

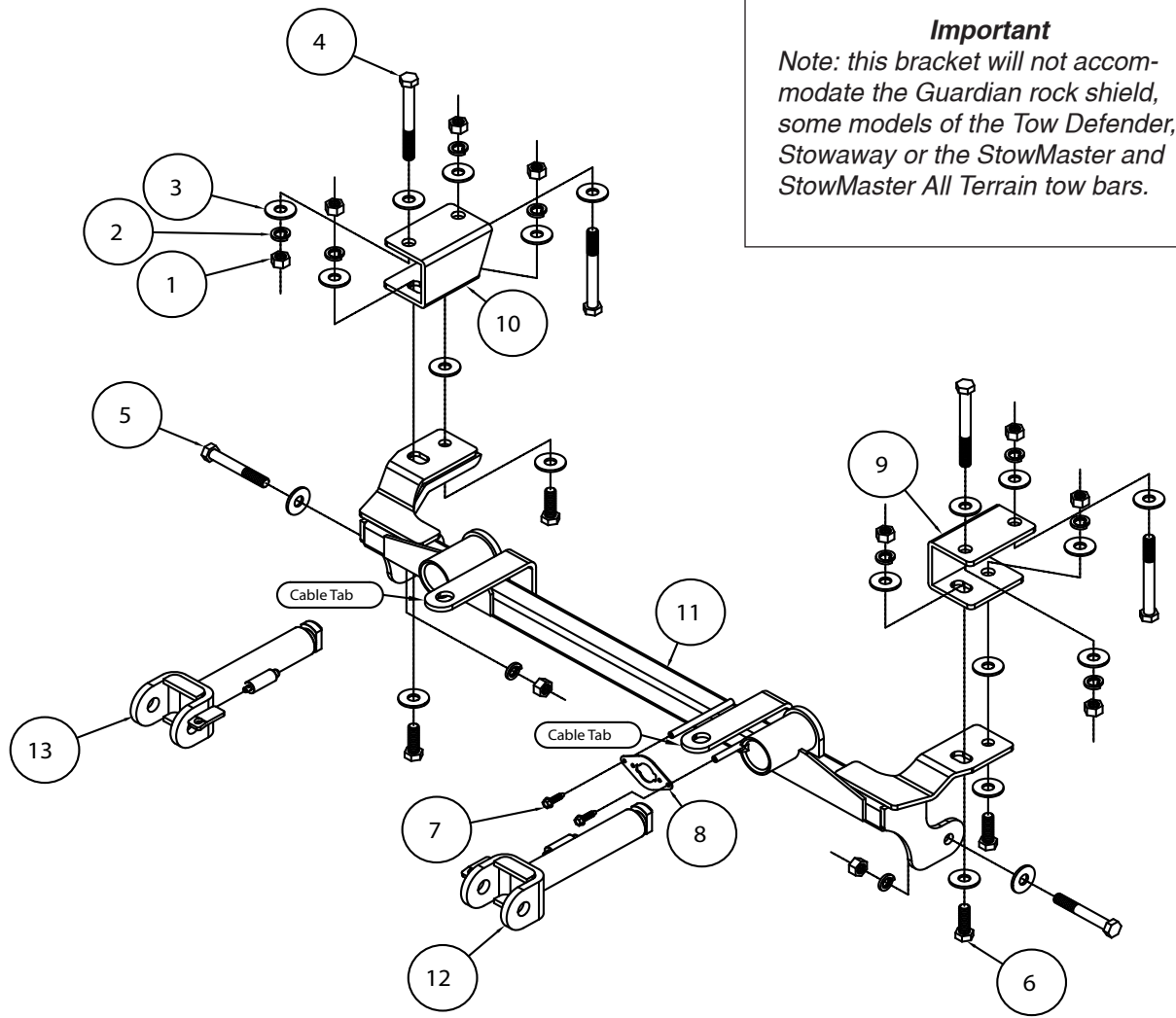


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523173-5

08/12/13
KS

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Important
Note: this bracket will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or the StowMaster and StowMaster All Terrain tow bars.

ITEM	QTY	NAME	MATERIAL
1.....	10.....	1/2" HEX NUT	350258-00
2.....	10.....	1/2" LOCK WASHER	350309-00
3.....	20.....	1/2" FLAT WASHER	350308-20
4.....	4.....	1/2" x 4 1/2" BOLT.....	350106-00
5.....	2.....	1/2" x 3 1/2" BOLT.....	350103-00
6.....	4.....	1/2" x 1 1/2" BOLT.....	350095-00
7.....	2.....	#10 x 3/4" SELF TAPPING SCREW.....	350247-35
8.....	1.....	WIRE PLUG PLATE	A-003801
9.....	1.....	DRIVER SIDE BRACE	B-002056
10.....	1.....	PASSENGER SIDE BRACE.....	B-002057
11.....	1.....	MAIN RECEIVER	C-002426
12.....	1.....	DRIVER SIDE ARM.....	C-002383
13.....	1.....	PASSENGER SIDE ARM	C-002384
14.....	1.....	ZIP TIE.....	300140-8



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This is one of our EZ5 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 braces, two removable front braces, and a hardware pack.

The main receiver brace mounts to the support braces, bumper core and lower bumper. 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.

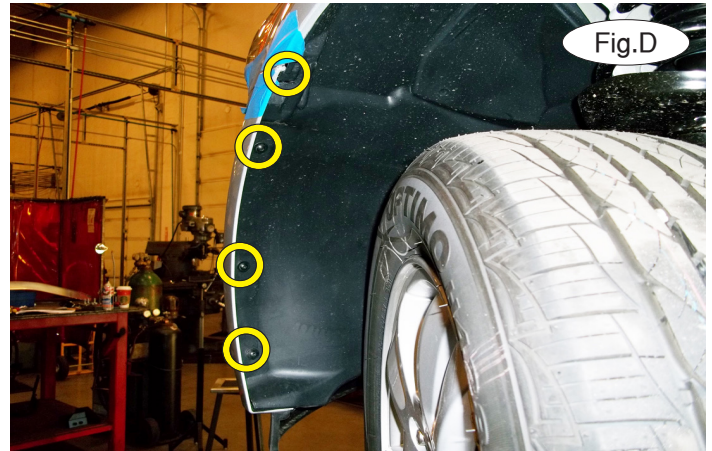
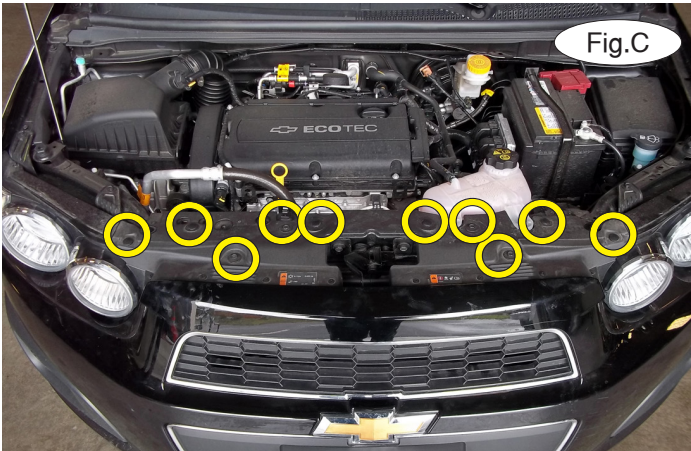


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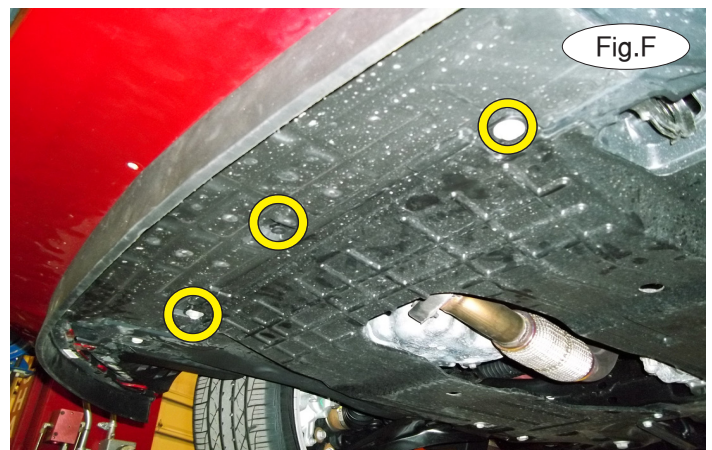
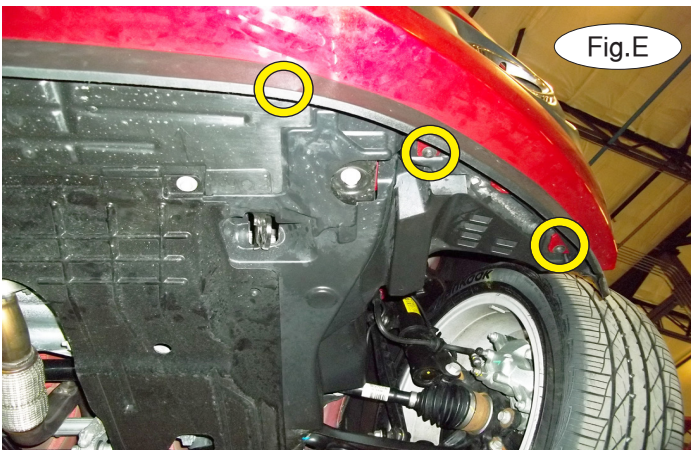
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

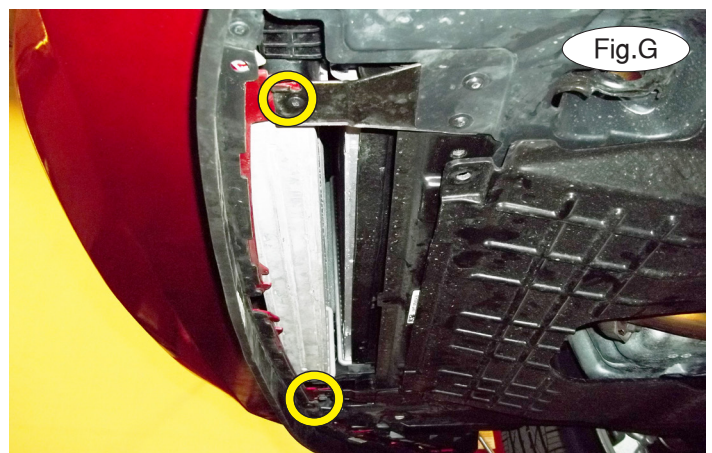
2. On each side, remove four T20 Torx screws attaching the fascia to the fender liner (Fig.D).



3. Remove seven T20 Torx screws attaching the splash shield to the fascia (Fig.E). *Note:* Figure E shows three of the seven fasteners.

4. Remove two 13mm (head) bolts and one plastic fastener attaching the splash shield to the core support (Fig.F).

5. Remove the splash shield, and remove two Philips screws attaching the bottom of the fascia to the core support (Fig.G).





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Fig.H

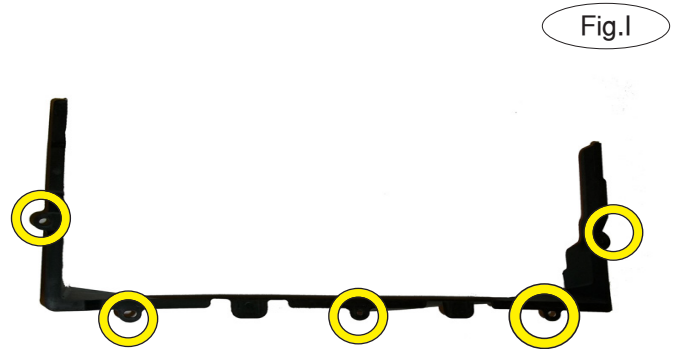


Fig.I

7. Pull out and forward on the corners of the fascia to remove it (Fig.H).
8. Remove the ambient temperature sensor and disconnect the fog lights, if the vehicle is so equipped.

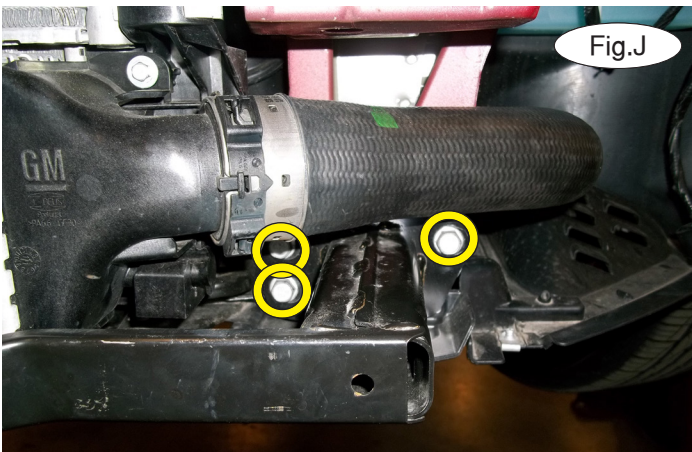


Fig.J

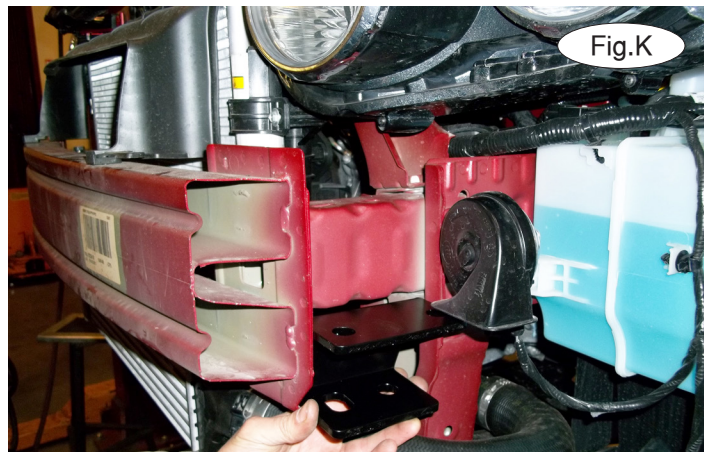


Fig.K

9. Due to manufacturing variances, the vehicle may be equipped with a plastic radiator liner. If this is the case, remove five plastic fasteners denoted with the yellow circles in Figure I. The radiator liner will not be replaced. *Note:* retain the radiator liner and attachment hardware for replacement in case the bracket is ever removed.

10. On each side, remove three 13mm (head) bolts to remove the lower bumper to the frame (Fig.J).

11. On each side, place the brace support between the bumper frame and the flange (Fig.K). Align the two upper holes of the brace support with the pre-existing holes in the bumper frame. Now, place one of the supplied 1/2" washers over one of the supplied 1/2" x 4 1/2" bolts, and bolt through the bumper frame and brace support. Finish with a 1/2" washer, lock washer and nut. The forwardmost bolt faces downward and the rearmost bolt faces upwards (Fig.L). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

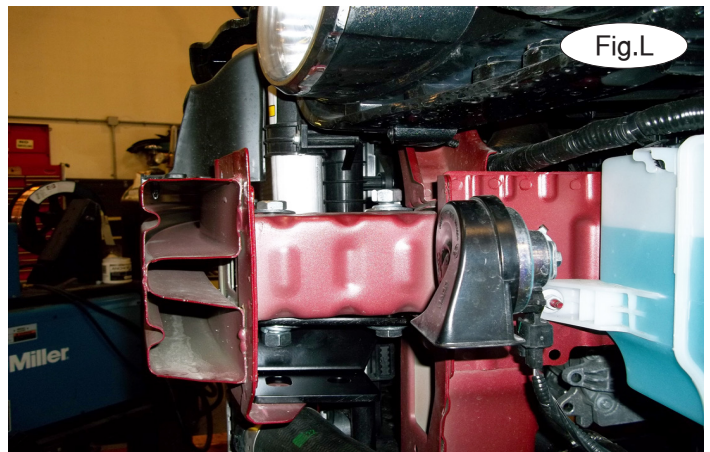


Fig.L

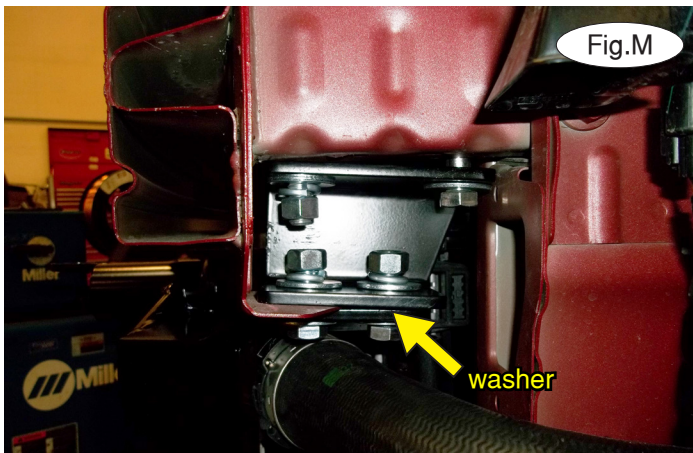


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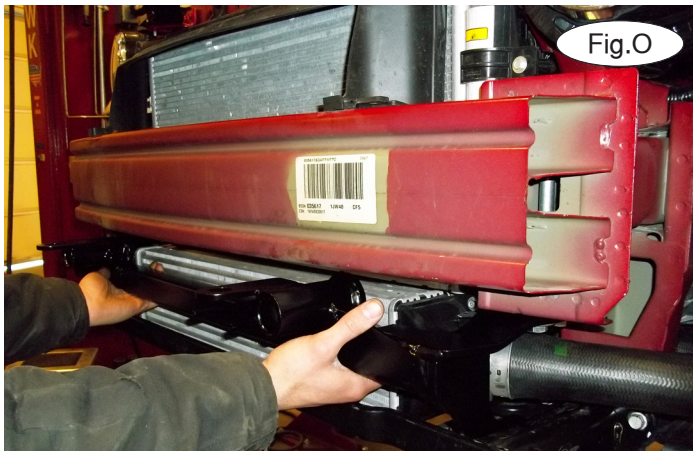
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12. Place the main receiver brace under the bumper core to align with holes in the support brace. Then, on each side, place one $\frac{1}{2}$ " washer between the rear holes of the support brace and the main receiver brace as a spacer. Now, on each side, bolt the support brace to the main receiver brace using the two supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, four flat washers, and two lock washers and nuts (Fig.M).

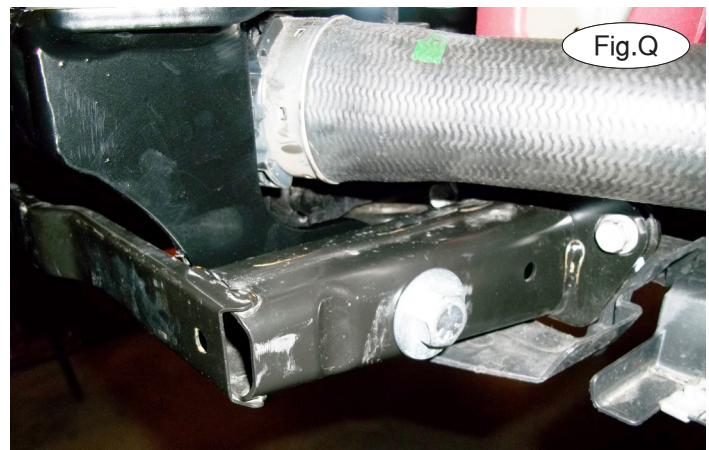
13. Slide the lower bumper around the main receiver brace to reinstall it and replace the hardware you removed in step 10 (Fig.N).



14. Pull forward on the main receiver brace to remove the slack in the bolts (Fig.O). Now, tighten all bolts to the bolt torque requirements found at the end of these instructions. **Note:** use Loctite® Red on all nuts and bolts.

15. On each side, use a $\frac{1}{2}$ " drill bit to enlarge the pre-existing hole in the lower bumper (Fig.P).

16. On each side, bolt through the lower bumper and into to the main receiver brace using the supplied $\frac{1}{2}$ " x $3\frac{1}{2}$ " bolt and finish with a flat washer and lock washer (Fig.Q). Now, torque these bolts.





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17. Zip tie the ambient temperature sensor to the main receiver brace (Fig.R).

18. Hold the fascia in place over the main receiver brace and mark it for trimming. Trim the fascia as shown in Figure S to allow clearance for the main receiver brace. Use the yellow lines as a reference for trimming. *Note:* due to a lack of clearance in the grille opening, if you are using a wiring plug, ensure that the grille opening will be properly aligned with the bracket so the wiring plug cap can open all the way. Figure T shows the finalized trimming on the driver's side, along with the clearance for the wiring plug cap.



19. Reinstall the fascia, reversing steps 1 through 7.

20. **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.U and Fig.V).



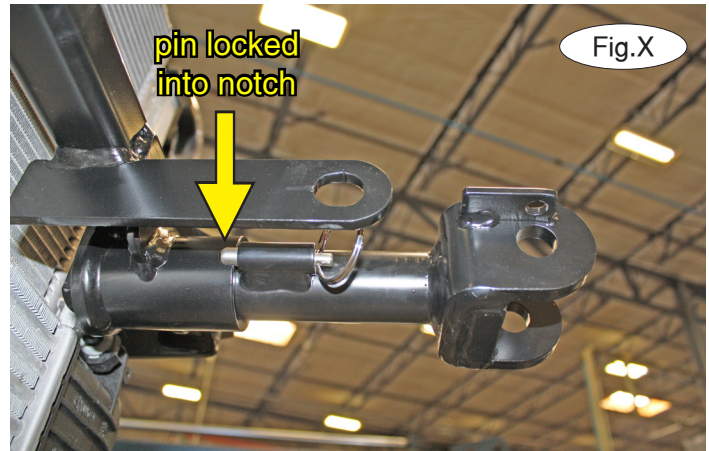
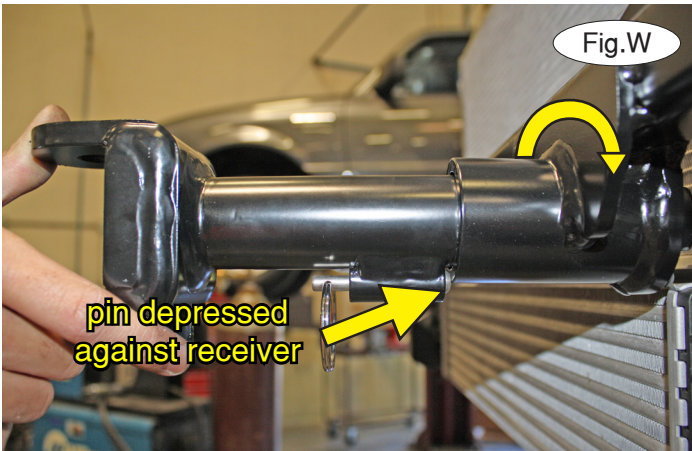


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21. On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.W). Now, twist back 90 degrees until the spring-loaded pin snaps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

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.

22. 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 tab shown on page 1. 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.

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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 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.