

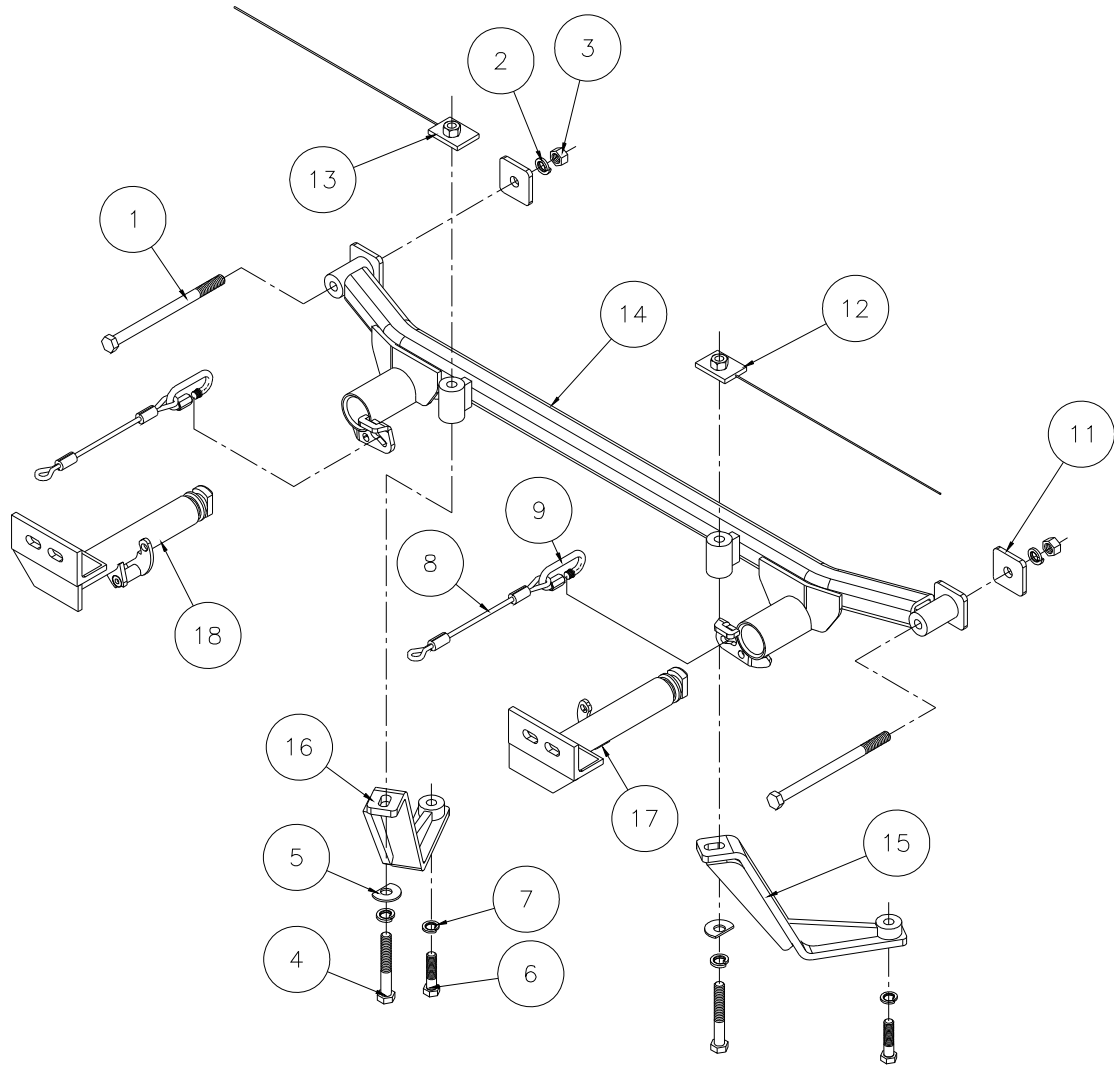


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521560-1

08/07/07
KB

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Item	Qty	Description	Part No.
1	2	1/2" x 8" BOLT	350113-00
2	4	1/2" LOCK WASHER	350309-00
3	2	1/2" NUT	350258-00
4	2	1/2" x 3 1/2" BOLT	350103-00
5	2	1/2" CLIPPED FLAT WASHER	A-000893
6	2	12mm x 1.25 x 50MM BOLT	357005-00
7	2	12mm LOCK WASHER	355725-00
8	2	8" SAFETY CABLE	500646-08
9	2	QUICK LINK	200008-00
10	2	ZIP TIES	300140-8
11	2	1/4" x 2" x 2" BACKING PLATE	A-001066
12	1	DRIVER SIDE BACKING PLATE W/ ROD	C-000975
13	1	PASSENGER SIDE BACKING PLATE W/ROD	C-000976
14	1	MAIN RECEIVER	C-001566
15	1	DRIVER SIDE REAR BRACE	C-001567
16	1	PASSENGER SIDE REAR BRACE	C-001568
17	1	DRIVER SIDE ARM	C-000969
18	1	PASSENGER SIDE ARM	C-000970



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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 kit consists of a main receiver brace, two lower braces and two removable front bracket arms and a hard-ware pack. The main receiver brace mounts behind the front bumper fascia to the bottom of the bumper core and the front of the frame. The removable front brackets 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.

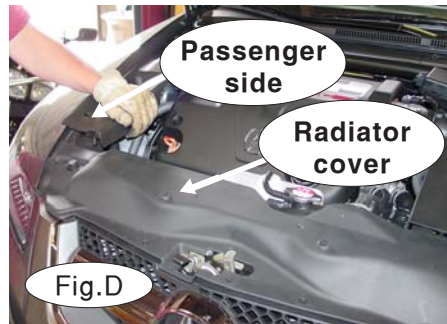


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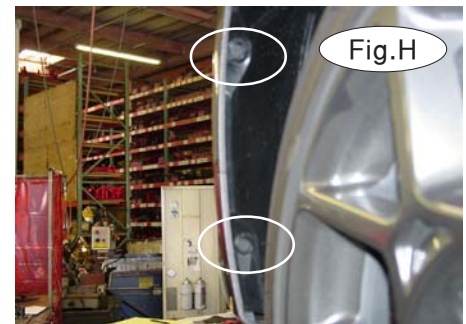
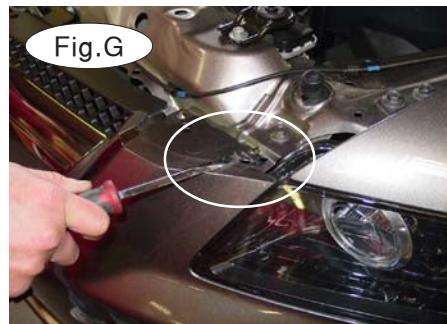
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

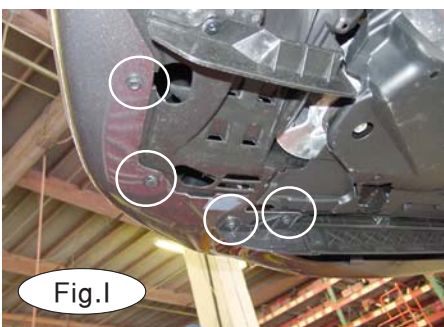
2. Remove the plastic battery cover, (driver side), and the radiator cover by pulling upward on them (Fig.D, E).



3. Next, remove the two plastic fasteners attaching the top of the fascia to the core support (Fig.F).

4. Bend and unlock the two metal locking tabs attaching the top of the fascia to the core support (Fig.G).

5. On both sides, remove two plastic fasteners attaching the fender liner to the fascia (Fig.H).



6. On both sides, remove three 10mm (head) bolts and one plastic fastener attaching the fascia to the splash shield (Fig.I).

7. Unplug the fog lights, if your vehicle is so equipped (Fig.J).

8. Pull back the fender liner and remove one Phillips head screw attaching the corner of the fascia to the fender (Fig.K).

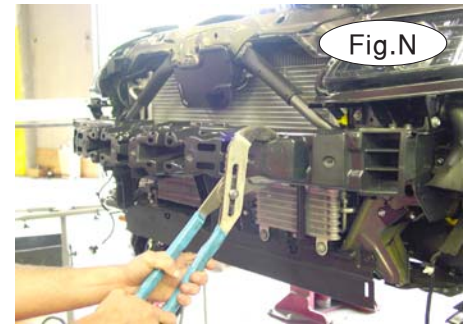


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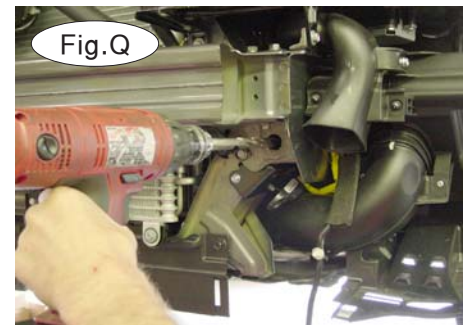
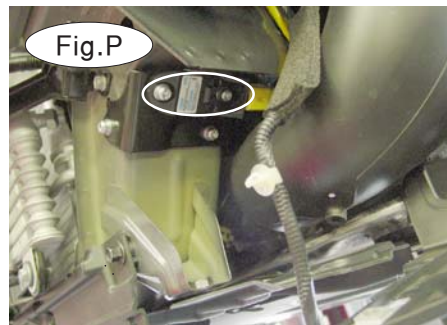
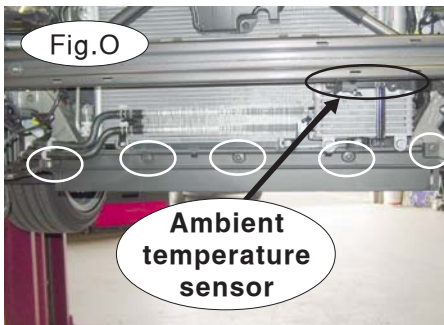
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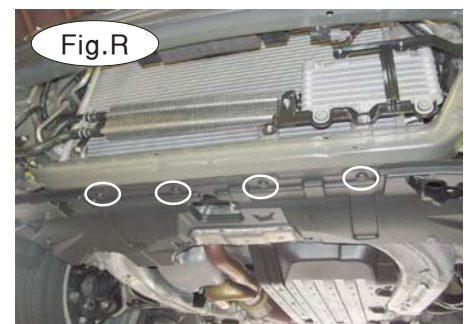
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9. Now, remove the two plastic fasteners attaching the bottom of the fascia to the plastic shock absorption pad (Fig.L).
10. Pull out and forward on both corners of the fascia to remove it (Fig.M).
11. Next, remove the plastic shock absorption pad by compressing the eight plastic tabs (Fig.N), then pull forward on the pad to remove it.



12. Remove the ambient temperature sensor (Fig.O).
13. Temporarily remove the air bag sensor by removing two T27 Torx screws (Fig.P). *Note:* do not unplug the air bag sensor.
14. On both sides, locate the large existing holes in the front of the frame. Using each hole as a template for drilling, drill a 1/2" hole through the frame (Fig.Q). *Note:* be sure to drill straight on.
15. Remove the lower plastic air deflector by removing the five 10mm bolts (Fig.O).
16. Remove four plastic fasteners across the front of the lower splash shield to gain access to the subframe mount bolts (Fig.R).





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Fig.S

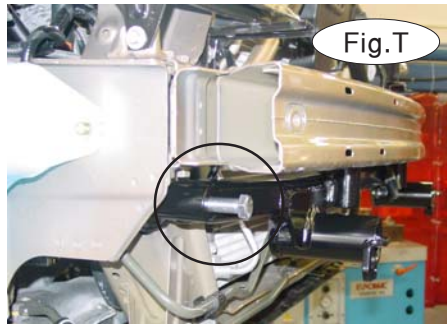


Fig.T

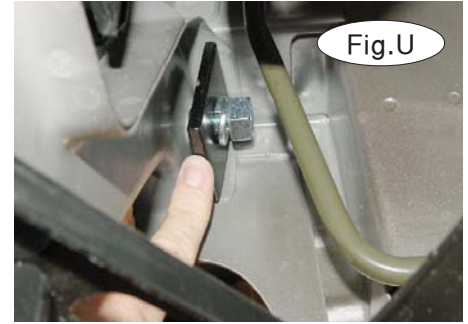


Fig.U

17. Position the main receiver brace over the front of the frame, so that the pre-drilled holes in the main receiver brace align to the holes you drilled in step 14. Bolt the main receiver brace into place using two $\frac{1}{2}$ " x $7\frac{1}{2}$ " bolts, two 3" x 3" backing plates, lock washers and nuts, one set per side (Fig.S, T). Tighten both of the bolts. *Note:* position each backing plate on the back side of the frame (Fig.U).

18. Then, again using the receiver brace as a template for drilling, drill two $\frac{1}{2}$ " holes through the bottom of the bumper core (Fig.V).

19. Remove the front inside 17mm (head) bolt from the subframe mount on each side (Fig.W).

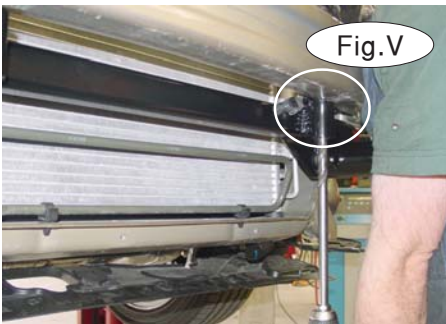


Fig.V

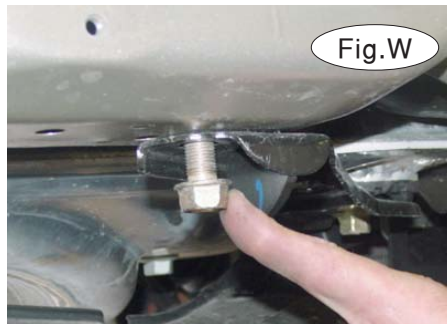


Fig.W

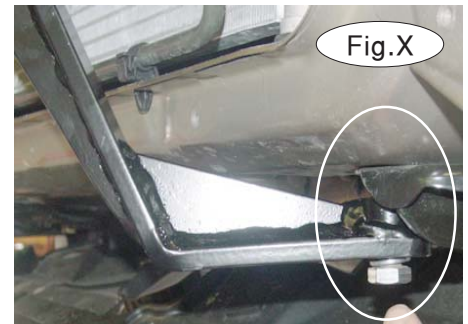


Fig.X

20. Hold the lower brace over the mounting hole and bolt into place with a 12mm x 1.25 x 60mm bolt, lock washer and flat washer (Fig.X). Repeat for the other side.

21. Insert one of the threaded backing plates into the bumper core, over the hole you drilled in step 18 (Fig.Y). Then, bolt through the top of the lower brace, the receiver brace, the bottom of the bumper core and into the backing plate with the $\frac{1}{2}$ " x $3\frac{1}{2}$ " bolt, lock washer and nut (Fig.Z). Repeat for the other side.

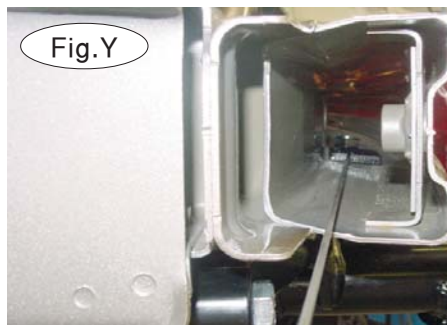


Fig.Y

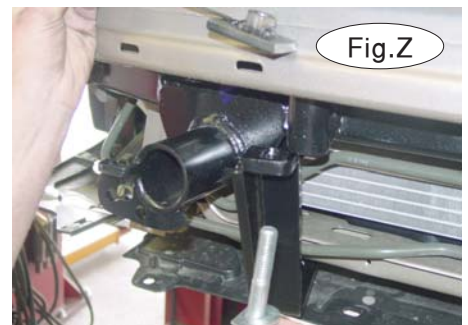


Fig.Z



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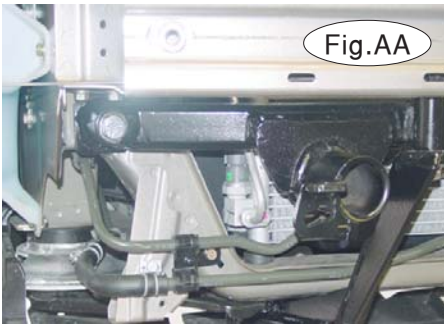


Fig.AA



Fig.BB

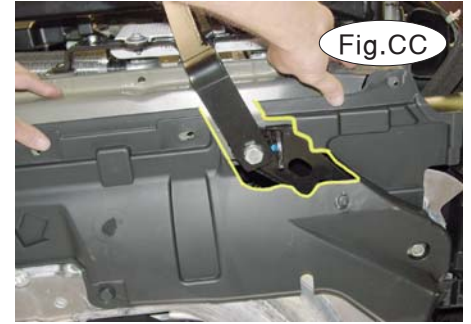


Fig.CC

22. Torque all the bolts to the torque specifications listed at the end of these instructions (Fig.AA). Then, zip tie the ambient air temperature sensor to the receiver brace cross bar (Fig.BB).

23. Place the lower splash shield against the lower support and mark for trimming on both sides. Refer to the yellow marker line in Figure CC for correct trimming.

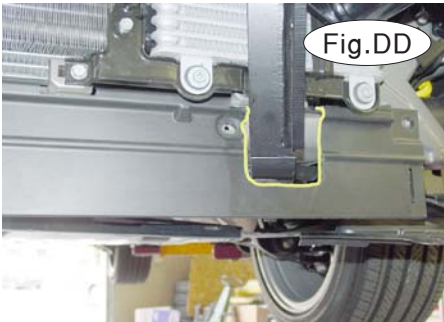


Fig.DD

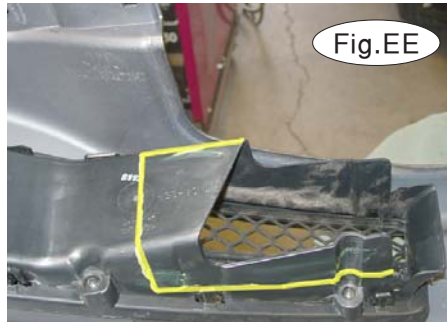


Fig.EE



Fig.FF

24. Hold the lower air dam against the lower supports and mark for trimming on both sides. Refer to the yellow marker line in Figure DD for correct trimming.

25. Hold the plastic shock absorption pad against the bumper core and mark for trimming on both sides, to allow clearance for the pipe spacers.

26. Now, hold the fascia in place over the receivers and mark for trimming on both sides (Fig.EE – backside, Fig.FF – front side). Note: the center chrome pieces in the grilles can be reattached with contact adhesive.

27. Insert the removable front bracket arms into the front receiver braces, and rotate 90 degrees to lock.

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

29. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.GG).

30. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.



Fig.GG



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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.