

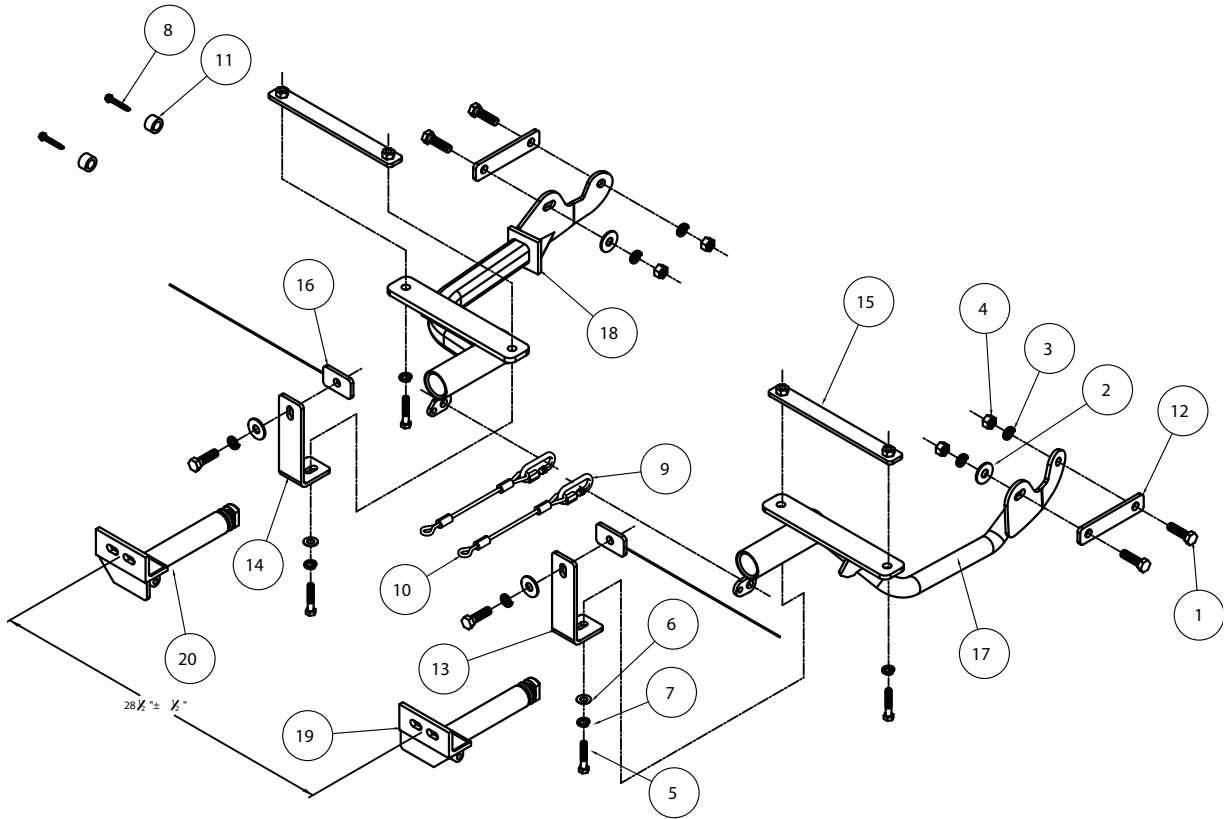


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524413-1A

04/21/11
KS

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ITEM	QTY	NAME	MATERIAL
1.....	6	1/2" x 1 3/4" BOLT.....	350096-00
2.....	4	1/2" FLAT WASHER.....	350308-00
3.....	6	1/2" LOCK WASHER	350309-00
4.....	4	1/2" HEX NUT	350258-00
5.....	4	7/16" x 1 3/4" BOLT.....	350075-00
6.....	2	7/16" FLAT WASHER.....	350306-00
7.....	4	7/16" LOCK WASHER	350307-00
8.....	2	1/4" x 1 1/2" SELF TAPPING SCREW.....	350092-00
9.....	2	QUICK LINK.....	200008-00
10.....	2	SAFETY CABLE 8"	650646-08
11.....	2	1" O.D. x 0.188 WALL x 5/8" PIPE SPACER.....	A-000156
12.....	2	1/4" x 1 1/4" x 5 3/4" BACKING PLATE	A-001654
13.....	1	DRIVER SIDE FRONT BRACE	B-000698
14.....	1	PASSENGER SIDE FRONT BRACE.....	B-000699
15.....	2	1/4" x 1 1/4" x 11 1/8" THREADED BACKING PLATE	C-000096
16.....	2	1/4" x 1 1/2" x 2 1/2" THREADED BACKING PLATE W/ ROD.....	C-001572
17.....	1	DRIVER SIDE RECEIVER.....	C-001604A
18.....	1	PASSENGER SIDE RECEIVER.....	C-001605
19.....	1	DRIVER SIDE ARM.....	C-001606
20.....	1	PASSENGER SIDE ARM	C-001607



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This is one of our EZ series brackets, which allows the visible front portion of the bracket to be rotated and easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket kit consists of two rear braces, two removable front braces and a hardware pack. The two rear braces mount to the frame rails and the main receiver braces. The removable front braces are inserted into the main receiver brace and rotated 90 degrees to lock them in place.

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.

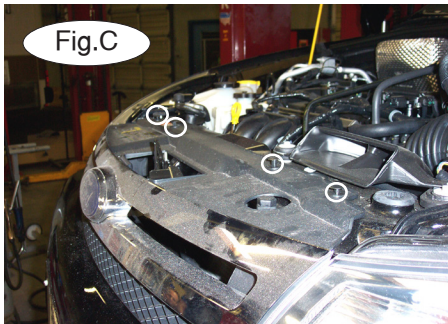


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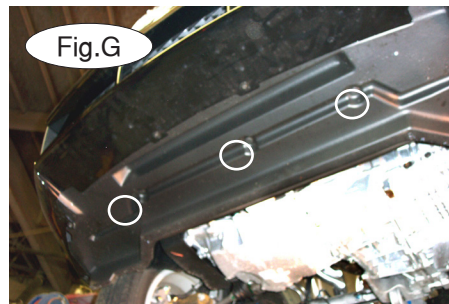
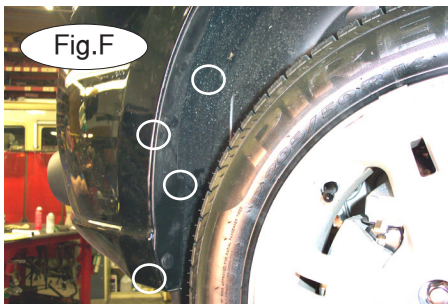
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove four plastic fasteners attaching the top of the fascia to the bumper core (Fig.C).

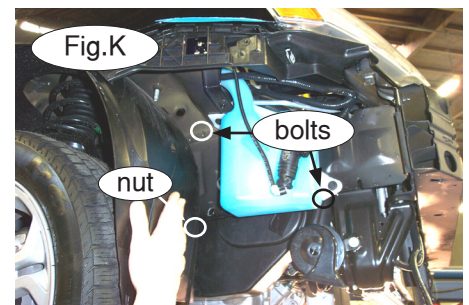
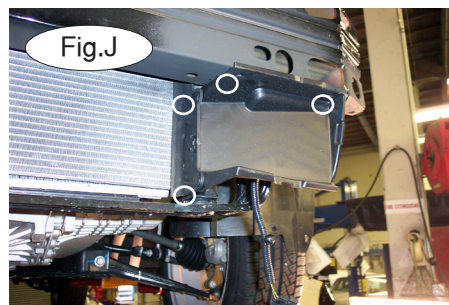
2. Pull forward on the grille to remove it (Fig.D).

3. Remove two plastic fasteners attaching the fascia to the core support (Fig.E). On both sides, remove two plastic fasteners and two 10mm screws attaching the fender liner to the fascia (Fig.F).



4. Remove three plastic fasteners attaching the center splash shield to the radiator support (Fig.G).

5. Pull out and forward on the fascia to remove it (Fig.H). *Note:* if the vehicle is equipped with fog lights, remove one plastic fastener attaching the harness to the back of the fascia; then, unplug the fog lights.



6. Remove the foam shock absorption pad by drilling out two metal pop rivets (Fig.I). *Note:* the shock absorption pad will not be replaced. Retain it in case the bracket is ever removed.

7. Remove the air deflectors by removing the four plastic fasteners attaching them to the bumper core (Fig.J). *Note:* the air deflectors and fasteners will not be replaced. Retain them in case the bracket is ever removed.

Remove one 10mm (head) nut and two 10mm (head) bolts attaching the water bottle to the side of the frame rail (Fig.K).

8. On both sides, use a die grinder to enlarge two existing holes in the frame rail to 1/2" (Fig.L).

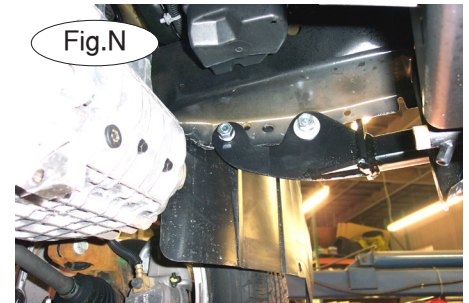
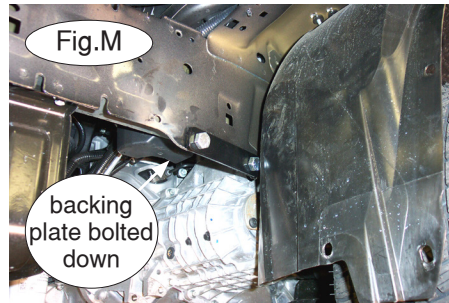
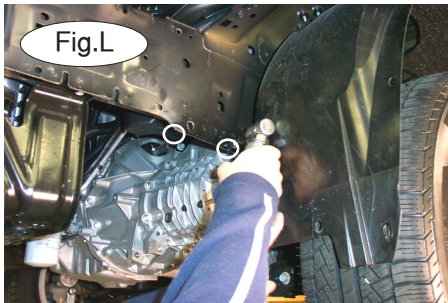


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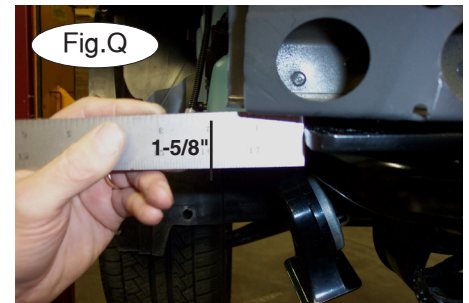
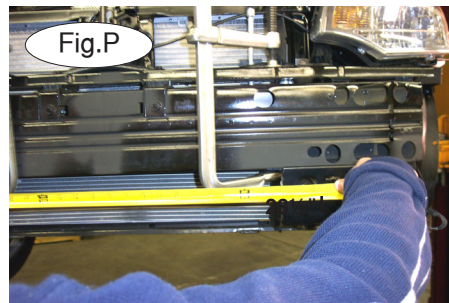
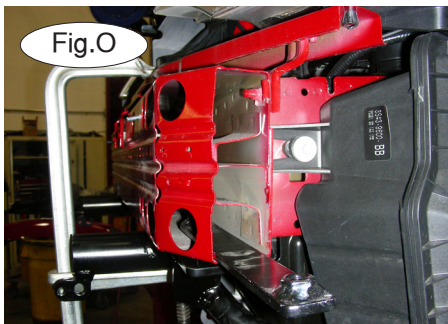
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9. Starting with the driver's side, and using the holes enlarged in the previous step, place two $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolts through the $\frac{1}{4}$ " x $1\frac{1}{4}$ " x $5\frac{3}{4}$ " backing plate (Fig.M). Place the rear mounting points of the rear brace over the bolts and secure the brace using a $\frac{1}{2}$ " lock washer, flat washer and nut. *Note:* only the slotted hole uses the flat washer. Repeat for the passenger side. Figure N shows the secured bolts, plate, washer and nuts from the inside of the driver's side frame rail. *Note:* you may need to bend the passenger side horn bracket slightly downward with a pair of pliers to allow for the clearance of the rear brace.

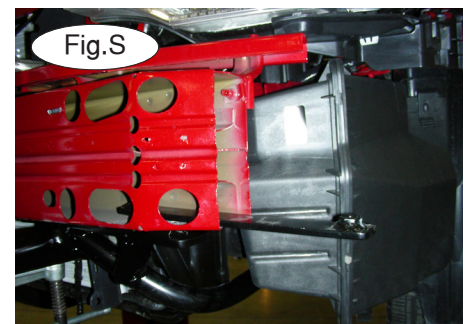
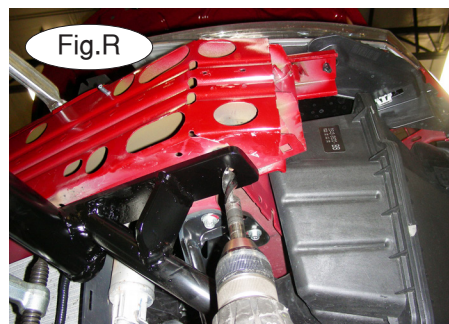


10. On both sides, clamp the front of the main receiver braces to the bottom of the bumper core (Fig.O). Now, insert the bracket arms into the front of the main receiver braces.

11. Use the drawing on page 1 as a guide to ensure the bracket is centered on the car and that the attachment points for the quick-disconnects are $28\frac{1}{2}$ " from center to center (Fig.P). From the outer edge of the upper mounting point on the main receiver brace to the outer edge of the bumper core, the measurement should be equal on each side but is approximately $1\text{-}5/8$ " (Fig.Q). **IMPORTANT!** Failure to align the bracket properly will result in the bracket being off-center and the receiver braces will be different distances from the bumper core.

On both sides, using the pre-drilled holes in the main receiver braces as templates, drill two $\frac{1}{2}$ " holes through the bumper core (Fig.R).

Place a $\frac{1}{4}$ " x $1\frac{1}{4}$ " x $11\text{-}1/8$ " backing plate inside the bumper core (Fig.S). Secure the outer bolts into place using a $7/16$ " x $1\frac{3}{4}$ " bolt and lock washer.



On both sides, place a backing plate over the inside mounting point on the main receiver brace. Bolt through the backing plate, brace and bumper core and into the nutted backing plate using a $7/16$ " x $1\frac{3}{4}$ " bolt, flat washer and lock washer.

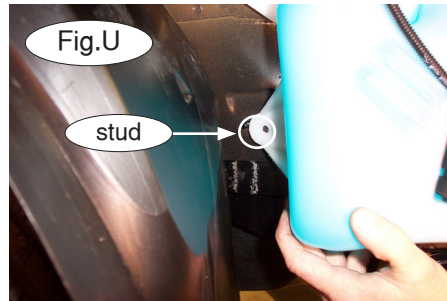
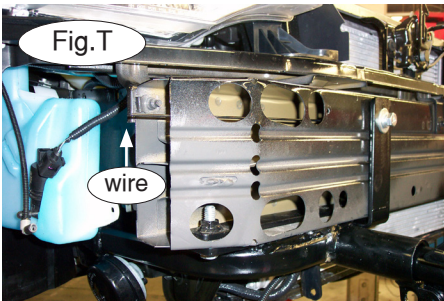


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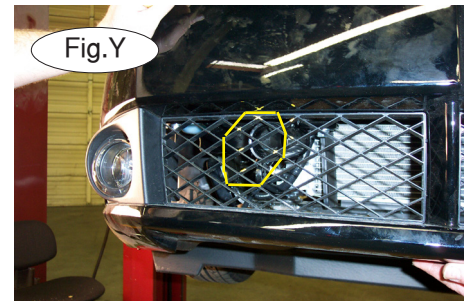
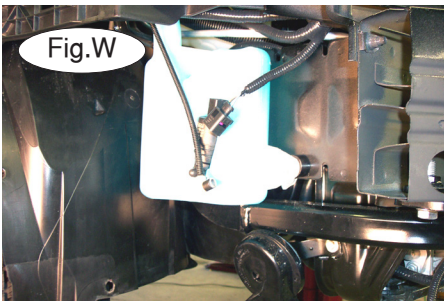


12. On both sides, use the attached wire to place the $\frac{1}{4}$ " x $1\frac{1}{2}$ " x $2\frac{1}{2}$ " backing plate into the bumper core. Then, bolt through the front backing plate, bumper core and into the inside backing plate using the supplied $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt, lock washer and nut (Fig.T). Using a pair of pliers, break the wire off from the backing plate inside the bumper core. Using the drawing on the first page as a reference, measure between the two front braces, ensuring that the distance is still 28 " \pm $\frac{1}{2}$ ".

13. Tighten all bolts to the bolt torque requirements found at the end of these instructions.

On the passenger side, using a cut-off wheel, remove the stud at the rear of the washer bottle (Fig.U).

14. On the passenger side, replace the top 10mm (head) bolt removed in step 9. On the two lower mounting holes, place a 1" x $\frac{5}{8}$ " pipe spacer between the washer bottle and frame rail (Fig.V) and secure it in place using two $\frac{1}{4}$ " x $1\frac{1}{2}$ " self-tapping screws (Fig.W).



15. On both sides, trim the foglight housing, using the white lines in Figure X as a reference for trimming.

16. Hold the fascia in place and trim it on both sides to fit the arms of the receiver braces. Use the yellow lines in Figure Y as a general reference for trimming. The trimmed fascia should easily accommodate the front of the receiver braces (Fig.Z).

17. Reinstall the fascia by reversing steps 1 through 6. Insert the removable front braces into the main receiver brace and twist 90 degrees to lock.

18. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar. Recheck the measurements, to make certain this distance is still 28 " \pm $\frac{1}{2}$ ".



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



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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

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.