BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524430-4

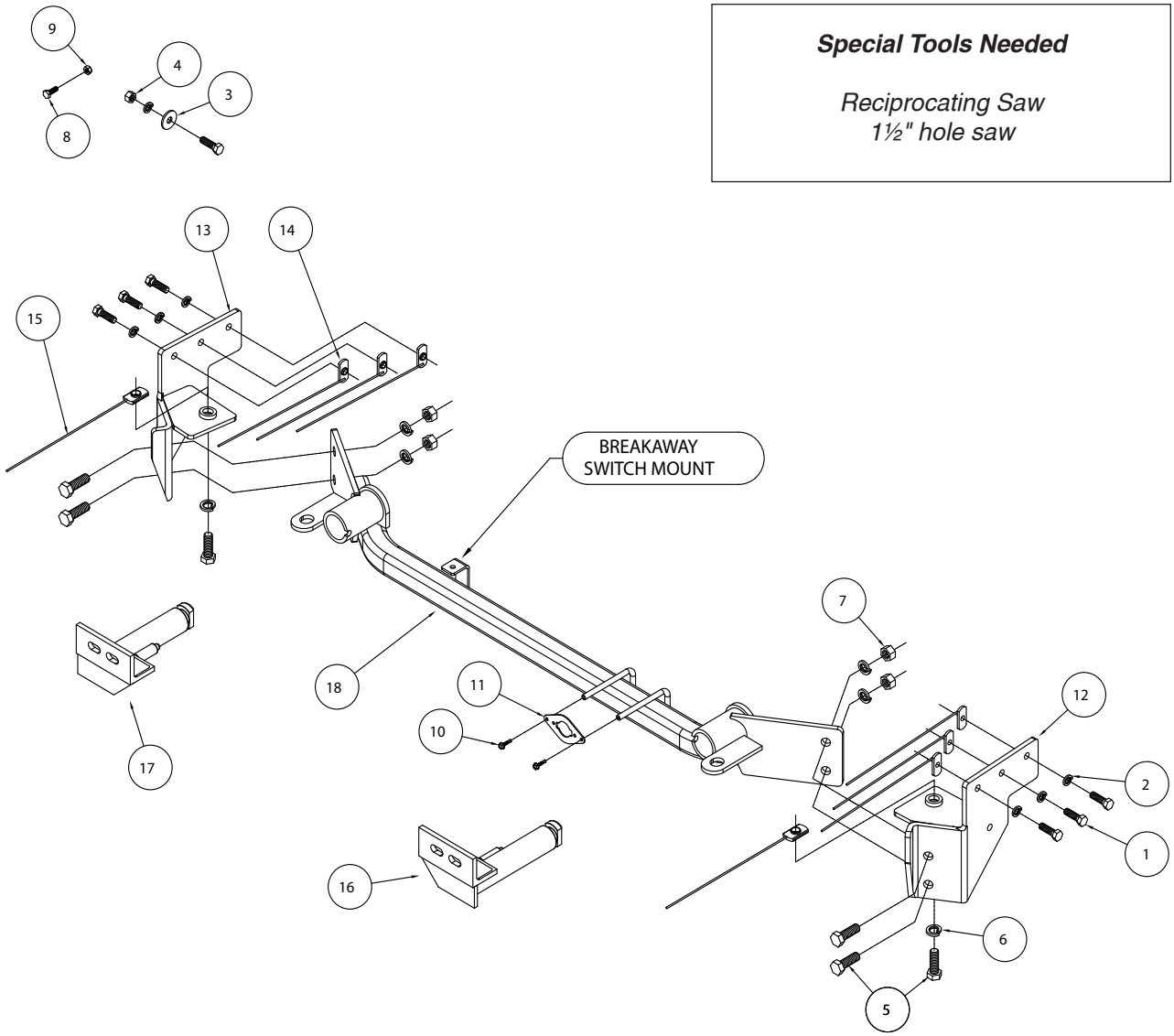
07/07/16
KS

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

ROADMASTER, INC.

Special Tools Needed

Reciprocating Saw
1½" hole saw



ITEM	QTY	NAME	PART #
1	7	3/8” x 1 1/4” BOLT	350056-00
2	7	3/8” LOCK WASHER	350305-00
3	1	3/8” FLAT WASHER	350304-00
4	1	3/8” HEX NUT	350254-00
5	6	1/2” x 1 1/2” BOLT	350095-00
6	6	1/2” LOCK WASHER	350309-00
7	4	1/2” HEX NUT	350258-00
8	1	1/4” x 1” BOLT	350005-00
9	1	1/4” NYLOCK NUT	350251-00
10	2	#10 x 3/4” SELF DRILLING SCREW	350247-35
11	1	WIRE PLUG PLATE	A-003801
12	1	DRIVER SIDE BRACE	C-002816
13	1	PASSENGER SIDE BRACE	C-002817
14	6	3/8” TAB WELDNUT WITH 10” ROD	C-002819
15	2	1/2” TAB WELDNUT WITH 10” ROD	C-002820
16	1	DRIVER SIDE ARM	C-003017
17	1	PASSENGER SIDE ARM	C-003018
18	1	MAIN RECEIVER BRACE	C-003019

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This is one of our EZ4 Twistlock 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 support brackets, two removable front braces, and a hardware pack.

The main receiver brace mounts to the support braces and the support braces mount to 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 warranteed for the original installation.** Installing a used baseplate on another vehicle is not recommended and will void the warranty.

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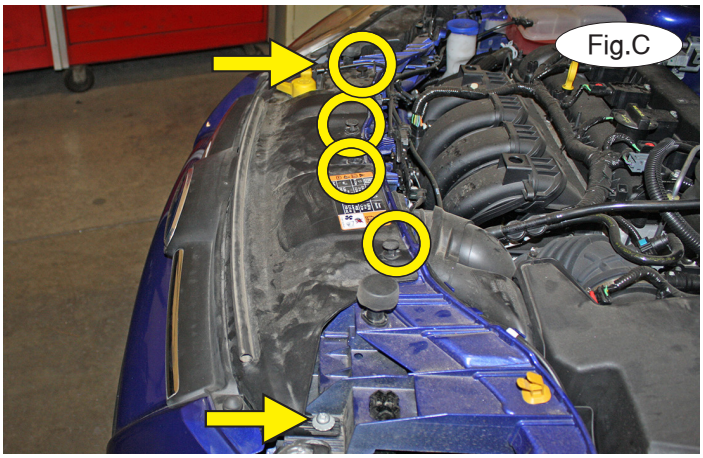
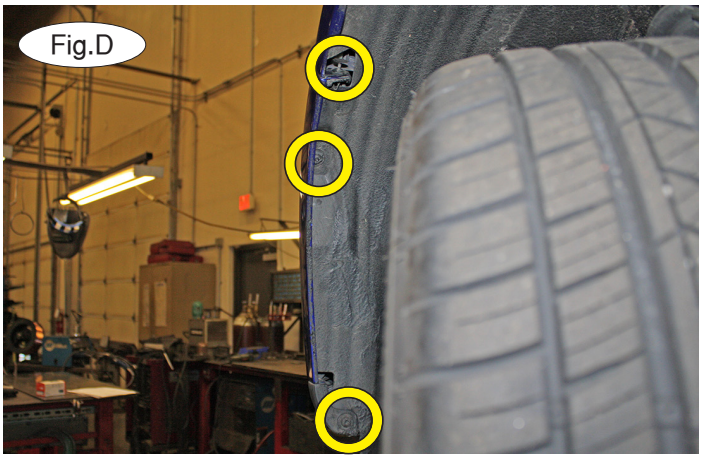
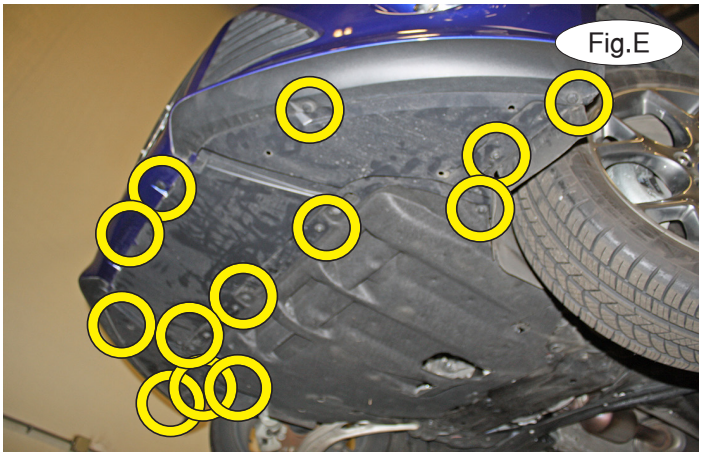
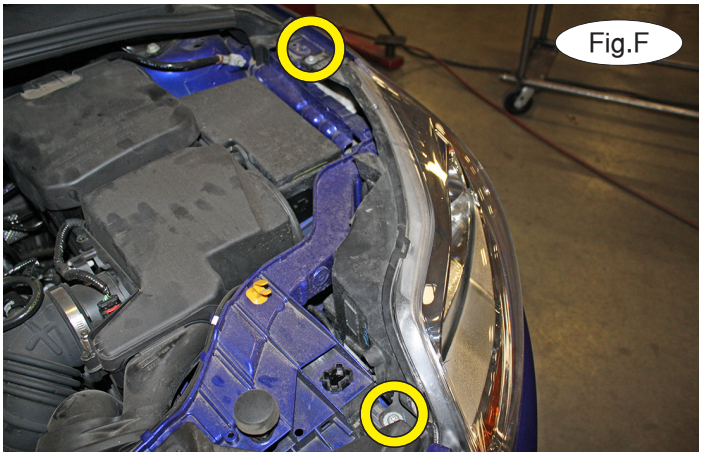




1. ***Important:*** **please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.** Now, begin the installation. Start by removing four plastic fasteners and two T30 torx screws attaching the fascia to the core support (Fig.C).

2. On each side, remove two T30 Torx screws and one plastic fastener attaching the fascia to the fender and fender liner (Fig.D).

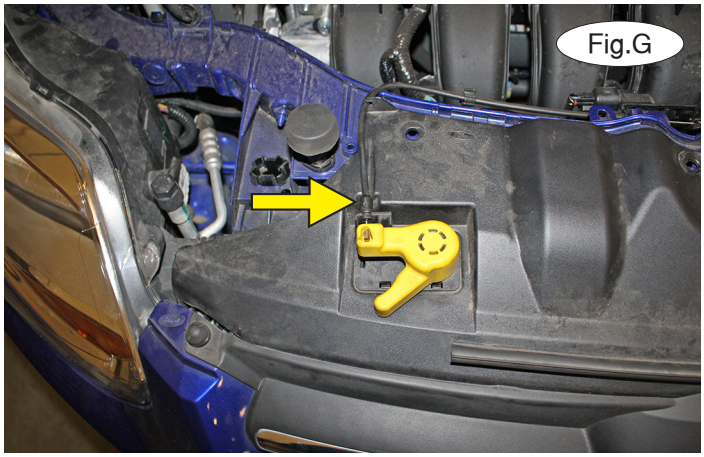




3. Remove seven T30 screws and six plastic fasteners attaching the splash shield to the core support and fascia (Fig.E).

4. On each side, remove two T30 Torx screws attaching the headlights to the vehicle (Fig.F). Disconnect the headlights, and set aside for now.

5. Pry the hood latch cable from the lever bracket, and then disconnect the cable from the lever (Fig.G).



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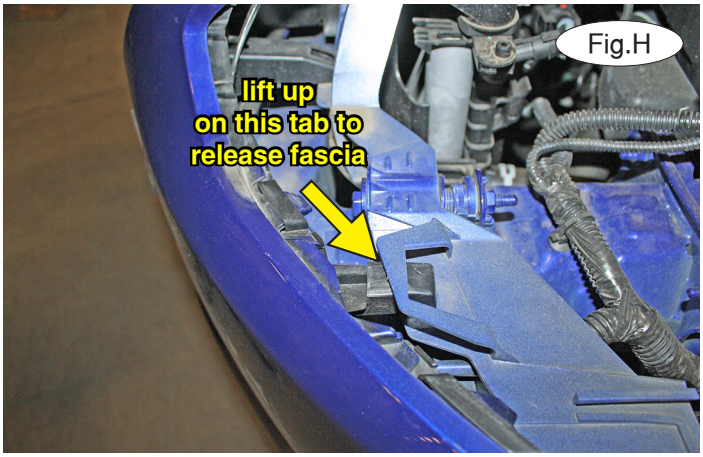
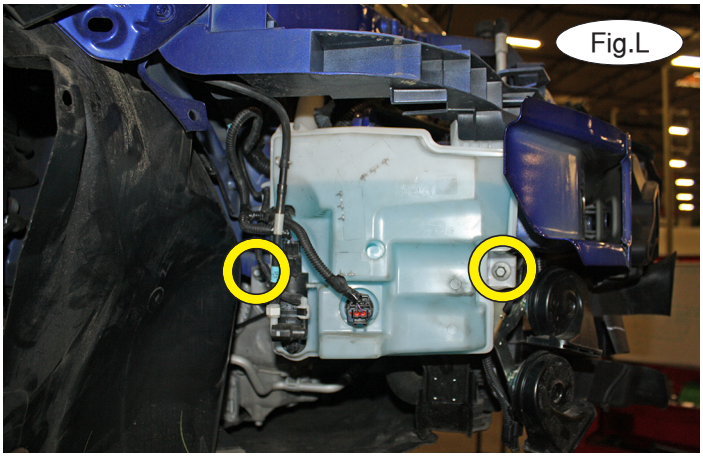


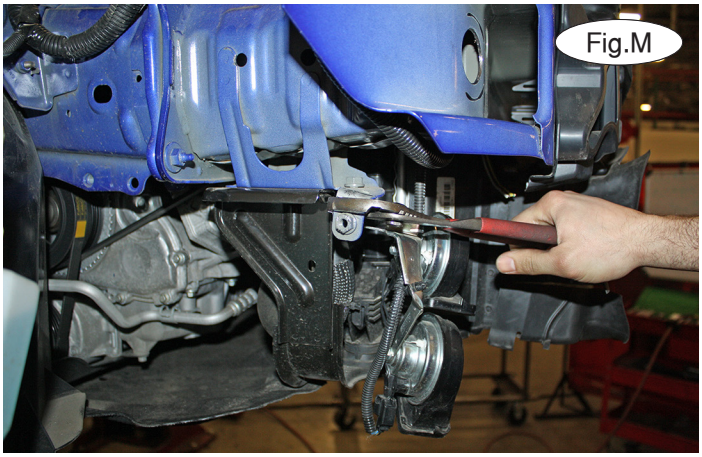
6. On each side, lift up on the core support tabs (Fig.H) and then pull out on the corners of the fascia to release the locking strip (Fig.I). Disconnect the fog lights, if the vehicle is so equipped.

7. On each side, trim the air dams using the yellow lines in Figure J as a reference for trimming.

8. On the passenger side only, pull straight up to remove the washer bottle filler neck (Fig.K). Remove two 10mm (head) bolts attaching the washer bottle to the frame (Fig.L). Slide the bottle back to remove it. Secure the bottle away from the frame.

9. Using a pair of pliers or channel locks, bend the washer bottle mount down 180 degrees (Fig.M).





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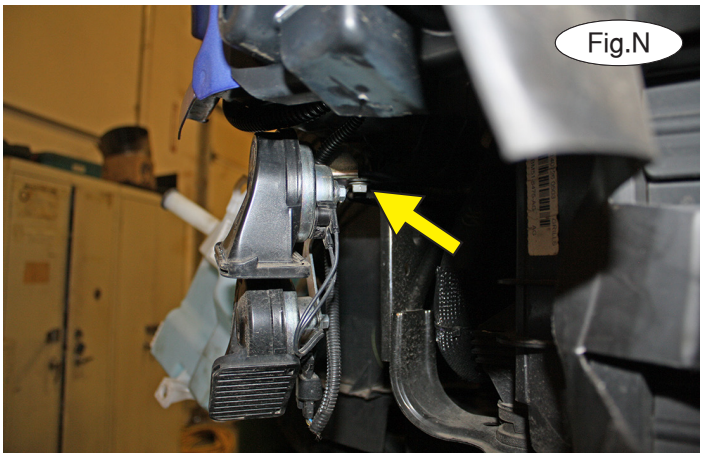
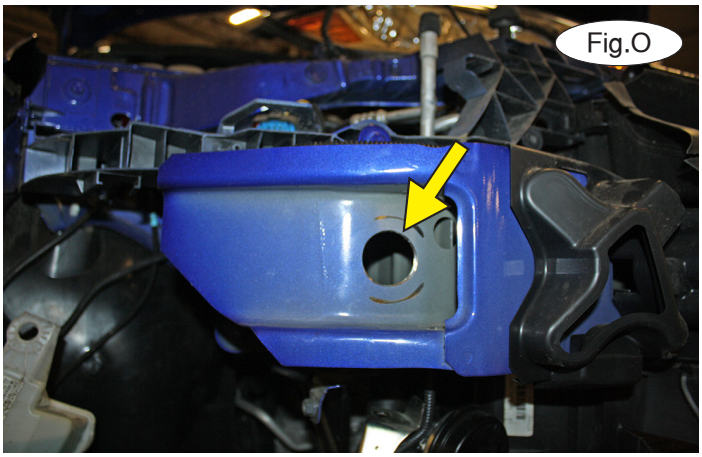
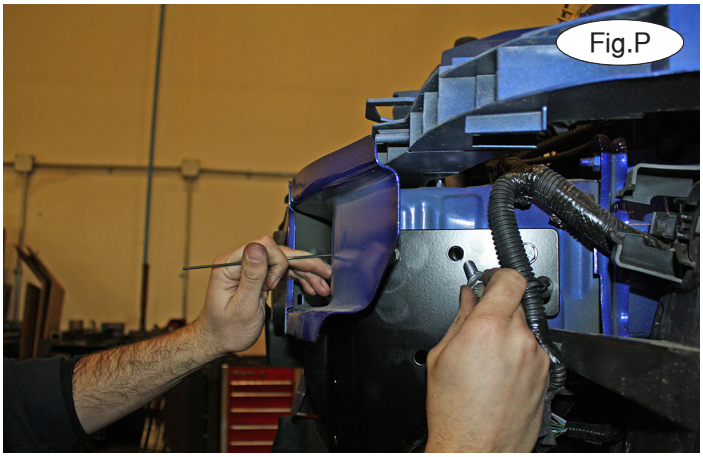




10. On the passenger side only, remove one 10mm (head) bolt attaching the horns to the frame (Fig.N).

11. On each side, use a 1½” hole saw and slowly drill through the face of the bumper in line with the center of the frame rail. Do this to gain access to the inside of the frame. Figure O shows the completed drilling indicated with a yellow arrow.



12. Disconnect the wiring loom from the driver’s side frame. Then, place the driver’s side support bracket against the side of the frame, aligning the three holes in the bracket with the existing holes in the frame. Then, temporarily place 3/8" x 1¼" bolts in the two outermost holes. Place one of the 3/8” tab weldnuts with rod into the frame rail and align it with the center hole of the support bracket (Fig.P). Bend the rod as necessary to fit it in the frame rail. Now, place one of the supplied 3/8” lock washers over a 3/8” x 1¼” bolt and bolt through the center hole of the support bracket and into the 3/8” tab weldnut with rod. Repeat for the remaining two outer holes on each side after removing the bolts. *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

13. On each side, place one of the supplied ½” tab weldnuts with rod inside the frame, aligning it with the hole in the bottom of the frame and the support bracket. Place a ½” lock washer over a ½" x 1½” bolt and bolt up through the support bracket and into the backing plate (Fig.Q).

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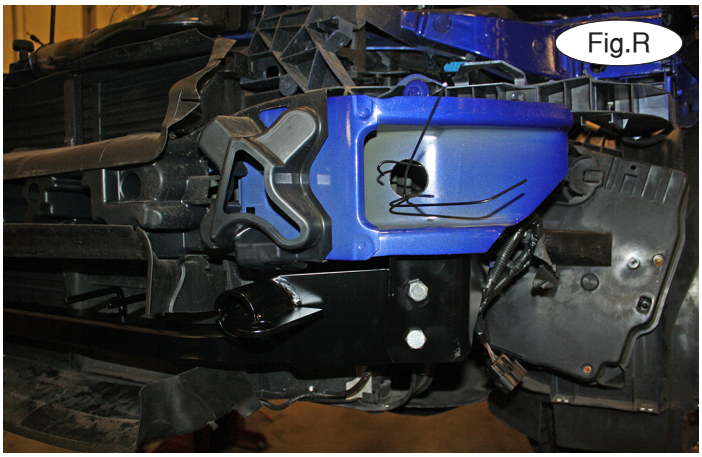
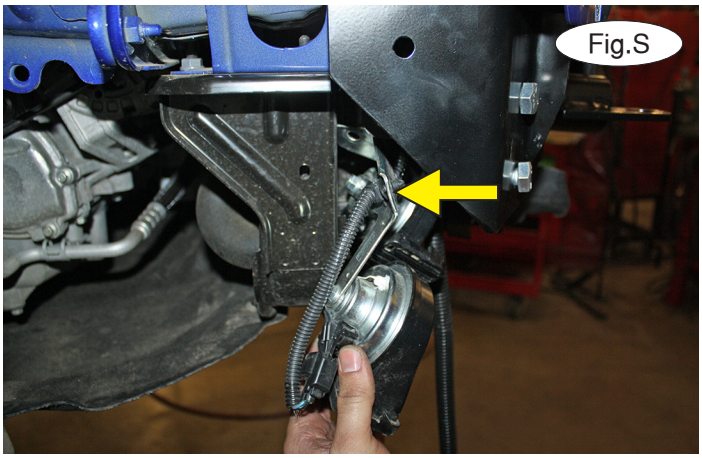
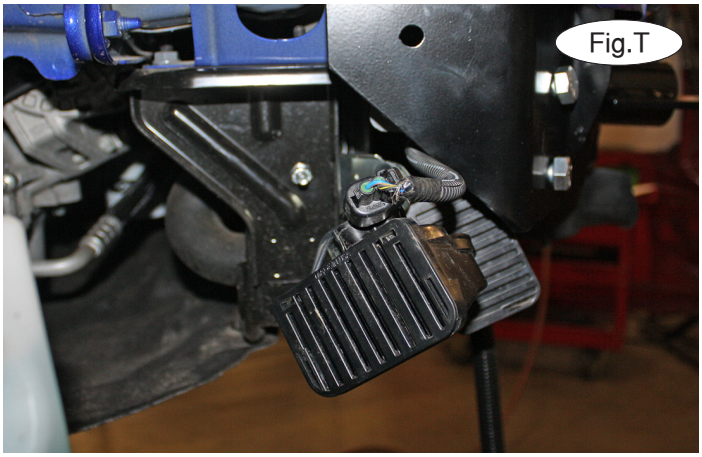
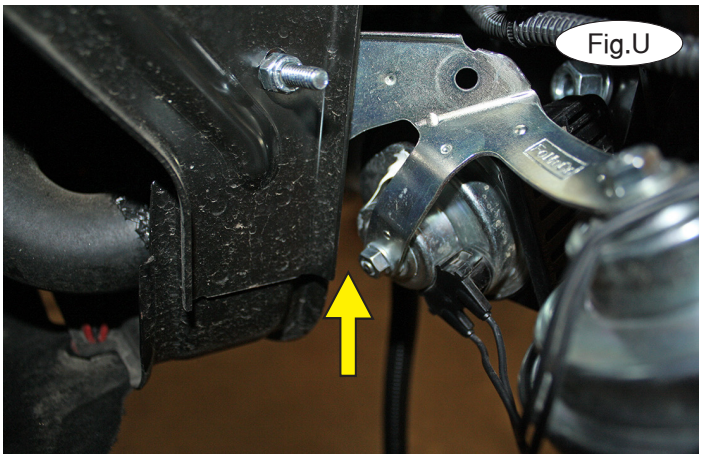




14. Place the main receiver brace under the bumper core, aligning the mounting holes with the rear support brackets. On each side, using two ½" lock washers, ½"x 1½" bolts, and ½" nuts, bolt the main receive brace to the support bracket (Fig.R – driver's side). Tighten the bolts.

15. On the passenger side, remove the plastic fastener attaching the wiring loom to the horns (Fig.S). Use a pair of pliers to bend the horn bracket flat, and in such a way that you can mount it to the back side of the radiator support. Then, bolt the horns to the radiator support bracket using a ¼" x 1" bolt and a ¼" nylock nut (Fig.T). Ensure that there is sufficient clearance between the horns and the main receiver brace (Fig.U).

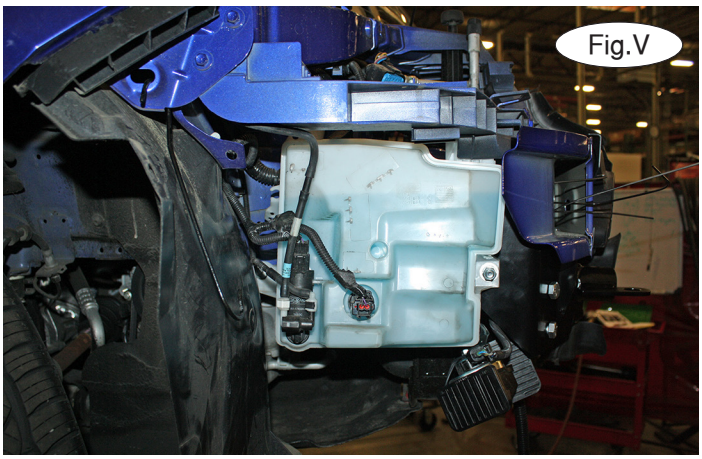




16. Reinstall the washer bottle but bolt the forwardmost mount to the side of the bracket using the supplied 3/8" x 1¼" bolt, 3/8" washer, and 3/8" nylock nut (Fig.V).

17. On each side, trim the wire from the backing plates so they are flush with the face of the bumper core.

18. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.



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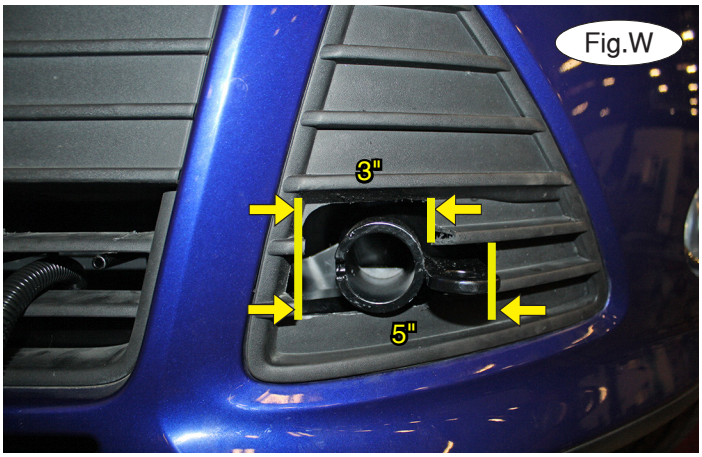
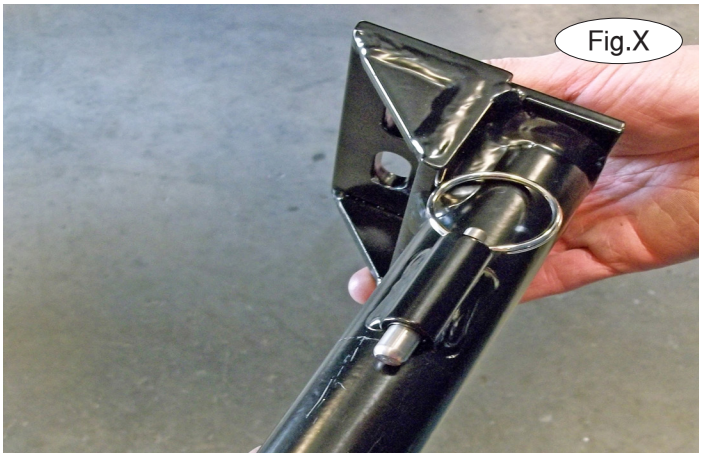


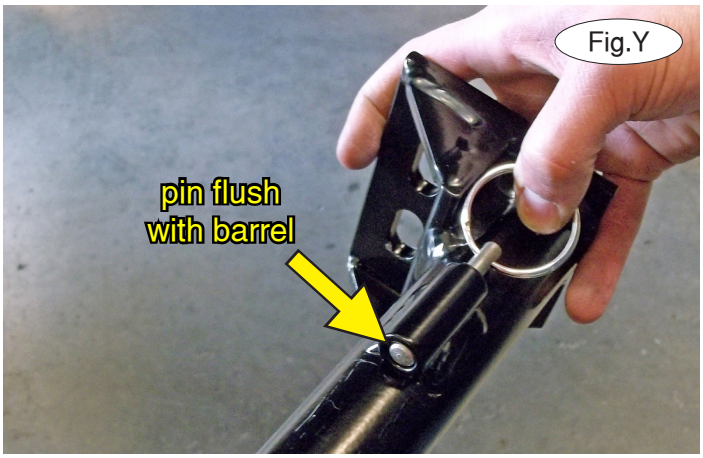


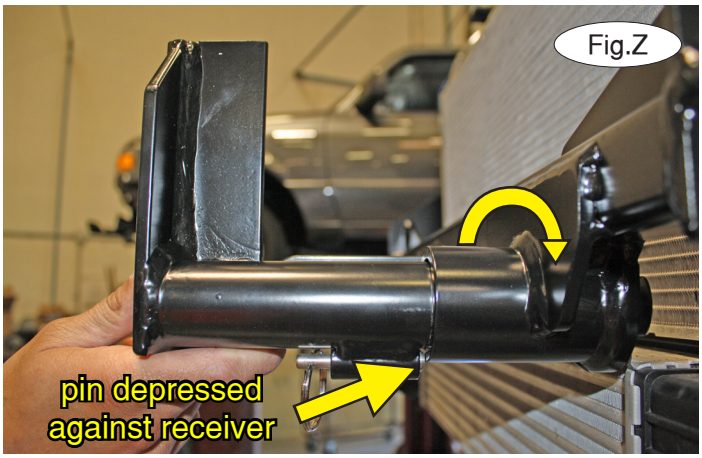
19. Trim a 3" square from the fascia as shown in Figure W and a 5" wide section on the outside to allow clearance for the safety cable tab.

20. Reinstall the fascia, reversing steps 1-6.

21. ***Note: the following four images are for illustration purposes only, as your specific application may be slightly different.***

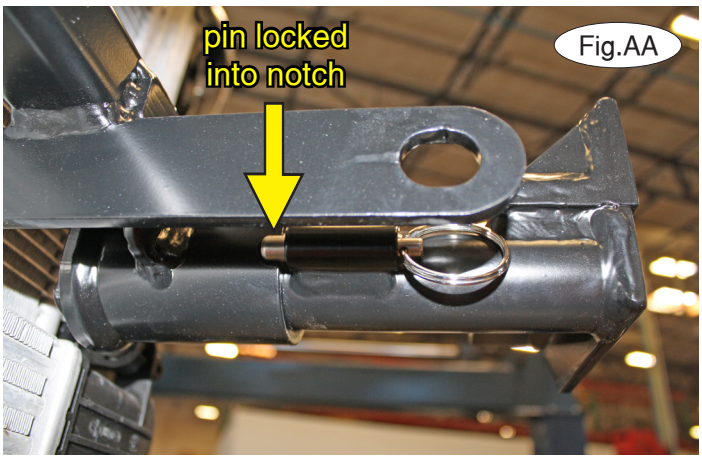
The spring-loaded pin on the removable arm snaps into a notch on the receiver, locking the removable arm into its final towing position. Before inserting each arm into the receiver, verify that the spring is working by ensuring that the spring-loaded pin moves easily back and forth within the barrel when pulled and that it can be pulled flush with the face of the barrel (Fig.X and Fig.Y).





22. On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.Y). Now, twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the arm into place in its final towing position (Fig.Z).

Please note: it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.



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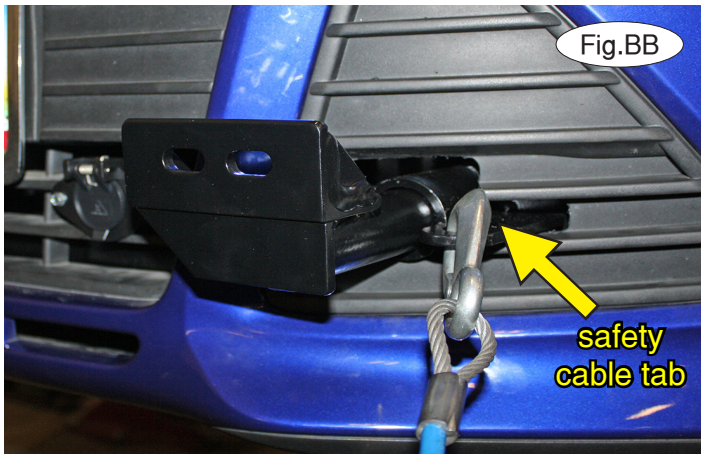
23. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



IMPORTANT!

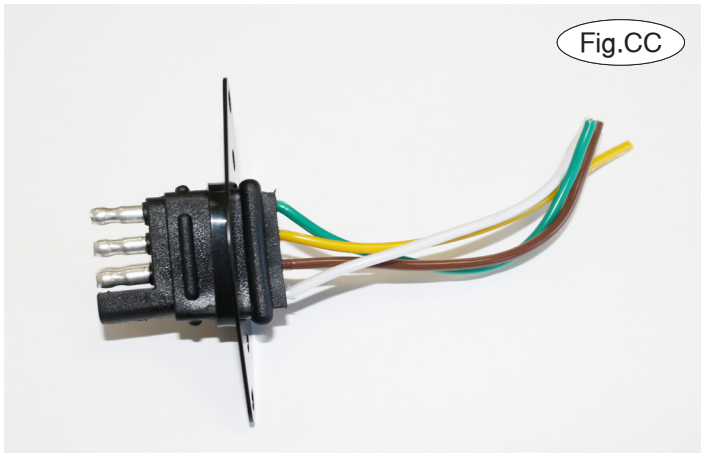
Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page and in Figure BB. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

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

For six-wire plugs: use the two supplied ¾" 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 ¾" 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.GG). Use the two supplied ¾" 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
3/8	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.