

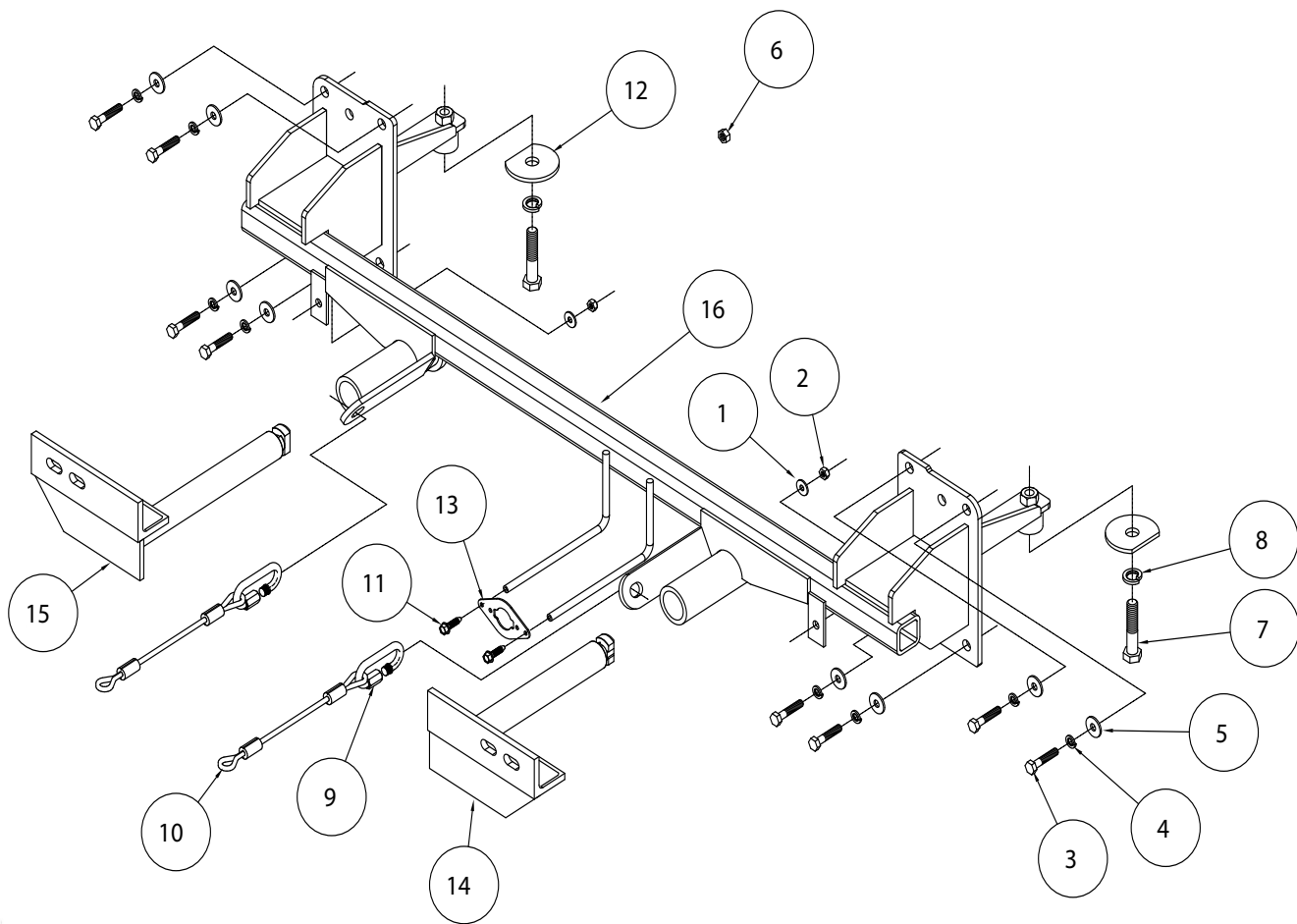


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 521632-1**

01/11/16  
KS

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



ITEM	QTY	NAME	MATERIAL
1	2	6mm FENDER WASHER	355755-00
2	2	6mm NYLOCK NUT	355761-00
3	8	8mm x 1.25 x 40mm BOLT	356003-00
4	8	8mm LOCK WASHER	355705-00
5	8	8mm FENDER WASHER	355702-00
6	1	8mm x 1.25 NUT	356208-00
7	2	1/2" x 2 1/2" BOLT	350099-00
8	2	1/2" LOCK WASHER	350309-00
9	2	QUICK LINK	200008-00
10	2	8" SAFETY CABLES	650646-08
11	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
12	2	3/16" x 1 3/4" x 2 1/4" PLATE WASHER	A-002687
13	1	1 13/16" x 3 3/8" WIRE PLUG PLATE	A-003801
14	1	DRIVER SIDE ARM	C-002294
15	1	PASSENGER SIDE ARM	C-002295
16	1	MAIN RECEIVER	C-002296



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This is one of our EZ2 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; 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.

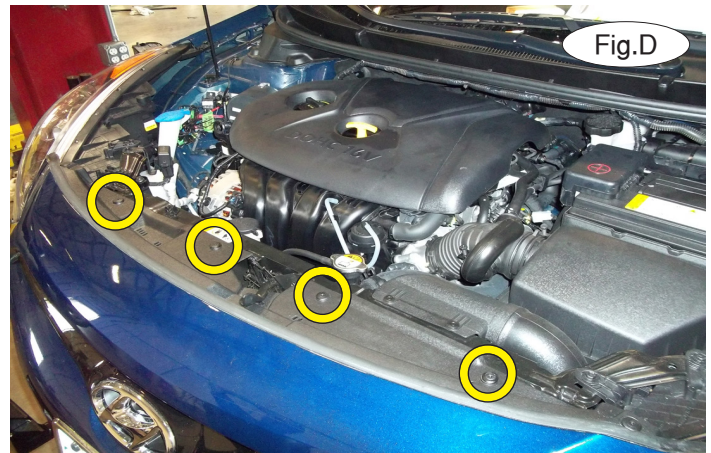
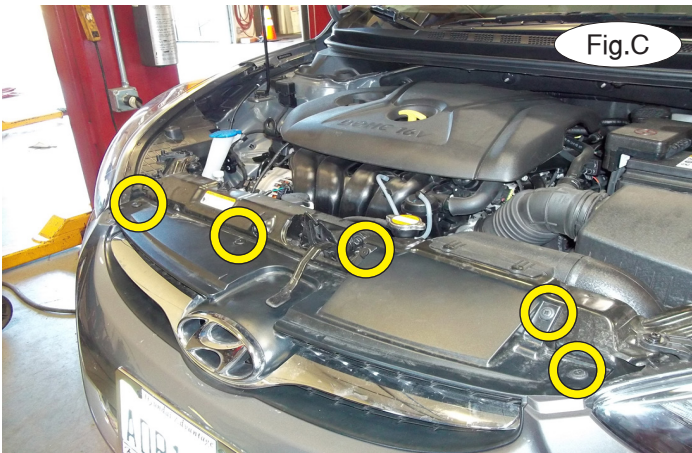


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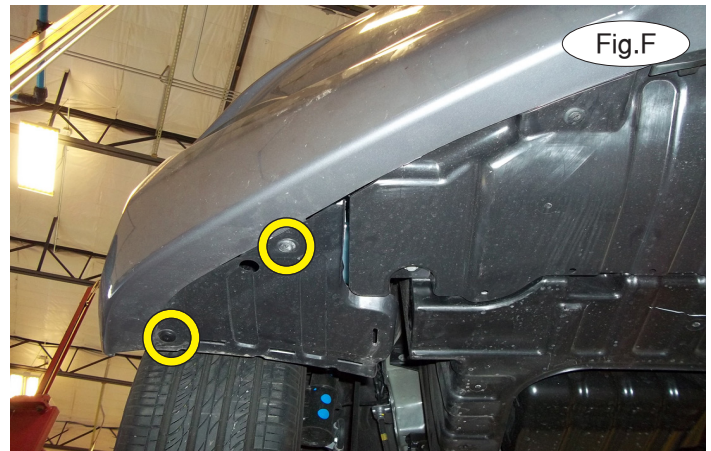
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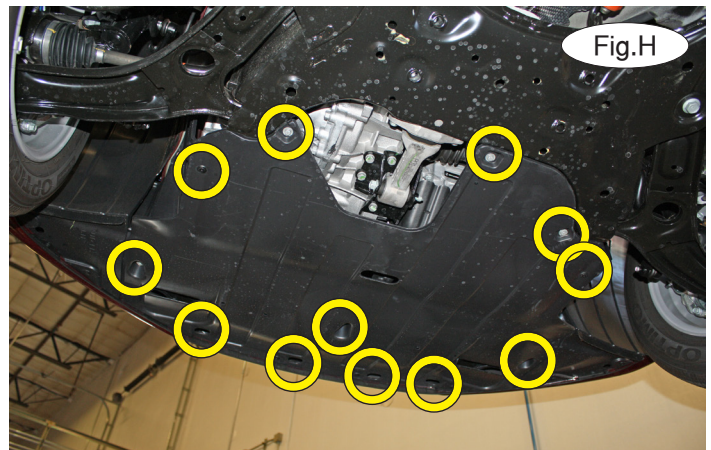
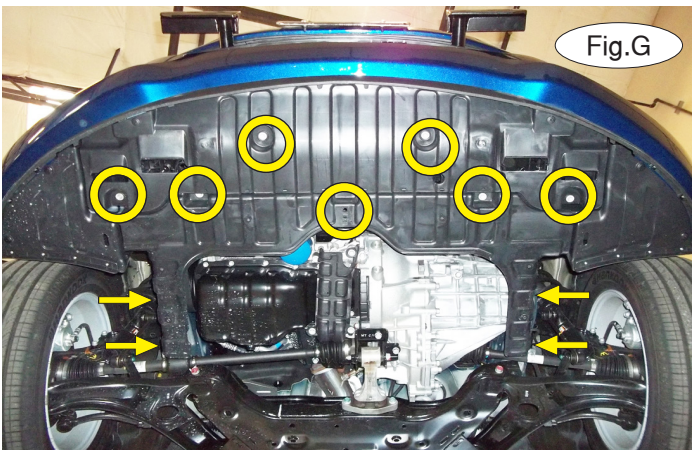
1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing five plastic fasteners attaching the top of the fascia to the core support (Fig.C – driver's side). *Note:* due to manufacturing variances, there may be four instead (Fig.D).

2. On each side, remove one 10mm screw attaching the corner of the fascia to the fender (Fig.E). *Note:* due to manufacturing variances, the fastener may be an 8mm screw.



3. On each side, remove two plastic fasteners attaching the bottom of the fender to the fascia (Fig.F).

4. On each side, remove four 10mm (head) bolts and seven 10mm (head) screws attaching the splash shielding to the radiator support and frame rails (Fig.G). *Note:* due to manufacturing variances, the pattern could also consist of six plastic fasteners and six bolts (Fig.H) or five bolts and four fasteners (Fig.I).



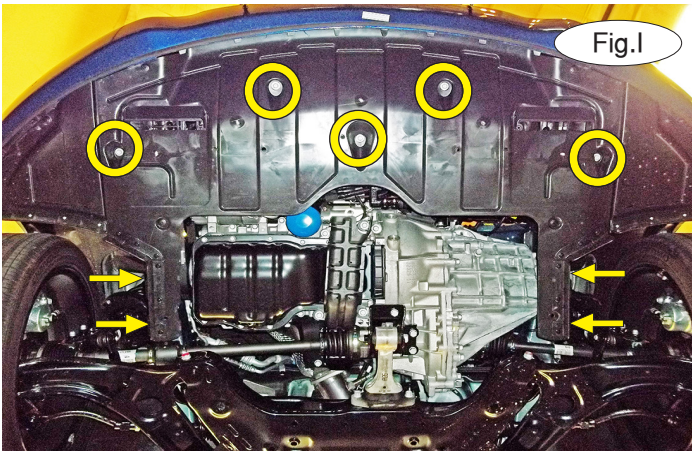


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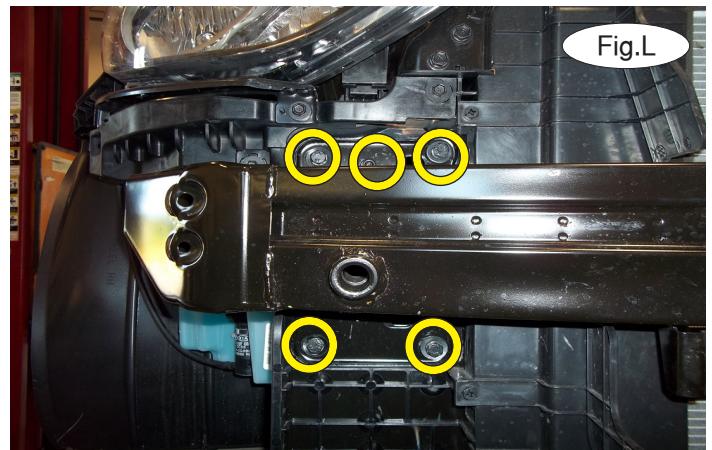
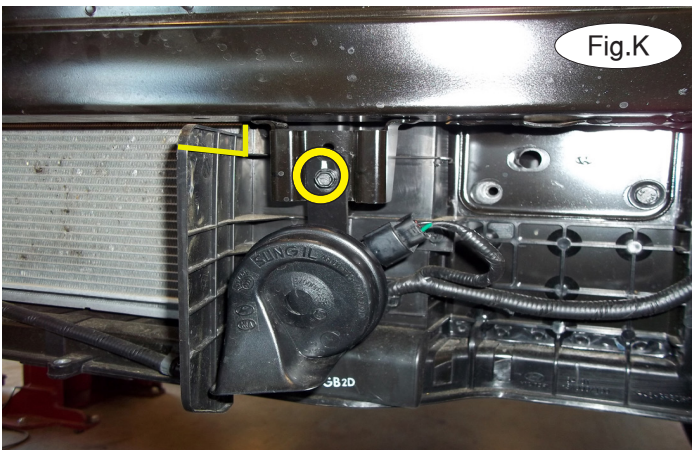
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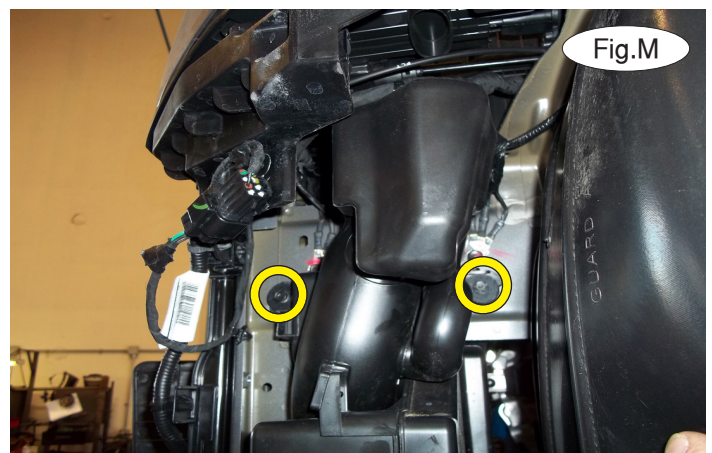
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5. Pull out and forward on the corners to remove the fascia (Fig.J). Disconnect the fog lights, if the vehicle is equipped.
6. On each side, remove one 10mm (head) bolt attaching the horn to the bumper core (Fig.K). Using the yellow lines in Figure K as a guide for trimming, trim 3/8" off the air dam to allow clearance for the main receiver brace). Let it hang down for now. *Note:* due to manufacturing variances, there may only be one horn with a 12mm (head) bolt instead.



7. On each side, remove one 10mm nut and four 12mm (head) bolts attaching the bumper core to the frame rail (Fig.L). *Note:* the bumper core will not be replaced. Retain the bumper core in case the bracket is ever removed.
8. On the driver's side only, temporarily remove the air box by removing three 10mm (head) bolts. *Note:* there are two on the outside of the frame rail (Fig.M) and one to the inside of the frame rail. *Note:* due to manufacturing variances, it may be necessary to remove the plastic fasteners attaching the wiring harness to the air box.



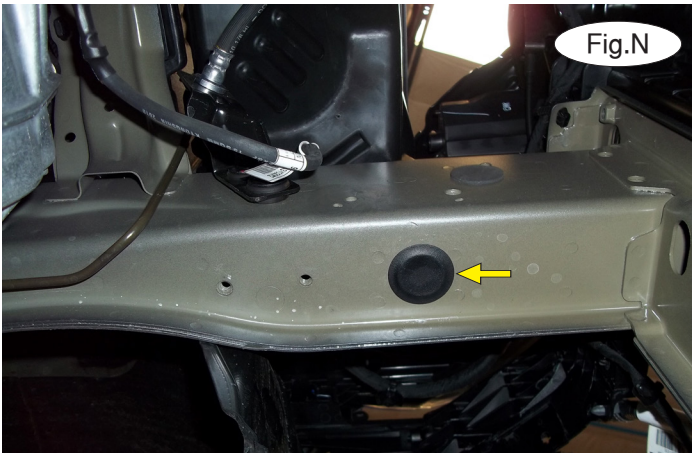


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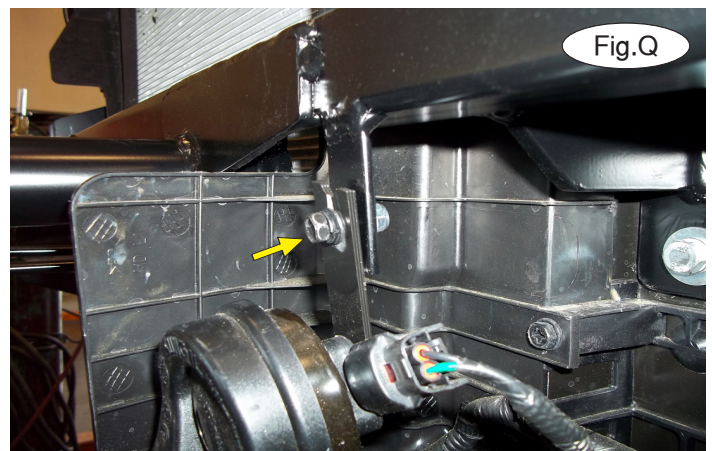
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9. On each side, remove the rubber plug in the bottom of the frame rail (Fig.N).
10. On each side, place the main receiver brace inside the frame rails over the hole you exposed in the previous step.

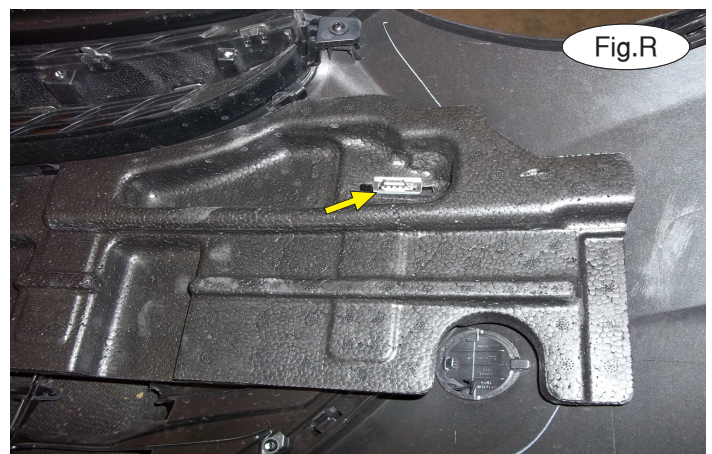


11. Place a  $\frac{1}{2}$ " lock washer and clipped plate washer over one of the supplied  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolts and bolt up through the bottom of the frame rail into the main receiver brace (Fig.O). *Note:* use Loctite® Red on all nuts and bolts used for mounting this bracket.

12. On each side, bolt the main receiver brace to the end of the frame rail using the four supplied 8mm x 1.25 x 40mm bolts, fender washers and lock washers (Fig.P).

13. Tighten all bolts to the bolt torque requirements found at the end of these instructions, starting with the bumper core mounting bolts.

14. On each side, bolt the horn to the main receiver brace using the bolts removed in step 7 and the supplied 6mm fender washer and 6mm x 1.0 locknut (Fig.Q). *Note:* if you removed a 12mm (head) bolt in step 6, use the supplied 8mm x 1.25 nut instead. *Note:* due to manufacturing variances, you may be able to remount it to the original location.



15. Remove the two metal clips attaching the foam shock absorption pad to the back of the fascia (Fig.R – passenger side). *Note:* the foam shock absorption pad will not be replaced. Retain the foam shock absorption pad in case the bracket is ever removed.

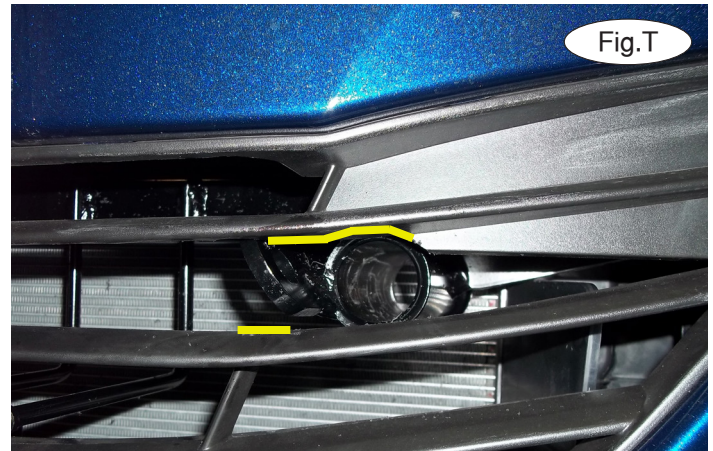


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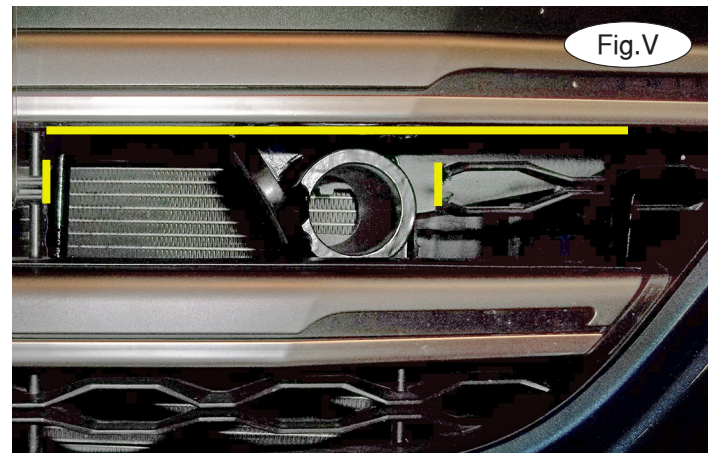
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16. Hold the fascia in place over the receivers and mark it for trimming. Due to manufacturing variances, the grille will be one of the four patterns shown in Figures S, T, U or V. Match the pattern shown with the vehicle and trim using the yellow lines in the images as a guide to allow clearance for the main receiver brace.



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

18. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces. *Note:* if your cables are long enough and can easily connect to the safety cable anchor built onto the main receiver brace, forego the use of the 8" cables included with this kit.

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

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



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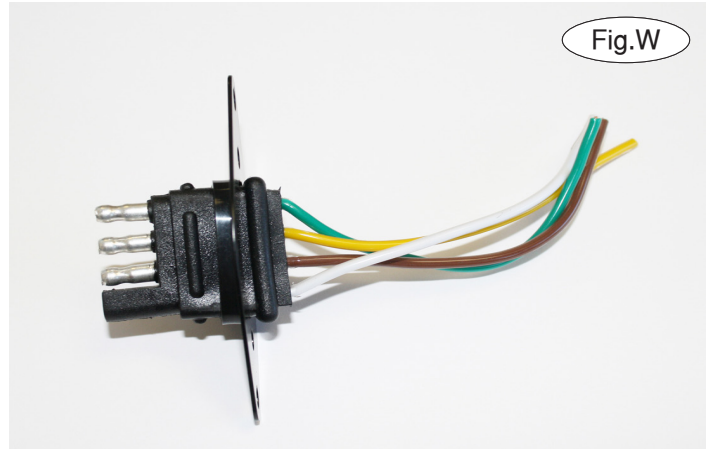
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## Three options for attaching the wiring plug to the main receiver brace

**For six-wire plugs:** use the two supplied 3/4" self-tapping screws to attach the electrical plug directly to the rods on the front of the main receiver brace.

**For four-wire round plugs:** attach to the plug mounting plate and then use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

**For four-wire flat plugs:** place the plug through the mounting plug plate, and then secure it using the supplied zip tie on the front of the plug. (Fig.W) Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.



## 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.