

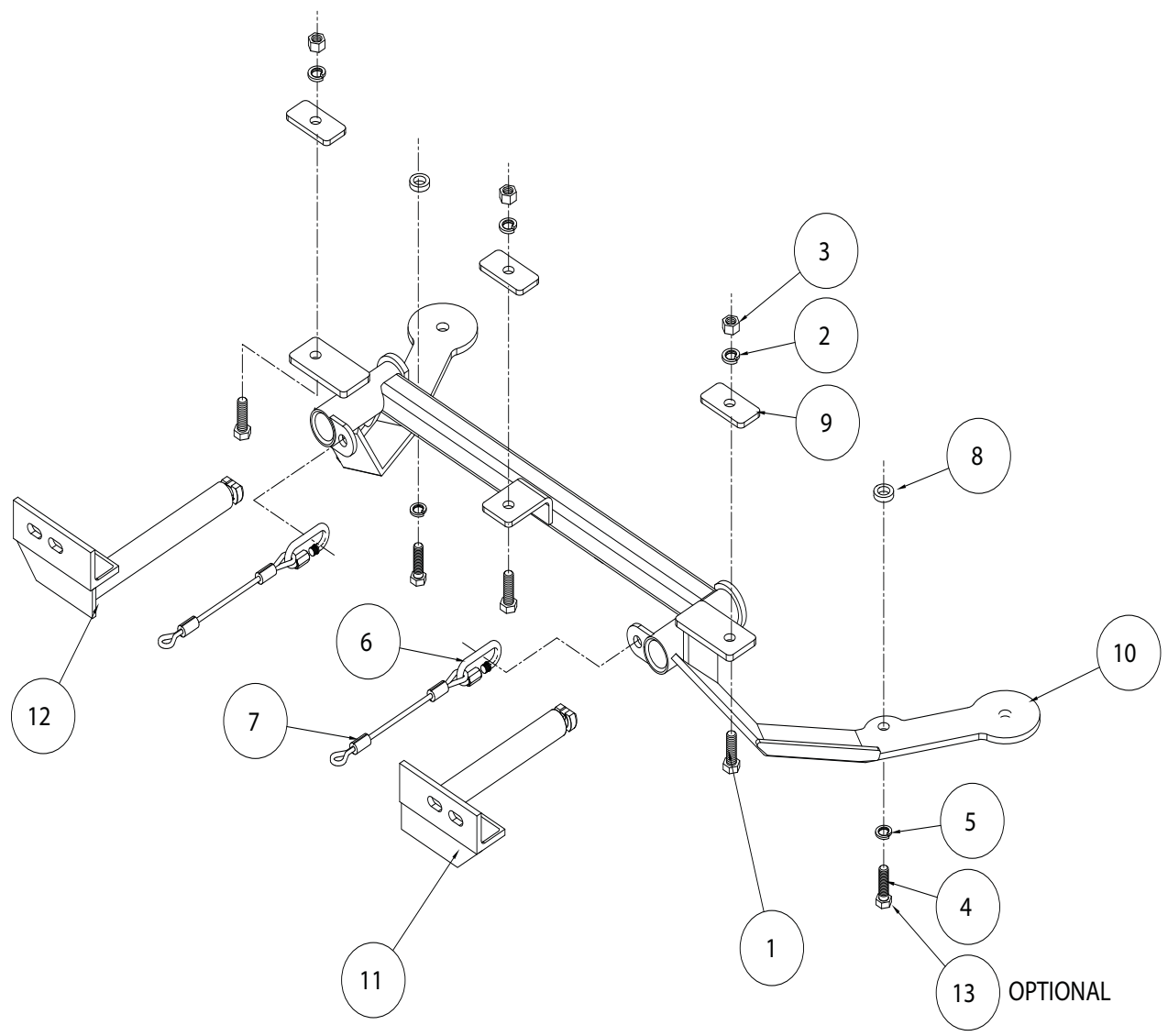


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521565-1

02/15/11
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	3	1/2" x 1 1/2" BOLT	350095-00
2	3	1/2" LOCKWASHER	350309-00
3	3	1/2" HEX NUT	350258-00
4	2	12mm x 1.5 x 40 mm BOLT	357103-00
5	2	12mm LOCK WASHER	355725-00
6	2	QUICK LINK	200008-00
7	2	8" SAFETY CABLE	500646-08
8	2	1" O.D. x 0.188 WALL x 1/4" PIPE SPACER	A-001022
9	3	1/4" x 1 1/2" x 3" RD. HOLE BACKING PLATE	A-000185
10	1	MAIN RECEIVER	C-001785
11	1	DRIVER SIDE ARM	C-001786
12	1	PASSENGER SIDE ARM	C-001787
13	2	12mm x 1.25 x 40 mm BOLT	357003-00



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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 upper braces, two lower braces, two removable front braces, and a hardware pack.

The main receiver braces mount to the frame rails and the bumper core. The removable front braces install in the main receiver braces.

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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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 seven plastic fasteners from the plastic cover connected to the top of the core support (Fig.C).

2. On the driver's side, remove one Phillips head screw that connects the fender to the fascia. Repeat on the passenger's side (Fig.D).



3. Remove six plastic fasteners connecting the fascia to the lower core support (Fig.E).

4. On both sides, remove the two plastic fasteners connecting the bottom of the fascia to the fender liner (Fig.F).

5. Remove the four plastic fasteners connecting the lower splash shield to the subframe (Fig.G).



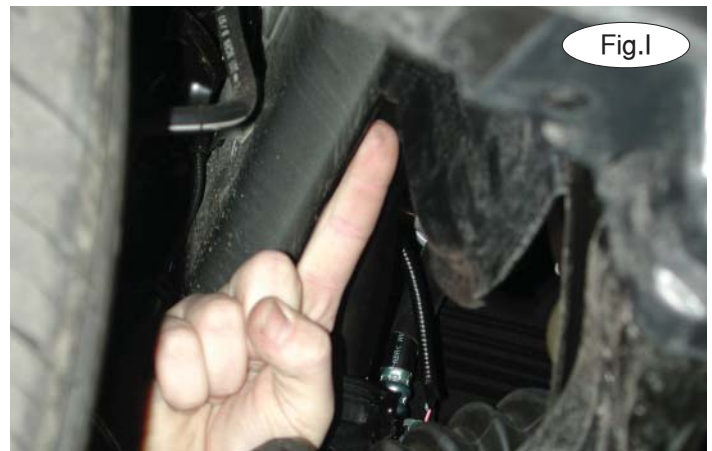


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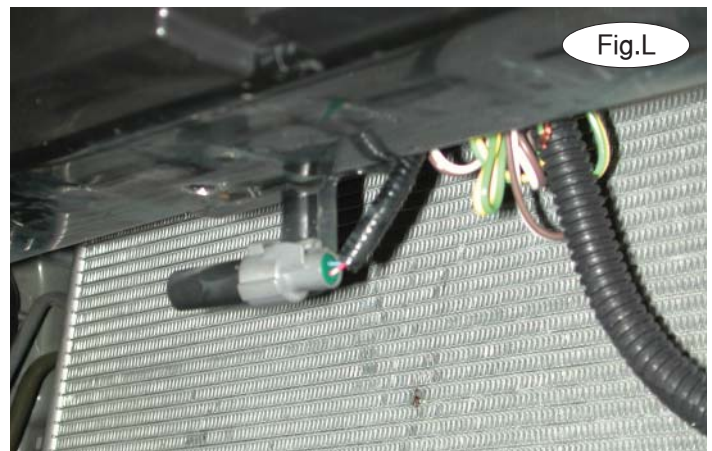
6. On both sides of the vehicle, remove one plastic fastener connecting the lower splash shield to the outside of the frame rail (Fig.H). On the passenger side, remove an additional plastic fastener connecting the lower splash shield to the bottom of the frame rail (Fig.I).



7. Pull out and forward on the corners to remove the fascia (Fig.J). Unplug the fog lights, if the vehicle is so equipped.

8. Use a stand or a jack to support the subframe (Fig.K).

9. Locate the ambient temperature sensor, if the vehicle is so equipped (Fig.L).





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10. Bend the ambient temperature sensor back 45 degrees (Fig.M).

11. Locate the four 17mm (head) bolts attaching the two subframe supports to the radiator support and subframe (Fig.N). Remove them. They will be replaced by the main receiver brace.



12. Place the removed rear subframe bolts through the main receiver brace into the bottom of the subframe, and bolt into place (Fig.O). Place the 1/4" x 1" pipe spacer between the main brace and the radiator core. Bolt into place using either the supplied 12mm x 1.50 x 40mm bolt or the 12mm x 1.25 x 40mm bolt and lock washer (Fig.P). *Note:* verify the thread pitch is the same as the factory bolt before using either the 12mm x 1.50 x 40mm bolt or the 12mm x 1.25 x 40mm bolt. Tighten to the torque specifications located at the bottom of these instructions. The factory subframe bolts should be torqued to 104 ft./lbs and the supplied bolts 66 ft./lbs.

13. Using the main receiver brace as a template, drill three 1/2" holes through the bumper core on the three mounting points (Fig.Q).





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14. Bolt the main receiver brace to the bumper core. To do this, use the supplied 1/2" x 1 1/2" bolts, lock washers and nuts and the three 1/4" x 1 1/2" x 3" backing plates, placing the backing plates inside the bumper core. Bend the power steering tubing lines away from the main receiver brace so there is no contact between the lines and the brace. If it contacts, bend the line back so it doesn't contact the main receiver brace (Fig.R).



15. In order to accommodate the main receiver brace, the bottom of the splash shield must be trimmed. Use the white marker lines in Figure S as a reference for trimming both sides of the shield. Figure T shows the lower splash shield trimmed.

16. Reassemble the fascia by reversing steps 1 through 6. Tighten all bolts to the torque specifications listed at the bottom of these instructions.

17. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.U). Attach the ends of the safety cables to the tow vehicle's safety cables and 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.