



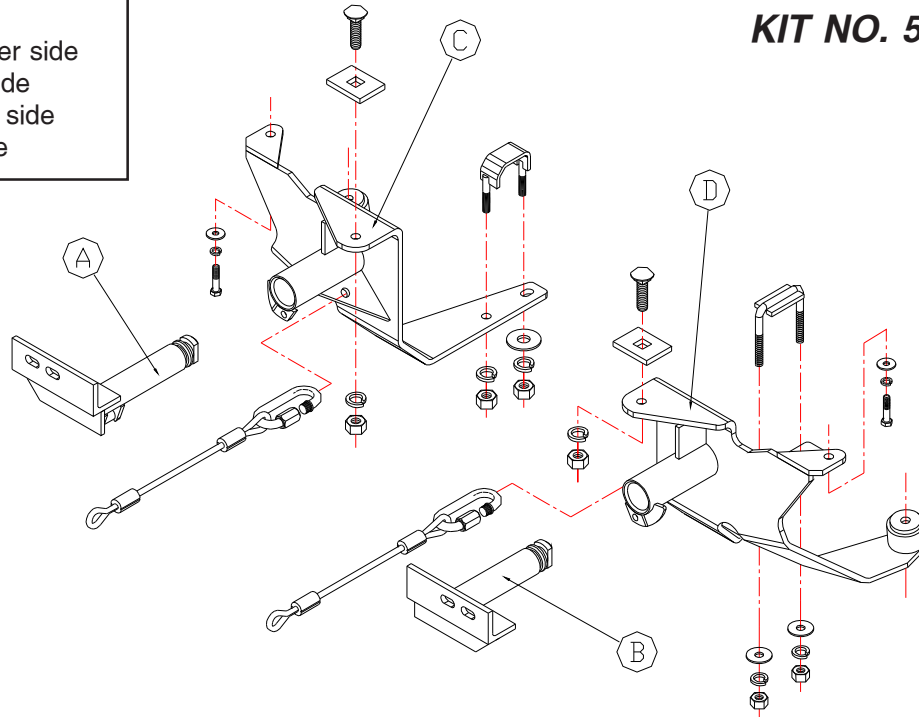
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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

PARTS LIST:

- 1- FRONT BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Driver's side
- 1- MAIN BRACE (C) - Passenger side
- 1- MAIN BRACE (D) - Driver's side

KIT NO. 521537-1



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RV

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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- 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. This is one of our EZ lock bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the car by rotating the front braces. The bracket kit consists of two main receiver braces, two tubular front braces and a hardware pack. The rear receiver braces mount to the bottom and side of the subframe and protrude through the lower grill below the headlights and the bumper. The front tubular braces insert into the rear braces and rotate 90 degrees to lock in place. The lower grille will have to be trimmed to fit around the tubular portion of the main receiver braces and the bottom of the fascia will have to be trimmed around the lower sub frame mounting arm. The lower splash shield will be removed then reinstalled over the bracket. Before starting the installation, lay out the kit components as it is illustrated. This will give you a visual idea of how the components work and also confirm that everything is present and accounted for.
- Begin by removing the lower center gravel guard (10 plastic fasteners). This will provide access to the subframe mounting area.
- Remove the front fascia, starting with the top and side plastic fasteners, then two screws in the fender wells and two on the bottom
- Working on one side at a time, remove the front subframe mounting bolt and lower bumper core mounting bolt.
- If the vehicle is equipped with an ambient temperature sensor, the temperature sensor will have to be remounted. Choose a location where air flow to the sensor is not obstructed by the bracket.
Hold the driver's side receiver brace under the bumper core and under the subframe. The receiver brace should be lined up with the bolt holes and ready to bolt through.
- Bolt through the rear bottom of the brace with the subframe mounting bolt removed in step 4. Now, bolt through the top rear-mounting hole behind the bumper core with a supplied 8mm x 1.25 x 35mm bolt, fender washer and lock washer. Align the brace then tighten this bolt and the bottom subframe bolt. Temporarily install the front brace in the receiver brace and twist 90 degrees to lock. Check behind the receiver brace and make sure that the end of the cam does not contact the radiator. Realign before proceeding, if necessary.
- Locate the remaining mounting holes in the bottom of the brace and fish a 7/16" x 2 15/16" x 3 3/4" U bolt over the subframe and through these holes. Secure with 7/16" nuts, lock washers and flat washers then torque to 30 ft./lb.
- Now drill a 9/16" hole through the bottom of the bumper core using the remaining mounting hole as a drill template.
- Bolt through the bumper core and the brace using a 1/2" x 1 1/2" carriage bolt, 1/4" x 1 1/4" x 2" backing plate, lock washer and nut.
- Repeat steps 4 through 9 for the passenger side receiver brace. **Note:** the passenger side U bolt in step 7 is a 1/2" strap U bolt which will also be torqued to 30 ft./lb.

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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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 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.



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11. Torque all remaining mounting bolts to the specifications below.
12. Trim two horizontal bars in the front fascia grille to clear the receiver tubes and install the fascia reversing step 3. Once the fascia is on the vehicle, trim around the lower bracket mounting arms on each side and finish the lower installation.
13. Reinstall the bottom splash shield. There will be bracket interference at the original center mounting points. Just put in the side fasteners and use the included nylon cable ties to secure the center of the splash shield over the bracket mounting arms.
14. Install the front braces by inserting with front braces vertical to the ground, push in and twist down 90 degrees to lock in place.
15. Replace the lower splash shields on each side.
16. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 10" safety cables to the side of the main receiver portion of the bracket with quick links provided. Attach the other end to the tow vehicle's safety cables and the tow bar.

Hardware list

- 2- 8mm x 1.25 x 35mm bolts
- 2- 8mm fender washers
- 2- 8mm lock washers
- 2- ½" x 1 ½" carriage bolts
- 2- ¼" x 1 ¼" x 2" sq. hole backing plates
- 4- ½" lock washers
- 1- ½" flat washer
- 4- ½" nuts
- 1- ½" x 3" o.c. strap U-bolt
- 1- 7/16" x 2 15/16" o.c. x 3 3/4" U-bolts
- 2- 7/16" nuts
- 2- 7/16" lock washers
- 2- 7/16" flat washers
- 2- nylon cable ties
- 2-10" safety cables
- 2-quick links

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