



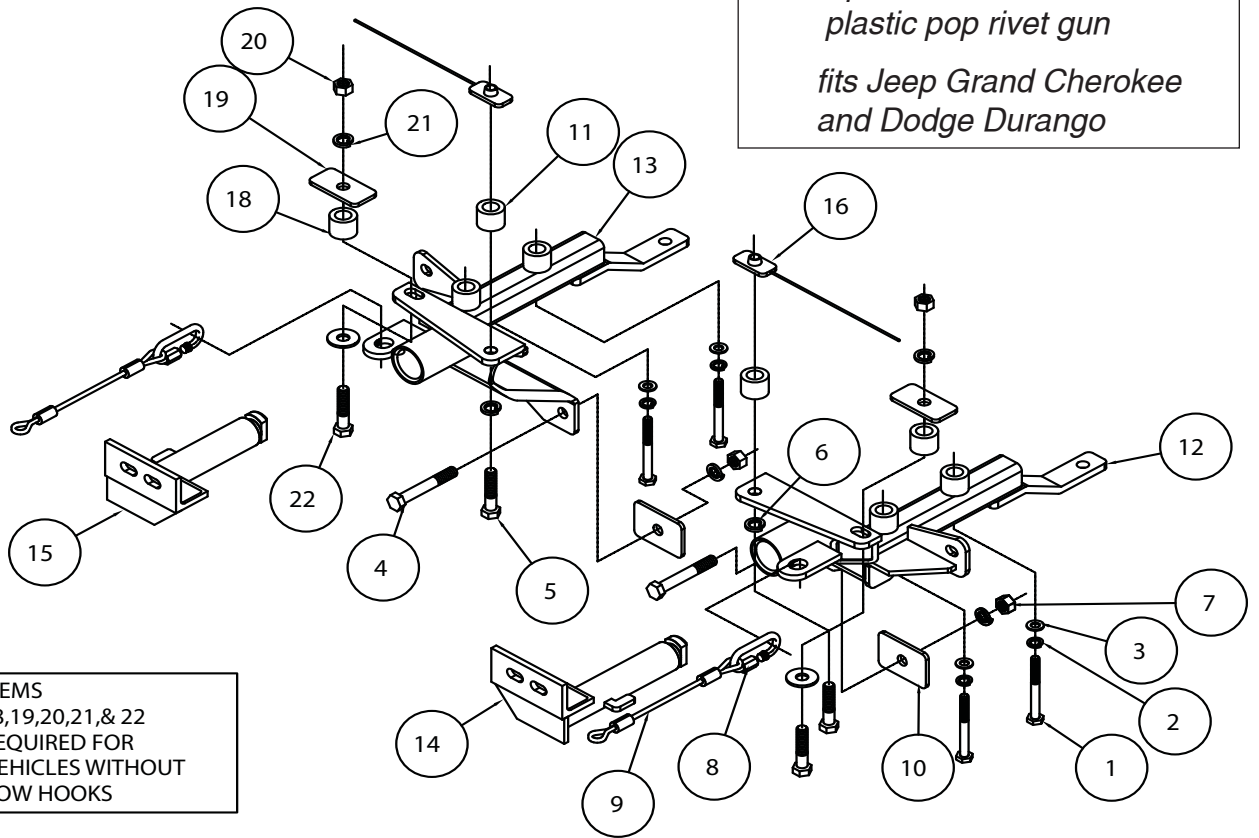
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 521440-1B**

06/03/14  
KS

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

*Special tools needed:  
plastic pop rivet gun  
fits Jeep Grand Cherokee  
and Dodge Durango*



ITEMS  
18,19,20,21,& 22  
REQUIRED FOR  
VEHICLES WITHOUT  
TOW HOOKS

ITEM	QTY	NAME	MATERIAL
1.....4.....	4.....	10mm x 1.5 x 90mm BOLT .....	356115-00
2.....4.....	4.....	10mm LOCK WASHER .....	355715-00
3.....4.....	4.....	3/8" FLAT WASHER .....	350304-00
4.....2.....	2.....	1/2" x 3 1/2" BOLT.....	350103-00
5.....2.....	2.....	1/2" x 2 1/4" BOLT.....	350098-00
6.....4.....	4.....	1/2" LOCK WASHER .....	350309-00
7.....2.....	2.....	1/2" HEX NUT .....	350258-00
8.....2.....	2.....	QUICK LINK .....	200008-00
9.....2.....	2.....	8" SAFETY CABLES .....	650648-08
10.....2.....	2.....	3/16" x 2" x 3" BACKING PLATE .....	A-000147
11.....2.....	2.....	1 1/4" O.D. x 0.25 WALL x 1" PIPE SPACER.....	A-000945
12.....1.....	1.....	DRIVER SIDE RECEIVER .....	C-002062
13.....1.....	1.....	PASSENGER SIDE RECEIVER.....	C-002063
14.....1.....	1.....	DRIVER SIDE ARM.....	C-002064
15.....1.....	1.....	PASSENGER SIDE ARM .....	C-002065
16.....2.....	2.....	3/16" x 1" x 2" THREADED BACKING PLATE W/ ROD .....	C-001964
17.....4.....	4.....	PLASTIC POP RIVET .....	350431-00
18.....2.....	2.....	1 1/4" O.D. x 0.25 WALL x 1" PIPE SPACER.....	A-000945
19.....2.....	2.....	3/16" x 1 1/2" x 3" BACKING PLATE .....	A-000185
20.....2.....	2.....	1/2" HEX NUT .....	350258-00
21.....2.....	2.....	1/2" LOCK WASHER .....	350309-00
22.....2.....	2.....	1/2" x 2 1/4" BOLT.....	350098-00
23.....2.....	2.....	1/2" FLAT WASHER .....	350308-00
24.....1.....	1.....	1/2" SPLIT LOOM 4".....	300089-00
25.....2.....	2.....	ZIP TIES .....	300140-8



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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 removable front braces, and a hardware pack.

The main receiver brace mounts to the frame rails and the bumper core. 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.



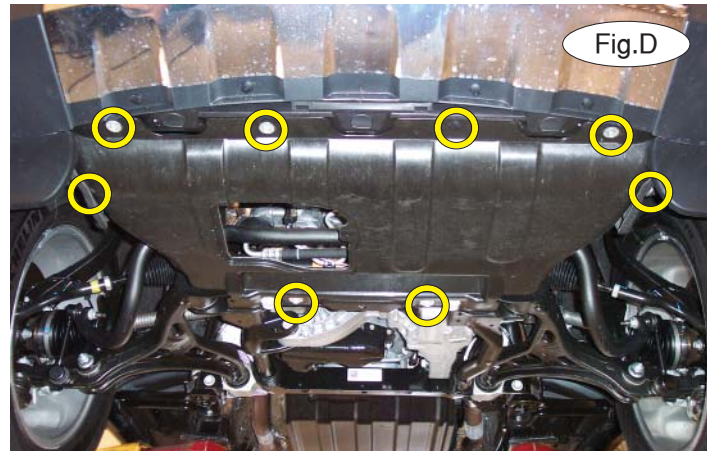


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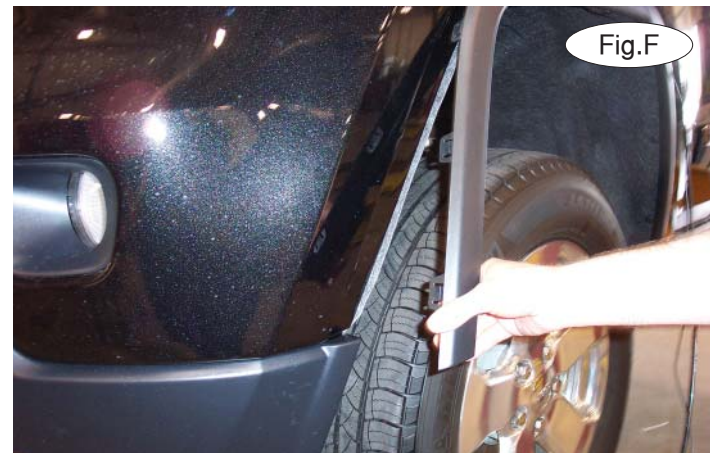
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. For '14 and later models only: remove two plastic fasteners attaching the upper fascia to the core support (Fig.C).

2. Remove two 13mm (head) bolts, five 10mm (head) bolts and one plastic fastener attaching the lower splash shield to the subframe and core support (Fig.D).



3. On each side, remove one 10mm screw and use a pair of side cutters to remove two plastic pop rivets attaching the fender liner to the fascia (Fig.E – passenger side). *Note:* due to manufacturing variances, some vehicles may have plastic fasteners instead.

4. On each side, pull out on the lower edge of the fender flair to detach it from the fascia (Fig.F). *Note:* due to manufacturing variances, fender flair may not be present.

5. Twist counterclockwise to remove the five plastic fasteners attaching the lower fascia to the core support and splash shield (Fig.G – driver's side).





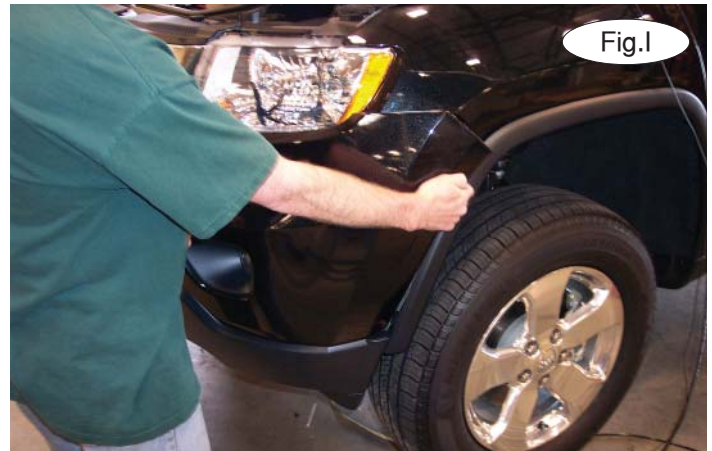


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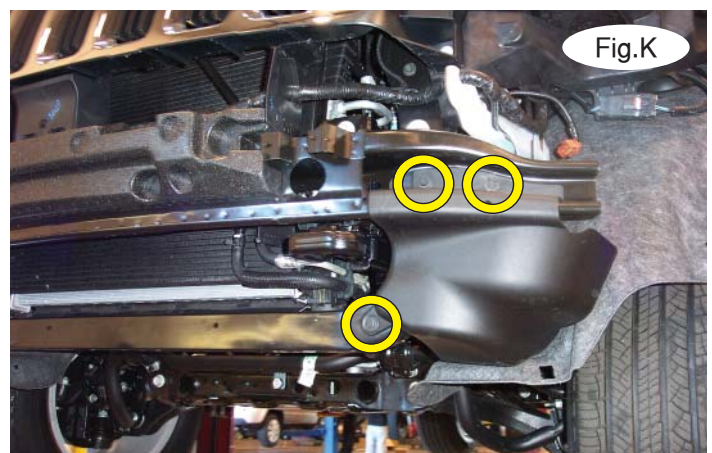
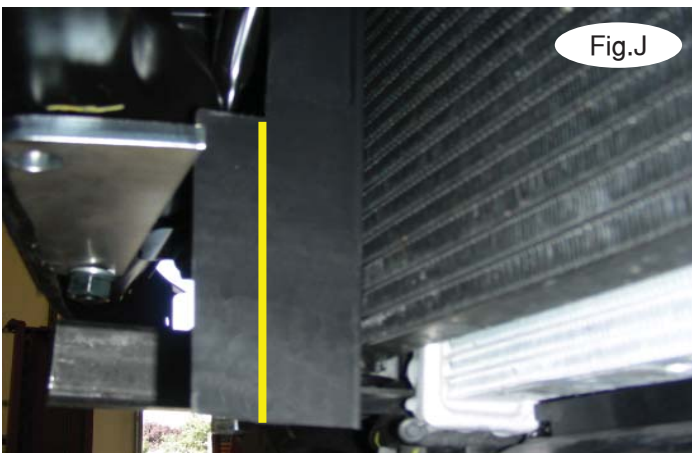
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6. **For '14 and later Summit models only:** carefully push in on the corner of the fascia to release the locking pin. Then, pull down and forward on the bottom of the fascia to release it at the spot indicated by the yellow arrow in Figure H. Now, pull out and forward on the corners of the fascia to remove it.

**For all other models:** pull out and forward on the corners of the fascia to remove it (Fig.I).

7. Support the subframe with a jack stand.



8. Trim the passenger side air deflector using the yellow lines in Figure J as a guide for trimming.

9. On each side, remove three 10mm (head) bolts attaching the air deflector to the bumper core and radiator support (Fig.K). *Note:* some models may not have this air deflector. If that is the case, proceed to the next step.

**Caution! Under no circumstances should you attempt to move, adjust or disconnect the ACC unit, if the vehicle is so equipped. Doing so may cause cruise control malfunction and/or computer error codes that may require the dealership to repair or reset.**

10. **For models without tow hooks:** skip to step 13.

**For models with tow hooks:** complete steps 10 through 12. Remove the 30mm nut attaching the tow hook to the rear of the tow hook bracket (Fig.L).





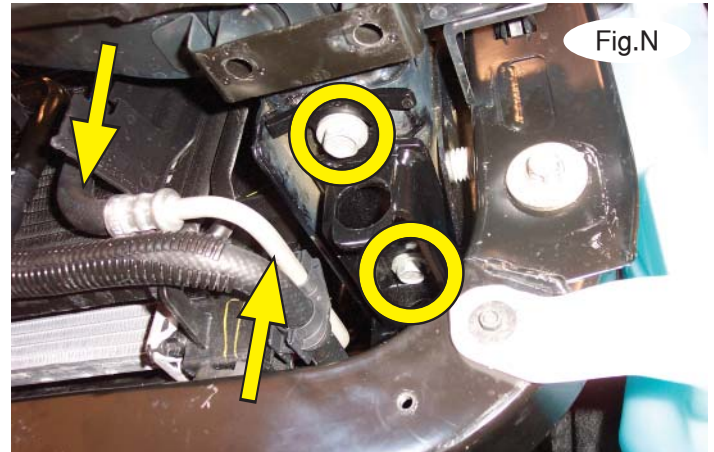


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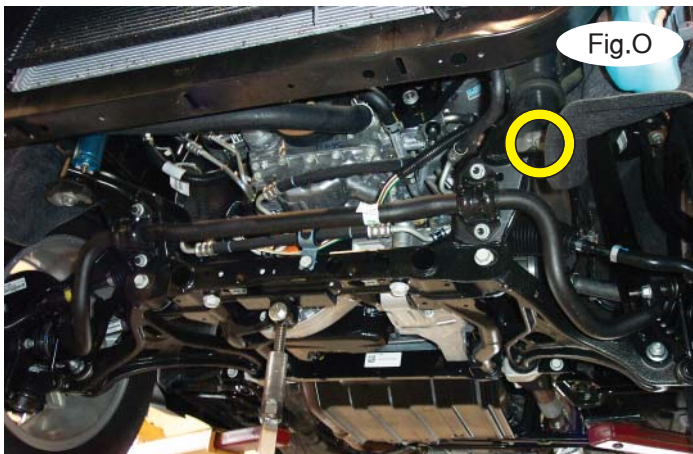
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11. Working on the driver's side only, remove the two front 16mm (head) bolts attaching the front of the tow hook to the bumper core (Fig.M).

12. Remove two 16mm (head) bolts attaching the tow hook mount to the bottom of the frame rail (Fig.N). The tow hook mount and bracket will not be replaced. *Note:* retain the tow hook mount and bracket so they can be replaced if the bracket is ever removed. **Now, place the supplied 4" split loom over the metal cooling line and secure the ends in place with zip ties in the spots indicated by yellow arrows in Figure N.**



13. Working on the driver's side only, remove the 21mm (head) front subframe mounting bolt (Fig.O).

14. Remove one 13mm (head) bolt attaching the lower half of the radiator support to the frame rail (Fig.P).

15. Insert the main receiver brace into the opening between the radiator and the radiator support and replace the 13mm (head) bolt you removed in step 14 (Fig.Q). *Note:* vehicles equipped with adaptive cruise control will have a wire going across the bumper core to the control unit. **Make certain that this wire will not be pinched between the bumper core and main receiver brace.**





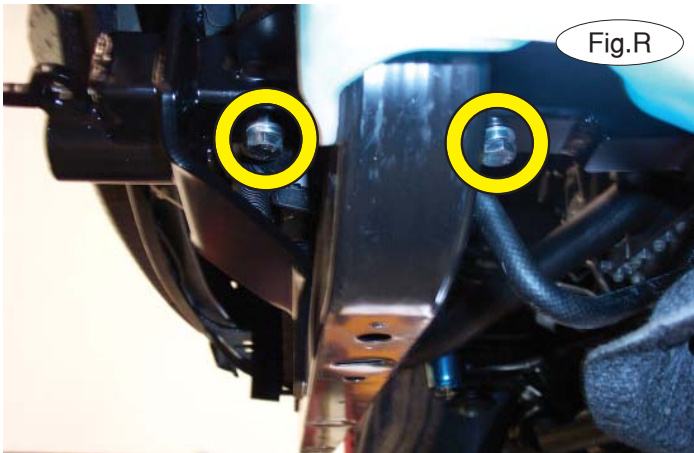


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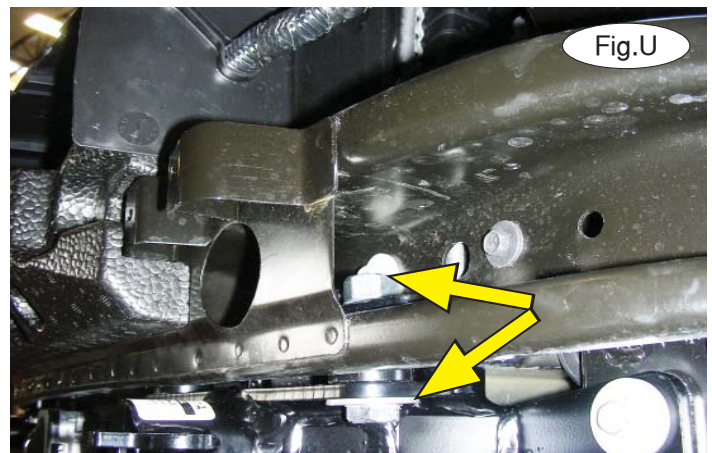
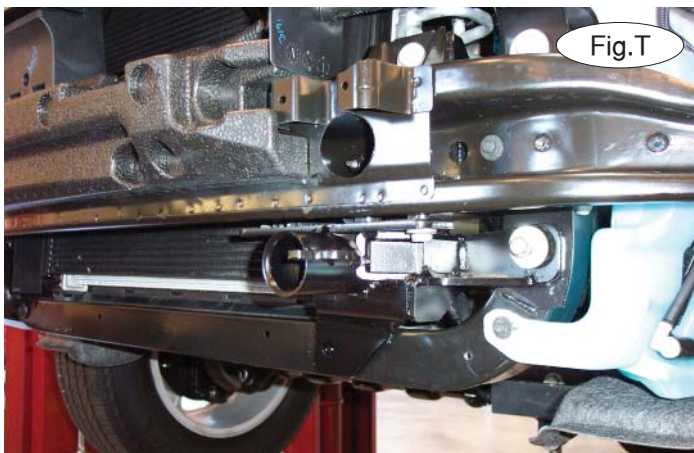
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16. Place one 3/8" flat washer and one 10mm lock washer over two of the supplied 10mm x 1.5 x 90mm bolts, and on both sides of the radiator support, bolt through the main receiver brace and into the two weld nuts located in the bottom the frame rail (Fig.R).

17. Place thread lock on the 21mm (head) subframe bolt that you removed in step 13 and bolt through the lower mounting point of the main receiver brace (Fig.S).



18. Repeat steps 13 through 17 for the passenger side.

19. **For models with tow hooks:** using the 16mm (head) bolts you removed in step 11, bolt through the outside upper mounting point of the main receiver brace and into the tow hook mount (Fig.T).

**For models without tow hooks:** on each side, place one of the 1/4" x 1" pipe spacers between the outside mounting point on the main receiver brace and the bumper core. Place one of the supplied 1/2" flat washers over a 1/2" x 2 1/4" bolt and bolt up through the main receiver brace, pipe spacer and into one of the supplied 3/16" x 1 1/2" x 3" backing plates. Finish with a 1/2" lock washer and nut (Fig.U).

20. Working on the driver's side only, and using the inside upper mounting point of the main receiver brace as a template, drill a 1/2" hole through the bottom of the bumper core (Fig.V).







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21. Place one of the supplied  $\frac{3}{16}$ " x 1" x 2" threaded backing plate with wire into the opening in the end of the bumper core and over the inside upper mounting point of the main receiver brace (Fig.W).

22. Place a  $\frac{1}{4}$ " x 1" pipe spacer between the upper inside mounting point and the bumper core (Fig.X). Place a  $\frac{1}{2}$ " lock washer over a  $\frac{1}{2}$ " x  $2\frac{1}{4}$ " bolt and bolt through the inside upper mounting point of the main receiver brace, bumper core and into the threaded backing plate (Fig.Y).



23. Repeat steps 20 through 22 for the passenger side.

24. Torque all bolts to the bolt torque requirements found at the end of this document, starting with the bumper core mounting points. Using a pair of pliers, snap the wires off the backing plates.

25. On each side, using a  $\frac{1}{2}$ " drill bit, and the lower mounting point of the main receiver brace as a template, drill through the front and back of the radiator support (Fig.Z). *Note:* use caution and a metal plate to avoid drilling into engine components.

26. On each side, place one of the supplied  $\frac{1}{2}$ " x  $3\frac{1}{2}$ " bolts through the main receiver brace and core support. Finish with one of the supplied  $\frac{3}{16}$ " x 2" x 3" backing plates,  $\frac{1}{2}$ " lock washer and  $\frac{1}{2}$ " nut (Fig.AA – driver's side).







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Fig.BB

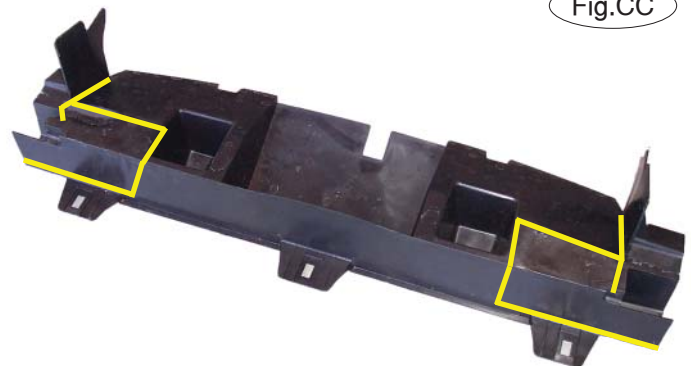


Fig.CC

27. On each side, if the vehicle is so equipped, hold the side air deflector in place over the main receiver brace and trim using the yellow lines in Figure BB as a guide for trimming.

28. Trim the lower air deflector (Fig.CC) on both sides, using the yellow lines as a reference for trimming. *Note:* make certain that you do not cut off any of the mounting tabs on the air deflector. Figure DD Shows the completed trimming on one side.



Fig.DD



Fig.EE

29. **For '14 and later Summit models only:** skip to the supplement found at the end of these instructions for fascia trimming and replacement. **For all other models:** proceed to the next step.

30. Reinstall the fascia by reversing steps 1 through 6. *Note:* for some models, you will need a pop rivet gun and the supplied pop rivets to reattach the fender liners. Figure EE shows the completed installation on a 2014 Jeep Grand Cherokee Overland.

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

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



Fig.FF





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- 33. Attach the ends of the safety cables to the tow vehicle's safety cables.
- 34. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

*Note:* if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces 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.

## 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.





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## Trimming and Fascia Replacement Supplement

This section pertains to '14 and later Summit models only.  
For all other models, see the instructions on the previous page.

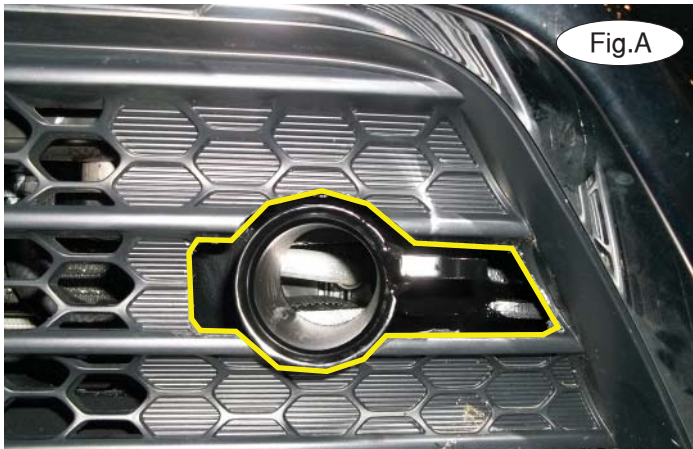


Fig.A

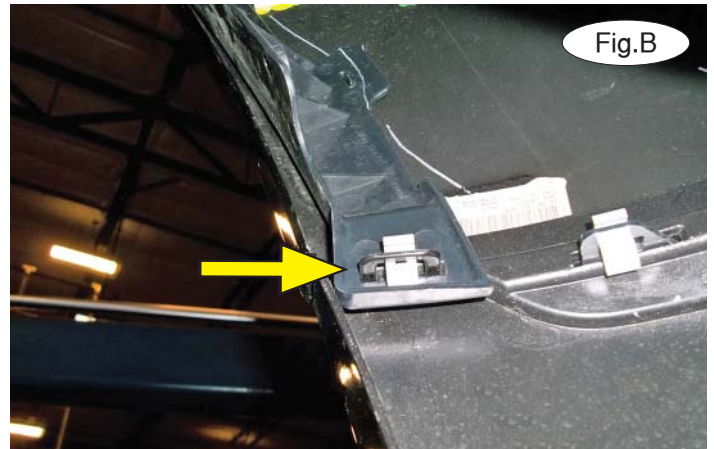


Fig.B

1. Trim the fascia as shown in Figure A. Use the yellow lines as a reference for trimming. Then, proceed to the steps below.
2. On each side, remove a metal clip attaching the fender liner mounting strip to the fascia (Fig.B) and pull the strip off the tab and let it hang for now.



Fig.C

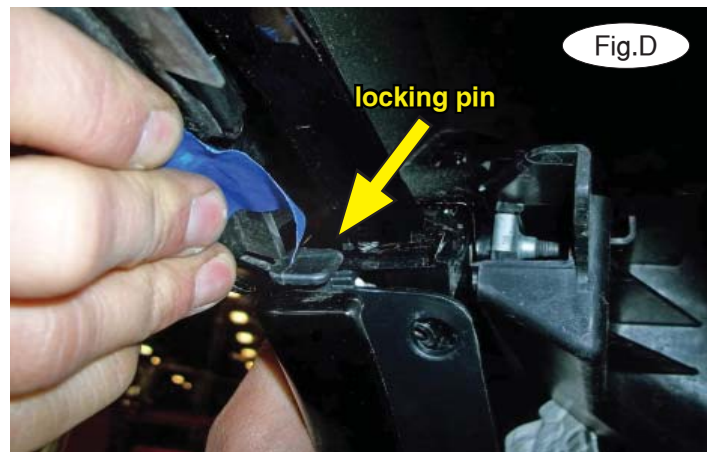


Fig.D

3. Reinstall the fascia but leave the corners unattached for now. Push in on the fascia so the locking pin moves from the outside of the fender (Fig.C) to the inside of the fender (Fig.D).





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4. Lift up on the fender liner mounting strip to raise the locking pin, and push it into its locking position. Reattach the mounting clip, reversing step 2 in this supplement. Figure E shows how the completed installation should look once the locking pin is seated.

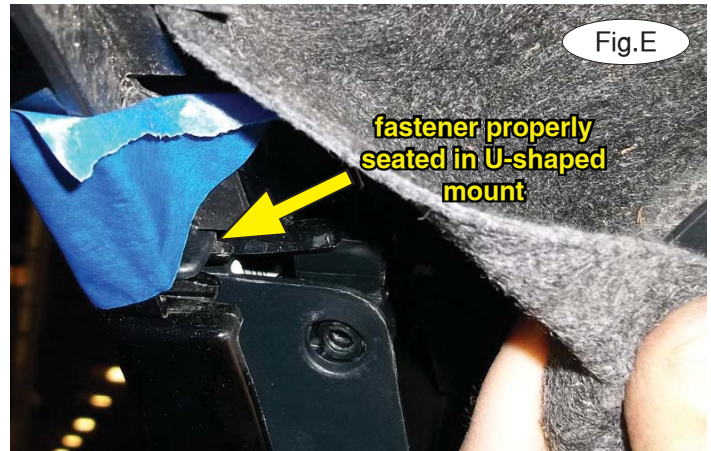
5. Finish reinstalling the fascia, reversing steps 1 through 5 found at the beginning of these instructions.

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

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

8. Attach the ends of the safety cables to the tow vehicle's safety cables.

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



*Note:* if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces 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.