

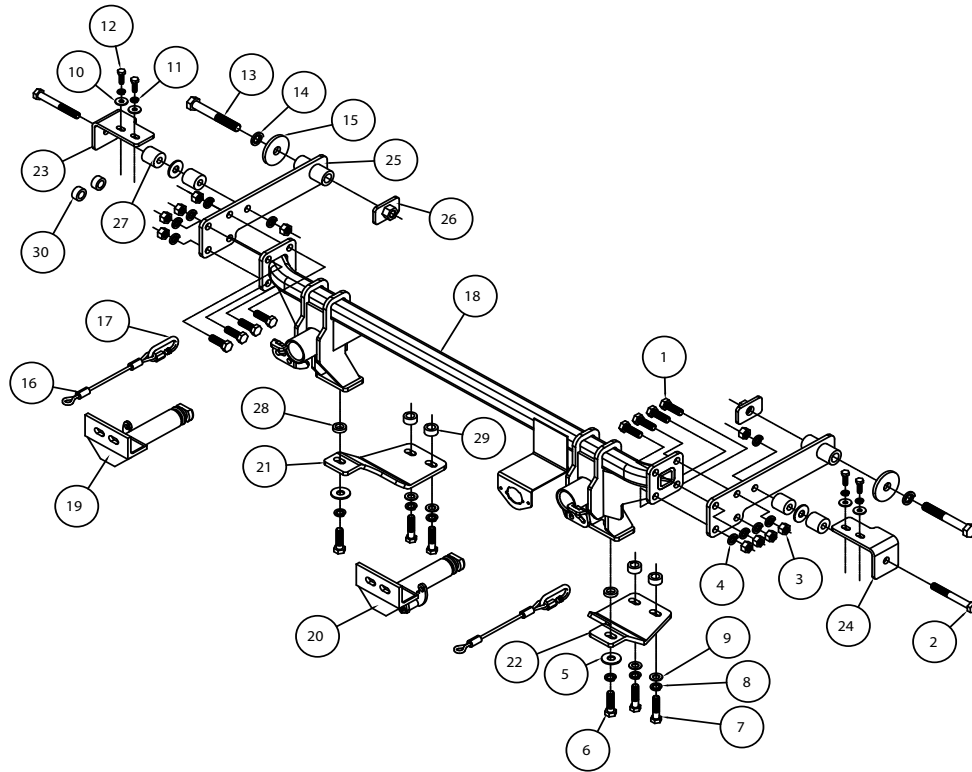


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 521551-1**

05/16/17  
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



Item	Qty.	Description	Part #
1	8	1/2" x 1 1/2" BOLT	350095-00
2	2	1/2" x 4" BOLT	350105-00
3	10	1/2" NUT	350258-00
4	12	1/2" LOCK WASHER	350309-00
5	4	1/2" FLAT WASHER	350308-00
6	2	1/2" x 1 3/4" BOLT	350109-00
7	4	12mm x 1.25 x 40mm BOLT	357003-00
8	4	12mm LOCK WASHER	355725-00
9	4	12mm FENDER WASHER	355720-10
10	4	8mm FENDER WASHER	355702-00
11	4	8mm LOCK WASHER	355705-00
12	4	8mm x 1.25 x 25mm BOLT	356008-00
13	2	5/8" x 4 1/2" BOLT	350159-00
14	2	5/8" LOCK WASHER	350313-00
15	2	5/8" PLATE WASHER	350352-00
16	2	8" SAFETY CABLE	650646-08
17	2	QUICK LINK	200008-00
18	1	MAIN RECEIVER BRACE	C-000683
19	1	PASSENGER SIDE ARM	C-000677
20	1	DRIVER SIDE ARM	C-000676
21	1	PASSENGER SIDE LOWER MOUNTING PLATE	B-000350
22	1	DRIVER SIDE LOWER MOUNTING PLATE	B-000351
23	1	PASSENGER SIDE UPPER MOUNTING PLATE	B-000355
24	1	DRIVER SIDE UPPER MOUNTING PLATE	B-000354
25	2	REAR MOUNTING BRACE	C-000511
26	2	THREADED BACKING PLATE	C-000512
27	4	1 1/4" x 1 1/4" PIPE SPACER	A-000856
28	2	1" x 1/4" PIPE SPACER	A-001022
29	4	1" x 1/2" PIPE SPACER	A-000061
30	2	1" x 3/8" PIPE SPACER	A-000187



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This bracket kit is one of our EZ series, which is designed to be partly removable. The kit consists of the main receiver brace, side braces, lower braces, front braces and a hardware pack. The main receiver brace bolts to the side braces, which are bolted inside frame tubes on each side. The lower braces connect the main receiver brace to the lower subframe mounts under the radiator cross member. The front braces insert into the receivers on each side (Fig.A). Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are 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.

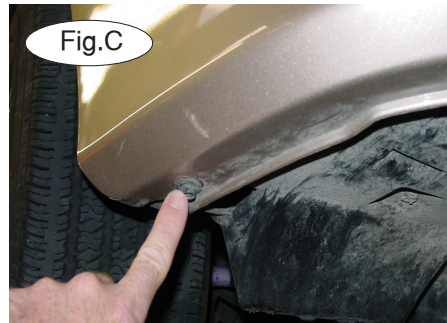
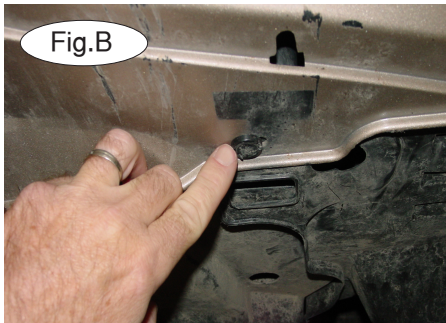


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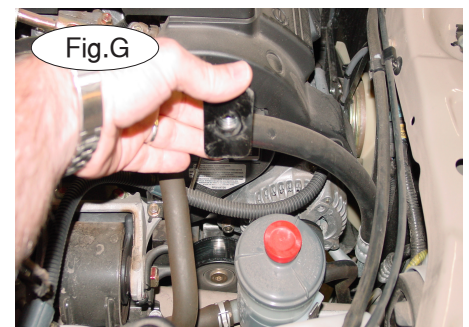
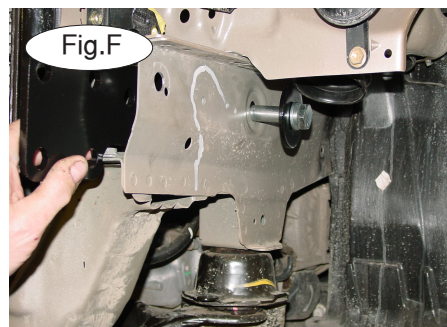
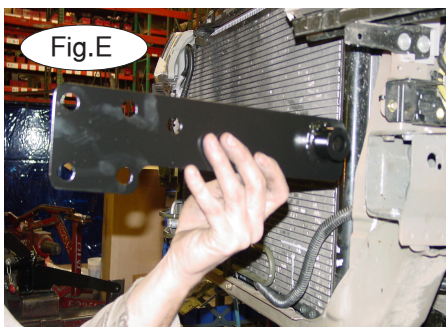
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Starting at the top of the fascia, remove the top grill cover (11 plastic fasteners) and the top 10mm (head) mounting bolt for the windshield washer bottle.

2. Move beneath the fascia and remove four plastic fasteners from the middle of the fascia and a 10mm (head) screw from the fender well splash panels on each side close to the fender wells (Fig.B,C).



3. Remove one more screw 7mm (head) from the fascia fender well junction on each side (Fig.D) then pull forward to remove the fascia.

4. Remove the air plenum on the driver side three 10mm (head) bolts and set aside.

5. Go to the passenger side and remove three 10mm (head) mounting bolts for the windshield washer bottle. This will provide access to the frame on both sides.

6. Remove the steel bumper core (six 12mm head bolts) and energy absorption foam then set aside.

7. Working on one side at a time, insert a side brace into the front of a frame tube and bolt through the large existing rear holes and the brace with a 5/8" x 4 1/2" bolt, lock washer, plate washer and threaded backing plate on the inside of the frame (Fig.E,F,G).

8. Repeat step 7 for the remaining side.

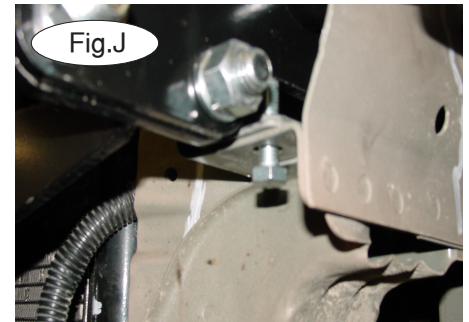
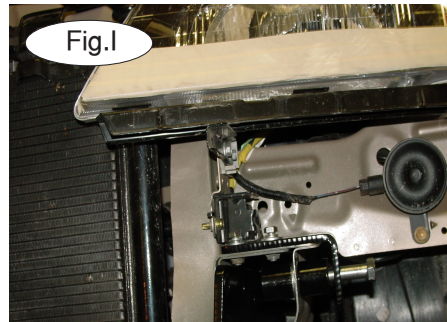
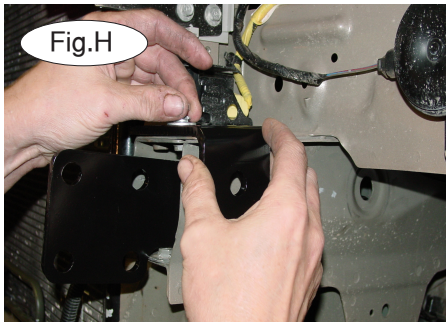


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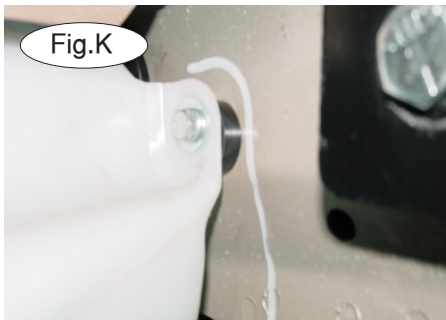
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9. Take the flat top brace and bolt in place as illustrated, pushed in toward the frame with the two 8mm x 1.0 x 25mm bolts, lock washers and flat washers (Fig.H).
10. Using the flat brace side hole as a drill template, drill through the side of the frame with a 17/32" drill bit. Try to keep it straight and lined up.
11. Bolt through this hole, the top brace, a 1 1/4" pipe spacer, the frame and the side brace with a 1/2" x 3 1/2" bolt, lock washer and nut (Fig.I).
12. Repeat steps 10 and 11 for the remaining side.
13. Screw a 8mm x1.25 x 25mm bolt into the bottom of the bumper mount on each side. Use these bolts to level and adjust your side braces (Fig.J).



14. Bolt the main receiver brace to the side braces with four 1/2" x 1 1/2" bolts, Lock washers and nuts on each side. (Fig.J)
15. Align the braces with the bolts installed in step 14 then torque all mounting bolts to the torque specifications below.
16. Replace the windshield washer mounting bolts with longer bolts (8mm x 1.25 x 25 bolts) and 3/8" spacers on the bottom bolts (Fig.K). This will provide clearance between the washer bottle and the large 5/8" bolt head. Do the same thing for the air plenum on the driver side.
17. Reverse steps 4 through 6 to refit your fascia, leaving the foam and bumper core off. Some minor grille trimming may be necessary on some models. Once the grille is fitted, mark the lower area where the fascia contacts the lower plate mounts on the receiver brace and cut holes as shown in (Fig.L), a 1 1/2" hole saw works well. *Note:* there must be metal to metal contact between the receiver brace and the lower mounting plates installed in the next step. Save the foam and bumper core for refitting if the brace is removed.
18. Remove two lower subframe bolts on each side and bolt the lower braces in place using the supplied 12mm x 1.25 x 50mm and 1/2" spacers. Be sure and use the pipe spacers between the braces and the subframe. This will allow room for the plastic splash shield under the braces (Fig.M).



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19. Bolt through the front of the lower braces and the main receiver brace with 1/2" x 1 3/4" bolts, lock washers and 1/4" spacers (Fig.N,O). Torque these bolts to the specifications below.

20. Install the safety cables and connectors.

21. Insert the front braces in the receiver braces and turn 90 degrees to lock (Fig.P,Q).

22. Install the tow bar according to the manufacturer's instructions.

23. Attach the ends of the 8" safety cables to front holes on each side of the receiver brace with the included cable connectors. Connect the other end to the tow vehicle's safety cables and tow bar.

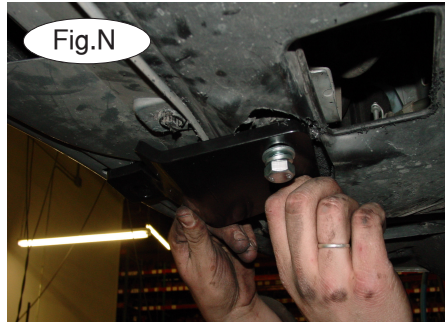


Fig.N



Fig.O

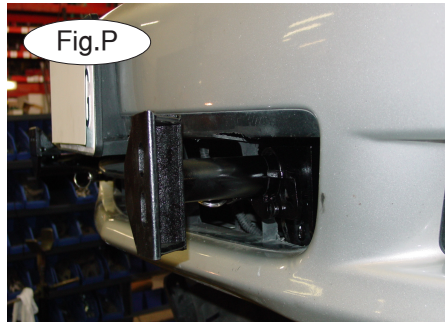


Fig.P



Fig.Q

## 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.