

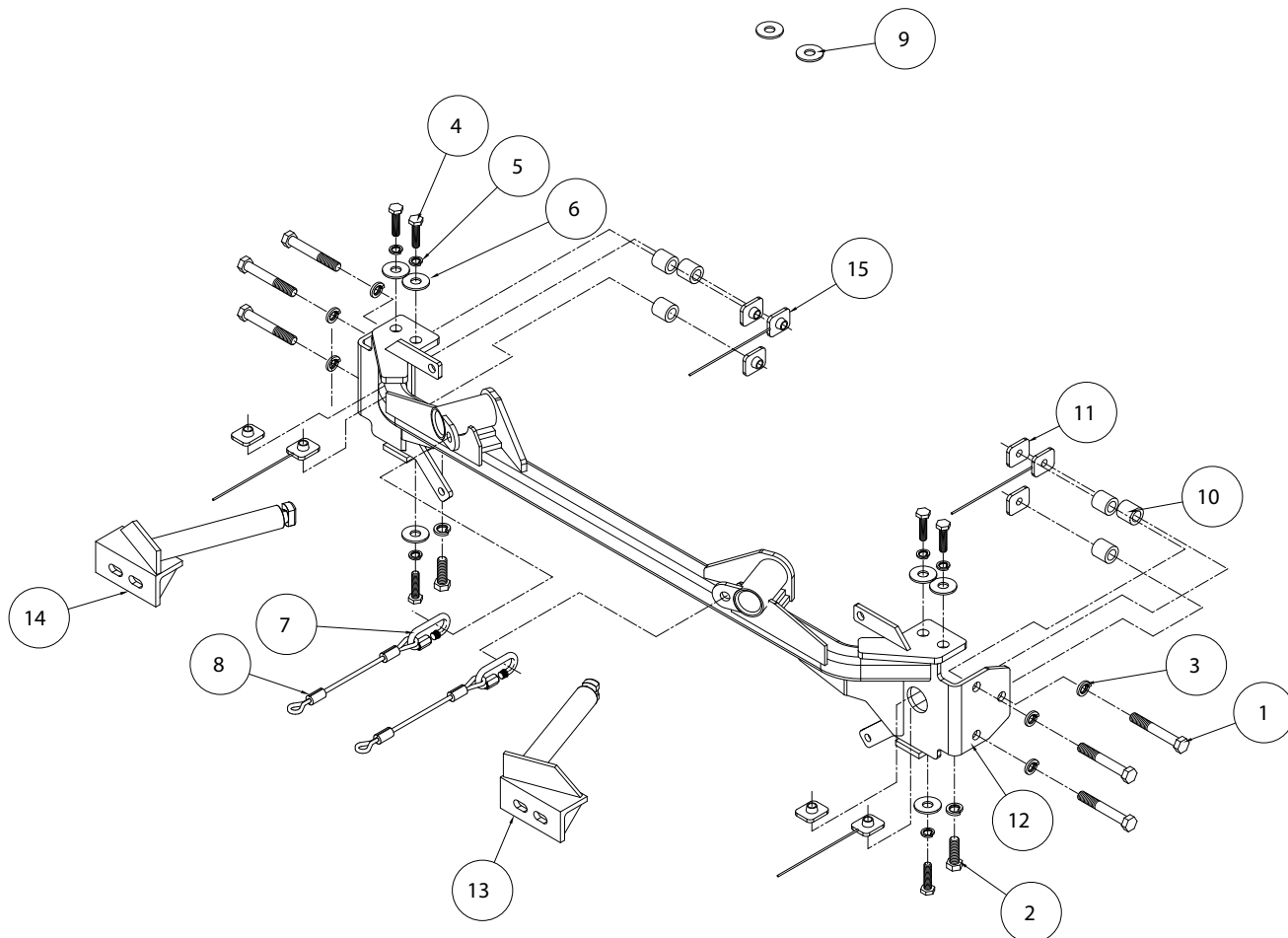


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 524426-1**

 06/03/14  
KS

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



ITEM	QTY	NAME	MATERIAL
1.....	6.....	1/2" x 2 1/2" BOLT .....	350099-00
2.....	2.....	1/2" x 1 1/2" BOLT .....	350095-00
3.....	8.....	1/2" LOCK WASHER.....	350309-00
4.....	6.....	10mm x 1.5 x 40mm BOLT .....	356103-00
5.....	6.....	10mm LOCK WASHER .....	355715-00
6.....	6.....	10mm FENDER WASHER.....	355716-00
7.....	2.....	QUICK LINK .....	200008-00
8.....	2.....	SAFETY CABLE 8" .....	650646-08
9.....	2.....	1/2" FLAT WASHER .....	350308-00
10.....	6.....	1" O.D. x 0.188 WALL x 1" PIPE SPACER.....	A-000028
11.....	6.....	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE.....	A-003075
12.....	1.....	MAIN RECEIVER .....	C-002074
13.....	1.....	DRIVER SIDE ARM .....	C-002075
14.....	1.....	PASSENGER SIDE ARM.....	C-002076
15.....	4.....	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE W/ ROD .....	C-002077



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This is one of our EZ2 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.



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.



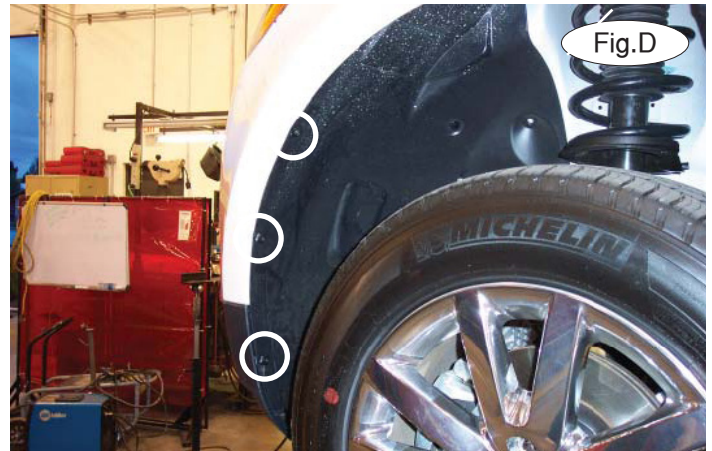


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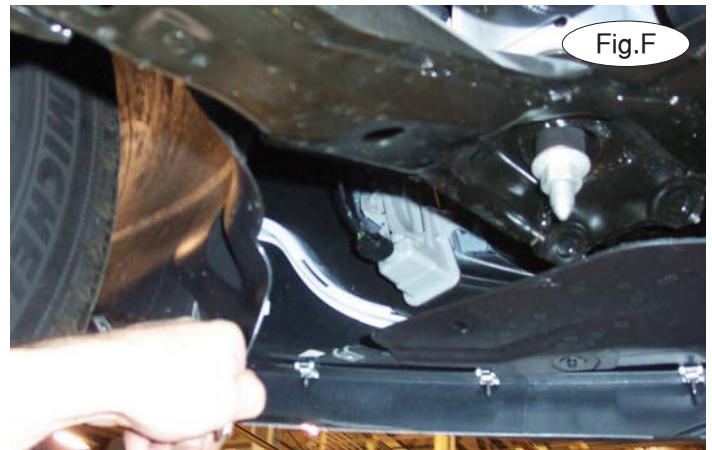
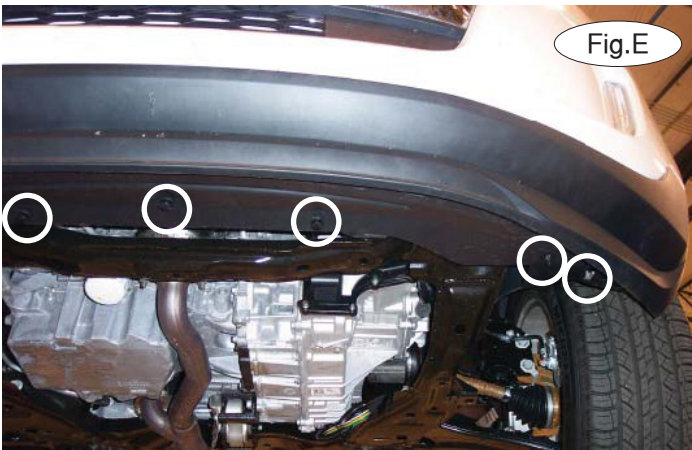
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. On each side, remove three 5.5mm screws attaching the fender liner to the fascia (Fig.D).



3. Remove four 5.5mm screws and three plastic fasteners attaching the bottom of the fascia to the core support and fender liner. *Note:* Figure E shows the driver's side three plastic fasteners and two of the screws.

4. Pull back the fender liner and disconnect the side marker lights, if the vehicle is so equipped (Fig.F)

5. Pull out and forward on the corners of the fascia to remove it (Fig.G).







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Fig.H

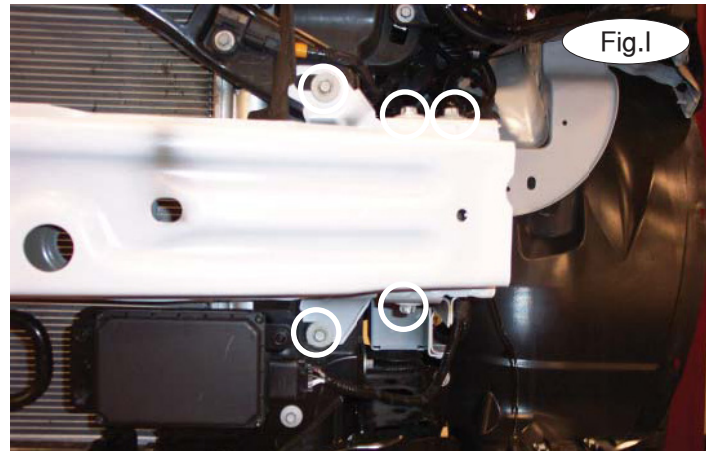


Fig.I

6. Use a jack stand to support the core support (Fig.H). **Caution! Under no circumstances should you attempt to move, adjust or disconnect the ACC unit (indicated in red in Figure H). Doing so may cause cruise control malfunction and/or computer error codes that may require the dealership to repair or reset.**

7. On each side, remove three 13mm (head) bolts and two 10mm (head) bolts attaching the bumper core to the core support (Fig.I – driver's side). The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware for replacement in case the bracket is ever removed. Also, trim the flange on the passenger side using the yellow marker line as a reference (Fig.J).



Fig.J



Fig.K

8. Place the main receiver brace over the ends of the frame rails. On each side, using two of the 10mm (head) bolts you removed in the previous step, bolt through the main receiver brace and into the core support.

9. On each side, using three of the supplied 10mm x 1.5 x 40mm bolts, 10mm lock washers and fender washers, bolt through the main receiver brace and into the bumper core mounting points (Fig.K – driver's side).

10. On the passenger side only, remove the front 10mm washer bottle nut and loosen the rear nut. Place two ½" flat washers over the stud as a shim and replace the water bottle and nut (Fig.L).

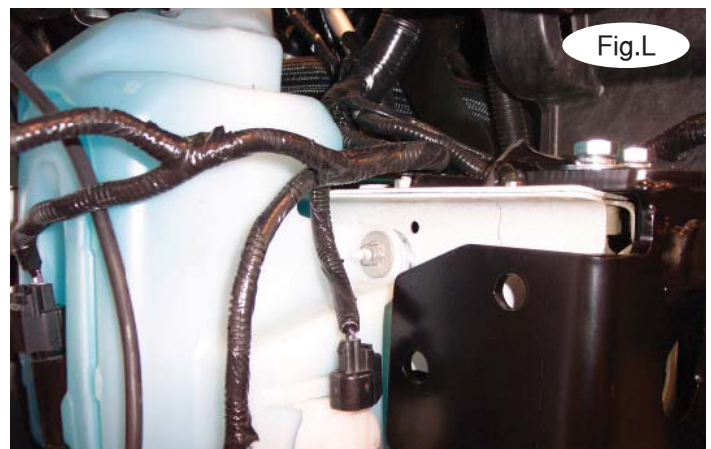


Fig.L



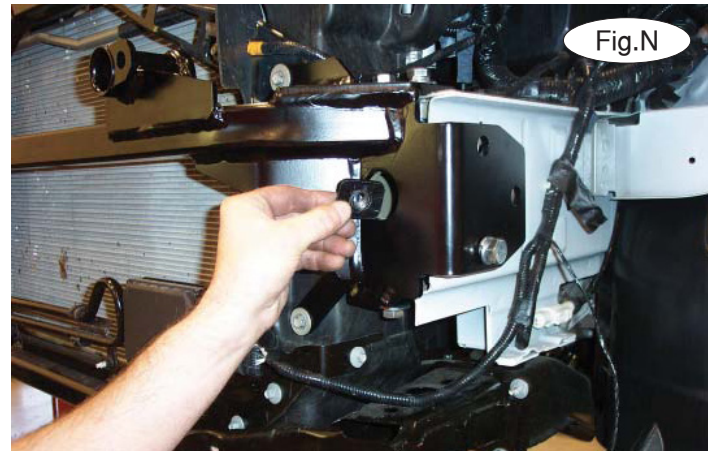


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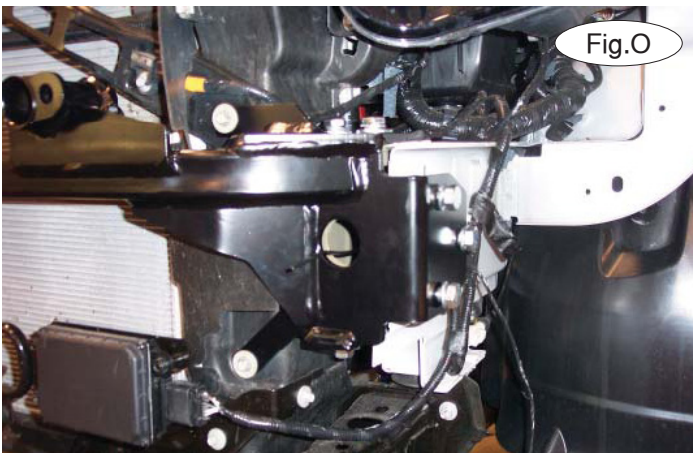
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11. On each side, using the pre-existing side holes in the frame and main receiver brace as a template, enlarge the two frame holes to  $\frac{1}{2}$ " and then drill out the rearmost hole (Fig.M).

12. On each side, place one of the  $1\frac{1}{4}$ " x  $1\frac{1}{2}$ " threaded backing plates without wire into the opening in the end of the frame (Fig.N). Place one of the supplied  $\frac{1}{2}$ " lock washers over a  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolt and a 1" x 1" pipe spacer between the main receiver brace and frame rail. Bolt through the main receiver brace, pipe spacer and into the threaded backing plate without wire. *Note:* due to frame variances, you may need to grind down the pipe spacers to fit.



13. On each side, repeat step 12 for the front and rear holes, but use the supplied  $1\frac{1}{4}$ " x  $1\frac{1}{2}$ " threaded backing plates with wire for the rear holes only (Fig.O).

14. On each side, place one of the supplied  $\frac{1}{2}$ " lock washers over one of the supplied  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolts, and then bolt up through the bottom forwardmost hole in the main receiver brace and into a  $1\frac{1}{4}$ " x  $1\frac{1}{2}$ " threaded backing plate with wire. Repeat this process for the rearmost hole as well (Fig.P).

15. Use a pair of pliers to break the wire off the backing plates (Fig.Q).



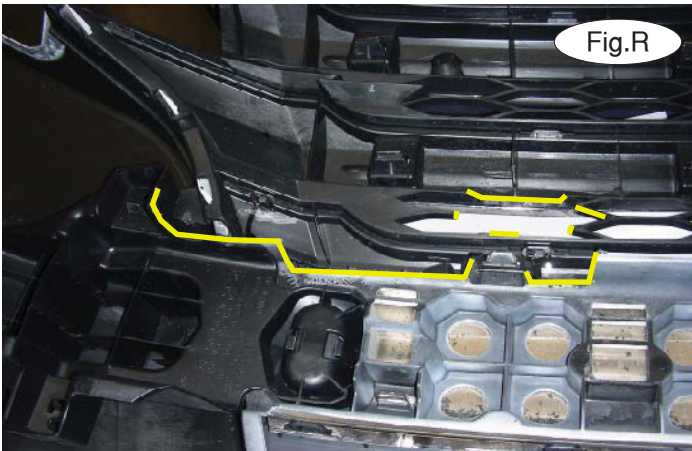


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16. Trim the back of the fascia on both side, using the yellow lines in Figure R as a reference for trimming.
17. Reinstall the fascia, reversing steps 1 through 5.
18. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
19. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.S).
20. Attach the ends of the safety cables to the tow vehicle's safety cables.
21. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

## 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.  
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