

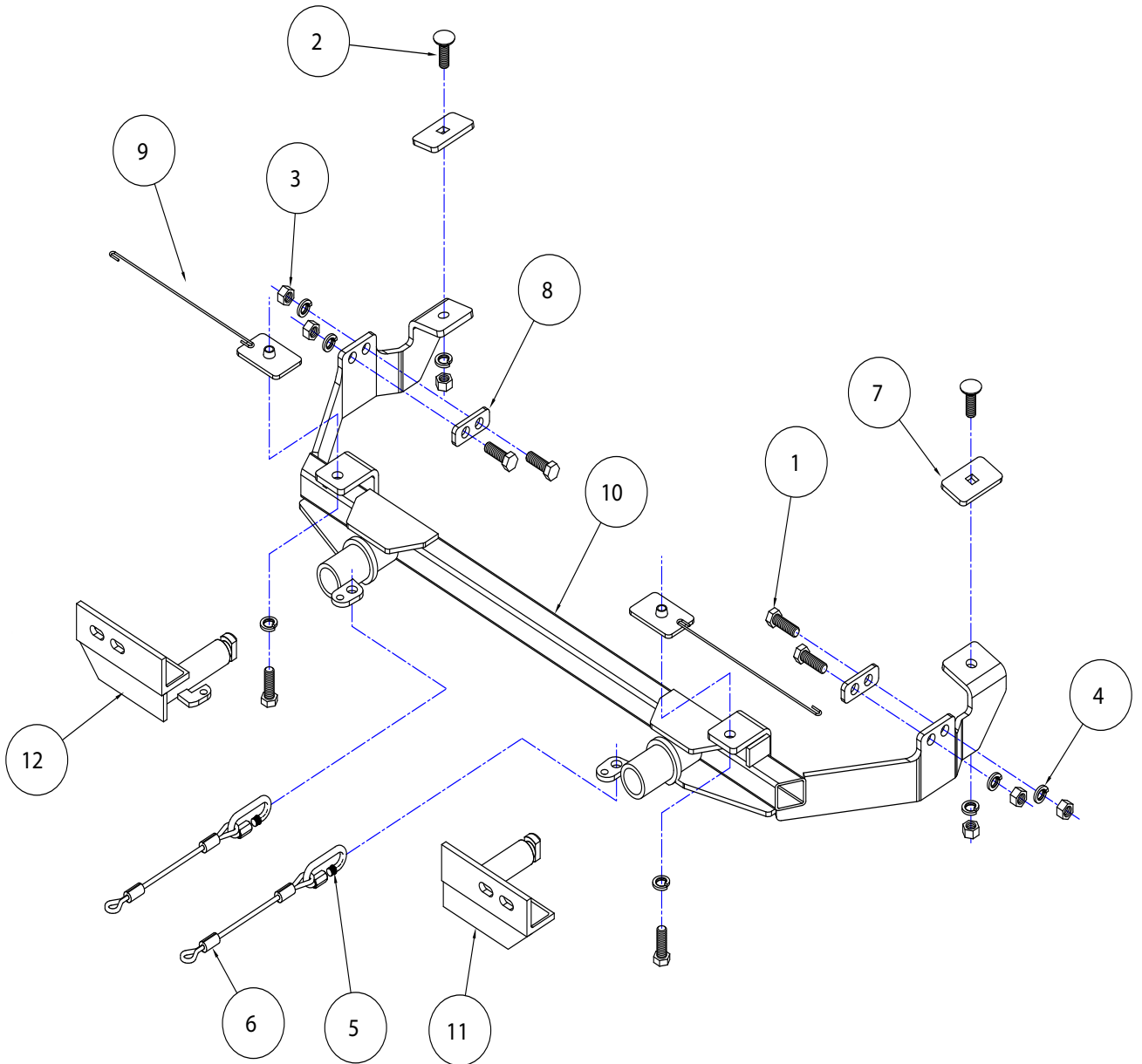


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523145-1

12/20/17
KS

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Item	Qty.	Description	Part No.
1	6	1/2" x 1 1/2" BOLT	350095-00
2	2	1/2" x 1 1/2" CARRIAGE BOLT	350362-00
3	8	1/2" NUT	350258-00
4	8	1/2" LOCK WASHER	350309-00
5	2	CONNECTOR	200008-00
6	2	8" SAFETY CABLE	500646-08
7	2	SQUARE HOLE BACKING PLATE	A-001248
8	2	BACKING PLATE WITH 2 9/16" HOLES	A-002308
9	2	THREADED BACKING PLATE WITH ROD	C-001440
10	1	MAIN RECEIVER BRACE WELDMENT	C-001441
11	1	DRIVER SIDE ARM WELDMENT	C-001442
12	1	PASSENGER SIDE ARM WELDMENT	C-001443



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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 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.

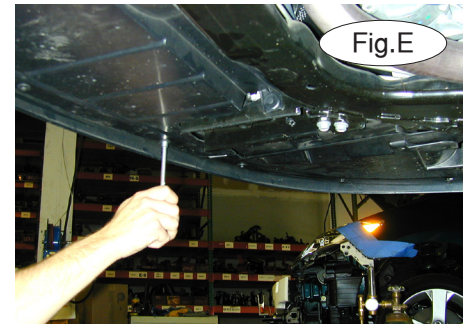
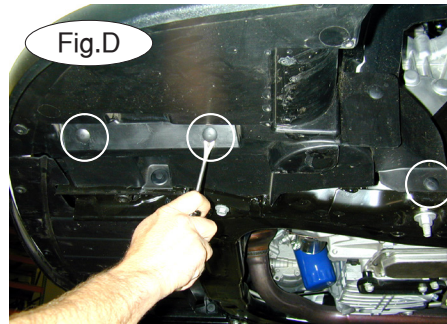


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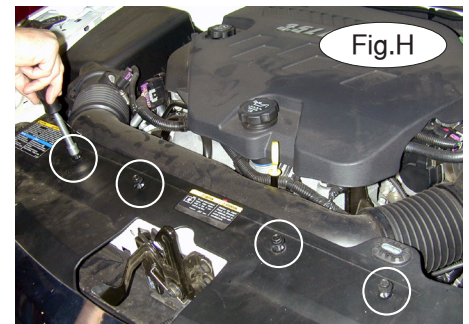
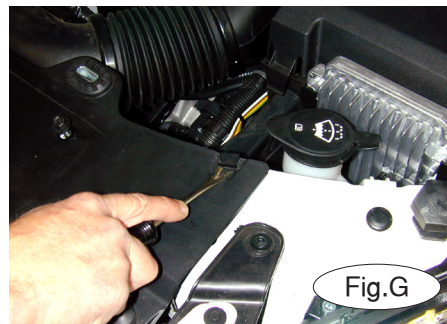
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side, on the inner fender wells, remove four plastic fasteners attaching the fender liner to the fascia (Fig.C). Then, at the bottom of the fender liner, remove three plastic fasteners attaching the fender liner to the fascia.

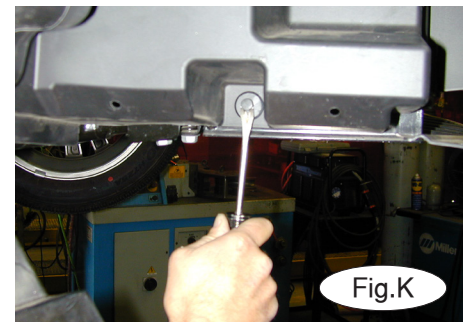
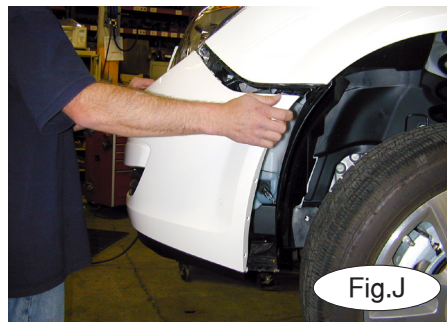
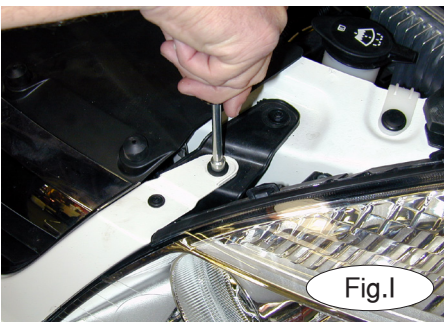
2. Remove eight 7mm (head) bolts and two plastic fasteners attaching the fender liners and the center splash shield to the lower, outer edge of the fascia (Fig.E).



3. On each side, pull the fender liner back, and unplug the fog lights (if the vehicle is so equipped). Then, remove one 10mm (head) bolt attaching the fender to the fascia (Fig.F).

4. On each side, remove one metal clip attaching the radiator cover to the core support (Fig.G).

5. Now, remove four 10mm (head) bolts attaching the radiator cover to the core support (Fig. H).



6. On each side, remove one 7mm (head) bolt attaching the fascia to the core support (Fig.I)

7. Remove the fascia by pulling out and forward on each corner (Fig.J)

8. On each side, remove one plastic fastener attaching the inner fender liner to the bumper core (Fig.K).



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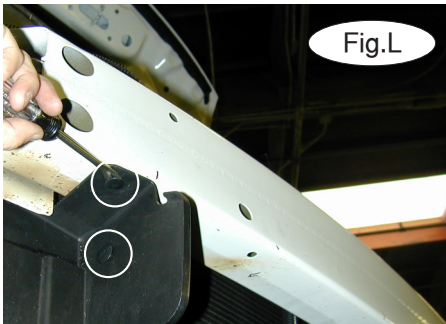


Fig.L

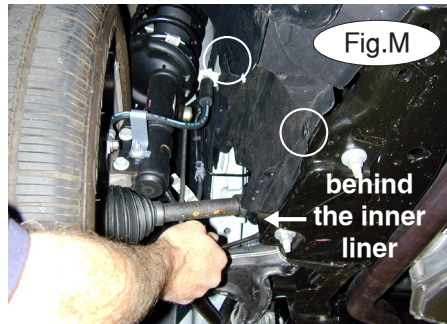


Fig.M

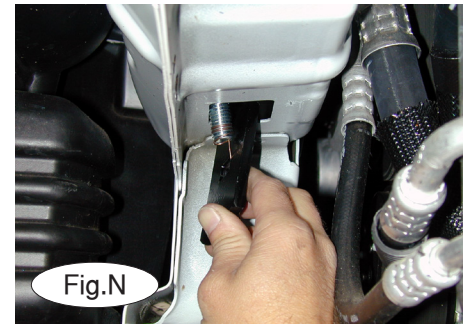


Fig.N

9. Next, on the driver's side, remove two plastic fasteners attaching the inner fender liner to the bumper core (Fig.L). Remove the same two fasteners on the passenger side, as well as three additional plastic fasteners toward the rear of the fender liner – Figure M).

10. Remove the two inner fender liners.

11. Next, on each side, fish wire a $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage bolt and a $\frac{1}{4}$ " x $1\frac{3}{4}$ " x 3" square-hole backing plate into the existing square hole in the bottom of the frame rail (Fig.N).

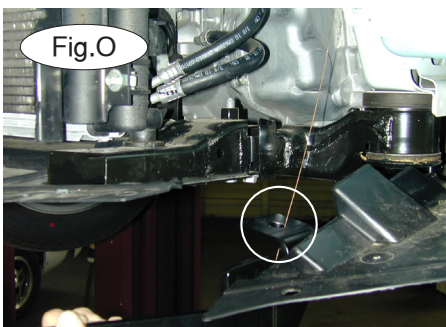


Fig.O

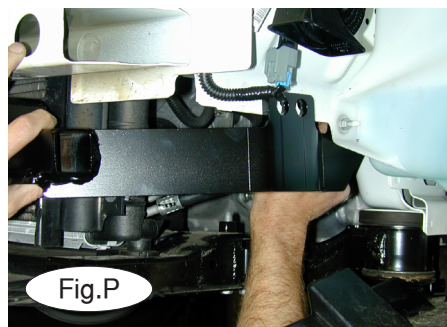


Fig.P

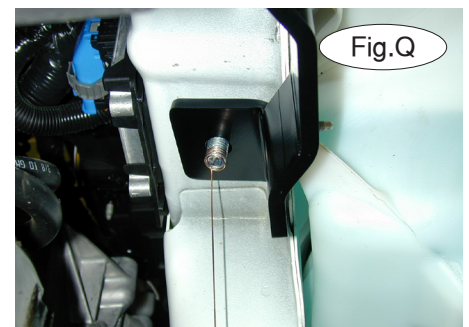


Fig.Q

12. Insert the ends of the two wires through the rear holes at each side of the main receiver brace (Fig.O). Then, lift the main receiver brace over the frame rails (Fig.P), so that the two carriage bolts fit through the rear holes in the main receiver brace (Fig.Q).

13. Remove the fish wire and attach the main receiver brace to the frame rails, with a $\frac{1}{2}$ " lock washer and nut over the carriage bolts on both sides.

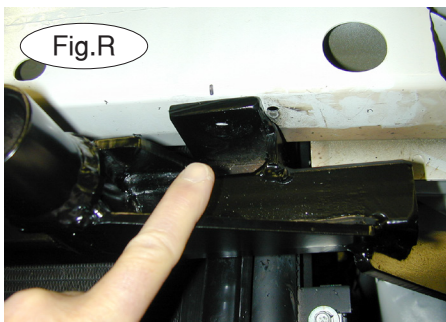


Fig.R

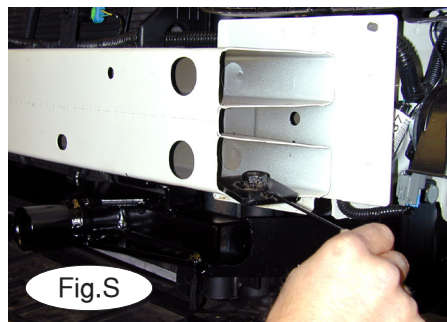


Fig.S

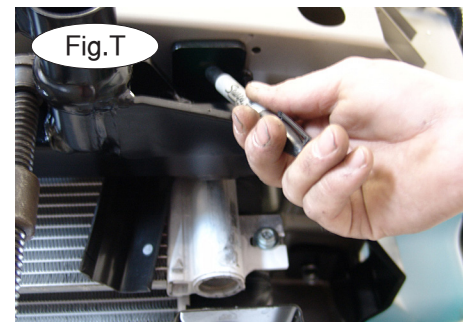


Fig.T

14. Make certain that the two front mounting points for the main receiver brace (Fig.R) are aligned directly over the pre-existing holes in the bumper core.

15. Then, on each side, insert a $\frac{1}{4}$ " x 2" x 3" nuted backing plate into the bumper core, using the attached wire (Fig.S). Align the hole in the backing plate to the holes in the bumper core and main receiver brace. Note: due to manufacturing variances, these holes may not exist on some vehicles. In this case, align the main receiver brace so the pre-existing holes in the upper mounting points align with the center of the bumper core. Mark the holes on each side (Fig.T), remove the brace (Fig.U) and drill the holes. Replace the main receiver brace.

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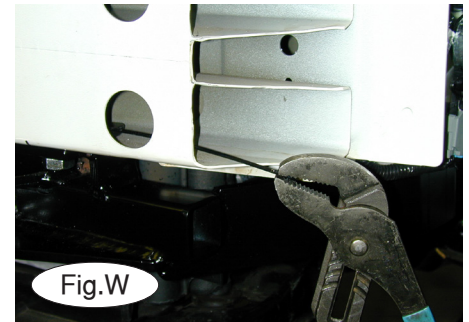
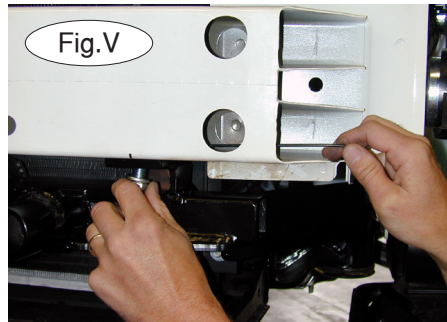
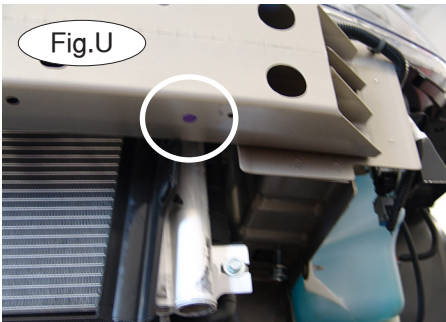


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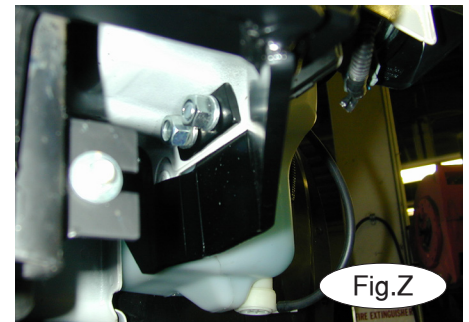
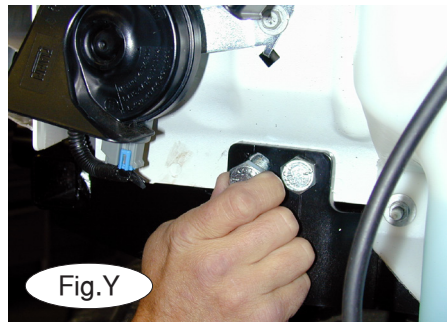
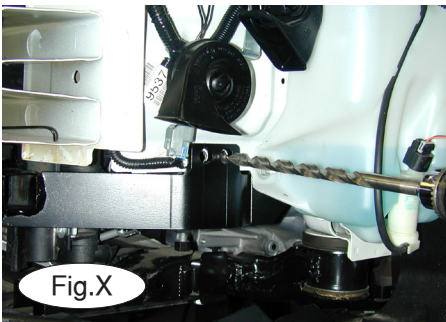
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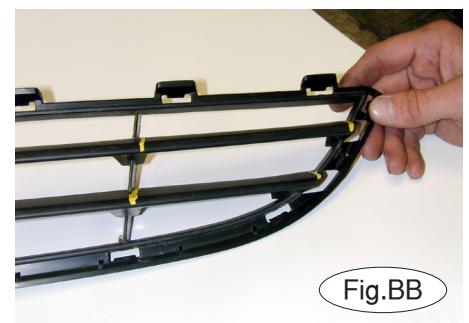
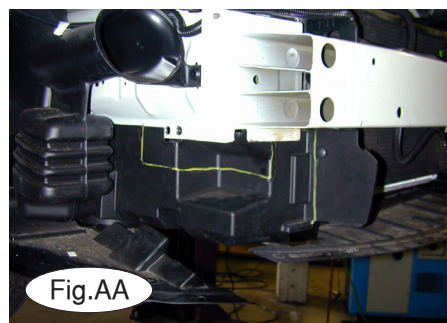
16. Bolt the backing plates in place, using a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and lock washer on each side (Fig.V). *Note:* these bolts must be tightened with an open end wrench.

17. Torque all bolts to the specifications following these instructions. Break the two wires attached to the backing plates with pliers or channel locks (Fig.W).



18. Using the two pre-drilled holes in the main receiver brace as a template, drill a $\frac{1}{2}$ " hole through both sides of the main receiver brace and the frame rails (Fig.X). Before drilling, make certain you will not damage any components on the other side.

19. Attach the main receiver brace to the sides of the frame rails – first, on the outside of both frame rails, insert a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt through each of the four holes you drilled in the preceding step (Fig.Y).



20. Next, on the inside of each frame rail, place a $\frac{1}{4}$ " x $2\frac{1}{2}$ " x 1" backing plate (with $\frac{9}{16}$ " holes) over the two $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts. Bolt the backing plates into place with $\frac{1}{2}$ " lock washers and nuts over each bolt (Fig.Z).

21. Tighten all remaining bolts to the torque specifications following these instructions.

22. The inner fender liners (which you removed in steps 9 and 10) may be either kept for replacement later on or trimmed to accommodate the bracket. If the liners will be trimmed and reinstalled, use the yellow marker lines in Figure AA as a reference for trimming. To avoid removing too much material, trim to the inside of the indicated area, then test-fit and trim additional material, if necessary.

23. The grill insert may also be discarded or trimmed to accommodate the bracket. If the grill insert will be trimmed, remove the two horizontal ribs at each side. Use the yellow marker lines in Figure BB as a reference.



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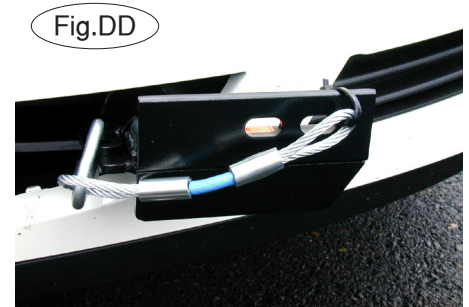
24. Before reinstalling the fascia, trim a small portion of the plastic fascia reinforcement on each side. Use the yellow marker line in Figure CC as a reference.

25. Reinstall the fascia, reversing steps 1 through 7.

26. Attach the safety cables to the main receiver brace with Q-links (Fig. DD), then insert the removable front braces into the main receiver brace and twist 90 degrees to lock them in place.

27. Attach the other end of the 8" safety cables to the tow vehicle's safety cables, and to the tow bar.

28. Install the tow bar 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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