

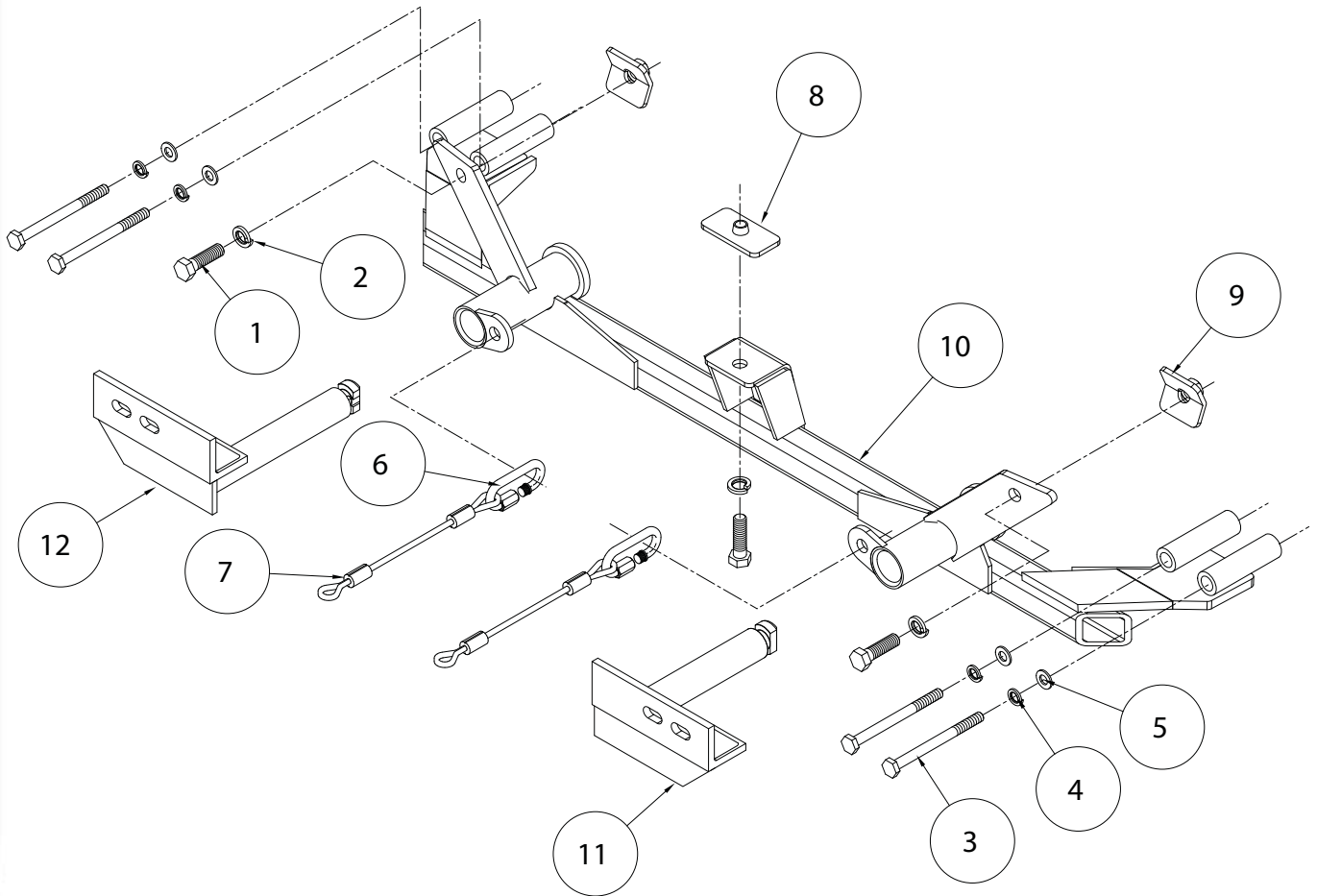


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521234-1

10/25/10
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 3/4" BOLT.....	350096-00
2.....	3.....	1/2" LOCK WASHER.....	350309-00
3.....	4.....	10mm x 1.50 x 120 mm BOLT.....	356121-00
4.....	4.....	10mm LOCK WASHER.....	355715-00
5.....	4.....	10mm FLAT WASHER.....	355710-00
6.....	2.....	QUICK LINK.....	200008-00
7.....	2.....	SAFETY CABLE 8".....	650646-08
8.....	1.....	3/16" x 1 1/2" x 3" THREADED BACKING PLATE.....	A-003079
9.....	2.....	2" x 2" BENT THREADED BACKING PLATE.....	C-001857
10.....	1.....	MAIN RECEIVER.....	C-001858
11.....	1.....	DRIVER SIDE ARM.....	C-001859
12.....	1.....	PASSENGER SIDE ARM.....	C-001860
13.....	2.....	7" ZIP TIE.....	300140-8



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This is one of our EZ2 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 removable front braces and a hardware pack.

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

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.

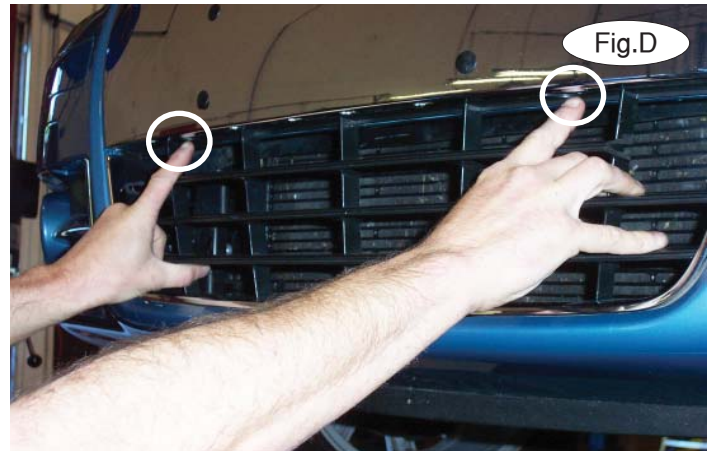


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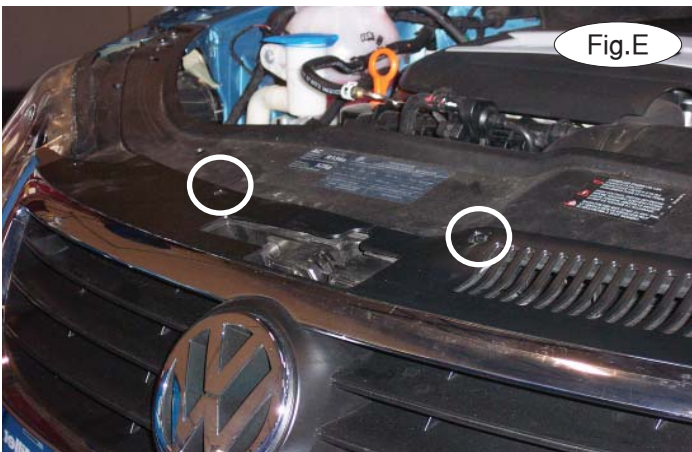
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove two T25 Torx bolts attaching the grille to the core support (Fig.C).

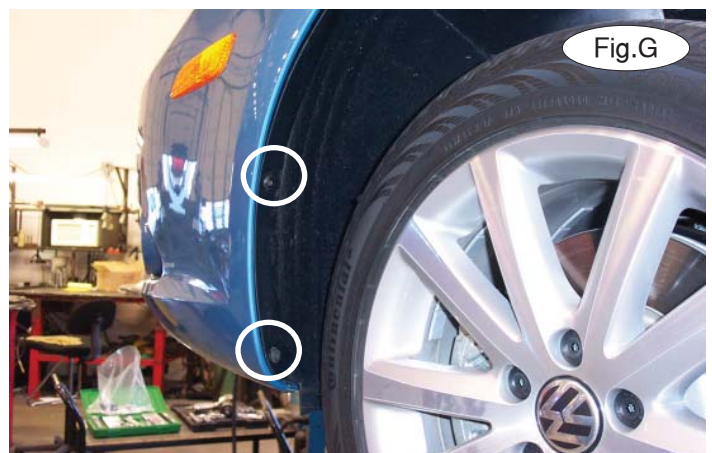
2. Remove two T25 Torx bolts attaching the bottom of the grille to the fascia (Fig.D).



3. Pull forward on top plastic clips to release the top of the fascia (Fig.E). Pull forward to remove it.

4. Remove two T25 Torx and two T27 Torx bolts attaching the top and center of the fascia to the core support (Fig.F).

5. On each side, remove two T25 Torx bolts attaching the fender liner to the fascia (Fig.G).



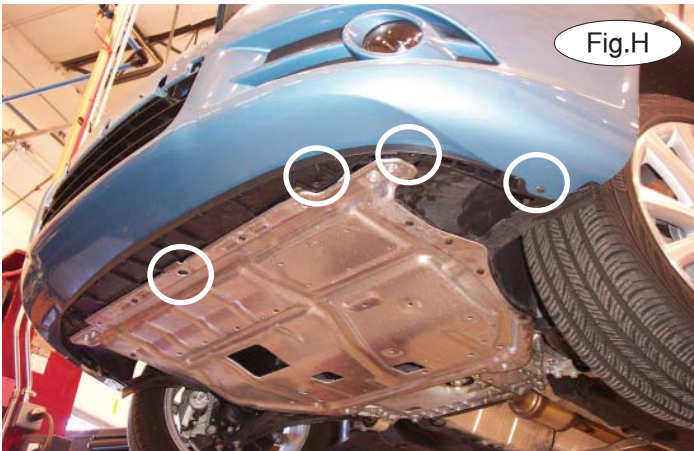


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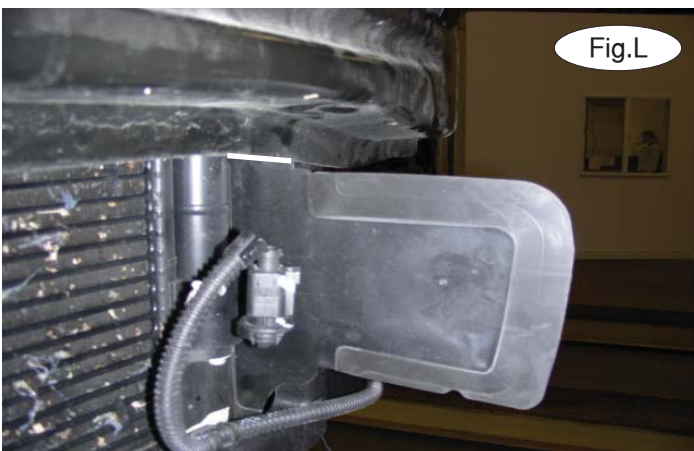
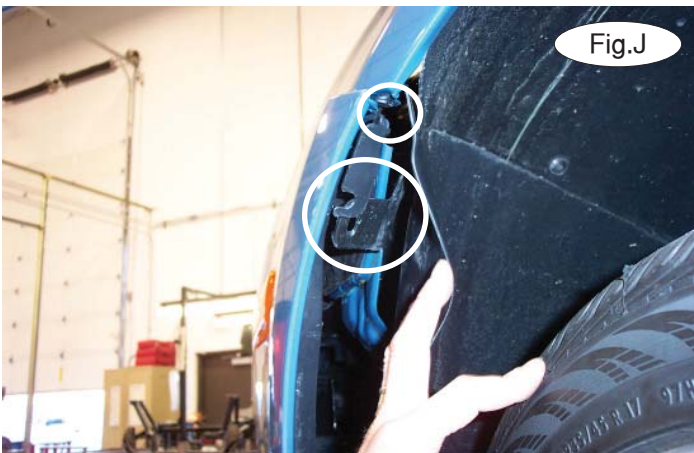
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6. On each side, remove three T25 Torx bolts and one T25 Torx bolt in the middle attaching the bottom of the fascia to the core support and fender liner (Fig.H – driver's side).

7. On each side, remove one T25 Torx bolt attaching the corner of the fascia to the fender and one attaching the release latch to the fascia (Fig.I).



8. Pull the release latch toward the rear of the vehicle to release the fascia from the track. Figure J shows the latch pulled forward.

9. Temporarily remove the foam shock absorption pad.

10. Remove the ambient temperature sensor from the driver's side air deflector and trim the air deflector on both sides of the vehicle using the white line in Figure L as a reference. Figure M shows the completed trimming.

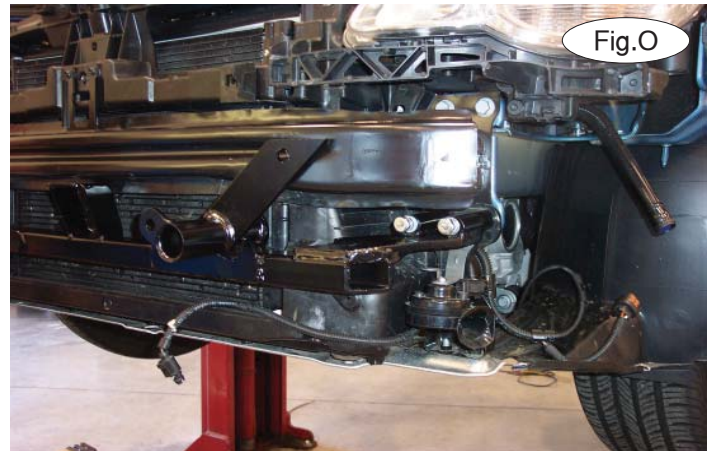


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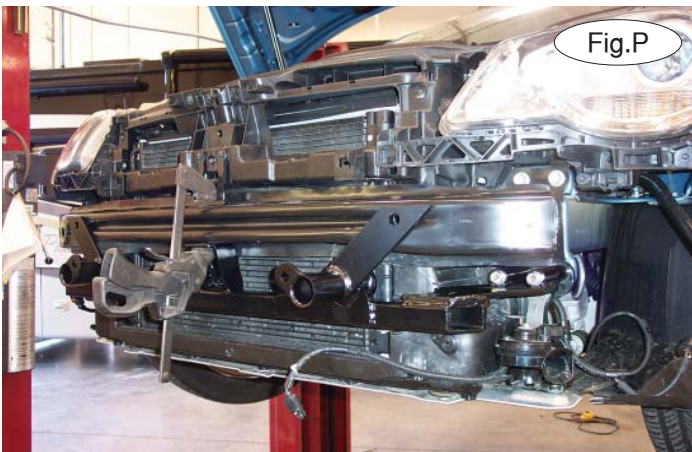
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11. On each side, remove two lower 16mm (head) bolts attaching the bumper core to the frame rail (Fig.N). Note: these bolts will not be replaced. *Note:* retain the bolts so they can be replaced if the bracket is ever removed.
12. Place the main receiver brace over the bumper core and into the frame rails, aligning the pipe spacers with the holes you uncovered in the previous step. Bolt the main receiver brace into place using the four supplied 10mm x 1.5 x 120mm bolts, lock washers, flat washers and nuts (Fig.O).



13. Clamp the brace to the bumper core at the center mounting point (Fig.P) and torque the bolts you installed in the previous step to 37 ft./lbs.
14. Using the pre-existing holes in the two outside upper mounting points of the main receiver brace as a template, drill a 1/2" hole through the bumper core (Fig.Q). If you experience difficulty in drilling due to the hard composition of the bumper core, drill a pilot hole first. Make certain you use a sharp drill bit. *Note:* use a piece of metal as a buffer between the drill bit and the engine components.

15. On each side, place a 1/2" plate washer with weld nut behind the bumper core with the bend line horizontal to the bumper core (Fig.R). Using the two supplied 1/2" x 1 3/4" bolts and lock washers, bolt through the main receiver brace, the bumper core and into the plate washer.

Note: if you experience difficulty reaching behind the bumper core, you can remove the fascia track below the headlights by removing three T25 Torx,





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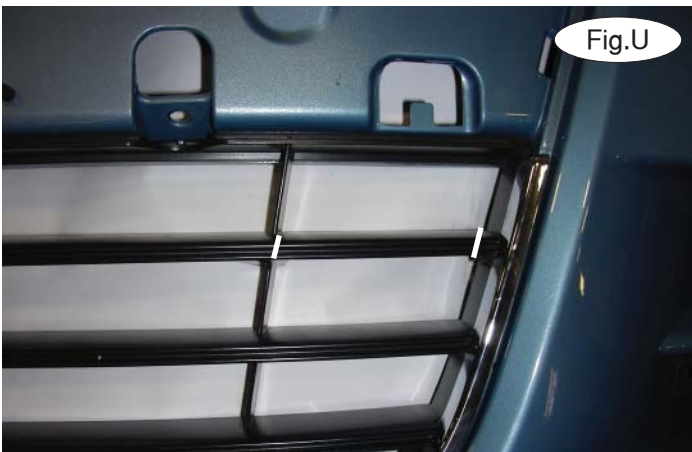
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16. Remove the clamp and drill a $\frac{1}{2}$ " hole up through the bumper core by using the pre-existing hole in the main receiver brace's center mounting point as a template (Fig.S). *Note:* use a piece of metal as a buffer between the drill bit and the engine components.

17. Place a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 3" threaded backing plate inside the bumper core and bolt through the main receiver brace and into the backing plate using a $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt and lock washer (Fig.T).



18. Tighten to the torque specifications found at the end of these instructions.

19. Trim the fascia by removing the outside upper horizontal rib on both sides. Use the white lines in Figure U as a reference.

20. Trim the shock absorption pad on both sides using the white lines in Figure V as a reference. *Note:* Figure V shows only the center and driver's side of the shock absorption pad.

21. Using the two supplied zip ties to attach the ambient temperature sensor to the front of the main receiver brace (Fig.W).





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- 22. Reinstall the shock absorption pad, reversing step 9.
- 23. Reassemble the fascia, reversing steps 1 through 8.
- 24. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
- 25. Attach the 8" safety cables with the cable connectors (Q-Links) to the bottom cross bar of the main receiver brace.
- 26. Attach the ends of the safety cables to the tow vehicle's safety cables.
- 27. 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.

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.