BASEPLATE KIT INSTALLATION INSTRUCTIONS

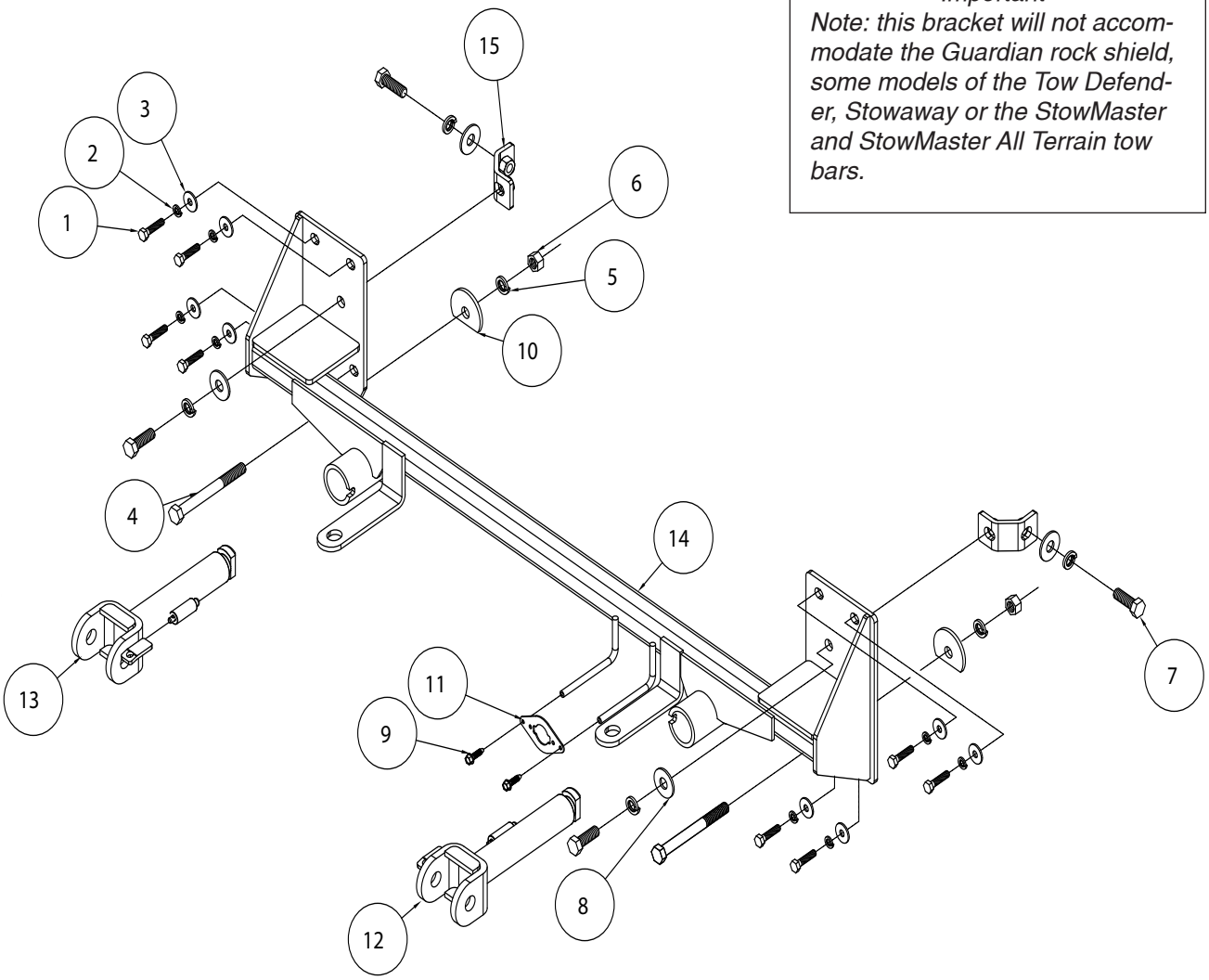
KIT# 52924-5

09/12/14
KS

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

ROADMASTER, INC.

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	8	8mm x 1.25 x 35mm BOLT	356002-00
2	8	8mm LOCK WASHER	355705-00
3	8	5/16” FLAT WASHER	350302-00
4	2	1/2” x 5” BOLT	350107-00
5	6	1/2” LOCK WASHER	350309-00
6	2	1/2” HEX NUT	350258-00
7	4	1/2” x 1 1/2” BOLT	350095-00
8	4	1/2” FLAT WASHER	350308-00
9	2	#10 x 3/4” SELF TAPPING SCREW	350247-35
10	2	CLIPPED PLATE WASHER	A-002687
11	1	WIRE PLUG PLATE	A-003801
12	1	DRIVER SIDE ARM	C-002383
13	1	PASSENGER SIDE ARM	C-002384
14	1	MAIN RECEIVER	C-002806
15	2	BRACE	C-002433

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This bracket kit is one of our EZ5 Twistlock series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver brace, two support braces, removable front braces and a hardware pack.

The main receiver brace mounts to the frame rail and support brace on each side. The removable front arms insert into the receivers on each side and are secured with draw pins.

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 brackets ***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 • Use lock washers on all fasteners

⚠ WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- **Installation of most mounting brackets requires moderate mechanical aptitude and skills.** We strongly recommend professional installation by an experienced installer.
- **The installer must read the instructions and use all bolts and parts supplied.** Failure to do so could result in loss of the towed vehicle.
- **Use Loctite® Red** on all bolts used for mounting this bracket.
- **Every 3,000 miles, the owner must inspect the fasteners** for proper torque, according to the bolt torque requirements chart on the last page of these instructions. **The owner must also inspect all mounts and brackets for cracks or other signs of fatigue every 3,000 miles.** Failure to do so could result in loss of the towed vehicle.
- **The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing.** Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- **If running changes were made** by the vehicle manufacturer after this bracket was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. **It is the installer's responsibility** to verify that the bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- If the towed vehicle has been in an accident, it must be properly repaired before attaching the bracket. **Do not install the bracket if any structural frame damage is found.** Failure to repair the damage could result in the loss of the towed vehicle.
- Roadmaster manufactures many styles of brackets. **If your bracket 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, resulting in non-warranty damage or personal injury.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 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, motorhome and/or towed vehicle.
- **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.** Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. **Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.**
- **Do not use this document for custom fabrication,** as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- Upon final installation, **the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.**, or non-warranty damage to the towed vehicle will result.
- **This bracket is only warranteed for the original installation.** Installing a used bracket on another vehicle is not recommended and will void the warranty.

BASEPLATE KIT
INSTALLATION INSTRUCTIONS

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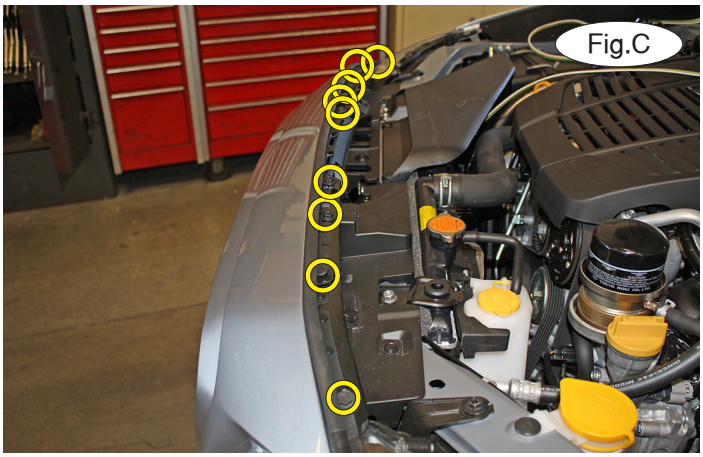
Fig.C

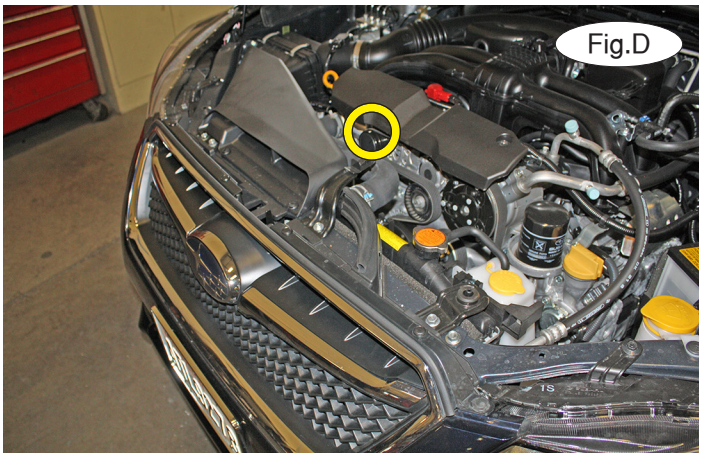
Fig.D

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 10mm (head) screws and three plastic fasteners attaching the top of the fascia to the core support (Fig.C).
2. On each side, remove one push pin fastener attaching the corner of the fascia to the fender liner (Fig.D).

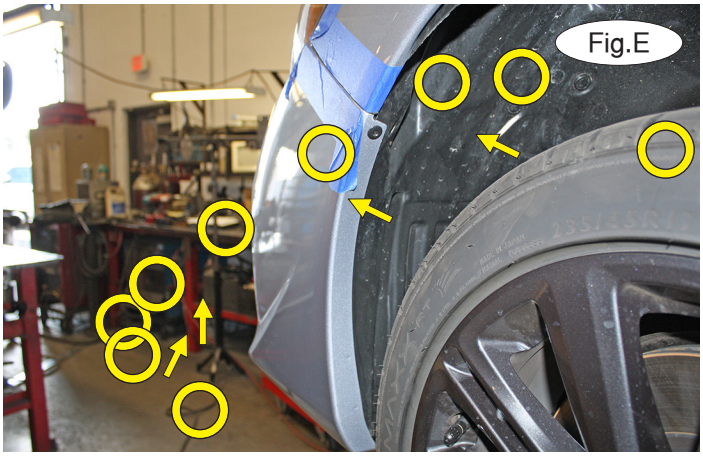
Fig.E


Fig.F

3. Remove nine plastic fasteners and four 10mm (head) screws attaching the bottom of the fender liner to the fascia and the splash shielding (Fig.E).
4. Pull out to release the fascia from the locking strip on each side and remove the fascia (Fig.F). Disconnect the fog lights, if the vehicle is so equipped.
5. Pull out to remove the foam shock absoprtion pad (Fig.G). It will not be replaced. *Note:* retain the foam shock absorption pad so it can be replaced if the bracket is ever removed.


Fig.G

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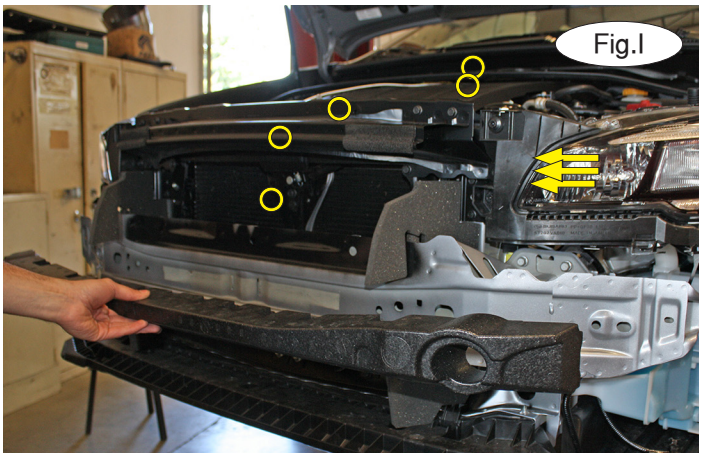
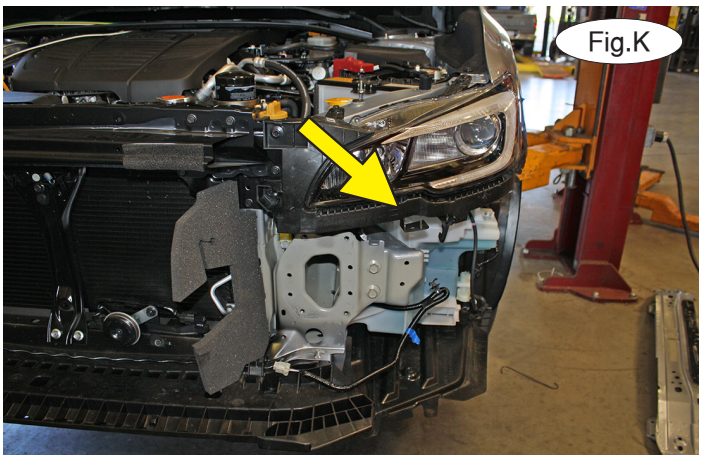


6. On each side, remove four 12mm (head) bolts attaching the bumper core to the frame rail (Fig.H – driver's side). It will not be replaced. *Note:* retain the bumper core and its attachment hardware so it can be replaced if the bracket is ever removed.

7. On the driver's side only, remove six 10mm (screws) and two plastic fasteners attaching the fascia locking strip and headlight to the frame (Fig.I). Disconnect the headlight and set it aside for now (Fig.J).



8. Still working on the driver's side, remove one fastener attaching the wiring loom to the back of the frame (Fig.K). Then, place a drill with a ½" bit through the large hole in the face of the frame and drill out the existing hole in the back of the frame (Fig.L). *Note:* use caution to avoid drilling into the wiring loom.

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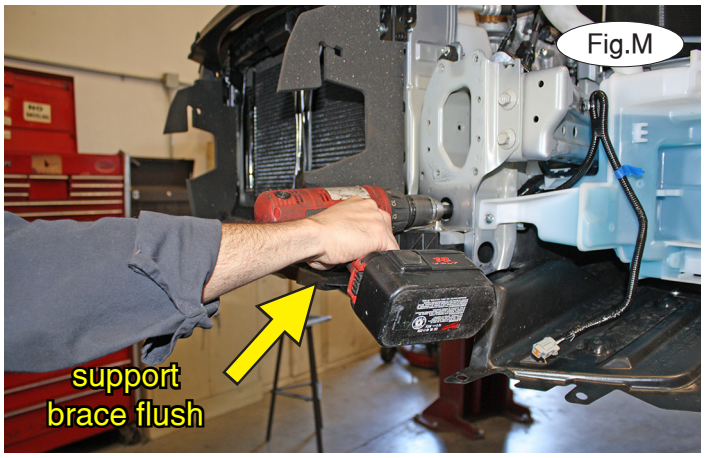
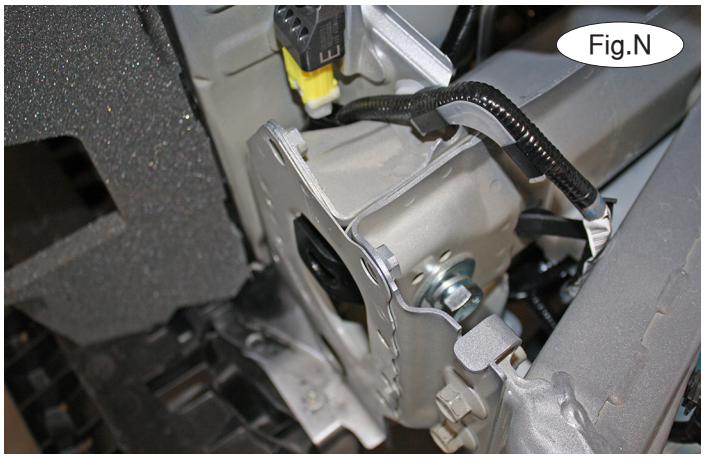
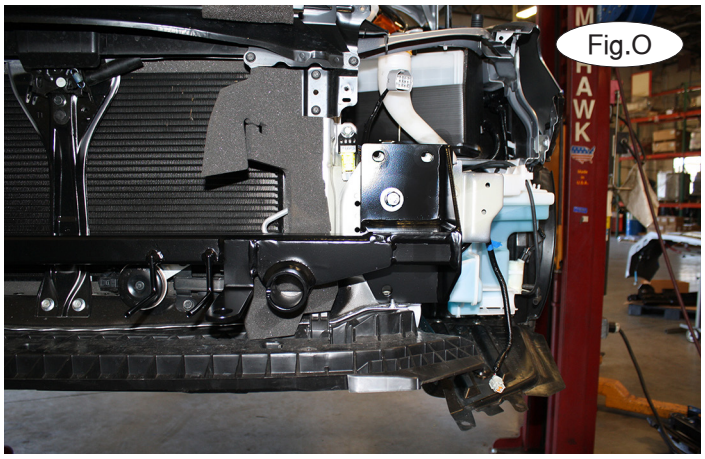
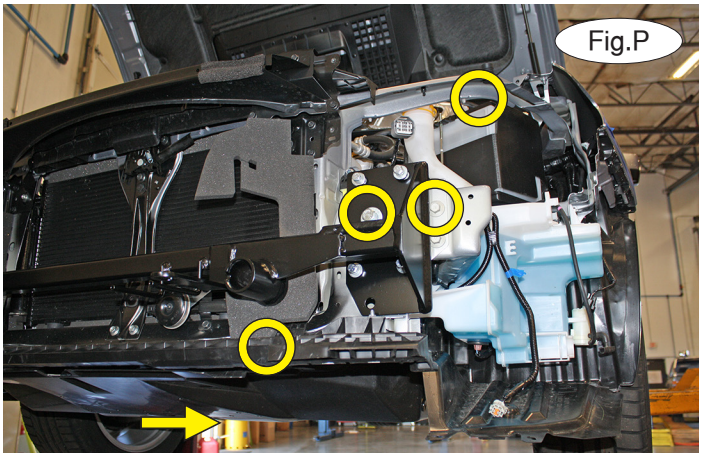




9. On each side, bolt the support brace to the inside of the frame rail through the pre-existing hole in the side of the frame rail using the supplied ½" x 1½" bolt, ½" lock washer and ½" flat washer (Fig.M). *Note:* ensure the face of the support brace is flush with the face of the bumper mount and finger tighten it for now. *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

10. Place the main receiver over the frame rails and bolt into the support brace through the front mounting point on each side using the supplied ½" x 1½" bolt, ½" flat washer and ½" lock washer (Fig.N).

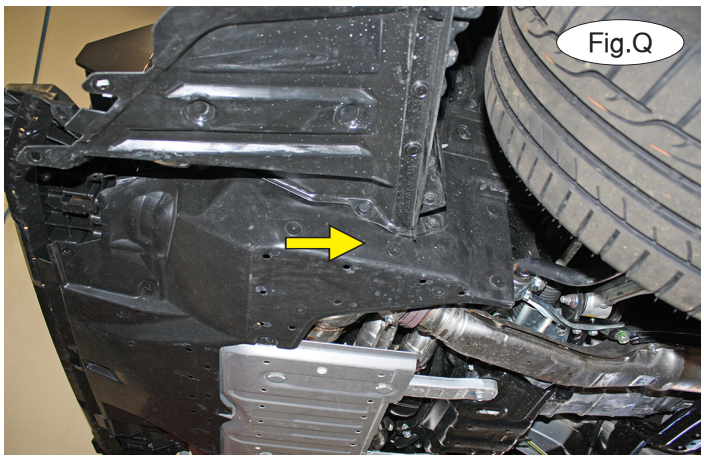




11. On each side, bolt the main receiver to the ends of the frame rails using the four supplied 8mm x 1.25 x 35mm bolts, 8mm lock washers and 5/16" flat washers (Fig.O).

12. Remove the splash shielding by removing four plastic fasteners attaching the splash shield to the fender liner and the skid plate on the driver's side (passenger side has five) and remove one plastic fastener attaching the splash shield the center of the skid plate (Fig.P).

13. On the driver's side only, pry on either end of the white wiring loom guide to disconnect it from the frame (Fig.Q).



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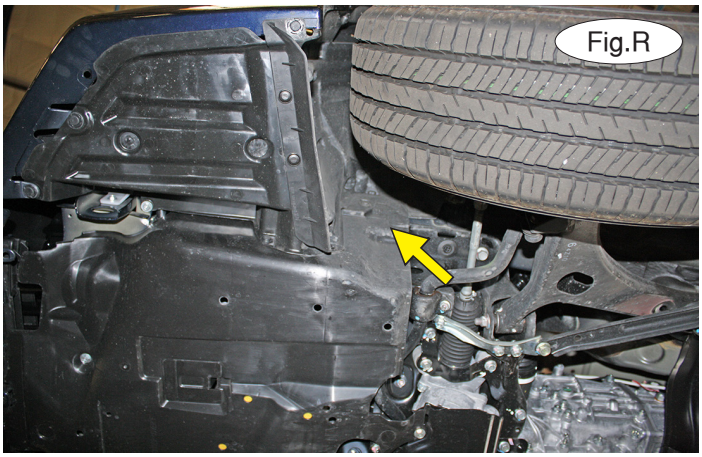
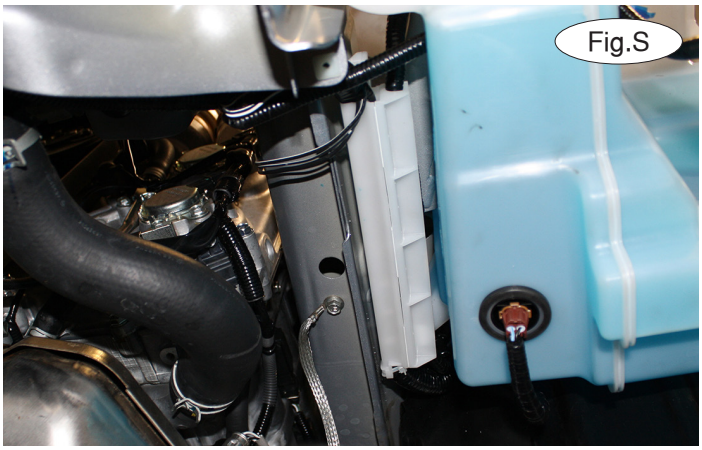
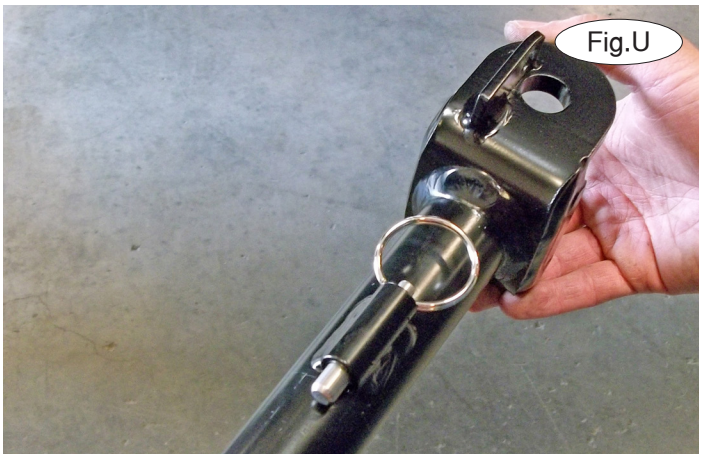




14. On each side, place a ½" clipped plate washer over one of the supplied ½" x 5" bolts and bolt through the back of the frame and out the front lower mounting point of the main receiver brace. Finish with a ½" lock washer and nut (Fig.R and Fig.S).

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

16. Reinstall the splash shielding, reversing step 12. Then, reinstall the fascia, reversing steps 1 through 4.



17. Trim the fascia as shown in Figure T to allow clearance for the main receiver brace.

18. ***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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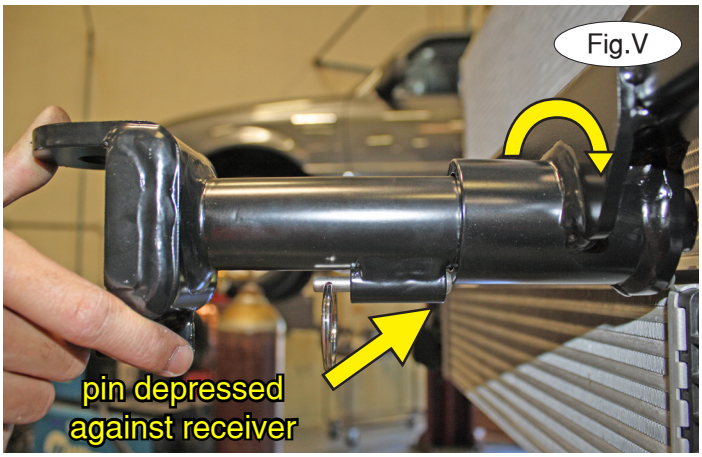
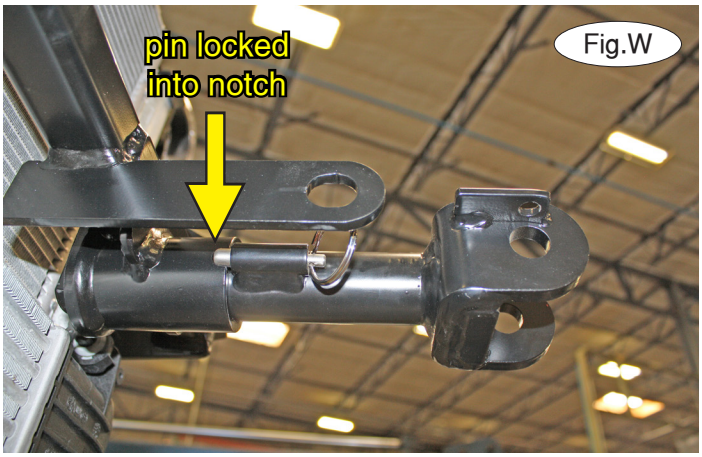




19. On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.V). Now, twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the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

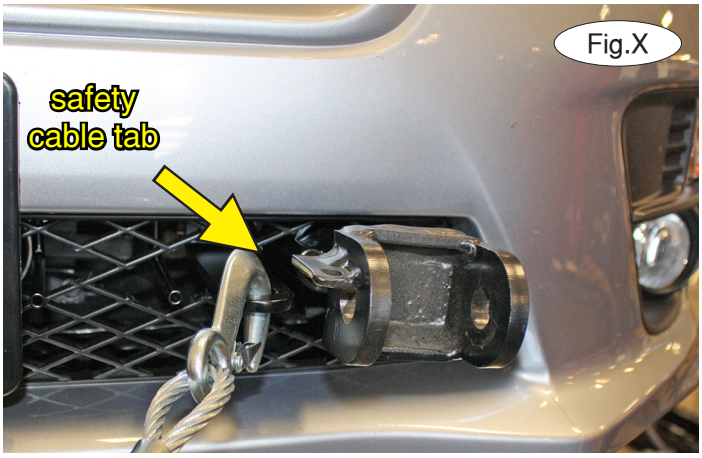
Please note: it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.

20. 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 X. 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.

Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receivers are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.



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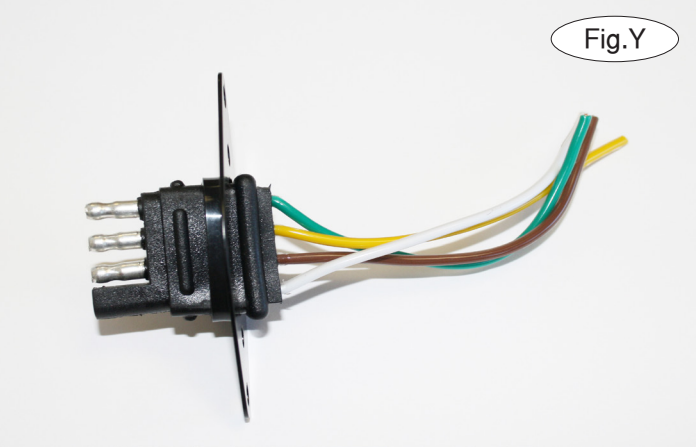
Three options for attaching the wiring plug to the main receiver brace

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.Y). 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
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.