



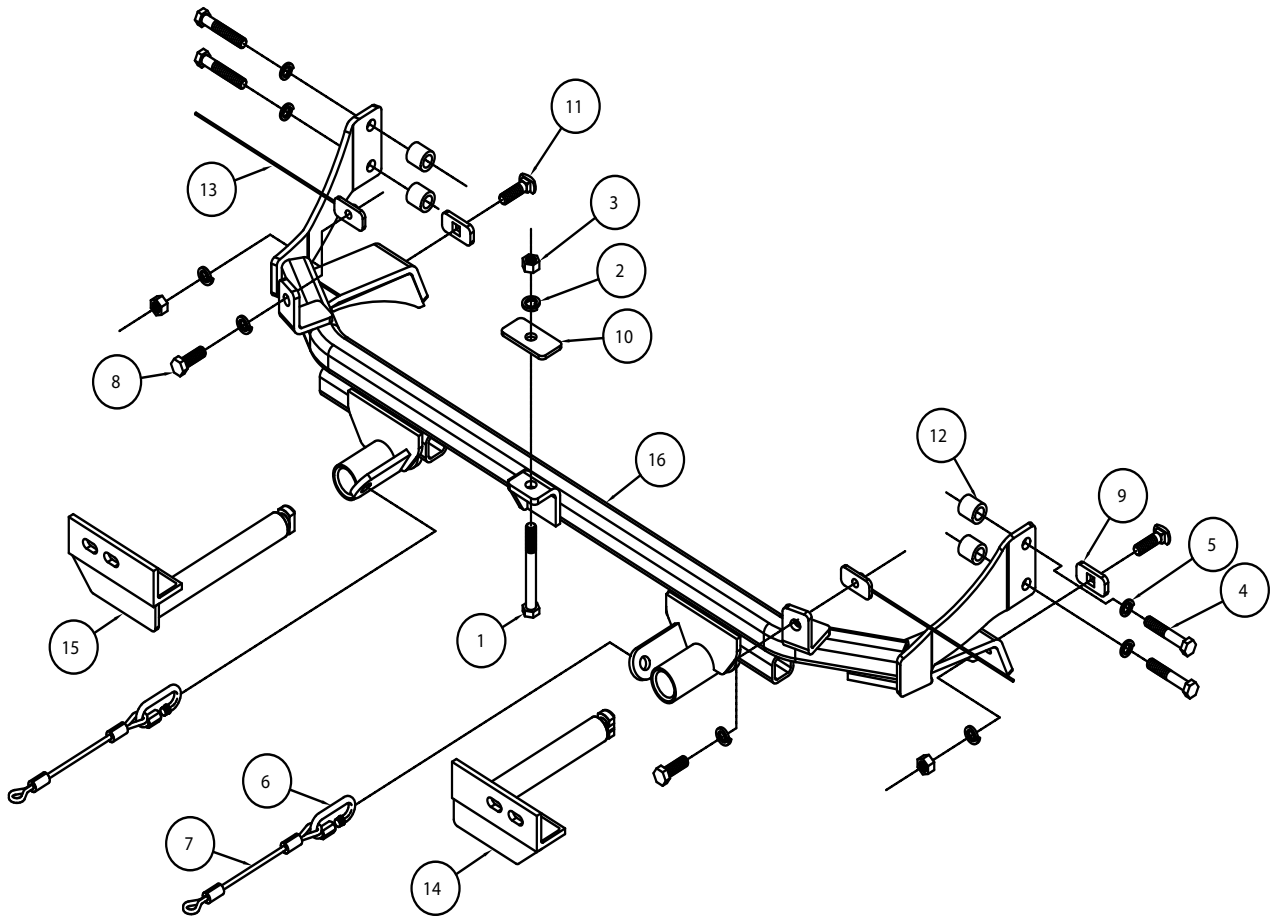
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523169-1

02/02/12
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.....	5.....	1/2" LOCK WASHER.....	350309-00
3.....	3.....	1/2" HEX NUT.....	350258-00
4.....	4.....	12mm x 1.75 x 70mm BOLT.....	357211-00
5.....	4.....	12mm LOCK WASHER	355725-00
6.....	2.....	QUICK LINK	200008-00
7.....	2.....	10" SAFETY CABLES	650646-10
8.....	2.....	1/2" x 1 1/2" BOLT	350095-00
9.....	2.....	1/4" x 1" x 2" SQ. HOLE BACKING PLATE.....	A-000040
10.....	1.....	3/16" x 1 1/2" x 3" BACKING PLATE.....	A-000185
11.....	2.....	1/2" x 1 3/4" CARRIAGE BOLT	A-003142
12.....	4.....	1" O.D. x 1" PIPE SPACER	A-000028
13.....	2.....	3/16" x 1" x 2" THREADED BACKING PLATE W/10" ROD	C-002105
14.....	1.....	DRIVER SIDE ARM	C-002268
15.....	1.....	PASSENGER SIDE ARM.....	C-002269
16.....	1.....	MAIN RECEIVER.....	C-002270



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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.



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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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 six 8mm screws attaching the top of the fascia to the core support (Fig.C).

2. On each side, remove three T15 Torx bolts attaching the fender liner to the fascia (Fig.D).



3. On the driver's side only, remove one T15 Torx screw attaching the fender liner to the fascia.

4. Remove four plastic fasteners attaching the fascia to the subframe (Fig.F).

5. Pull out and forward on the corners of the fascia to remove it (Fig.G). *Note:* disconnect the fog lights, side marker lights and ambient temperature sensor, if the vehicle is so equipped.



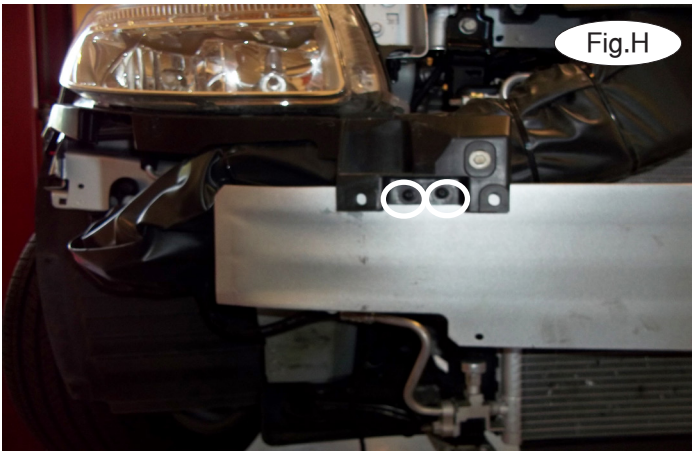


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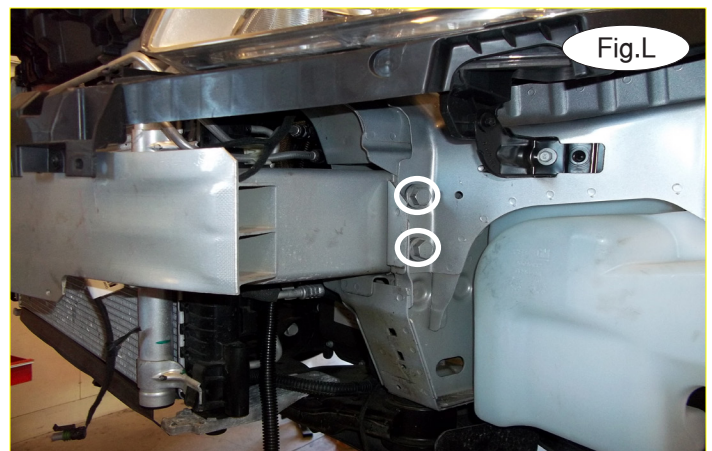
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6. On the passenger side, remove two T15 Torx screws attaching the guide track to the cold air intake (Fig.H).
7. Remove one plastic fastener attaching the cold air intake to the core support (Fig.I).



8. Pull back the plastic guide track and remove the cold air intake ducting (Fig.J).
9. On the driver's side, remove one 13mm nut attaching the horn mount to the frame and disconnect it (Fig.K).
10. On each side, remove two 18mm (head) bolts attaching the bumper core to the frame rail (Fig.L).





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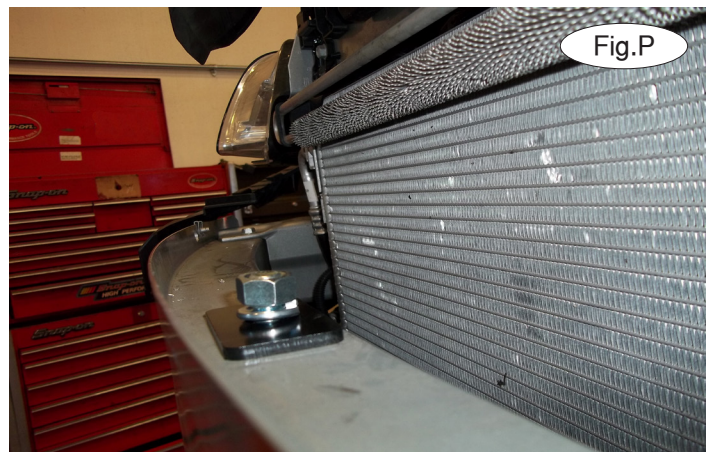
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11. Place the main receiver brace on the vehicle, pushing it up against the bottom of the bumper core. Starting with the lower hole of the driver's side main receiver brace, place a 1" x 1" pipe spacer between the main receiver brace and the frame. Now, place one of the 12mm lock washers over the supplied 12mm x 1.75 x 70mm bolts, and bolt through the main receiver brace, pipe spacer, and into the frame (Fig.M). Repeat this process for the upper hole (Fig.N) and then repeat for both holes on the passenger side of the vehicle. *Note:* use Loctite® Red on all bolts used for mounting this bracket.



12. Using the pre-existing hole in the main receiver brace as a template, drill a 1/2" hole through the bottom and top of the bumper core (Fig.O).

13. Using one of the supplied 1/2" x 4 1/2" bolts, bolt up through the main receiver brace and the bumper core and into a 3/16" x 1 1/2" x 3" backing plate. Finish with a 1/2" lock washer and nut (Fig.P).

14. Working on the driver's side, using the pre-existing hole in the upper mounting point of the main receiver brace as a template, drill a 1/2" hole through the first layer of the bumper core (Fig.Q).





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15. Place one of the supplied $\frac{1}{2}$ " lock washers over one of the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts and bolt through the upper mounting point of the main receiver brace and bumper core and into a $\frac{3}{16}$ " x 1" x 2" threaded backing plate (Fig.R).

16. Using the pre-existing lower rear hole of the main receiver brace as a template, drill into the frame rail (Fig.S).

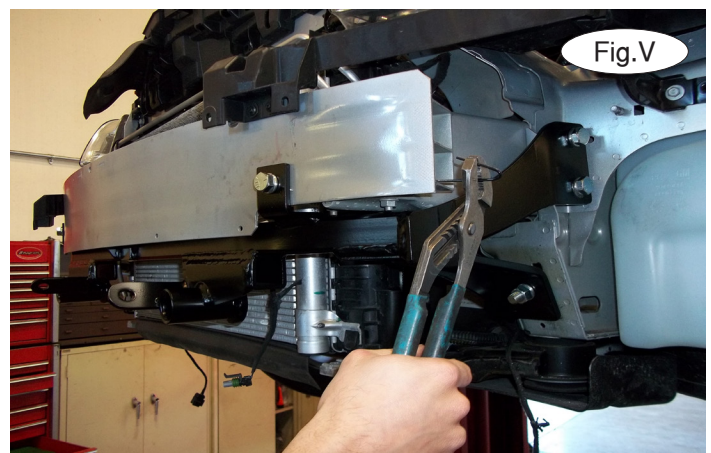


17. Place one of the supplied $\frac{1}{4}$ " x 1" x 2" square hole backing plates over a $\frac{1}{2}$ " x $1\frac{3}{4}$ " carriage T bolt, and then fishwire it through the outside frame rail hole and out the hole you drilled in step 15 (Fig.T). Finish with a $\frac{1}{2}$ " lock washer and nut (Fig.U).

18. Repeat steps 14 through 17 for the passenger side.

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

20. Using a pair of pliers, break the wires off the backing plates (Fig.V).





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Fig.W



Fig.X

21. Flatten the tab on the horn (Fig.W) and remount it, reversing step 9 (Fig.X).
22. Remount the cold air intake ducting, reversing steps 7 through 9.
23. On each side, mark and trim the foam shock absorption pad using the yellow lines in Figure Y as a reference.



Fig.Y

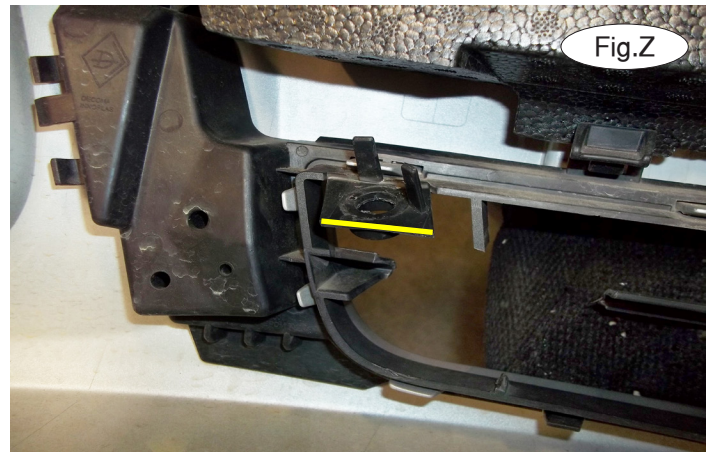


Fig.Z

24. Hold the fascia in place, trim the ambient temperature sensor tab as shown in Figure Z and bend it out of the way. Remount the ambient temperature sensor.
25. Reassemble the fascia, reversing steps 1 through 5. Figure AA shows the trimmed fascia and ambient temperature sensor tab.



Fig.AA



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- 26. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
- 27. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.BB).
- 28. Attach the ends of the safety cables to the tow vehicle's safety cables.



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.