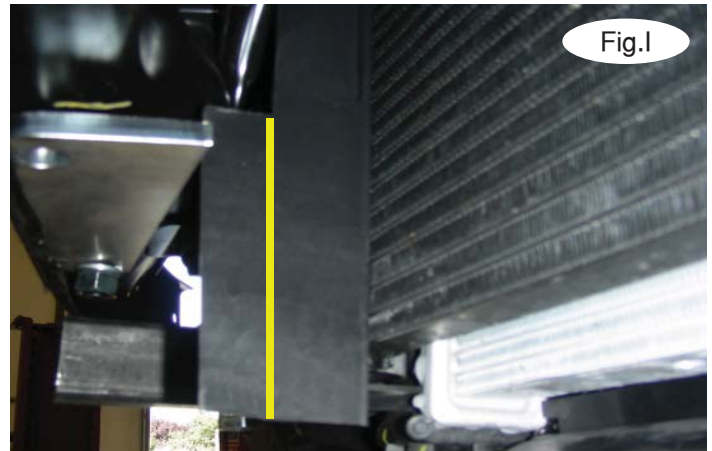


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6. Remove two plastic fasteners on each side attaching the grille inserts to the back of the fascia. *Note:* Figure H shows one of the fasteners. The other is located approximately location to which the arrow points.
7. Support the subframe with a jack stand.
8. Trim the passenger side air deflector using the yellow lines in Figure I as a guide for trimming.



9. Starting with the driver's side, remove the 21mm (head) front subframe mounting bolt (Fig.J).
10. Remove one 13mm (head) bolt attaching the lower half of the radiator support to the frame rail (Fig.K).



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Fig.L

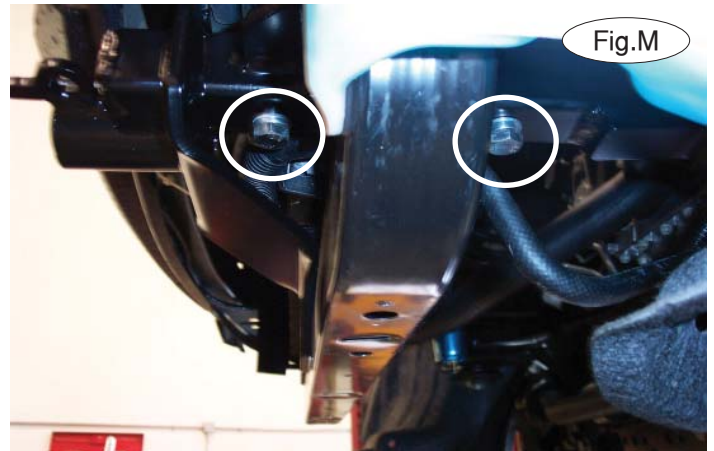


Fig.M

11. Insert the main receiver brace into the opening between the radiator and the radiator support and replace the 13mm (head) bolt you removed in step 10 (Fig.L). *Note:* vehicles equipped with adaptive cruise control will have a wire going across the bumper core to the control unit. Make certain that this wire will not be pinched between the bumper core and main receiver brace.

12. Place one 10mm flat washer and one 10mm lock washer over two of the supplied 10mm x 1.5 x 90mm bolts, and on both sides of the radiator support, bolt through the main receiver brace and into the two weld nuts located in the bottom of the frame rail (Fig.M).



Fig.N

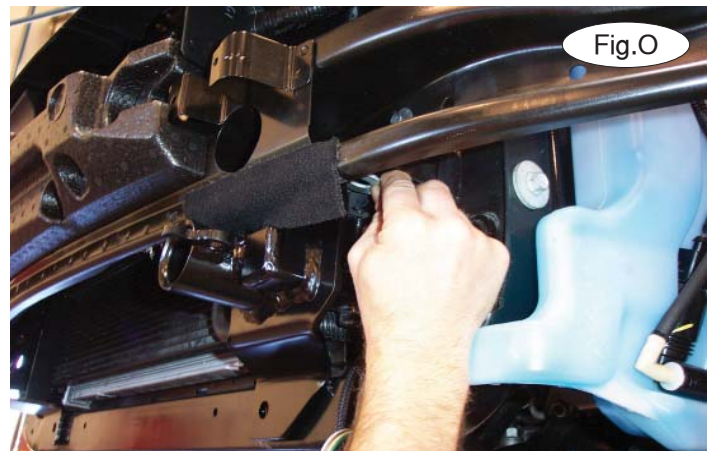


Fig.O

13. Place thread lock on the 21mm (head) subframe bolt that you removed in step 9 and bolt through the lower mounting point of the main receiver brace (Fig.N).

14. Place a 1/2" flat washer between the upper outside mounting point of the main receiver brace and the bumper core (Fig.O).

15. Place a 1/2" lock washer over one of the supplied 1/2" x 1 1/2" bolts, and then bolt through one of the supplied 3/16" x 1 1/2" x 3" backing plates, the pre-existing hole in the bumper core and into the weld nut on the outside upper mounting point of the main receiver brace (Fig.P).

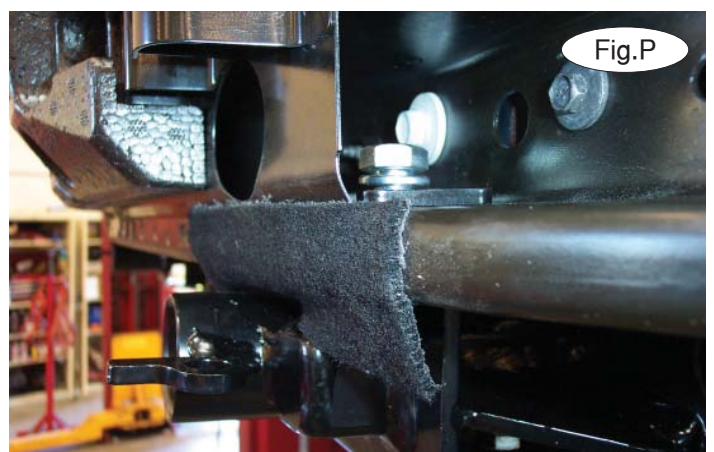


Fig.P



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16. Using the inside upper mounting point of the main receiver brace as a template, drill a 1/2" hole through the bottom of the bumper core (Fig.Q).

17. Place a 1/2" washer flat washer between the upper inside mounting point of the main receiver brace and the bumper core.

18. Place a 3/16" x 1 x 2" threaded backing plate with wire into the opening in the end of the bumper core and over the inside upper mounting point of the main receiver brace (Fig.R).



19. Place a 1/2" lock washer over a 1/2" x 1 1/2" bolt and bolt through the inside upper mounting point of the main receiver brace, bumper core and into the threaded backing plate (Fig.S).

20. Torque all bolts to the bolt torque requirements found at the end of this document, starting with the bumper core mounting points.

21. Repeat steps 9 through 20 for the passenger side of the vehicle. Using a pair of pliers, snap the wires off the backing plates.

22. On each side, using a 1/2" drill bit, and the lower mounting point of the main receiver brace as a template, drill through the front and back of the radiator support (Fig.T). *Note:* use caution and a metal plate to avoid drilling into engine components.

23. On each side, place one of the supplied 1/2" x 3 1/2" bolts through the main receiver brace and core support. Finish with one of the supplied 3/16" x 2" x 3" backing plates, 1/2" lock washer and 1/2" nut (Fig. U – driver's side).





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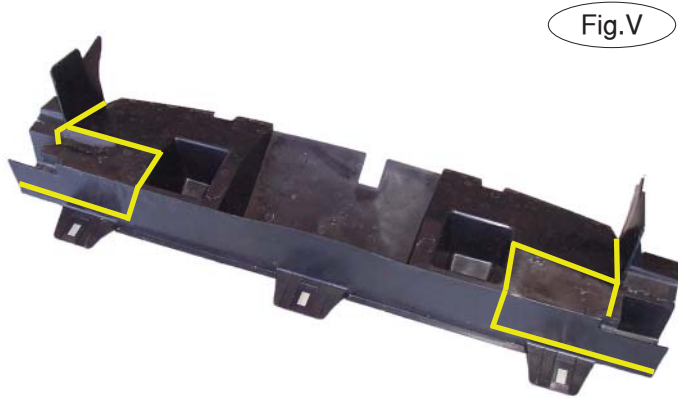


Fig.V



Fig.W

24. Trim the lower air deflector (Fig.V) on both sides, using the yellow lines as a reference for trimming. *Note:* make certain that you do not cut off any of the mounting tabs on the air deflector. Figure W shows the completed trimming on one side.

25. Reinstall the fascia by reversing steps 1 through 6. *Note:* you will need a pop rivet gun to reattach the fender liners.

26. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.

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

28. Attach the ends of the safety cables to the tow vehicle's safety cables.

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



Fig.X

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.