

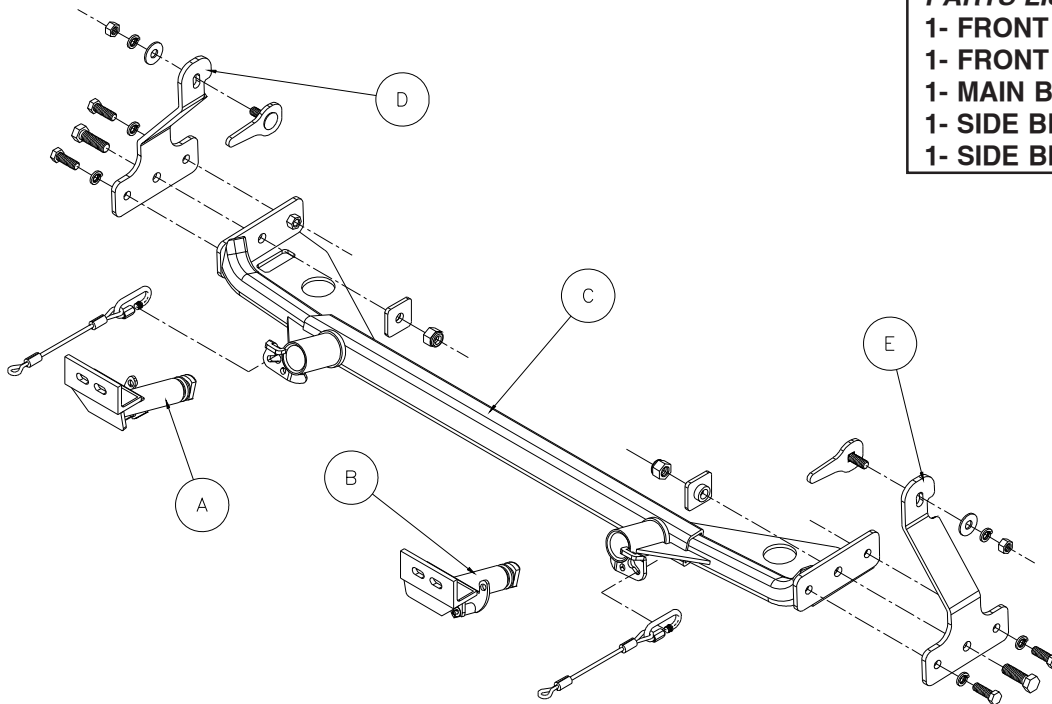
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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 side
- 1- MAIN BRACE (C)
- 1- SIDE BRACE (D) - Passenger side
- 1- SIDE BRACE (E) - Driver side

KIT NO. 521614-1



1-07-02

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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KIT NO. 521614-1

- 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. This is one of our EZ lock bracket series, which allows the prominent 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 a main receiver brace, two tubular front braces, two side braces and a hardware pack. The rear receiver brace mounts to the tie down plates and side braces, which also connect to the upper frame. The front tubular braces insert into the rear braces and rotate 90 degrees to lock in place. The headlights will have to be removed to access the side brace mounting area. 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 headlights three bolts (10mm head) on each side. Pull forward, unplug and set aside. This will allow access to the front of the frame to fish wire the side-brace mounting bolt and backing plate in place.
- Remove the lower front splash panel fasteners on each side and pull the splash panels down and back to expose the tie down loop area. This will allow access to mount the side braces on the mounting bolt and tie down in the next few steps.
- Working on one side at a time, locate a 1/2" x 1 1/2" carriage bolt with the attached backing plate handle. Reach under the fascia and insert this bolt through the front hole in the frame into the side hole located approximately 3" back from the front of the frame. Note: the front hole in the frame is covered by the top of the bumper fascia and is located between the fascia lip and the top of the bumper core.
- Refer to the illustration, then select a side brace and install it on the carriage bolt, secure with flat washer, lock washer and nut. Leave loose for the time being.
- Repeat step 4 and 5 for the remaining side brace.
- Lift the center brace in position over the two tie down loops, be sure to include the spacer plates on each end then bolt through the side braces with two 5/8" x 2" bolts and lock-nuts on each side. Note: if working alone, work on one side at a time then block or support while you bolt through the other side.
- Now finish bolting the side braces to the center braces with two more 1/2" x 1 1/2" bolts and lock washers on each side.
- Torque all mounting bolts to the values below.
- Trim the splashguards if necessary to fit around the side braces, install the fasteners in the splashguards then reinstall the headlights.
- Install the front braces by inserting with front braces vertical to the ground, push in and twist up 90 degrees to lock in place.
- Mount the tow bar according to the tow bar manufacturer's instructions. Install the 8" 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.

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.						



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Hardware list

- 2- 5/8" x 2" bolts
- 2- 5/8" lock nuts
- 2- 1/4" x 2" x 2" backing plates with pipe spacers
- 4- 1/2" x 1 1/2" bolts
- 2- 1/2" x 1 1/2" carriage bolts with backing plate holders
- 2- 1/2" flat washers
- 6- 1/2" lock washers
- 2- 1/2" nuts
- 2- 8" safety cables
- 2- quick links

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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.