



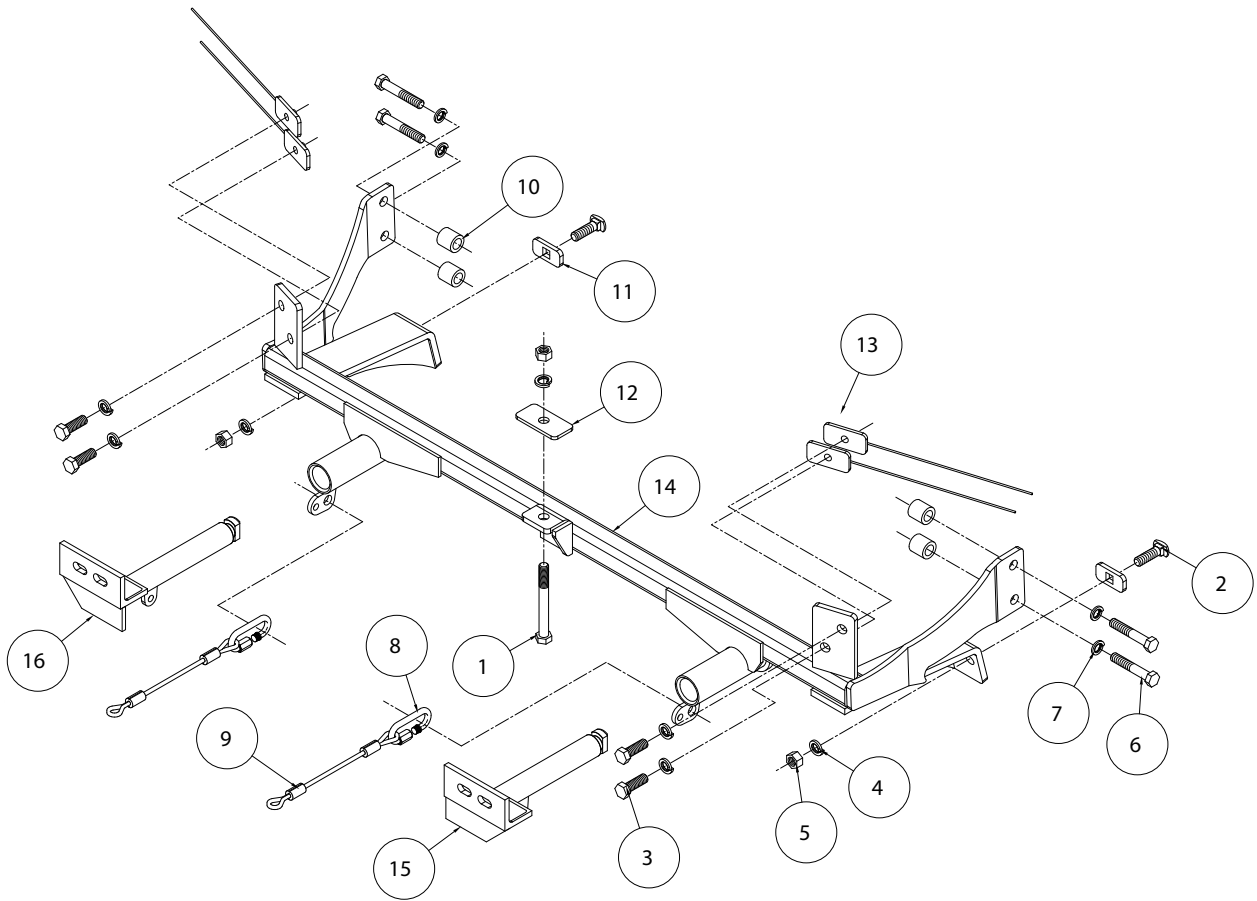
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523166-1

04/21/15
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	1	1/2" x 4 1/2" BOLT	350106-00
2	2	1/2" x 1 3/4" CARRIAGE BOLT	A-003142
3	4	1/2" x 1 1/2" BOLT	350095-00
4	7	1/2" LOCK WASHER	350309-00
5	3	1/2" HEX NUT	350258-00
6	4	12mm x 1.75 x 70 mm BOLT	357211-00
7	4	12mm LOCK WASHER	355725-00
8	2	QUICK LINK	200008-00
9	2	SAFETY CABLE 8"	650646-08
10	4	1" O.D. x 0.188 WALL x 1" PIPE SPACER	A-000028
11	2	1/4" x 1" x 2" SQ. HOLE BACKING PLATE	A-000040
12	1	3/16" x 1 1/2" x 3" ROUND HOLE BACKING PLATE	A-000185
13	4	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE W/ ROD	C-001416
14	1	MAIN RECEIVER	C-001999
15	1	DRIVER SIDE ARM	C-002000
16	1	PASSENGER SIDE ARM	C-002001



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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 rear support braces, two upper support braces, two removable front braces and a hardware pack.

The main receiver brace mounts to the bumper core and frame rails. The rear support braces are attached to the main receiver brace and frame rails. The upper support braces are attached to the main receiver brace and the frame. 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.



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.

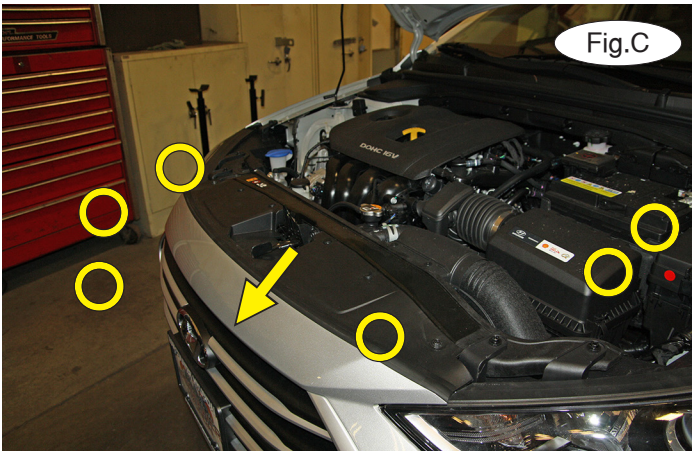


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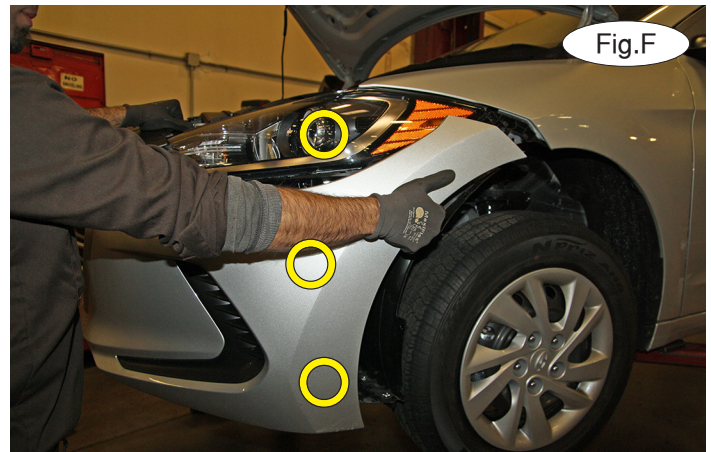
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

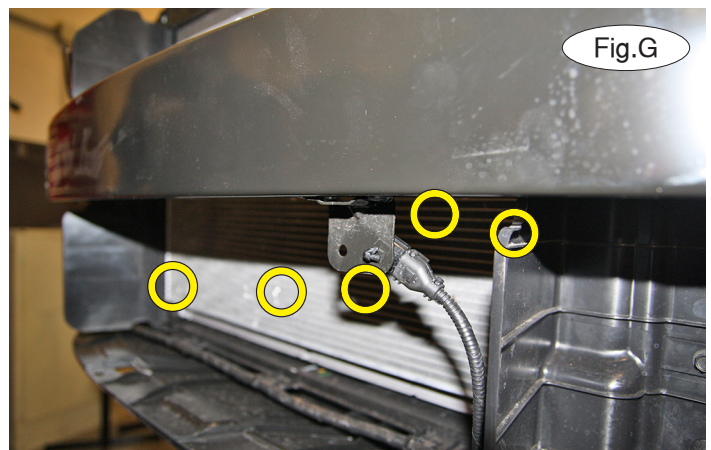
2. Remove two 7mm (head) screws and four T15 Torx screws attaching the top of the fascia to the core support. Figure D shows the approximate location of all six screws (Fig.D). *Note:* due to manufacturing variances, the screws may be T20.



3. On each side, remove one 7mm (head) screw attaching the corner of the fascia to the fender (Fig.E).

4. On each side, remove three T15 Torx screws attaching the fender liner to the fascia (Fig.F). *Note:* due to manufacturing variances, the screws may be T20.

5. On each side, remove five 7mm (head) screws attaching the bottom of the fender liner to the fascia (Fig.G).



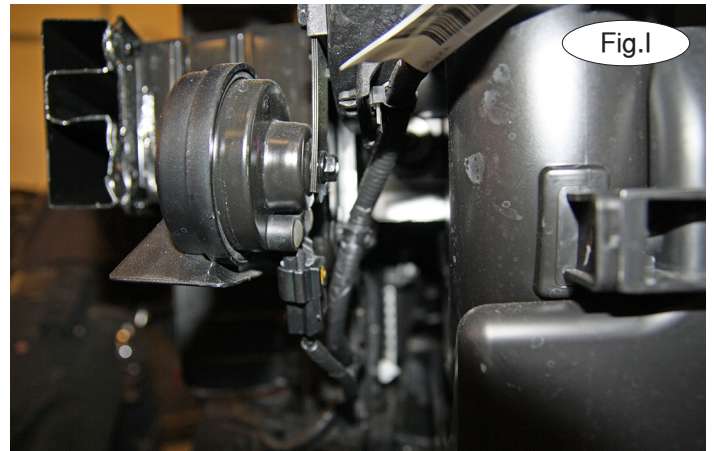
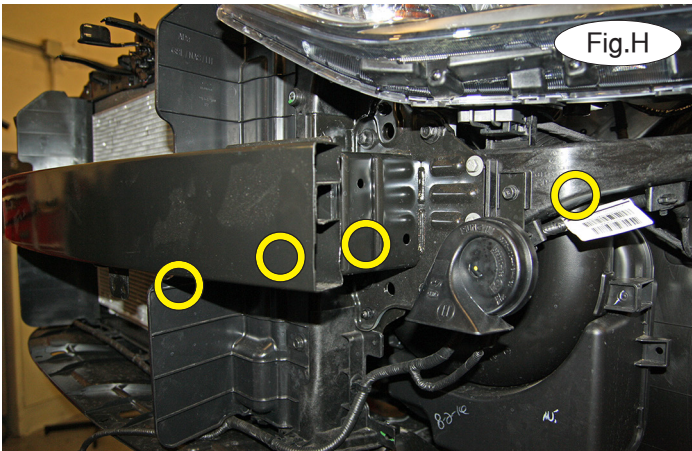


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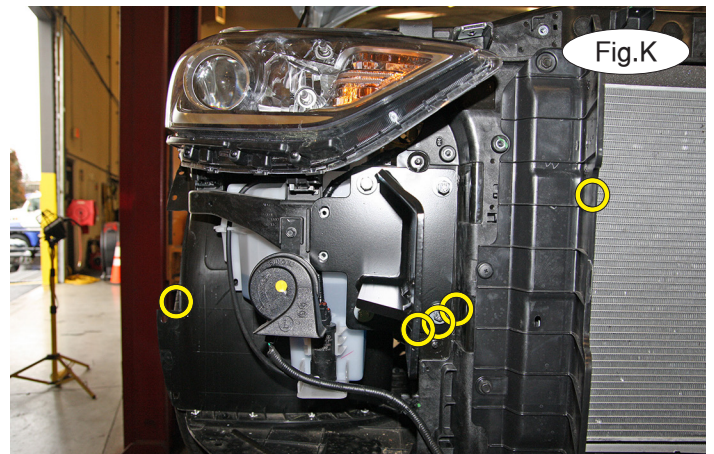
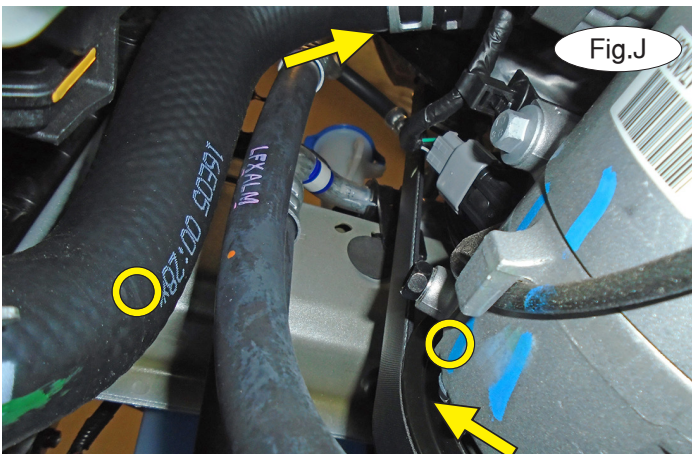
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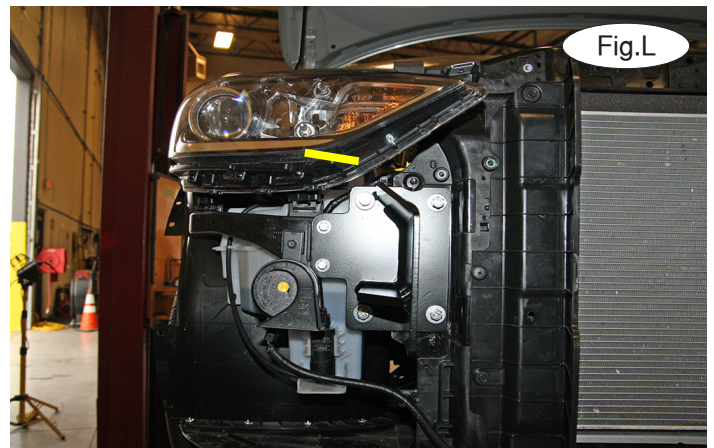
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6. Remove four plastic fasteners attaching the bottom of the fascia to the subframe (Fig.H).
7. Pull out and forward on the corners of the fascia to remove it (Fig.I). Unplug the foglights and ambient temperature sensor, if the vehicle is so equipped.



8. Remove the passenger side headlight by removing four 7mm (head) screws (Fig.J). Unplug the headlight.
9. Remove two plastic fasteners and one 7mm (head) screw attaching the air intake assembly to the bumper core and core support. Then, remove two 7mm (head) screws attaching the plastic retaining strip to the bumper core (Fig.K).
10. On each side, trim the air deflector using the yellow line in Figure L as a guide for trimming.



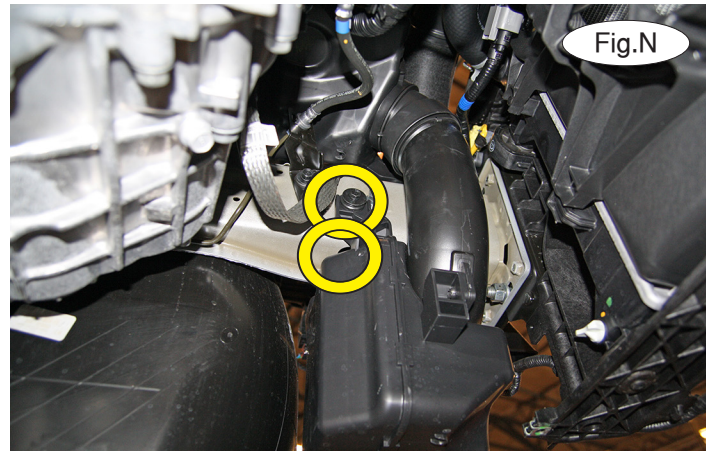


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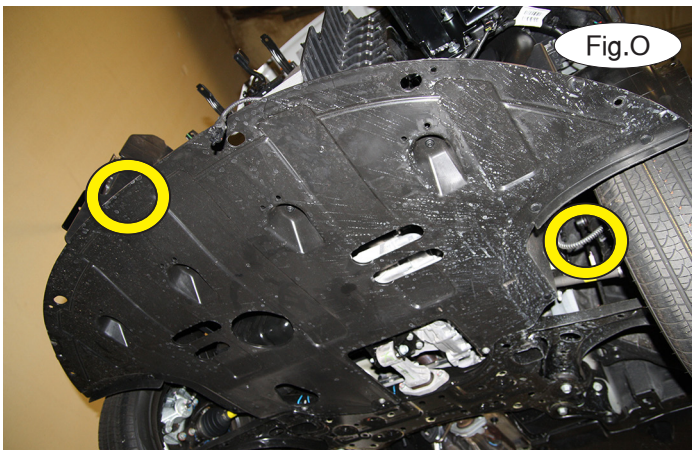
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11. On the driver's side, remove one 13mm (head) nut attaching the horn assembly to the frame (Fig.M). On each side, remove the two outside 19mm (head) bolts attaching the bumper core to the end of the frame rail (Fig.N). *Note:* due to manufacturing variances, the bolts may be 18mm instead.

12. Release the two plastic clips attaching the power steering cooler to the radiator support (Fig.O). Let it hang down.



13. Place the main receiver brace against the bottom of the bumper core and the ends of the frame rail with the passenger side lower support between the power steering cooler and the air conditioning lines.

On each side, place two of the supplied 1" x 1" spacers between the frame and side mounts of the main receiver brace. Now, using four 12mm x 1.75 x 70mm bolts and 12mm lock washers, bolt through the main receiver brace, pipe spacers and into the weld nuts in the end of the frame rail (Fig.P).

Note: this step will require the main receiver brace to be clamped to the bumper core, or for a second person to assist. Figure Q shows the main receiver brace mounted on both sides of the car.



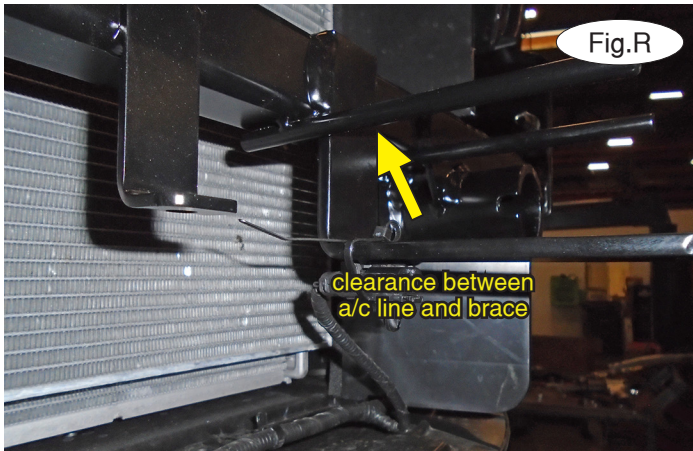


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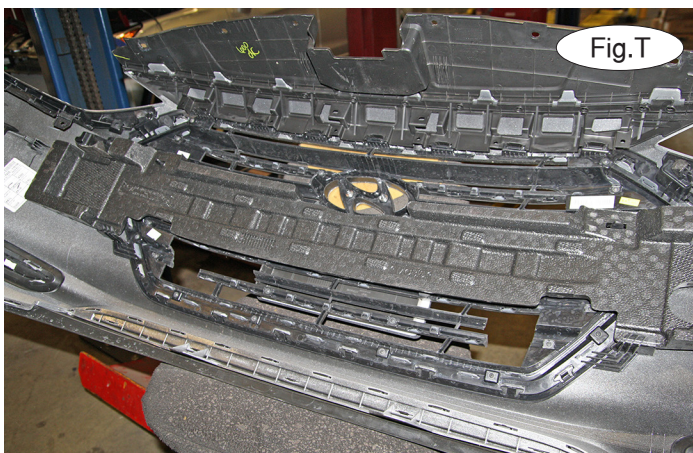
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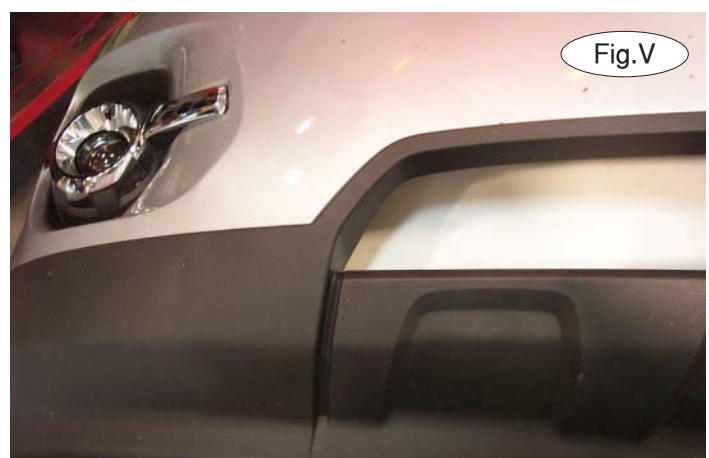
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15. Replace the power steering cooler, making certain that the air conditioning and power steering lines are not contacting the main receiver brace (Fig.R). If they are, pry them up and out of the way.
16. Using the center mounting point of the main receiver brace as a template, drill up through all three layers of the bumper core (Fig.S).



17. Using the supplied $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt, bolt up through the main receiver brace and bumper core. Place a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 3" backing plate over the top of the bolt and finish with a $\frac{1}{2}$ " lock washer and nut (Fig.T).
18. Tighten the center mounting point bolt and then the side bolts to the bolt torque requirements found at the end of these instructions.
19. Using the four upper mounting points of the main receiver brace as templates, drill through the first layer of the bumper core and lower subframe support (Fig.U).
20. Place one of the supplied $\frac{3}{16}$ " x 1" x 2" threaded backing plates with wire into the end of the bumper core (Fig.V) and over one of the four holes you just drilled. Using one of the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, bolt through the main receiver brace, bumper core and into the backing plate. Repeat this process for the remaining three bumper core mounting points.





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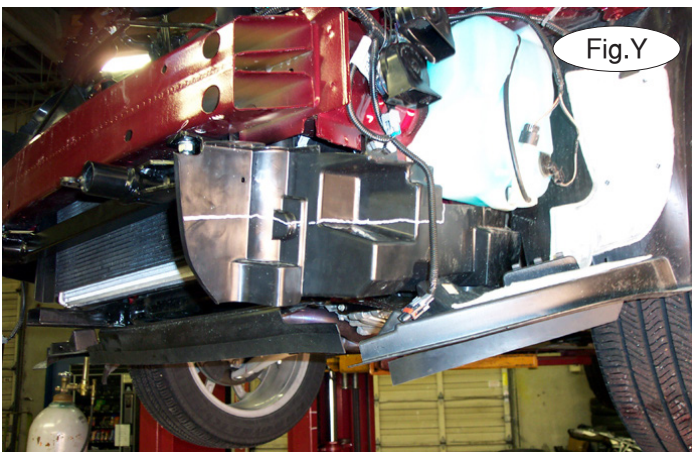
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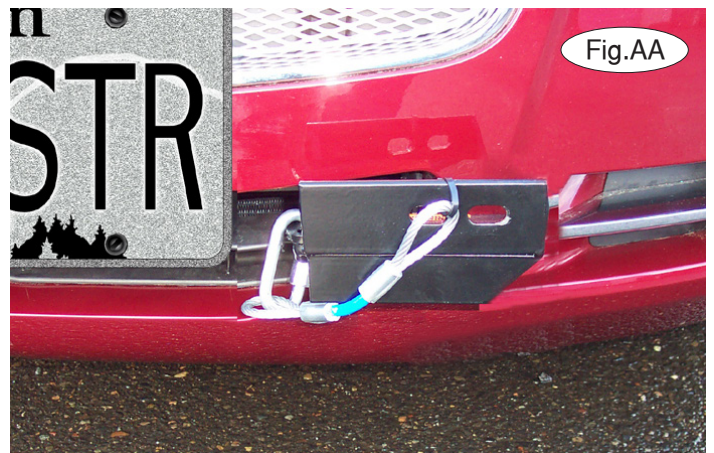
21. On each side, fishwire a $\frac{1}{4}$ " x 1" x 2" backing plate and $\frac{1}{2}$ " x $1\frac{1}{2}$ " carriage T bolt through the opening in the side of the frame rail and main receiver brace (Fig.W) and finish with a $\frac{1}{2}$ " lock washer and nut (Fig.X).



22. Torque all bolts to the bolt torque requirements found at the end of these instructions.

23. Flatten the tab on the horn assembly (Fig.Y). Replace the horn assembly (Fig.Z).

24. Using a pair of pliers, break the wires off the four backing plates you installed in step 21 (Fig.AA).





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25. Hold the fascia in place and mark it for trimming to allow clearance for the main receiver brace. Figure BB shows the completed trimming.

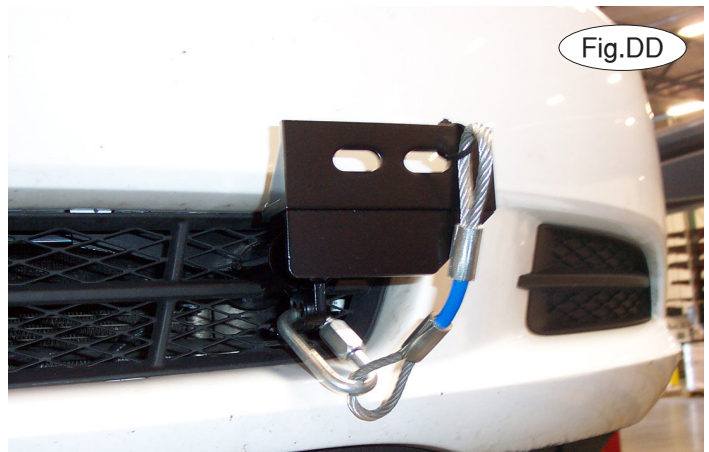
26. Trim the foam shock absorption pad to allow clearance for the upper mounting points. Figure CC shows the completed trimming.

27. Reassemble the fascia by reversing steps 1 through 9.

28. Insert the removable front bracket arms into the front receiver braces. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.DD).

29. Attach the ends of the safety cables to the tow vehicle's safety cables.

30. 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.