



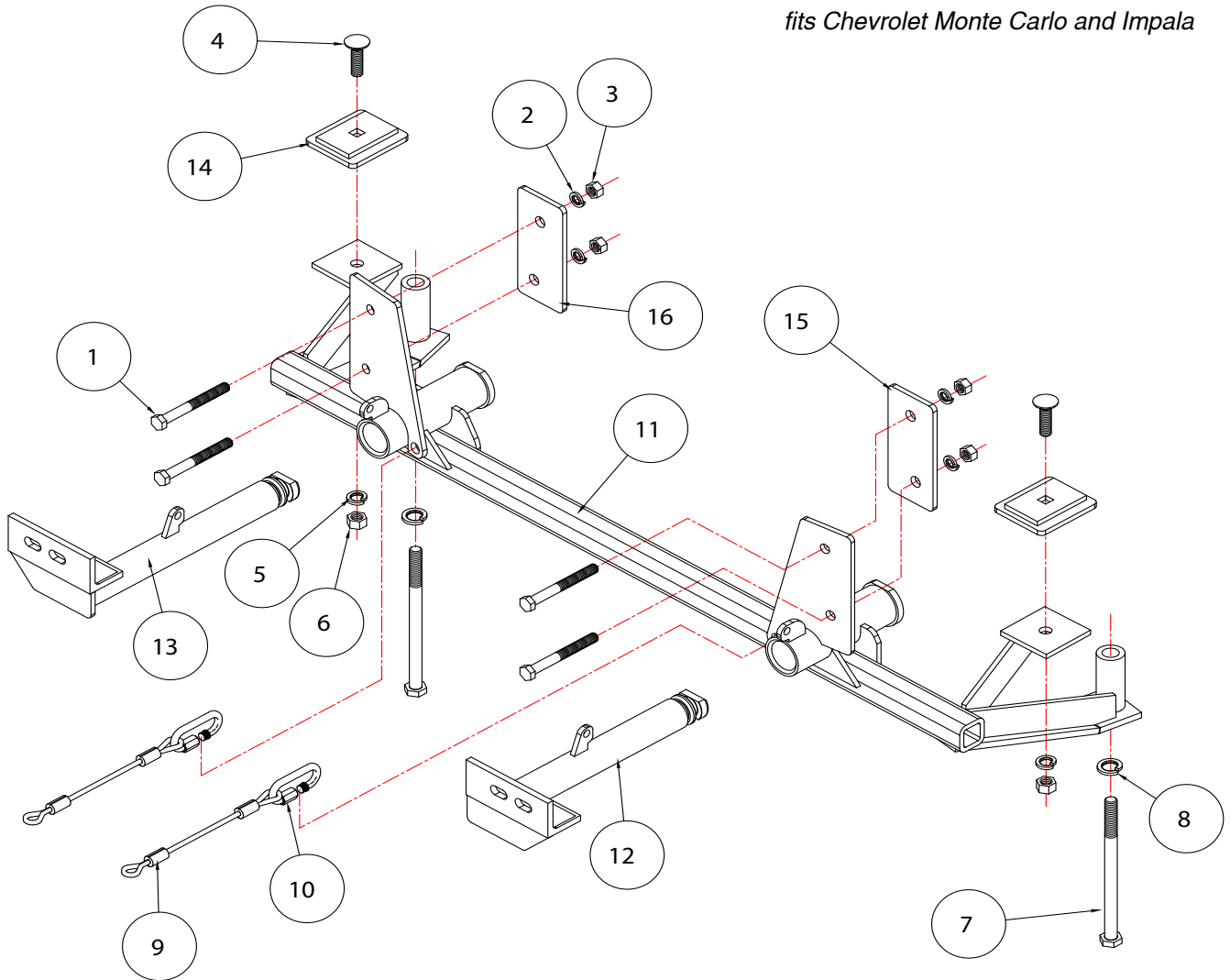
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523133-1

07/02/18
KS

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

fits Chevrolet Monte Carlo and Impala



| Item | Qty. | Length | Width | Description | Part # |
|------|------|--------|-------|-----------------------------------|-----------|
| 1 | 4 | 4" | 7/16" | BOLT | 350084-00 |
| 2 | 4 | | 7/16" | LOCK WASHER | 350307-00 |
| 3 | 4 | | 7/16" | NUT | 350256-00 |
| 4 | 2 | 1 3/4" | 1/2" | CARRIAGE BOLT | 350363-00 |
| 5 | 2 | | 1/2" | LOCK WASHER | 350309-00 |
| 6 | 2 | | 1/2" | NUT | 350258-00 |
| 7 | 2 | 200mm | 14mm | 14mm X 2.0 X 200mm BOLT | 355910-20 |
| 8 | 2 | | 14mm | LOCK WASHER | 355740-00 |
| 9 | 2 | 8" | | SAFETY CABLES | 500646-08 |
| 10 | 2 | | | CABLE CONNECTOR | 200008-00 |
| 11 | 1 | | | MAIN RECEIVER BRACE WELDMENT | C-001208 |
| 12 | 2 | | | DRIVER SIDE ARM WELDMENT | C-001209 |
| 13 | 1 | | | PASSENGER SIDE ARM WELDMENT | C-001210 |
| 14 | 1 | | | BACKING PLATE WELDMENT | C-001211 |
| 15 | 1 | | | DRIVER SIDE REAR BACKING PLATE | A-001939 |
| 16 | 1 | | | PASSENGER SIDE REAR BACKING PLATE | A-001940 |

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This is one of our XL series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A). The bracket consists of a main receiver brace, two removable front bracket arms, and a hardware pack. The main receiver brace mounts to the bumper core, the frame, and the subframe. The removable front bracket arms fit into 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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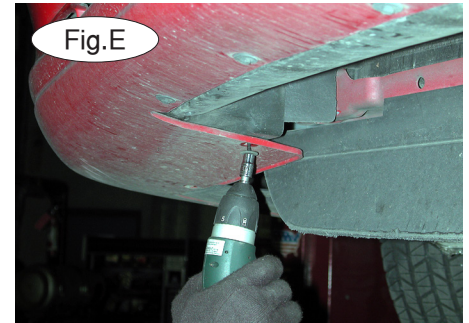
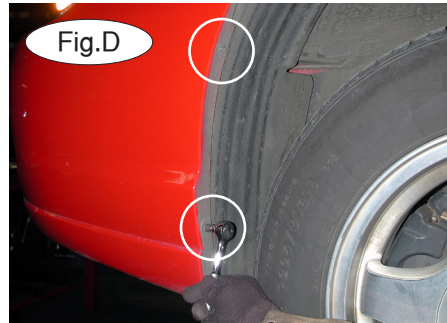
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2000-05 Chevrolet Monte Carlo Instructions

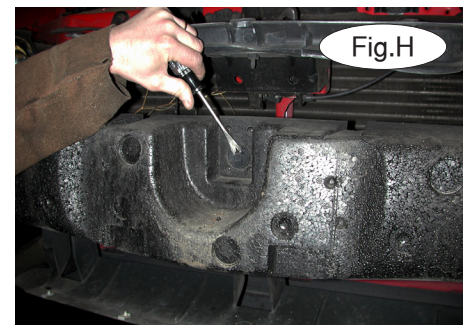
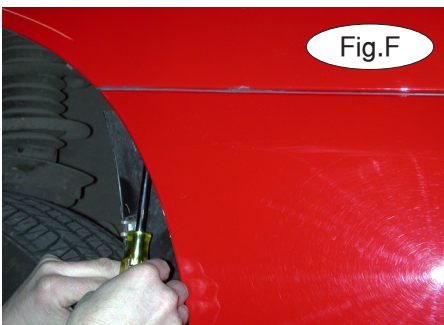
This bracket kit fits the 2000-2005 Chevrolet Monte Carlo and 2006-2010 Chevrolet Impala. Follow the instructions below for the Monte Carlo; for Impala installations, see the separate sections included in these instructions.



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 three plastic fasteners attaching the fascia to the radiator support (Fig.C).

2. Then, remove two 7mm bolts (on each side) attaching the fascia to the fender liner (Fig.D).

3. Remove thirteen 7mm bolts across the bottom of the fascia (Fig.E).

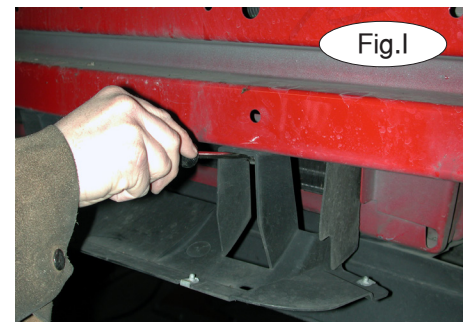


4. On each side, remove two 7/16" speed nuts attaching the fascia to the fender. One is located along the edge of the fender well (Fig.F), the other is located at the corner of the headlight and the fender.

5. Unplug the fog lights, if the vehicle is so equipped. Pull down and forward to remove the fascia (Fig.G).

6. Remove one plastic fastener and remove the shock absorption core (Fig.H).

7. Remove three plastic fasteners and remove the center air deflector (Fig.I). The center air deflector will not be reattached. *Note:* retain the air deflectors and any attachment hardware in case the bracket is ever removed.



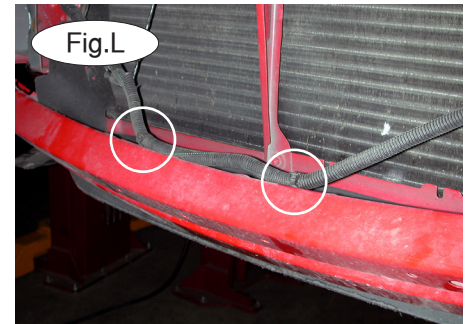
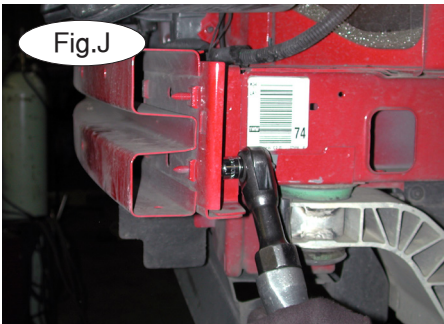


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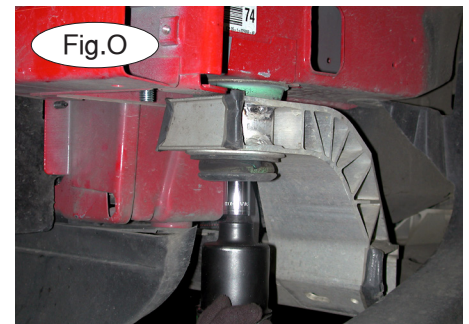
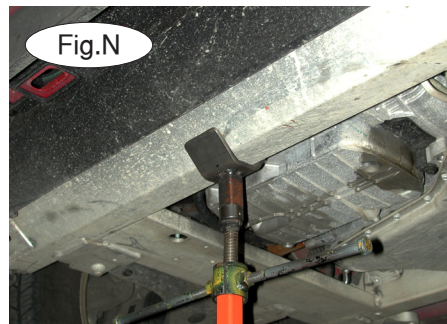
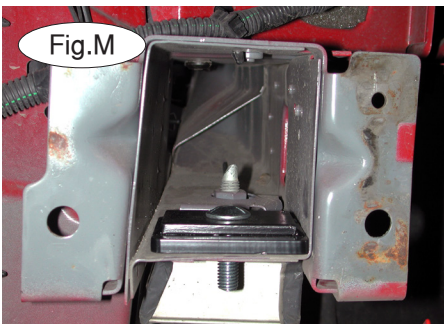
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8. Detach the bumper core by removing three 13mm bolts on each side. The first two bolts are on the outside (Fig.J); the third is approximately a foot from the outside (Fig.K). The bumper core will be reattached following the next step; you can remove the bumper core entirely by removing two plastic fasteners (Fig.L) or allow it to hang.



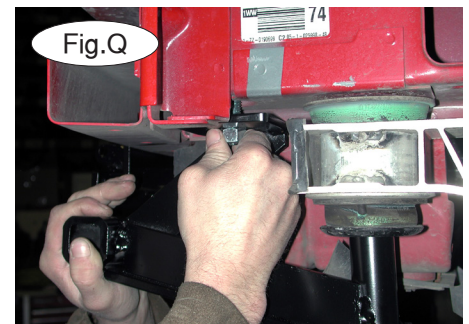
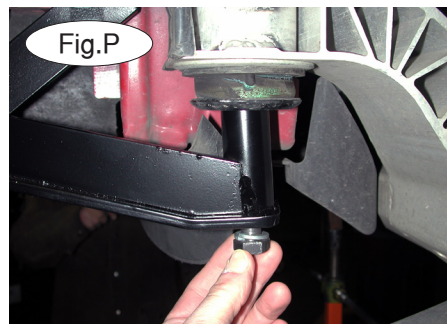
9. Position one of the supplied 3" x 3½" backing plates, with a ½" x 1¾" carriage bolt, into the existing hole in the front of the frame, at the bottom of one of the frame rails (Fig.M). Repeat for the other side

10. Reinstall the bumper core, reversing step 8.

11. Support the subframe (Fig.N).

12. Remove an 18mm head front subframe mounting bolt, as well as a bushing cup, from each side (Fig.O).

13. Bolt the main bracket brace to the subframe and the frame rail – align the holes in the main bracket brace over the holes for the front subframe mounting bolts you removed in the previous step, and also under the two carriage bolts you positioned in the frame rail in step 9. On each side, set one of the bushing cups you removed in the previous step between the main bracket brace and the subframe.



Slide a 14mm lock washer onto one of the supplied 14mm x 2.0 x 200mm bolts. Apply thread lock to the bolt, then thread the bolt through the rear support of the main brace and into the subframe (Fig.P). Repeat for the other side.

Thread a ½" nut and lock washer onto the carriage bolt you positioned in the frame rail in step 9 (Fig.Q).

Repeat for the other side. Torque all bolts to the specifications at the end of these instructions.

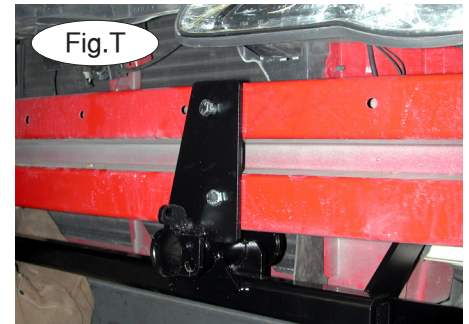
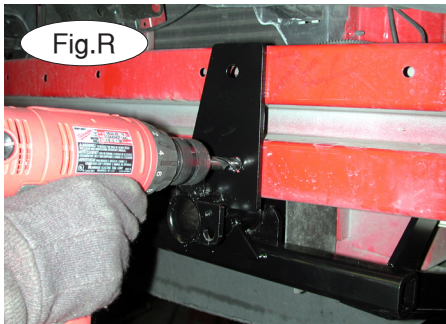


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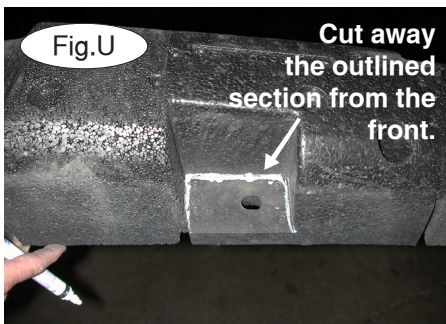


14. Attach the main brace to the bumper core – the two pre-drilled holes on each side of the brace (Fig.R) should align with existing holes in the bumper core; however, due to manufacturing variances, they may not. If this is the case, drill out the holes in the bumper core, using the holes in the brace as templates (Fig.R).

Position one of the supplied 2³/₄" x 6" backing plates behind the bumper core (Fig.S), so that the holes in the backing plate align with the holes in the brace. *Note:* be careful to move the wiring harness out of the way.

Slide two of the supplied 7/16" x 4" bolts through the two holes in the main brace (Fig.T) and through the backing plate. Secure each bolt with a 7/16" lock washer and nut. Torque to the specifications at the end of these instructions.

Repeat for the other side.



15. In order to allow clearance over the main brace bumper core support, it is necessary to trim the shock absorption core before reinstalling it.

Now, for Impala installations: proceed to step 9 in the supplemental instructions. For Monte Carlo installations: Cut away the section in the front outlined in white, in Figure U. **Shave away** the section in the back outlined in white, in Figure V. Test fit the core to see if more needs to be shaved from the back, before reinstalling it.

16. Before reinstalling the fascia, remove one horizontal rib (on each side) from the grille, as indicated in Figure W.

17. Reinstall the fascia, reversing steps 1 through 5.



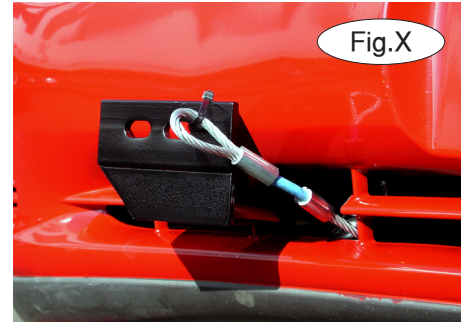
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- 18. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins (Fig.X).
- 19. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.X).
- 20. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.
- 21. 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. |

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2006-10 Chevrolet Impala Instructions

This bracket kit fits the 2000-2005 Chevrolet Monte Carlo and 2006-2010 Chevrolet Impala. Follow the instructions below for the Impala; for Monte Carlo installations, see the separate sections included in these instructions.

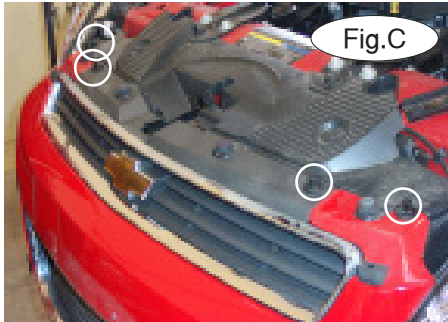


Fig.C



Fig.D



Fig.E

1. Remove four plastic fasteners attaching the top of the fascia to the radiator support (Fig.C).
2. On each side, remove five plastic fasteners attaching the fender liner to the fascia and lower splash shield (Fig.D).
3. On each side, pull back the fender liner and remove one 10mm (head) bolt attaching the corner of the fascia to the fender (Fig.E).

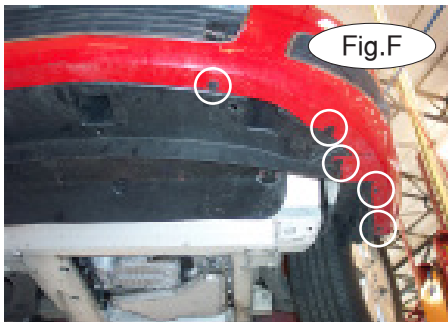


Fig.F



Fig.G

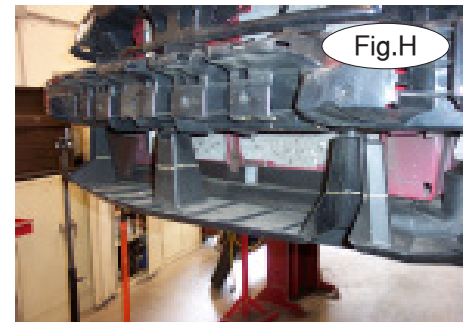


Fig.H

4. On each side, remove three plastic fasteners and two 7mm (head) screws attaching the bottom of the fascia to the center splash shield (Fig.F – driver's side).
5. Trim off the splash shield attachment points approximately 3" below the bumper core. Use the yellow lines in Figure H as a guide for trimming.

6. On each side, remove the air deflector (Fig.I – driver's side). They will not be replaced. Retain the air deflectors for replacement in case the bracket is ever removed.

7. On each side, trim a 3" section of the center splash shield just in front of the subframe. Use the yellow lines in Figure J as a guide for trimming.



Fig.I

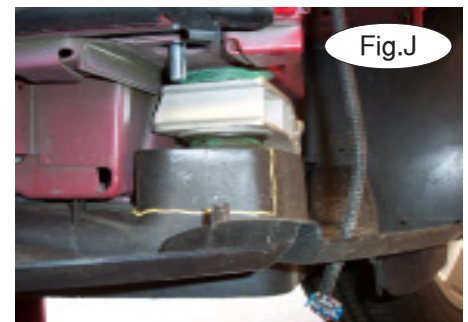


Fig.J



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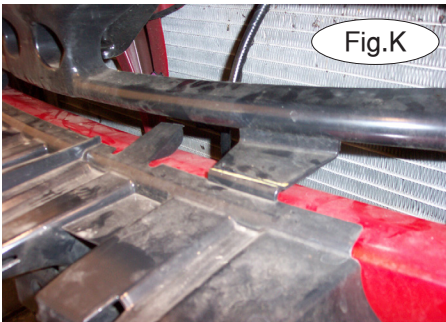


Fig.K

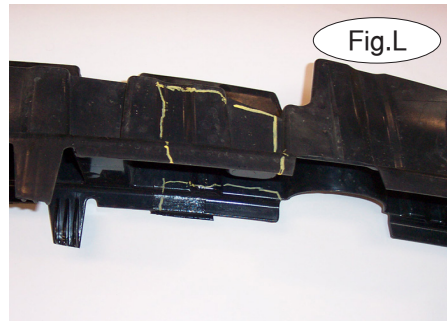


Fig.L

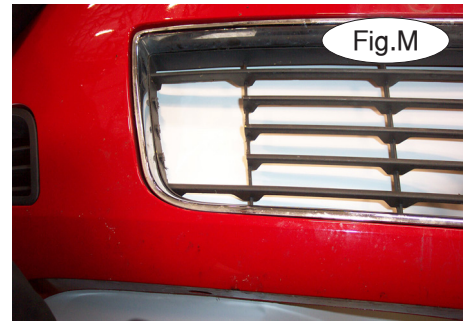


Fig.M

8. Trim the attachment points connecting the shock absorption pad to the core support. Use the yellow line in Figure K as a guide for trimming each point.

Now, proceed to step 8 in the Monte Carol instructions before returning to this section for additional trimming information.

9. Trim the top and bottom of the shock absorption pad using the yellow lines in Figure L as a guide for trimming. Reinstall the shock absorption pad.

10. Reassemble the fascia, reversing steps 1 through 4.

11. On each side of the fascia, remove the three outside horizontal ribs to allow clearance for the main receiver brace. Figure M shows the completed trimming.

12. Fit the front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins (Fig.W).

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

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

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

BOLT TORQUE REQUIREMENTS

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| 7/16 | 5 | 37 ft./lb. |
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