

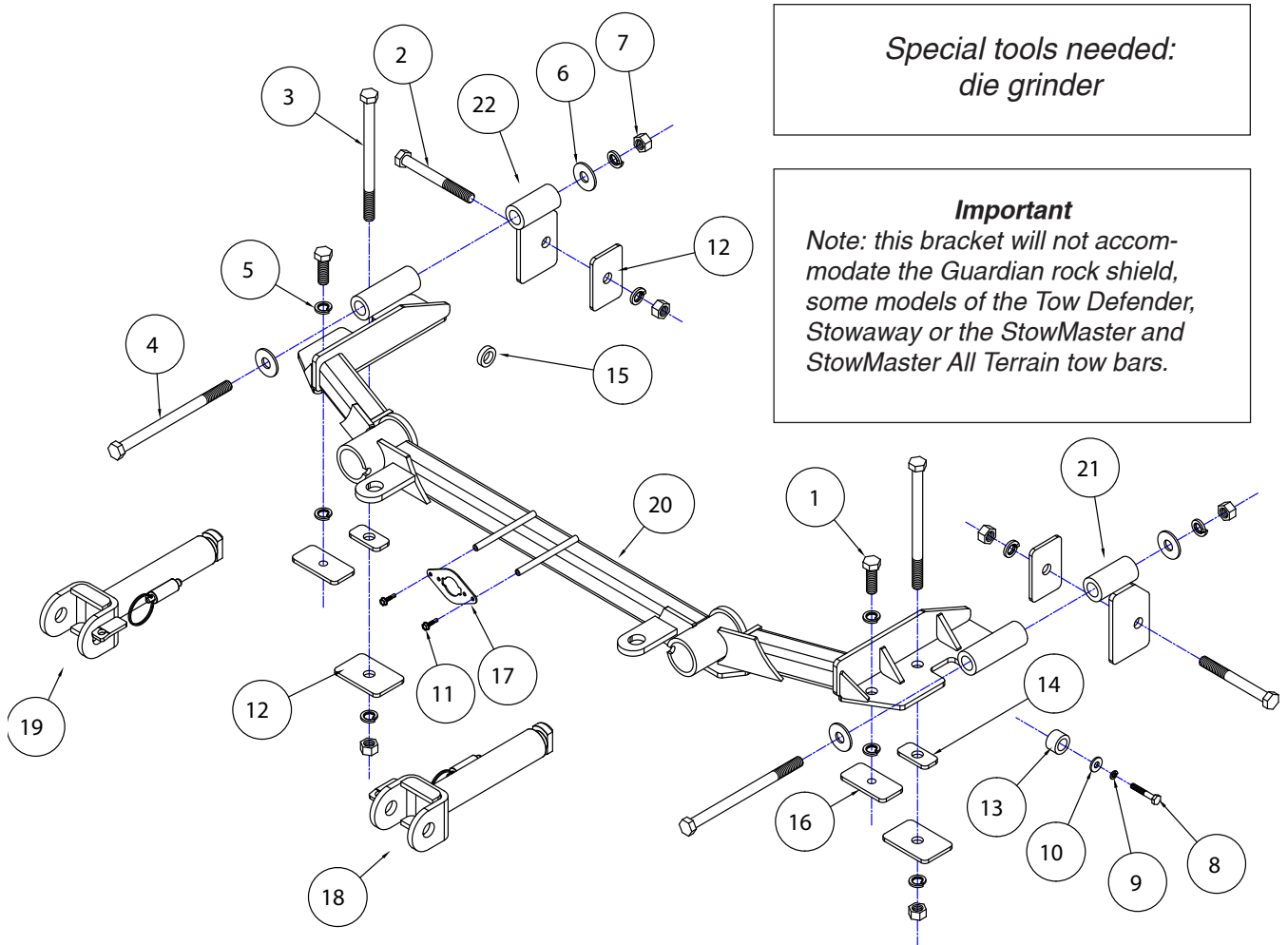


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524441-5

07/12/18
KS

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



*Special tools needed:
die grinder*

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	2	1/2" x 1 1/2" BOLTS	350095-00
2	2	1/2" x 4 1/2" BOLTS	350106-00
3	2	1/2" x 7" BOLT	350111-00
4	2	1/2" x 7 1/2" BOLT	350112-00
5	10	1/2" LOCK WASHER	350309-00
6	4	1/2" FLAT WASHER	350308-00
7	6	1/2" HEX NUT	350258-00
8	1	6mm x 1.0 x 40mm BOLT	355751-00
9	1	6mm LOCK WASHER	355761-00
10	1	1/4" WASHER	350300-00
11	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
12	4	2" x 3" BACKING PLATE	A-000147
13	1	1" O.D. x 5/8" TUBE SPACER	A-000156
14	2	1" x 2" BACKING PLATE	A-000842
15	1	1" O.D. x 1/4" TUBE SPACER	A-001022
16	2	1 1/2" x 3" THREADED BACKING PLATE	A-003079
17	1	WIRE PLUG PLATE	A-003801
18	1	DRIVER SIDE ARM	C-002383
19	1	PASSENGER SIDE ARM	C-002384
20	1	MAIN RECEIVER	C-002754
21	1	DRIVER SIDE BRACE	C-002755
22	1	PASSENGER SIDE BRACE	C-002756



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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 rear braces, two removable front braces and a hardware pack.

The main receiver brace mounts to the bumper core and rear braces. 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.

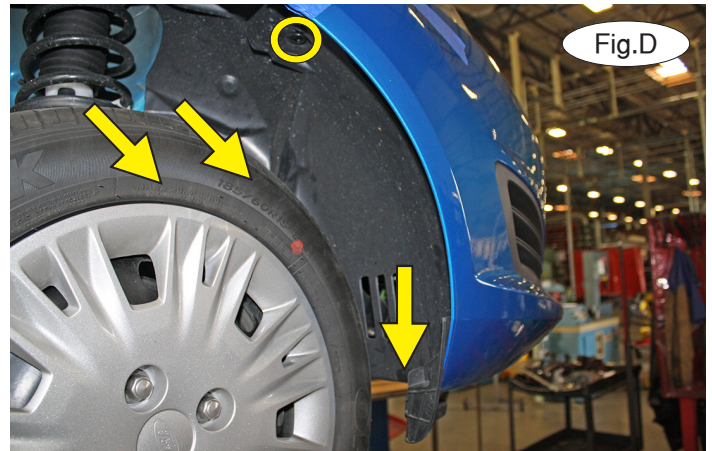


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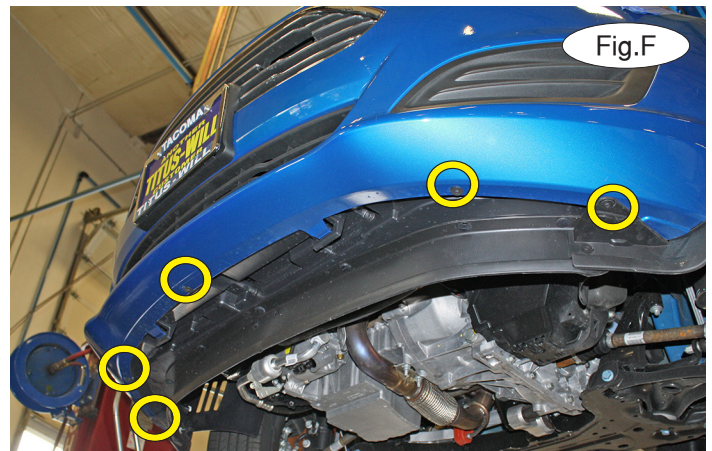
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

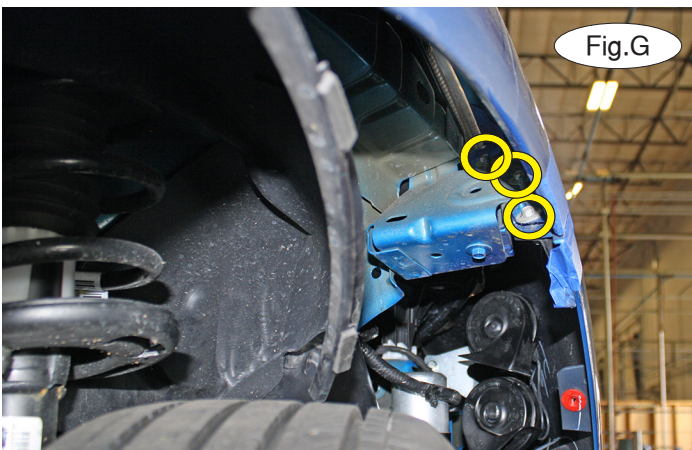
2. On each side, remove four plastic fasteners (Fig.D – yellow arrows denote approximate locations) and two T25 Torx bolts attaching the fascia to the fender liner (Fig.E). *Note:* due to manufacturing variances, there may be an additional 7mm (head) screw toward the bottom of the fender liner, attaching it to the fascia.



3. Remove five 7mm (head) screws attaching the fascia to the splash shield (Fig.F).

4. Pull back the fender liner and remove three 8mm (head) bolts attaching the fender to the fascia (Fig.G).

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



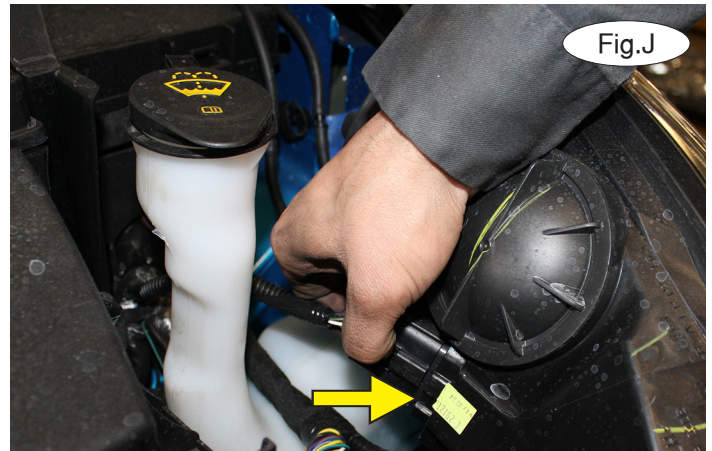


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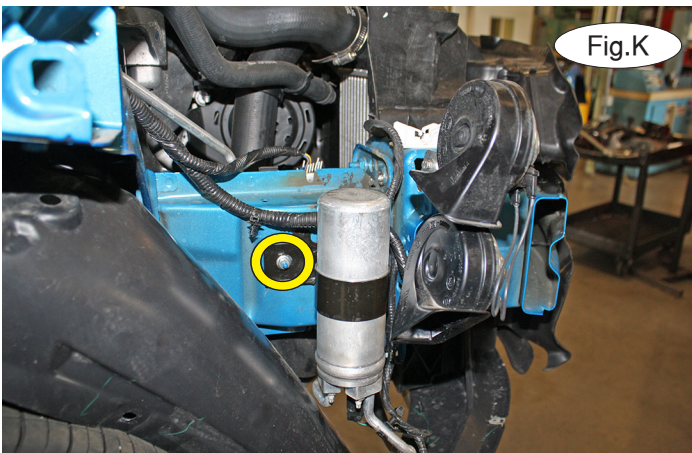
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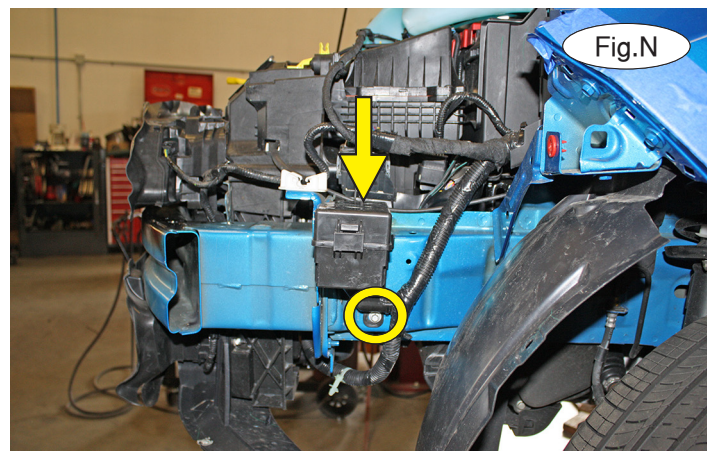
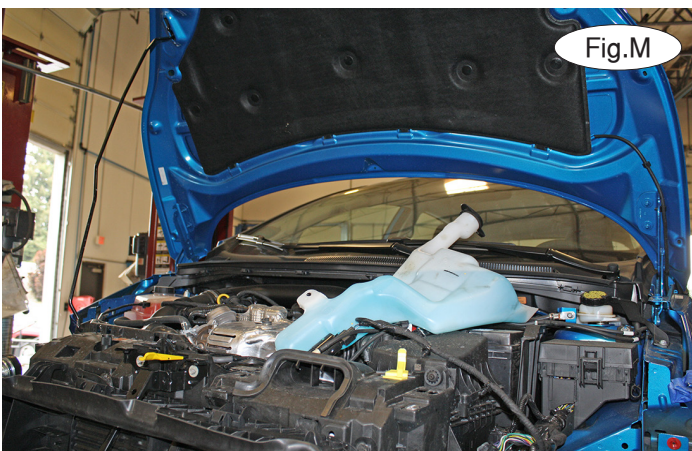


6. On each side, remove two T30 screws attaching the headlight to the frame (Fig.I). Then, unplug the wiring harness (Fig.J) and carefully lift the headlight out and set it aside.

7. On the passenger side only, remove one 10mm nut attaching the component bracket to the side of the frame (Fig.K).



8. On the driver's side, remove two 10mm (head) screws attaching the washer bottle to the frame (Fig.L). Lift the washer bottle and carefully maneuver it around the wiring harnesses and set it on top of the engine compartment for now (Fig.M). Now, remove two 8mm (head) bolts attaching the fuse box to the side of the frame (Fig.N). *Note:* the arrow denotes the approximate location of the top bolt. *Note:* fuse box may not be present on all models.



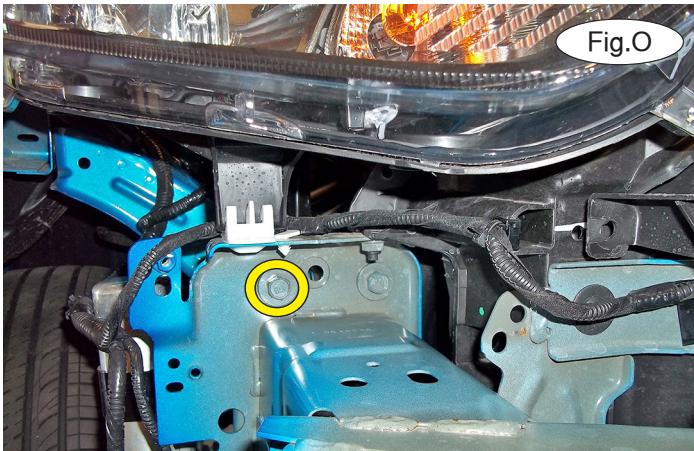


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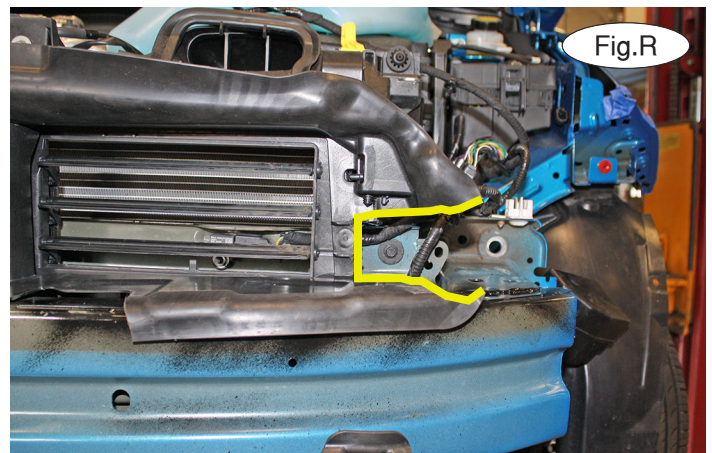
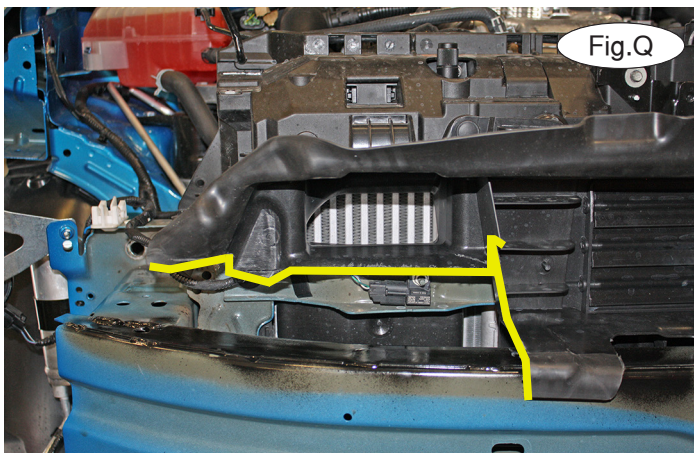
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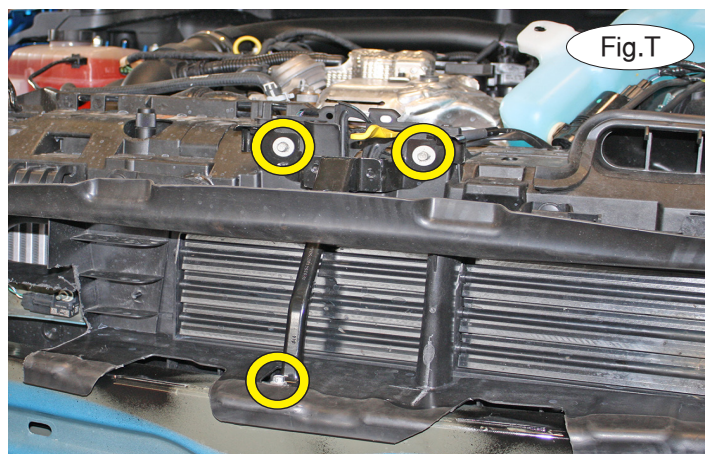
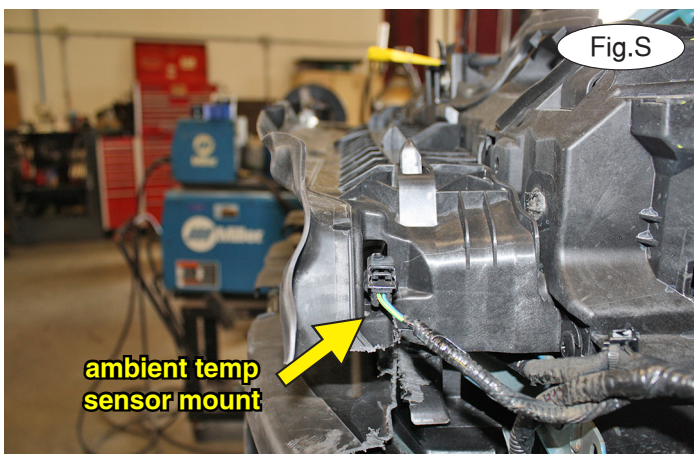


9. On each side, remove the upper- and outermost 13mm (head) bolt attaching the bumper core to the frame rail (Fig.O). Now, using a 9/16" drill, drill out the remaining weld nut (Fig.P).



10. Using the yellow lines as a reference for trimming, trim the air dam to allow clearance for the main receiver brace (Fig.Q – passenger side) (Fig.R – driver's side). *Note:* trimming on cowling without louvers may be slightly different. *Note:* make certain that you leave the mount for the ambient temperature sensor intact (Fig.S).

11. Remove three 8mm (head) screws attaching the bracket to the bumper core (Fig.T). Once the bracket is removed, immediately replace the top two screws.



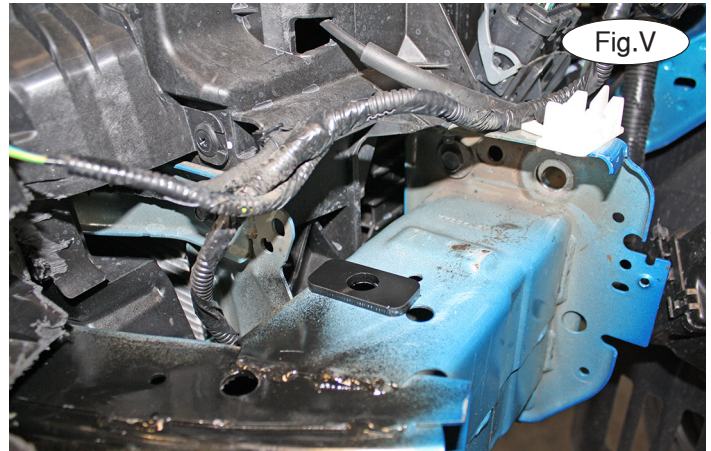


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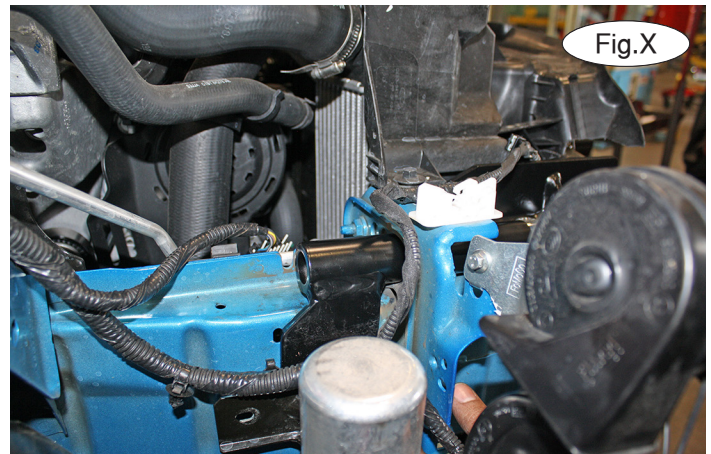
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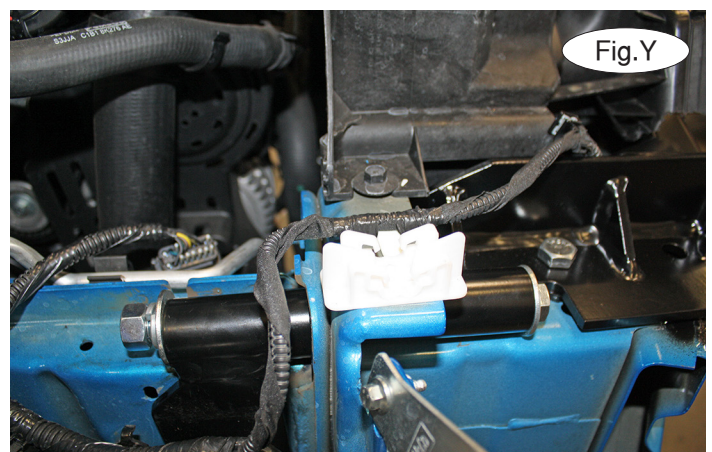


12. On each side, use a die grinder to slightly enlarge the innermost hole on the bumper core as shown in Figure U.

13. On each side, place one of the 3/16" x 1" x 2" backing plates over the hole you enlarged in the previous step (Fig.V). Place the main receiver brace on the bumper core, over the backing plates. Then, using one of the supplied 1/2" x 7" bolts, bolt down through the backing plate and the bumper core. Finish with a 3/16" x 2" x 3" backing plate, and a 1/2" lock washer and nut (Fig.W). **Note: ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.**



14. On each side, align the pipe spacer on the rear brace with the hole with the hole created when the weld nut was drilled out in step 9, and the pipe spacer welded to the main receiver brace (Fig.X). Now, place one of the supplied 1/2" flat washers over one of the 1/2" x 7 1/2" bolts and then bolt through the main receiver pipe spacer, the drilled hole, the rear brace pipe spacer and finish with a 1/2" flat washer, lock washer and nut (Fig.Y).



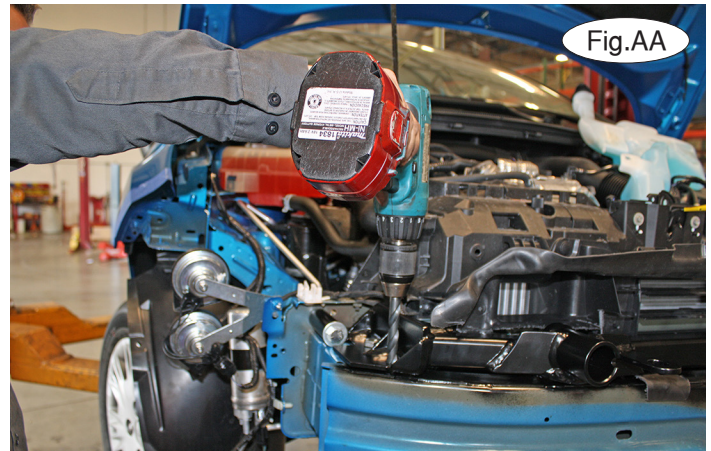
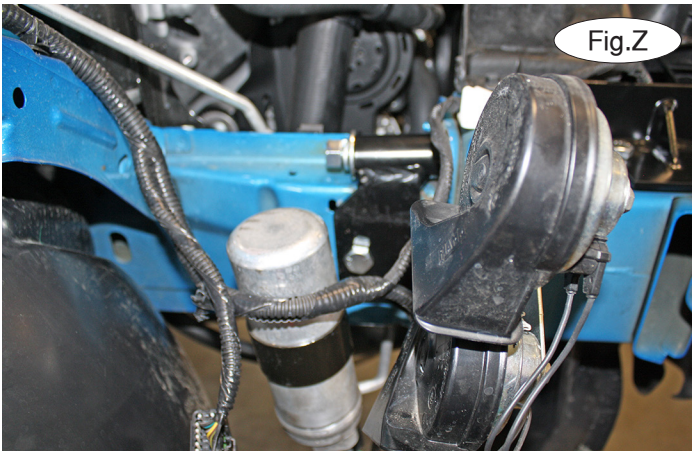


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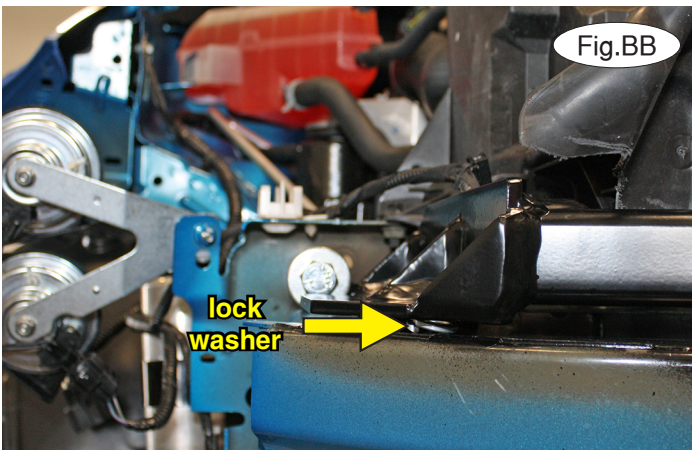
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15. On each side, bolt through the side mount of the rear brake using the supplied $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt and finish with a $\frac{3}{16}$ " x 2" x 3" backing plate, and a $\frac{1}{2}$ " lock washer and nut (Fig.Z).

16. On each side, using the forwardmost hole on the main receiver brace as a template for drilling, drill through the bumper core (Fig.AA).



17. On each side, place a $\frac{1}{2}$ " lock washer between the main receiver brace and the bumper core, over the hole you drilled in the previous step (Fig.BB). Bolt down through the main receiver brace, lock washer and bumper core using one of the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts and finish with a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 3" threaded backing plate (Fig.CC).

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.**

19. Trim the mounting tab off the fuse box you removed from the driver's side in step 8 (Fig.DD). **Note: leave the lower mount intact, as it will be used to remount the fuse box in the next step.** **Note: if fuse box was not present, proceed to step 21.**



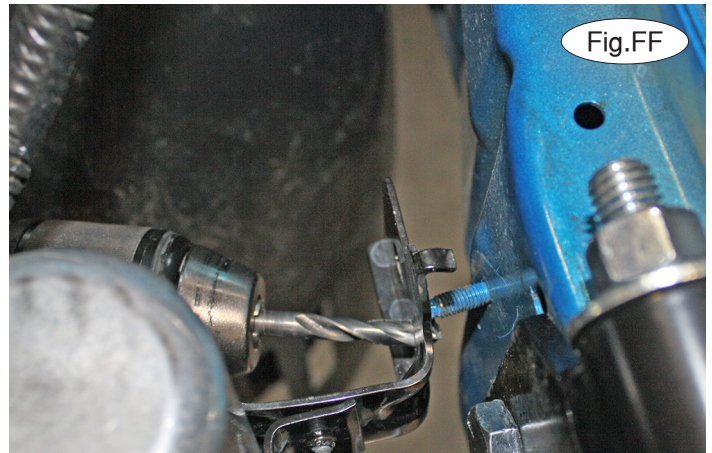
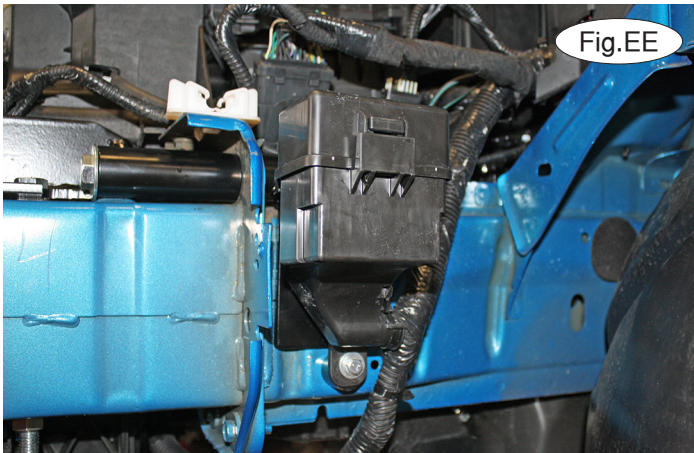


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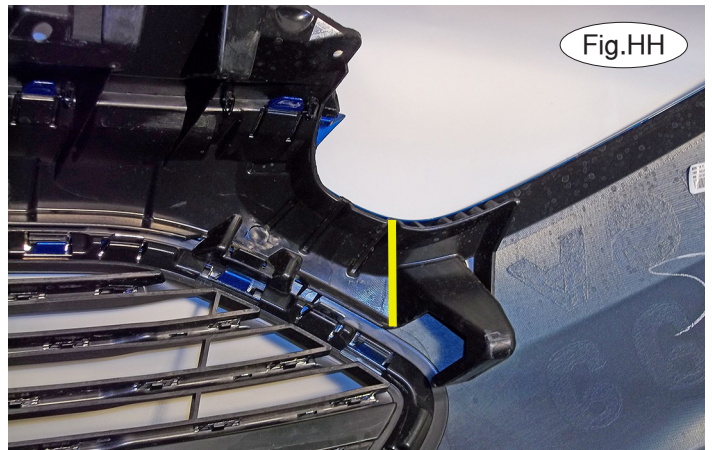
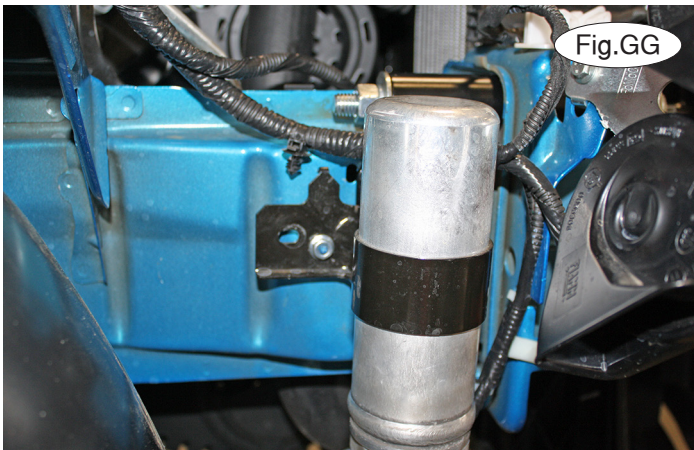
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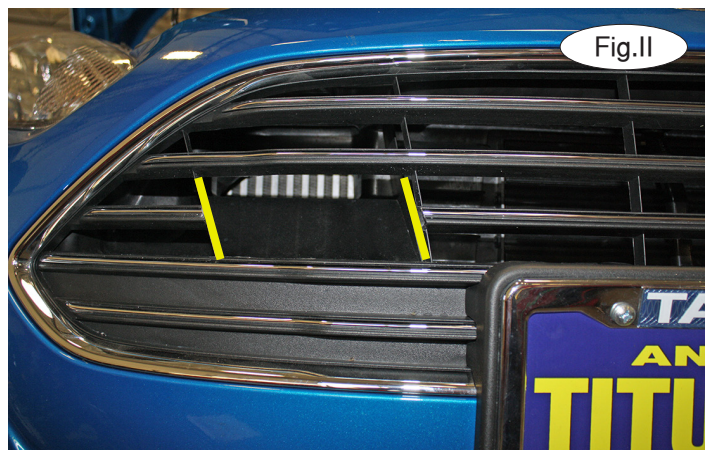


20. On the driver's side, remount the fuse box using the supplied 5/8" x 1" O.D. x .188 wall pipe spacer and the 6mm x 1 x 40mm bolt, and the 6mm lock washer (Fig.EE).

21. On the passenger side, use a 1/4" drill to drill a hole approximately 3/8" to the right of the existing hole in the component bracket (Fig.FF). Remount the component bracket by placing the supplied 1/4" x 1" O.D. x .188 wall pipe spacer over the existing stud and then securing the component bracket using the 10mm nut you removed in step 7 (Fig.GG).



22. On the back of the fascia, trim off the plastic piece as shown in Figure HH. Now, trim the front of the fascia. If your grille looks like the one in Figure II, use the yellow lines as a guide for trimming. *Note:* if your grille has a honeycomb pattern, proceed to the next step.



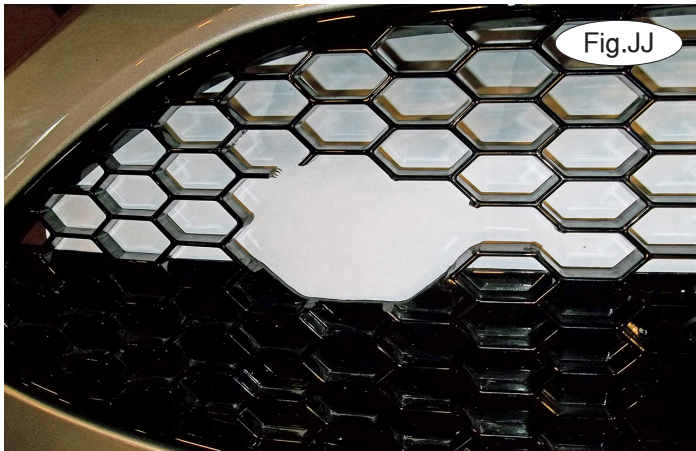


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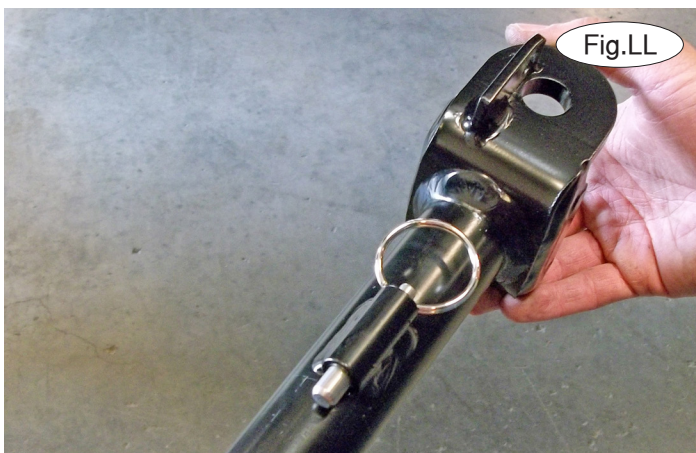
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23. If your grille looks like the one shown in Figure JJ, hold the fascia over the bracket and mark it for trimming over the two receivers. Then, trim as shown in Figure JJ. Additional trimming may be required for the plug rods to fit through the grille. Now, trim the back of the fascia as shown in Figure KK.

24. Reinstall the fascia, headlights and washer bottle by reversing steps 1 through 8.



25. **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.LL and Fig.MM).

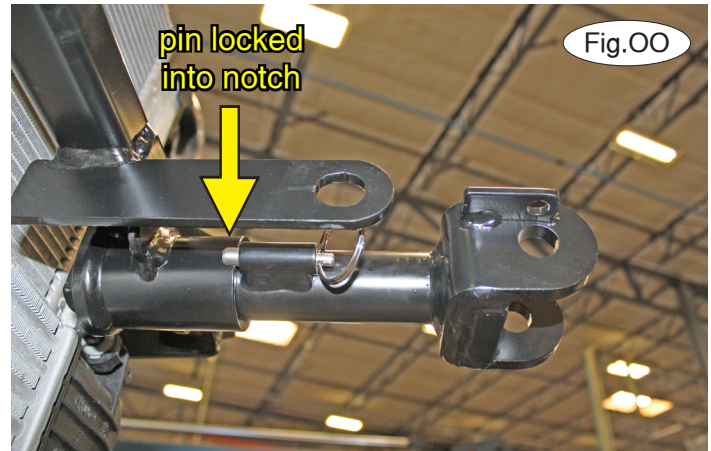
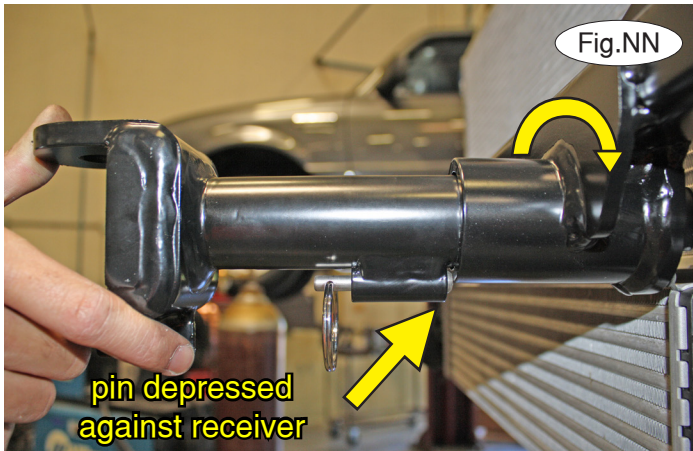


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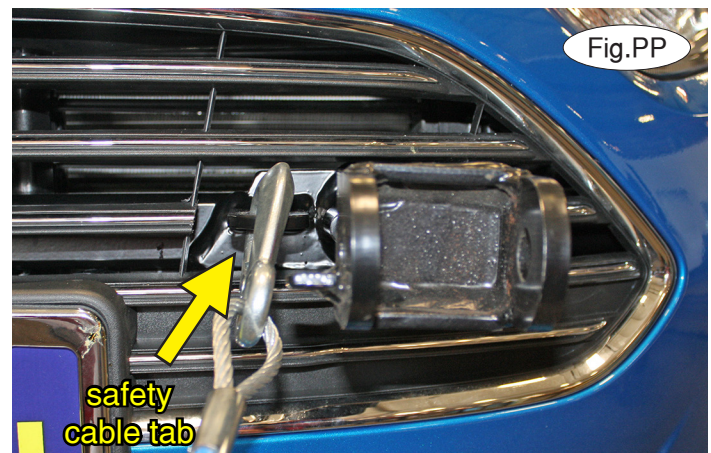
26. On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.NN). Now, twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the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

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.

27. 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 in Figure PP. 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.





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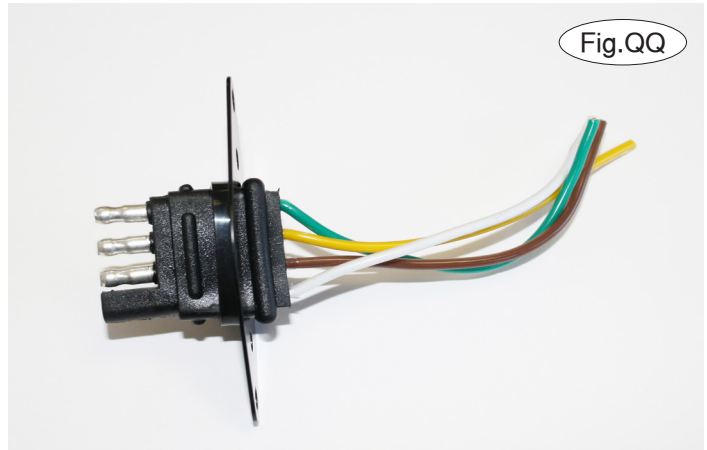
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Three options for attaching the wiring plug to the main receiver brace

For six-wire plugs: use the two supplied 3/4" 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 3/4" 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.QQ). Use the two supplied 3/4" 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.

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.