

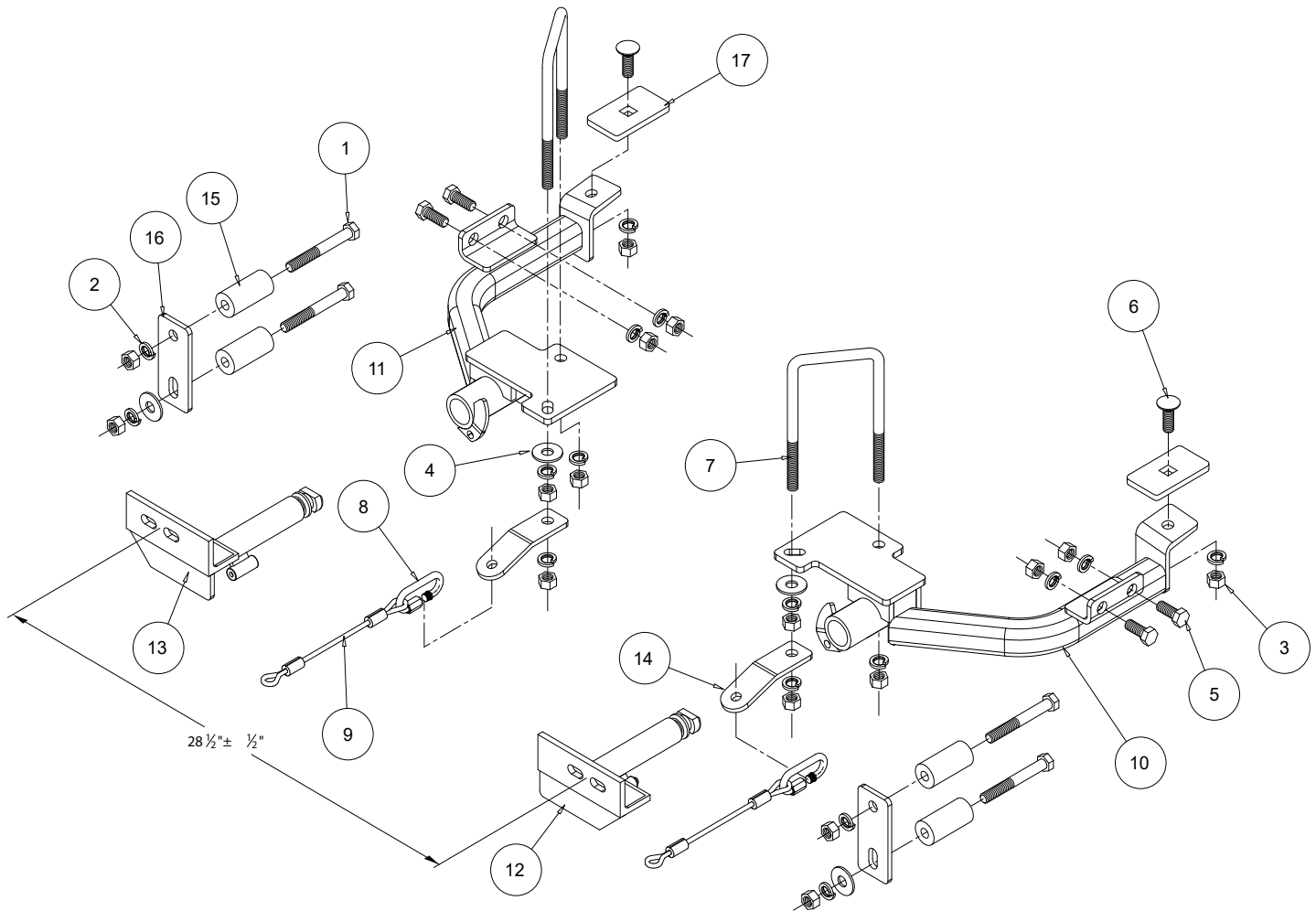


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT #523120-1

03/30/22
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	Length	Width	NAME	MATERIAL
1	4	4"	1/2"	BOLT	350105-00
2	16		1/2"	LOCK WASHER	350309-00
3	16		1/2"	NUT	350258-00
4	4		1/2"	FLAT WASHER	350308-20
5	4	1 1/4"	1/2"	BOLT	350094-10
6	2	1 1/2"	1/2"	CARRIAGE BOLT	350362-00
7	2	7"	1/2"	1/2" x 3 5/8" x 7" UBOLT	357360-00
8	2			CABLE CONNECTOR	200008-00
9	2	8"		CABLE	650646-08
10	1			DRIVER SIDE RECEIVER	C000734
11	1			PASSENGER SIDE RECEIVER	C000735
12	1			DRIVER SIDE ARM	C000736
13	1			PASSENGER SIDE ARM	C000737
14	2			CABLE TAB	B000508
15	4			1 1/4" O.D. x 2 5/8" x 0.250 WALL ROUND TUBE	A001246
16	2			1/4" x 2" x 4 3/4" BACKING PLATE	A001247
17	2			1/4" x 1 3/4" x 3" SQ. HOLE BACKING PLATE	A001248



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This bracket kit is one of our EZ series, which is designed to be partly removable. The kit consists of two main receiver braces, two front arm braces, a cross bar, two cable mounts and a hardware pack.

The main receiver braces bolt to the side of the frame and the bumper core. The cross brace bolts between the main receiver braces. The front braces insert into the receivers on each side, then rotate 90 degrees to automatically lock (Fig.A).

Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are 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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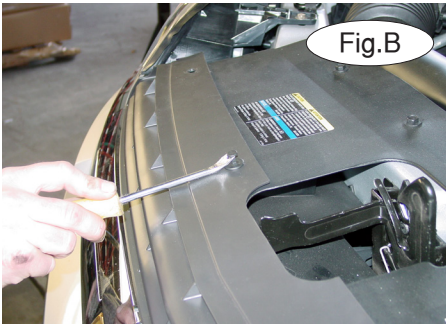


Fig.B

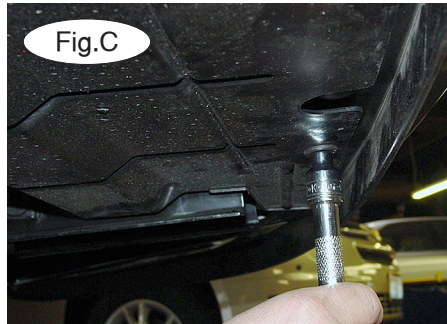


Fig.C

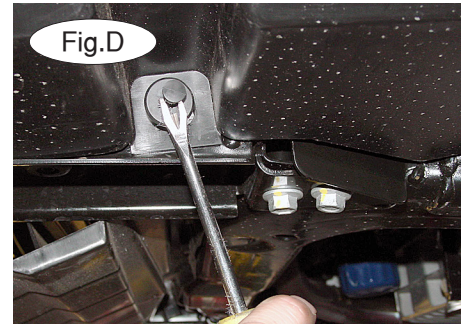


Fig.D

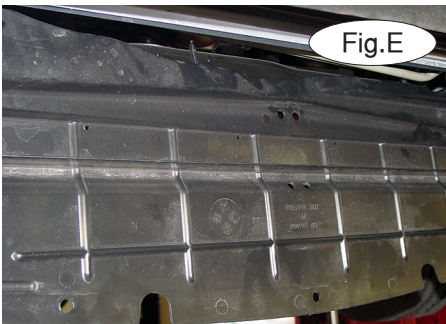


Fig.E



Fig.F



Fig.G

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. Starting at the top of the fascia, remove four plastic fasteners (Fig.B). *Note:* the number of plastic fasteners may vary on 2006 models.



Fig.H

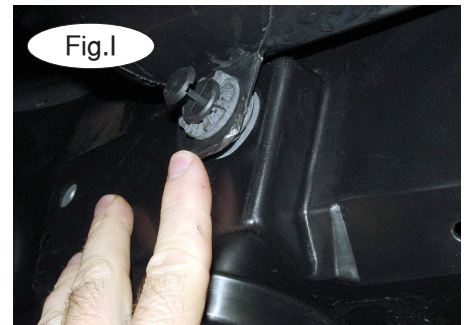


Fig.I

2. Move beneath the fascia and remove five 7mm (head) screws from the center of the fascia (Fig.C) and four plastic fasteners from the bottom of the fascia. Then pull the center splash panel loose, and leave it hanging (Fig.D,E). *Note:* the number of plastic fasteners may vary on 2006 models.

3. Remove two more plastic fasteners under the bumper core (Fig.F).

4. Remove all plastic fasteners from the driver side and the passenger side fender wells. Then, remove the front splash panel on both sides (Fig.G,H,I).

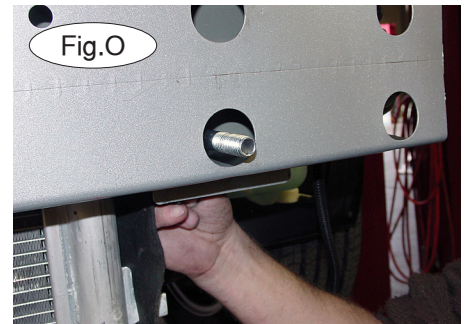
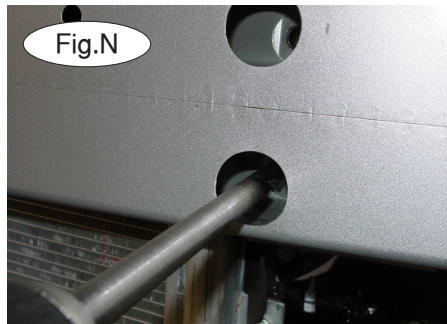
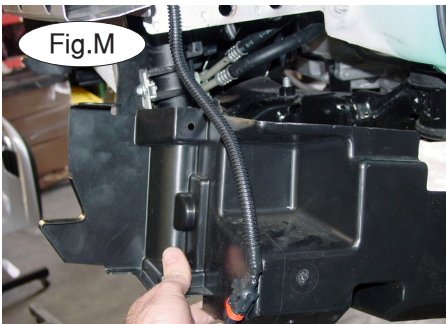
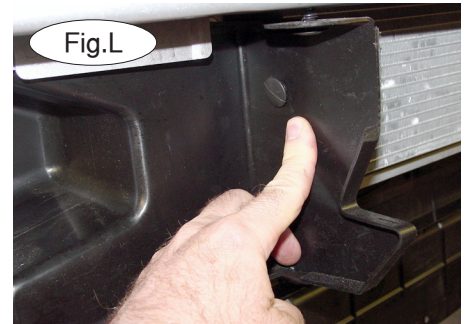
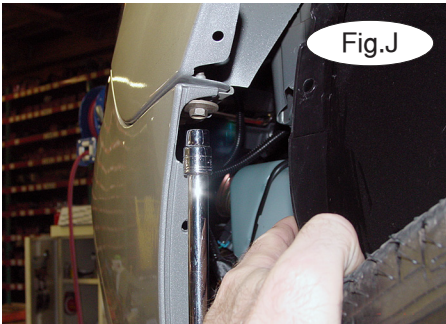


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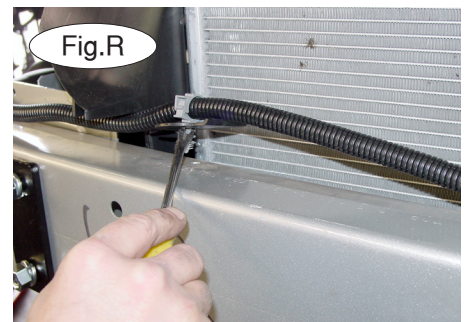
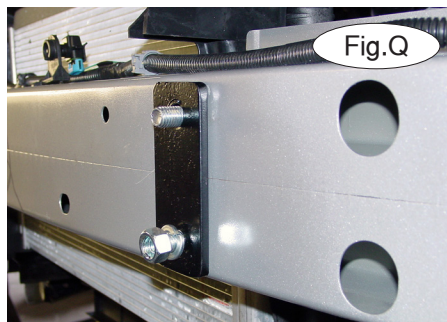
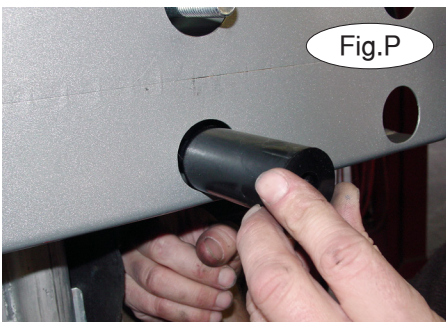
KIT #523120-1

03/30/22
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5. Remove one 10mm (head) fastener at the fascia fender well junction on each side (Fig.J).
6. Remove the fascia by pulling out on the sides and forward (Fig.K).
7. Remove the radiator side panels on each side (Fig.L,M).
8. Looking at the front of the bumper core, find four large holes on each side. Locate the inner two holes on each side and drill 17/32" holes through the middle of each hole through the back of the bumper core (Fig.N). *Note:* each of the holes should have a spot weld in the middle of the hole – just center punch it, and drill.
9. Insert 1/2" x 4" bolts and flat washers into the drilled holes (Fig.O), then bolt through the bumper core, two 5/8" pipe spacers and front backing plate with 1/2" x 4" bolts, flat washers, lock washers and nuts (Fig.P,Q). Tighten these bolts to the torque specifications on the last page.
10. Now pop the wiring harness loose on the top of the bumper core (Fig.R).
11. Put U-bolts over the bumper core on each side, as shown on the next page (Fig.S).



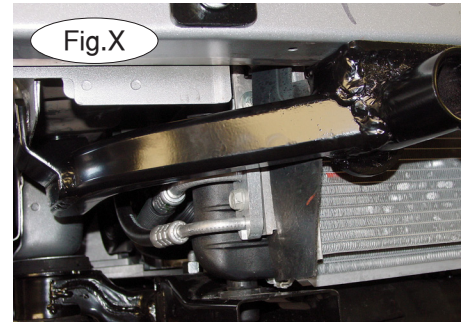
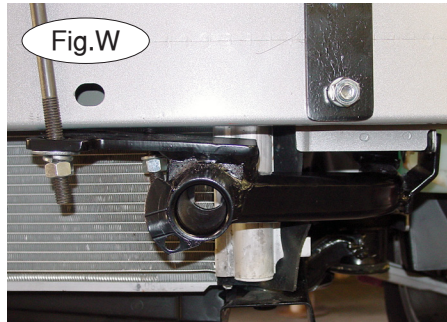
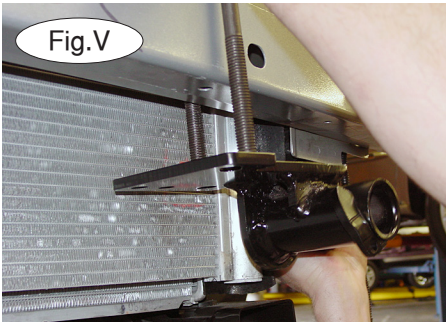
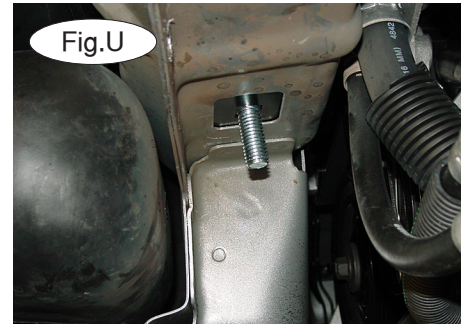
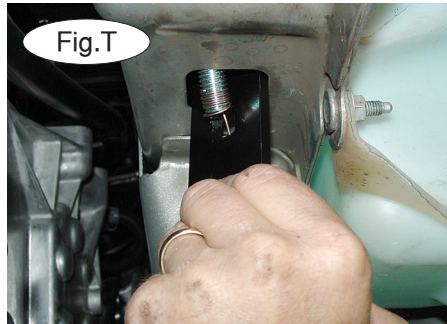
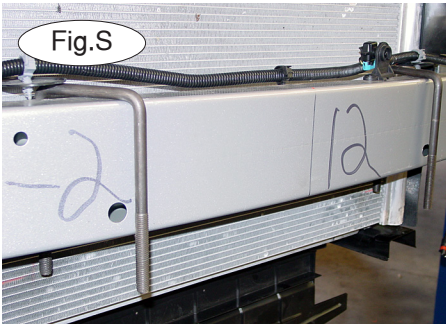


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12. Working on one side at a time, locate the square hole in the bottom of each frame and insert a $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt and $\frac{1}{4}$ " x $1\frac{3}{4}$ " x 3" backing plate into the frame as shown in Figures T and U.

13. Hold the brace in place under the bumper core and the frame with the rear mount on the previously-installed carriage bolt and the front of the brace on the U-bolt (Fig.V). Secure the brace in place with three $\frac{1}{2}$ " nuts, lock washers and two additional flat washers on the front of the U-bolt (Fig.W).

14. Repeat for the remaining side (Fig.X).

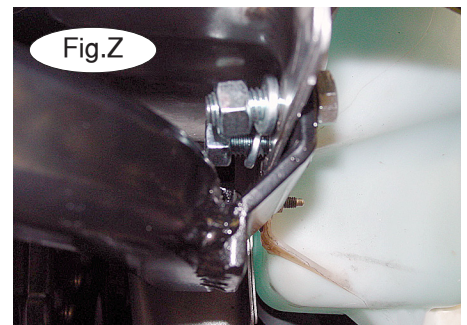
15. Align the braces so the middle flange is flush against the frame flange on each side, then tighten in place (Fig.X). Using the drawing on the first page as a reference, measure between the two front braces, ensuring that the distance is still 28 " \pm $\frac{1}{2}$ ".

16. Using the receiver braces as drill templates, drill two holes per side through the lower frame flange on each side (Fig.Y).

17. Bolt through on each side with two $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolts, lock washers and nuts (Fig. Z).

18. Torque the U-bolts to 45 ft. lbs. Torque the mounting bolts to the torque specifications on the last page of these instructions.

Recheck the measurements, to make certain this distance is still 28 " \pm $\frac{1}{2}$ ".



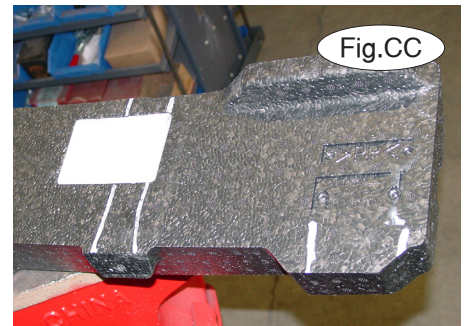
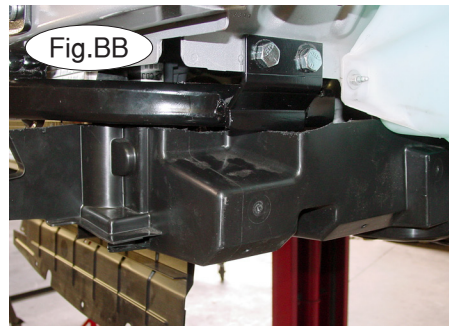
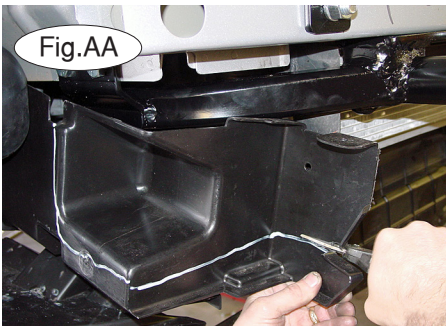


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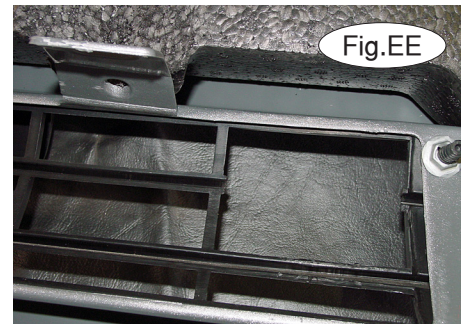
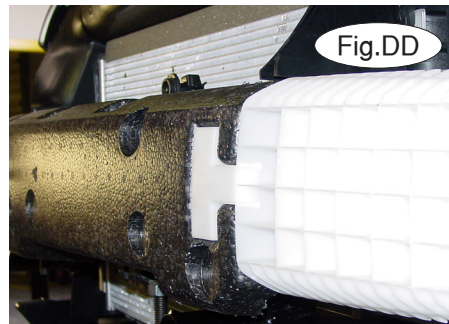
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19. Trim the side air deflectors to fit around the receiver brace (Fig. AA, BB).

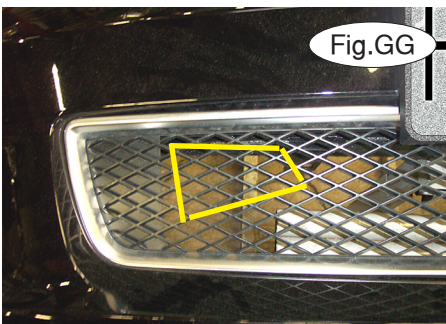
20. Remove the shock absorption foam from the fascia (two screws) then trim the foam to fit around the mounting U-bolts and receiver brace (Fig. CC, DD).



21. Cut the center rib from each side of the front grille as shown (Fig. EE). *Note:* for 2006 models, hold the grille up to the receivers, mark the grille and trim to allow access for the receivers. For all models except the 2008 Malibu Maxx SS, skip to step 22.

Trimming for the 2007 Malibu Maxx SS only

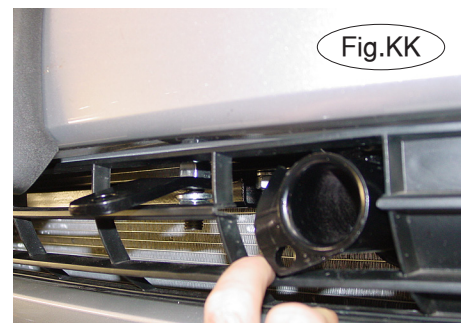
For 2007 Malibu Maxx SS models, use the yellow guide lines in Figure GG for trimming. Test fit over the receivers and trim an additional amount, if needed, to provide clearance for the main receiver braces (Fig. HH). Figure II shows the fascia's fit over the receiver braces. Now, move to step 22.



22. Install the shock absorption foam in the fascia with retainer screws (Fig. JJ).

23. Replace the fascia and splash panels, reversing steps 1 through 6.

24. Install the safety cable mounting tabs on the mounting U-bolt with nuts and lock washers, as shown in Figure KK.





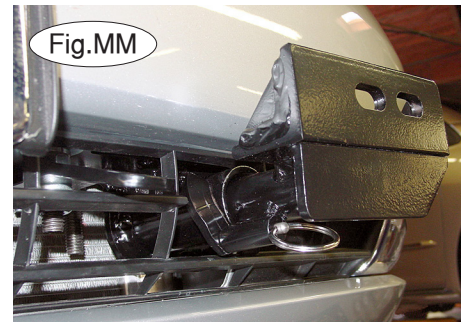
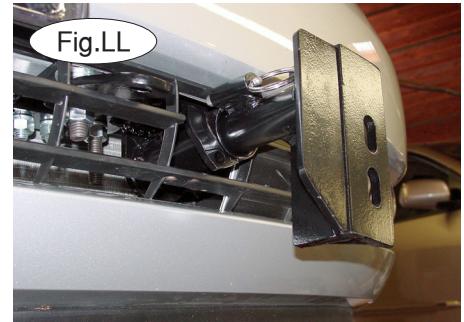
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- 25. Insert the front braces into the receiver braces (Fig.LL) and turn 90 degrees to lock (Fig.MM).
- 26. Install the safety cables and connectors.
- 27. Attach the ends of the 8" safety cables to the front holes in the cable mounting tabs (located on the inside of the receiver braces) with the included cable connectors (Fig.NN). Connect the other end to the tow vehicle's safety cables and tow bar.
- 28. Torque all mounting bolts to the specifications below.



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.