



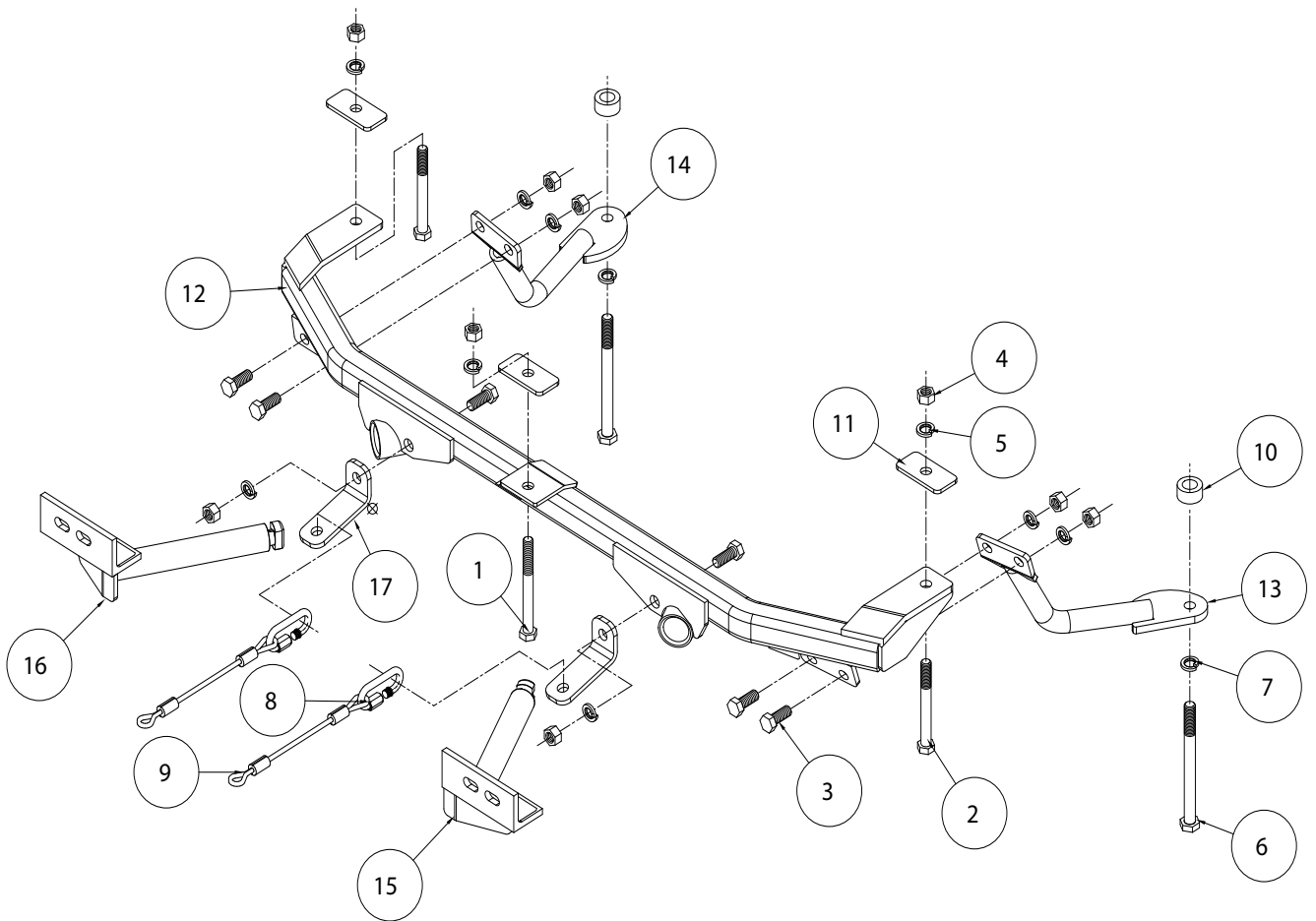
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 523168-1**

06/24/11  
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 5" BOLT.....	350107-00
2.....	2	1/2" x 4 1/2" BOLT.....	350106-00
3.....	6	1/2" x 1 1/4" BOLT.....	350094-00
4.....	9	1/2" HEX NUT.....	350258-00
5.....	9	1/2" LOCK WASHER.....	350309-00
6.....	2	14mm x 2.0 x 140mm BOLT.....	355910-00
7.....	2	14mm LOCK WASHER.....	355740-00
8.....	2	QUICK LINK.....	200008-00
9.....	2	8" SAFETY CABLE.....	650646-08
10.....	2	1 1/4" O.D. x 0.250 x 5/8" PIPE SPACER.....	A-001068
11.....	3	3/16" x 1 1/2" x 3" BACKING PLATE.....	A-000185
12.....	1	MAIN RECEIVER.....	C-002100
13.....	1	DRIVER SIDE BRACE.....	C-002101
14.....	1	PASSENGER SIDE BRACE.....	C-002102
15.....	1	DRIVER SIDE ARM.....	C-002103
16.....	1	PASSENGER SIDE ARM.....	C-002104
17.....	2	SAFETY CABLE TAB.....	B-001809



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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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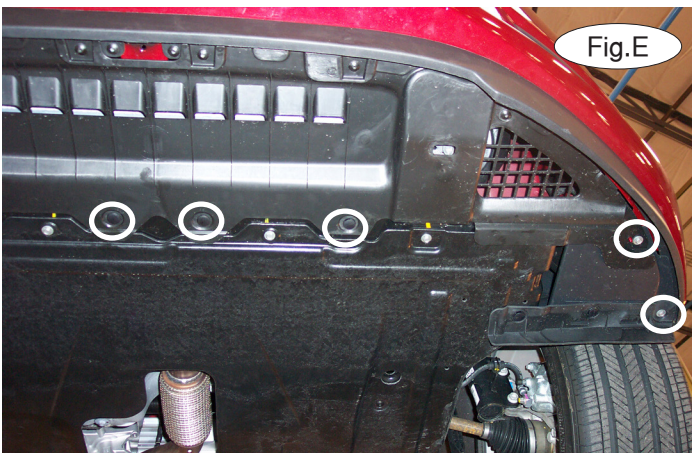
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing two 10mm (head) bolts and four plastic fasteners attaching the top of the fascia to the core support (Fig.C).

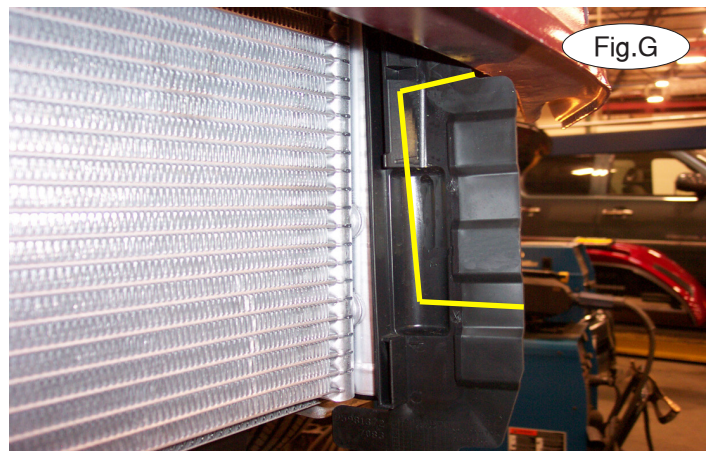
2. On each side, remove three T20 Torx bolts attaching the fender liner to the fascia (Fig.D).



3. On each side, remove two T20 Torx (head) bolts and three plastic fasteners attaching the splash shield to the core support (Fig.E – driver's side).

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

5. On each side, use the yellow lines in Figure G as a guide for trimming the air deflector to allow clearance for the main receiver brace (Fig.G).





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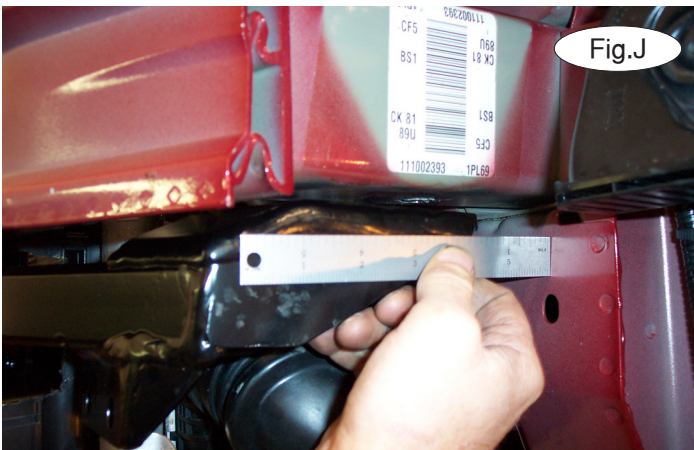
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6. Position the main receiver brace against the bottom of the bumper core and clamp the center mounting point of the brace to the bumper core, making certain that the brace is flush with the lip of the bumper core (Fig.H).

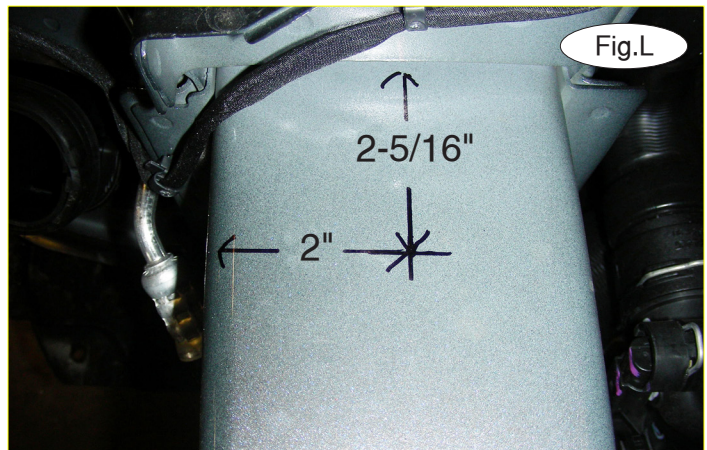
7. Now, on each side, check the distance between the side of the bumper core and the side of the bracket to make certain that the bracket is centered on the underside of the bumper core (Fig.I). Now, measure the distance from the end of the frame rail to the back edge of the bracket on each side to make certain that the distance is equal (Fig.J).



8. If the vehicle is equipped with turbo, remove the headlight on each side by removing four 7mm (head) bolts attaching each headlight to the core support and fender. *Note:* Figure K shows the top bolts but there are also two located along the bottom outside edge.

Once the headlight is removed, use the dimensions in Figure L to locate the spot for drilling a  $\frac{1}{2}$ " hole through the top and bottom of the bumper core.

If the vehicle is not equipped with turbo, use the pre-existing hole in the main receiver brace as a template and drill a  $\frac{1}{2}$ " hole through the top and bottom of the bumper core.





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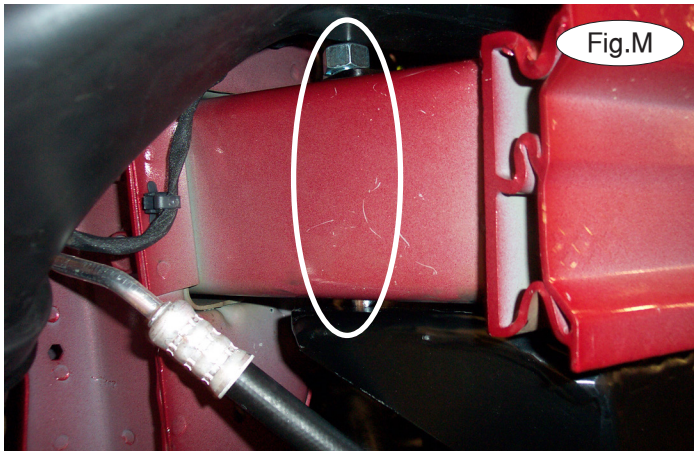


Fig.M



Fig.N

9. On each side, using one of the supplied  $\frac{1}{2}$ " x  $4\frac{1}{2}$ " bolts, bolt up through the main receiver brace and the bumper core and into a  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " x 3" backing plate. Finish with a  $\frac{1}{2}$ " lock washer and nut (Fig.M – passenger side). *Note:* use Loctite® Red on all bolts used for mounting this bracket.

10. Remove the clamp from the center mounting point and using the pre-existing hole in the main receiver brace as a template, drill a  $\frac{1}{2}$ " hole through the bottom and top of the bumper core (Fig.N).

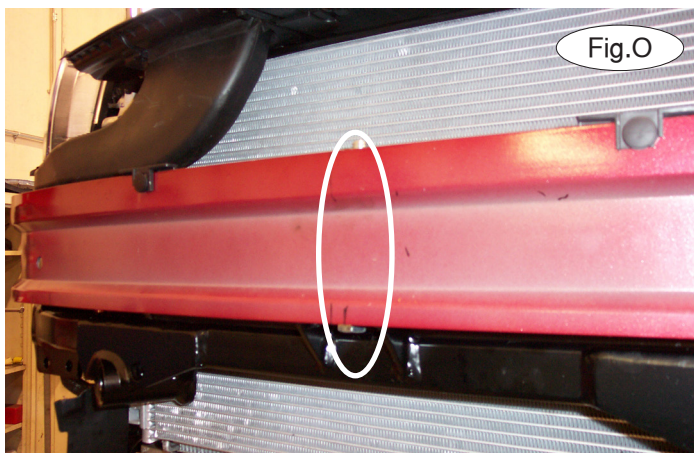


Fig.O

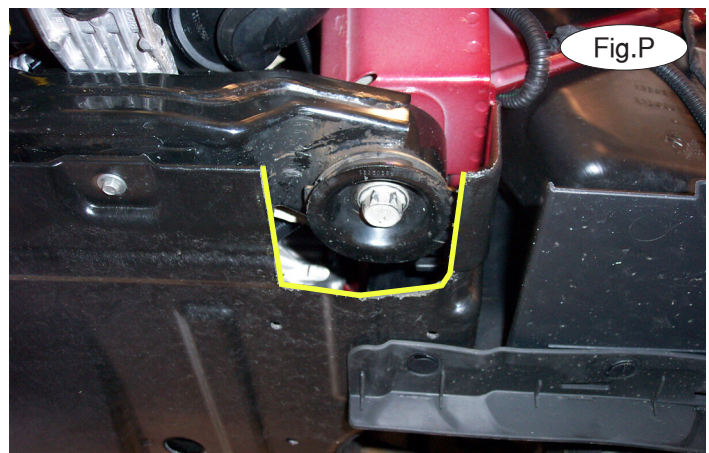


Fig.P

11. Using one of the supplied  $\frac{1}{2}$ " x 5" bolts, bolt up through the main receiver brace and the bumper core and into a  $\frac{3}{16}$ " x  $1\frac{1}{2}$ " x 3" backing plate. Finish with a  $\frac{1}{2}$ " lock washer and nut (Fig.O).

12. If the vehicle is equipped with turbo, replace the headlights, reversing step 8.

13. Tighten all bolts to the bolt torque requirements found at the end of these instructions.

14. On each side, trim the splash shield to allow access to the rear subframe holes. Use the yellow lines in Figure P as a guide for trimming.

15. Support the subframe with a jack stand (Fig.Q).



Fig.Q

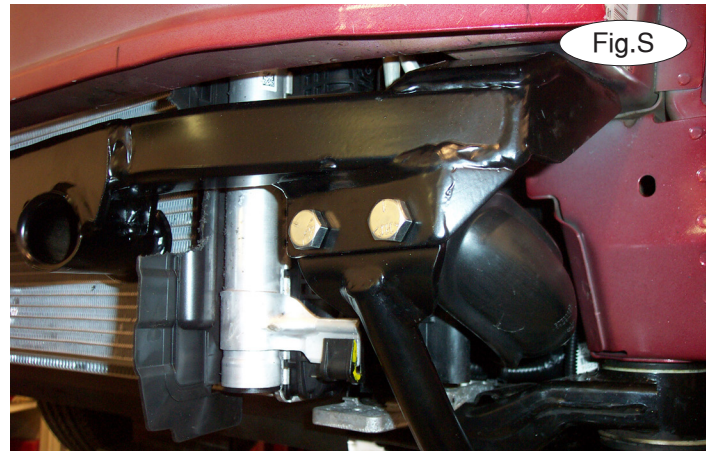


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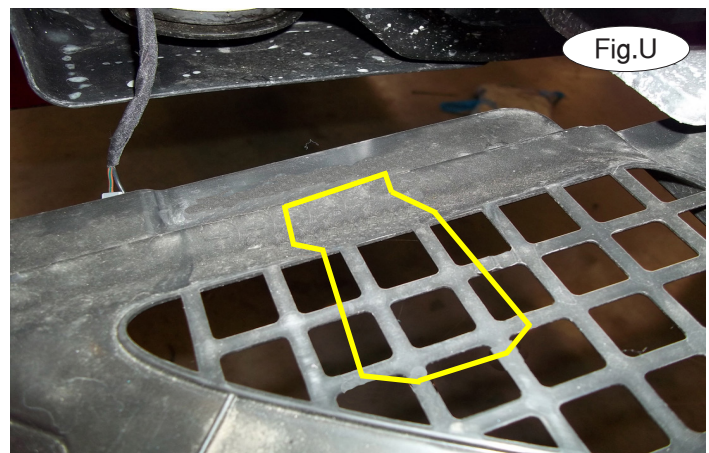
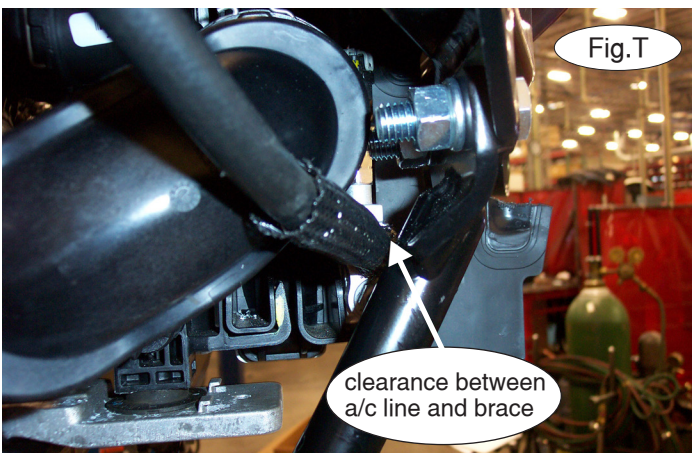
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16. Working on the driver's side only, remove the 21mm (head) subframe bolt and bushing cup. The bolt will not be replaced. *Note:* retain the bolt for replacement in case the bracket is ever removed.

17. Using one of the supplied 14mm x 2.0 x 140mm bolts, bolt through the rear brace. Place one of the supplied 1 ¼" x 5/8" pipe spacers over the bolt, and replace the bushing cup. Now, bolt into the subframe (Fig.R).



18. Using two of the supplied ½" x 1 ¼" bolts, ½" lock washers and nuts, bolt the lower brace to the main receiver brace (Fig.S).

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

20. Repeat steps 16 through 19 for the passenger side. *Note:* bend the air conditioning line back to avoid contact with the main receiver brace (Fig.T).

21. Using the yellow lines in Figure U as a guide for trimming, trim the splash shield to allow clearance for the main receiver brace.

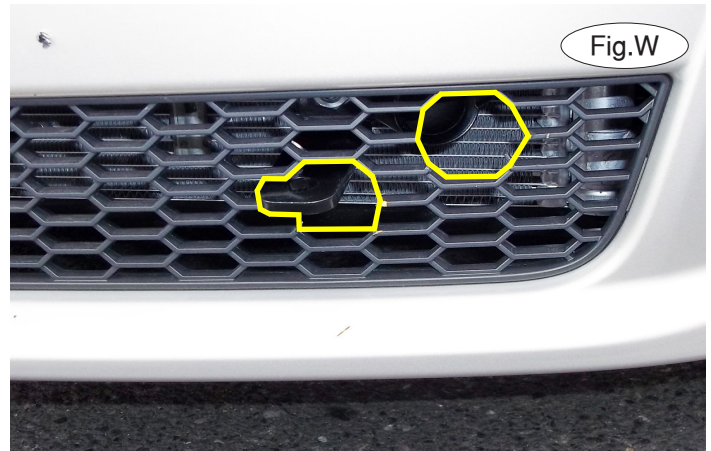
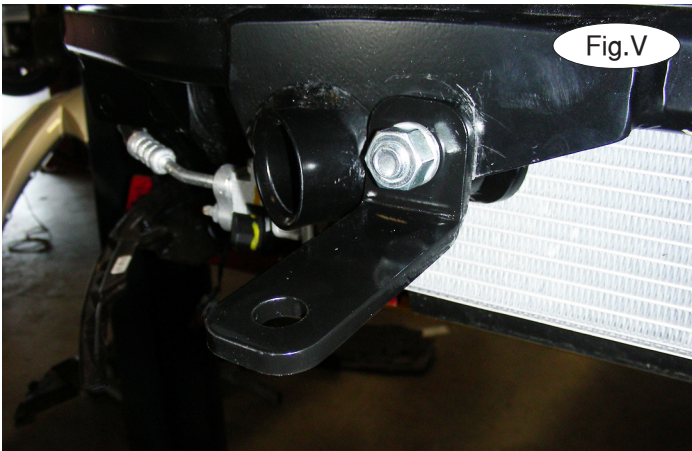


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22. **For RS models:** attach the supplied quick-link extension using one 1/2" x 1 1/4" bolt, 1/2" lock washer and nut (Fig.V). Hold the fascia in place and mark it for trimming. Use the yellow lines in Figure W as a reference for trimming areas for both the receiver and the quick-link extension. **For all other models:** proceed to step 23.

23. Reassemble the fascia by reversing steps 1 through 4.

24. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.

25. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces.

26. 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.