



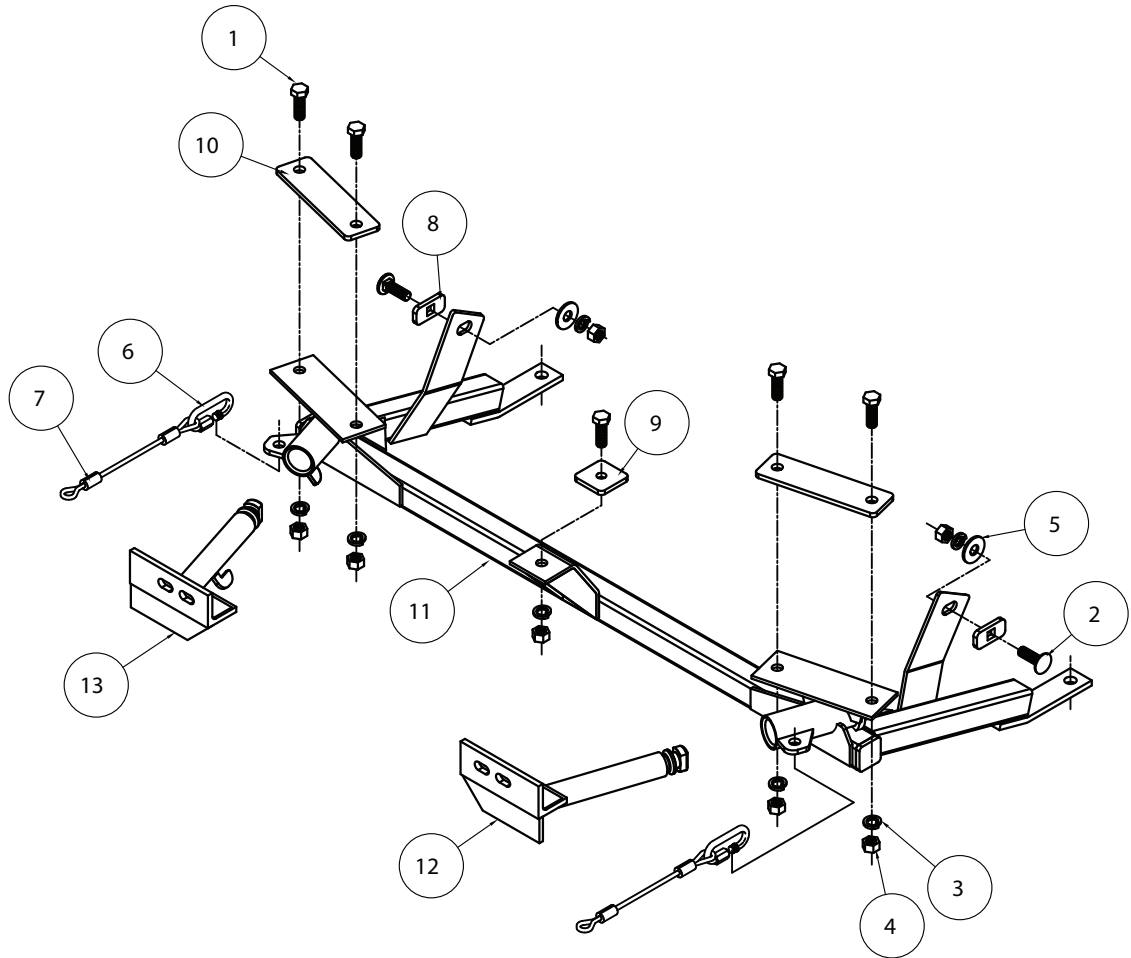
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523137-1

09/18/09
KS

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

ROADMASTER, INC.



ITEM	QTY	NAME	MATERIAL
1.....	5.....	1/2" x 1 1/2" BOLT.....	350095-00
2.....	2.....	1/2" x 1 1/2" CARRIAGE BOLT.....	350625-00
3.....	7.....	1/2" LOCK WASHER.....	350309-00
4.....	7.....	1/2" HEX NUT.....	350258-00
5.....	2.....	1/2" FLAT WASHER.....	350308-20
6.....	2.....	QUICK LINK.....	200008-00
7.....	2.....	8" SAFETY CABLE.....	650646-08
8.....	2.....	1/4" X 1" X 2" SQUARE HOLE BACKING PLATE.....	A-000040
9.....	1.....	1/4" X 2" X 2" ROUND HOLE BACKING PLATE.....	A-001066
10.....	2.....	1/4" X 2" X 7" 2 HOLE BACKING PLATE.....	A-001967
11.....	1.....	MAIN RECEIVER.....	C-001220
12.....	1.....	DRIVER SIDE ARM.....	C-001221
13.....	1.....	PASSENGER SIDE ARM.....	C-001222



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This is one of our EZ series brackets, which allows the visible front portion of the brackets 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 subframe, bumper core and both frame rails. 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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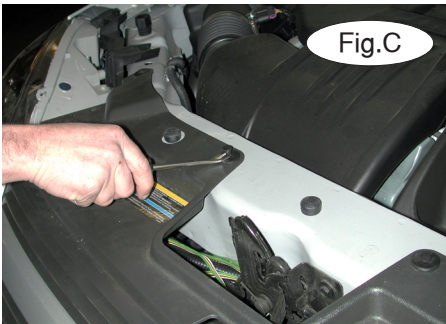


Fig.C

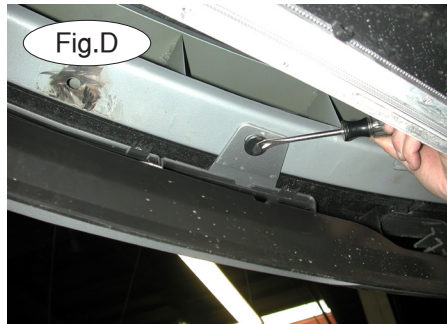


Fig.D



Fig.E

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 by removing the four plastic fasteners at the top of the fascia, attaching the fascia to the core support (Fig.C).

2. Then, on each side, remove a plastic fastener holding the fascia to the bumper core (Fig.D).

3. On each side, remove five 7mm screws attaching the fascia to the fender liner. Three of the screws are along the edge of the fender well; two are at the bottom edge of the fascia (Fig.E). Remove one plastic fastener (Fig.F) as well.

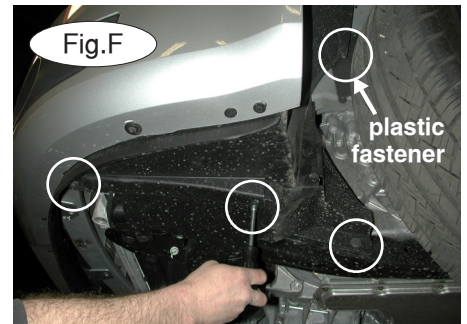


Fig.F

4. On each side, remove three 7mm screws attaching the fascia to the lower fender liner (Fig.F).

5. Also on each side, pull back the fender liner and remove one 10mm (head) bolt holding the fascia to the fender (Fig.G). Disconnect the fog lights, if the vehicle is so equipped (Fig.H). Then, pull the fascia out of the track, and pull forward on the fascia to remove it (Fig.I).



Fig.G

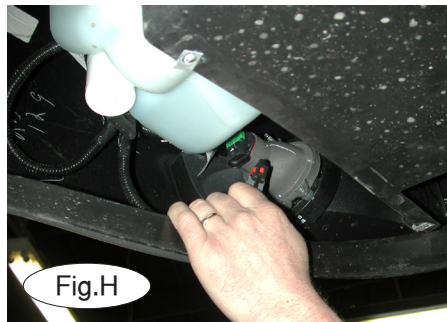


Fig.H

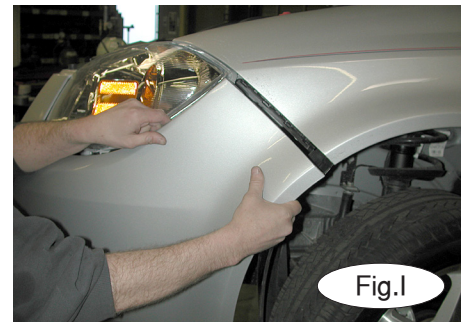


Fig.I

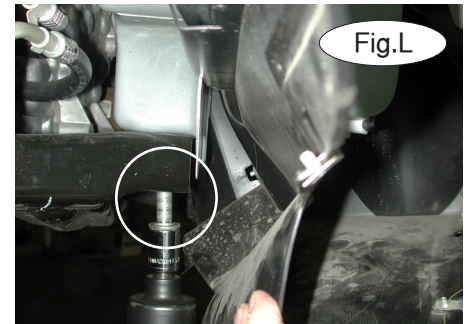
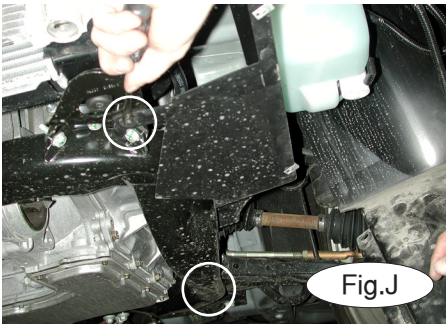


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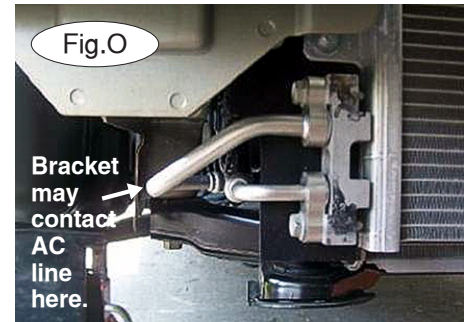
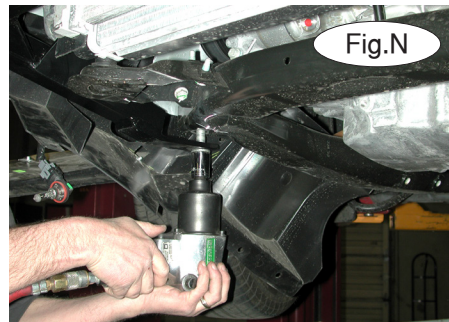
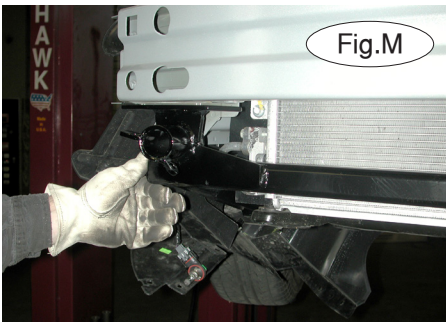
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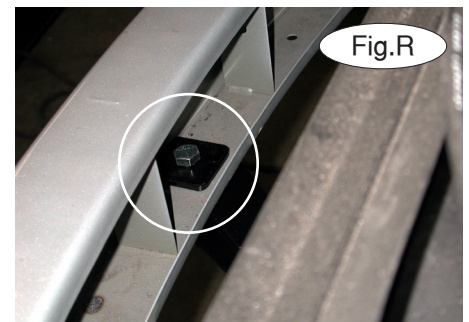
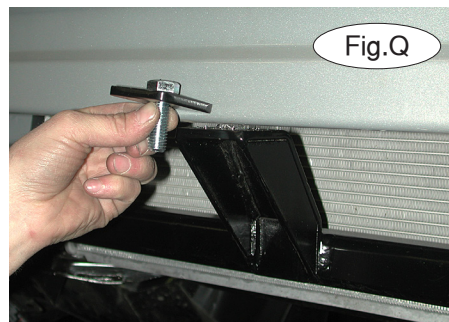
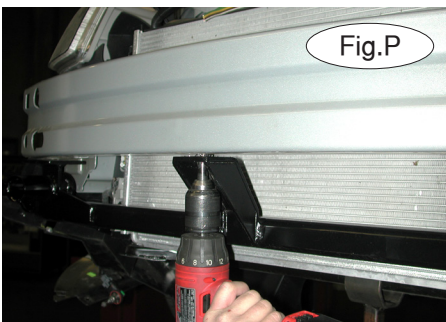
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6. Remove two plastic fasteners (on each side) holding each of the splash shields to the subframe (Fig.J), in order to gain access to the front subframe bolts.
7. Support the subframe (Fig.K).
8. On each side, remove one 21mm front subframe bolt (Fig.L).



9. Attach the main receiver brace to the subframe – position the main receiver brace so that the holes in the brace align with the holes for the subframe bolts you removed in the previous step (Fig.M).
10. Apply thread lock to the subframe bolts, then screw the two bolts back in place (Fig.N). Torque the bolts to the specifications at the bottom of these instructions. *Note:* on some models, the air conditioning lines may contact the top of the main receiver bracket, on the rear passenger side brace (Fig.O). If this is the case, once you have torqued the subframe bolts into place, use a pry bar or screwdriver to bend the air conditioning line approximately a half inch up to clear the rear passenger side brace.



11. Attach the main receiver brace to the bumper core – There are three attachment points along the bumper core, one in the center and one at each side. Begin with the center: Using the hole in the main receiver brace as a template, drill a 17/32" hole through the bumper core (Fig.P).
12. Put a 1/2" x 1 1/2" bolt through the 1/4" x 2" x 2" backing plate (9/16" hole, Fig.Q). From the inside of the bumper core, position the backing plate so that the bolt drops through the hole you drilled in the previous step (Fig.R).

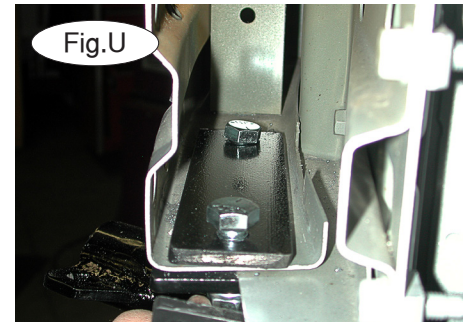
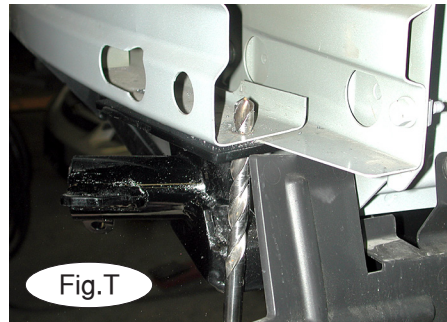


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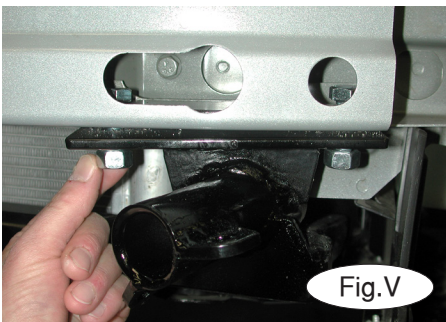
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13. Thread a lock washer and nut onto the bolt to secure it in place (Fig.S). Torque to the specifications at the bottom of these instructions.

14. Now, attach the main receiver brace to each side of the bumper core – first, using the holes in the main receiver brace as a template, drill two 17/32" holes through one side of the bumper core (Fig.T). Slide one of the 1/4" x 2" x 7" backing plates (9/16" hole) into the bumper core, and align the holes in the backing plate over the holes you just drilled. Drop two 1/2" x 1 1/2" bolts through the holes in the backing plate (Fig.U).



15. Thread a lock washer and nut onto each bolt to secure them in place (Fig.V). Torque to the specifications at the bottom of these instructions. Repeat for the other side.

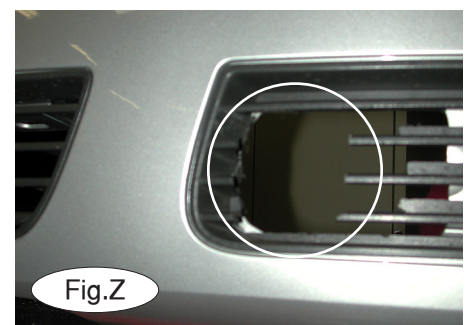
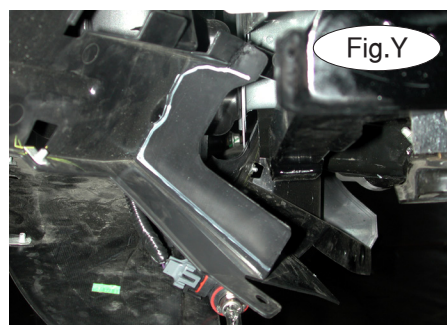
16. Now, attach the main receiver brace to the frame rails – first, fishwire a 1/2" x 1 1/2" carriage bolt and one of the 1/4" x 1" x 2" backing plates (9/16" hole) through the square hole in one of the frame rails (Fig.W) and through the pre-drilled hole in the main receiver brace.

17. Attach the bolt to the main receiver brace with a 1/2" flat washer, a 1/2" lock washer and a nut (Fig.X). Torque the bolt to the specifications at the bottom of these instructions. Repeat for the other side.

18. Reattach both splash shields. In order to accommodate the main receiver brace, first trim a section of both splash shields. Use the white marker in Figure Y as a reference.

19. Before reattaching the fascia, trim three horizontal ribs from each side of the grille, as indicated in Figure Z.

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





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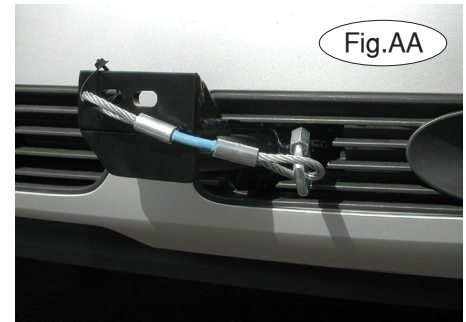
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21. Insert the removable front braces into the main receiver brace, and twist them 90 degrees to lock. Attach the safety cables with the cable connectors (Q-Links) to the front of the receiver brace (Fig.AA). Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

22. 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.