

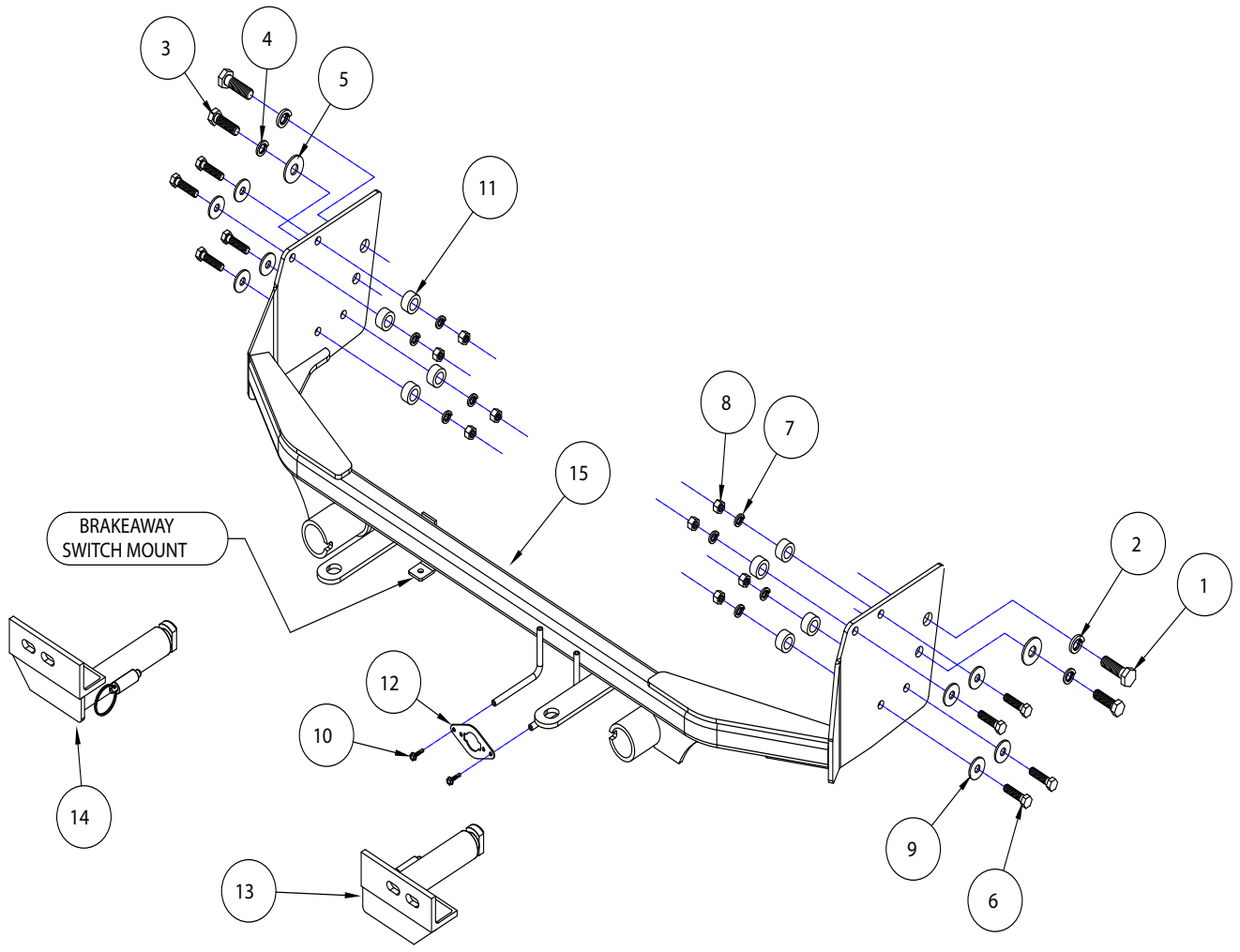


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523188-4

03/26/18
KS

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ITEM	QTY	NAME	PART #
1.....	2.....	14mm x 2.0 x 45mm BOLT.....	355899-00
2.....	2.....	14mm LOCK WASHER.....	355740-00
3.....	2.....	12mm x 1.75 x 40mm.....	357203-00
4.....	2.....	12mm LOCK WASHER.....	355752-00
5.....	2.....	1/2" FLAT WASHER.....	350308-00
6.....	8.....	3/8" x 1 1/2" BOLT.....	350057-00
7.....	8.....	3/8" LOCK WASHER.....	350305-00
8.....	8.....	3/8" NUT.....	350254-00
9.....	8.....	3/8" FLAT WASHER.....	350304-00
10.....	2.....	#10 x 3/4" SELF DRILLING SCREW.....	350247-35
11.....	8.....	1" O.D. x 0.188 WALL x 1/2" TUBE SPACER.....	A-000061
12.....	1.....	WIRE PLUG PLATE.....	A-003801
13.....	1.....	DRIVER SIDE ARM.....	C-002813
14.....	1.....	PASSENGER SIDE ARM.....	C-002814
15.....	1.....	MAIN RECEIVER BRACE.....	C-003088



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This is one of our EZ4 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 removable front braces, and a hardware pack and mounts to the framing.

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.

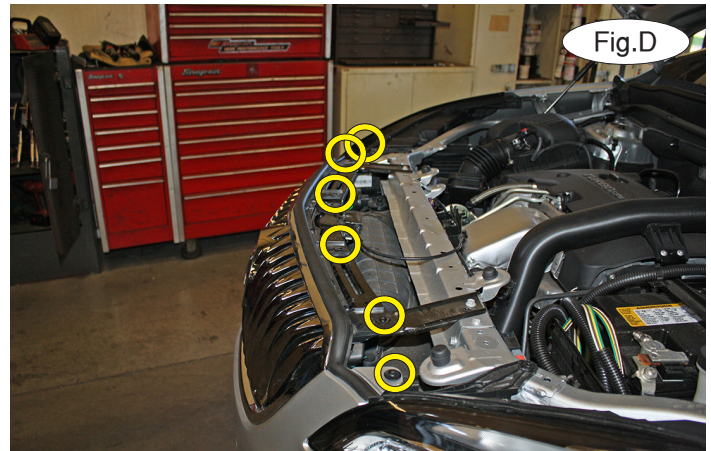
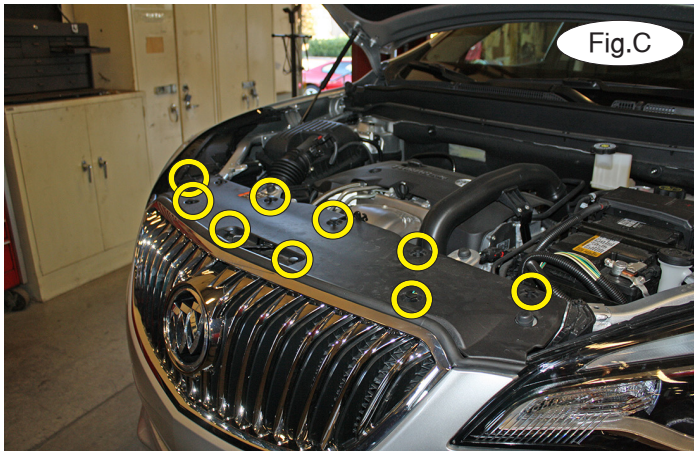


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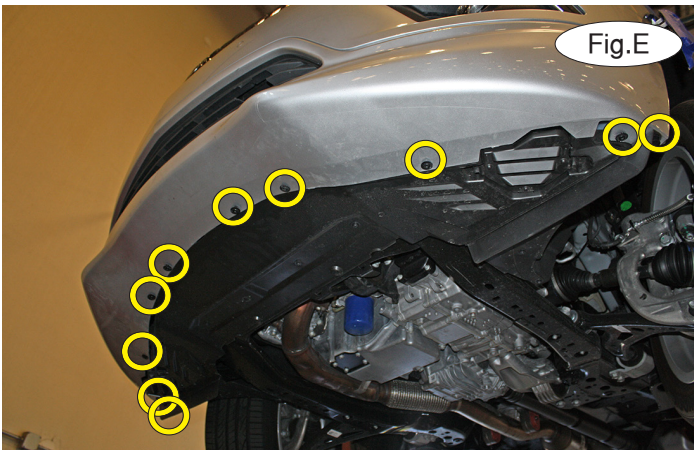
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing 9 plastic fasteners attaching the radiator cover and fascia to the core support (Fig.C).

2. Remove six T15 Torx screws attaching the top of the fascia to the core support (Fig.D).



3. Remove two plastic fasteners and eight T15 Torx screws attaching the bottom of the fascia to the splash shield (Fig.E). *Note:* due to manufacturing variances, the T15s may actually be 7mm screws.

4. On each side, remove four T15 Torx screws attaching the fender liner to the fascia (Fig.F).

5. On each side, pry out on the fender trim where the fender and fascia meet. *Note:* it may be helpful to release the plastic fasteners from behind the fender liner. Then, pull up to release the tab securing the bottom trim to the fascia (Fig.G – driver's side).



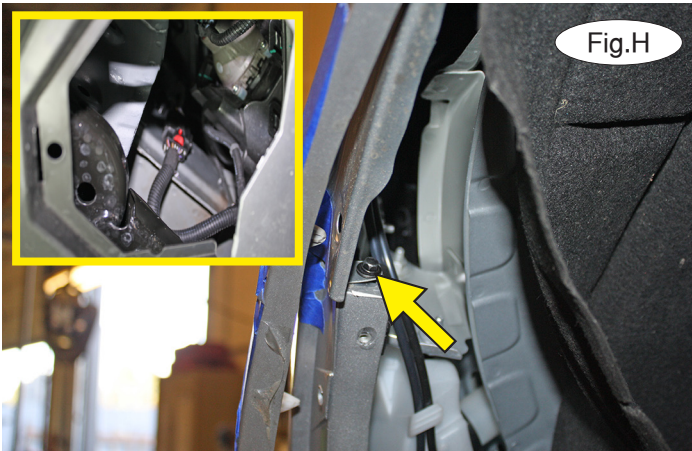


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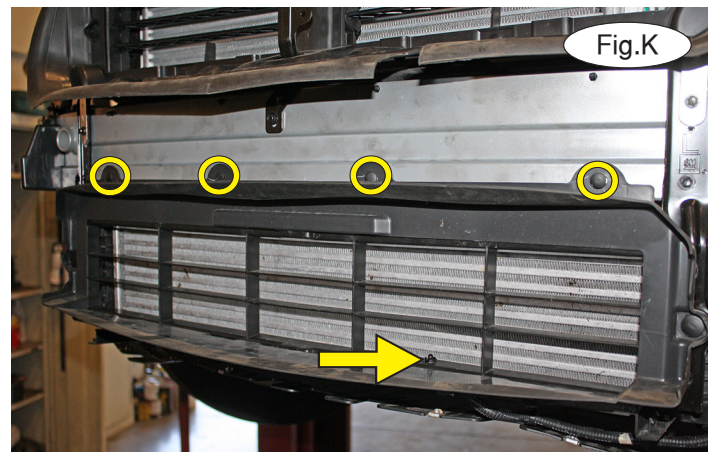
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6. On each side, pull back the fender liner and remove one 7mm (head) screw attaching the corner of the fascia to the fender (Fig.H). Then, remove the access door in the bottom of the fascia and unplug the main electrical connector on the passenger side only (Fig.H – inset).

7. On each side, lift up on the top of the fascia to release the alignment clips (Fig.I) and pull out on the locking strip to release the fascia (Fig.J).



8. Remove four plastic fasteners attaching the secondary grille to the bumper core (Fig.K – circles) and disconnect the ambient temperature sensor and its wiring loom from the secondary grille (Fig.K – arrow).

9. Pull the rubber loops of the lower air dam off the retaining pins of the secondary grille (Fig.L).

10. On each side, use a sawzall or cut-off wheel to trim the secondary grille bracket, fully removing the secondary grille (Fig.M).



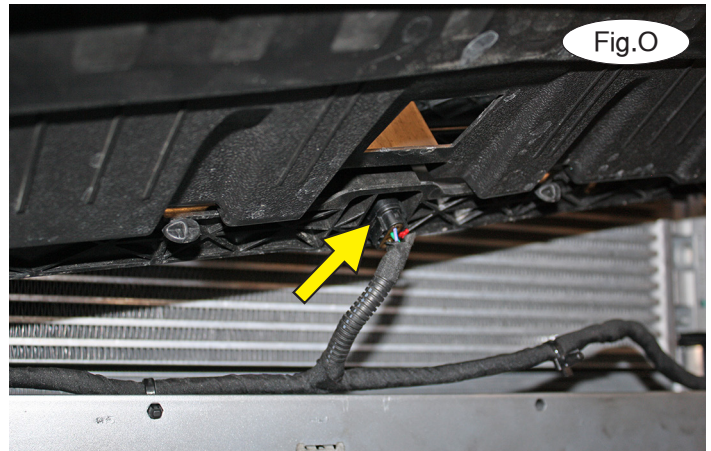
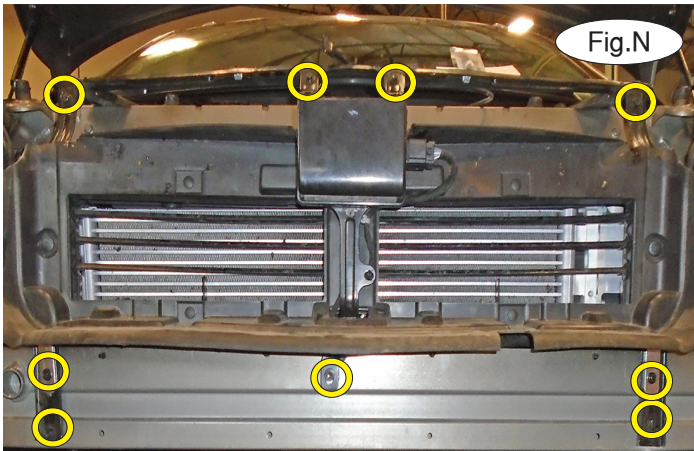


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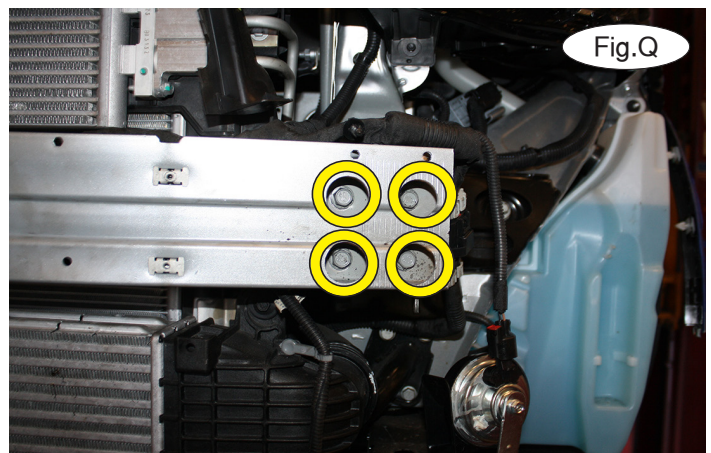
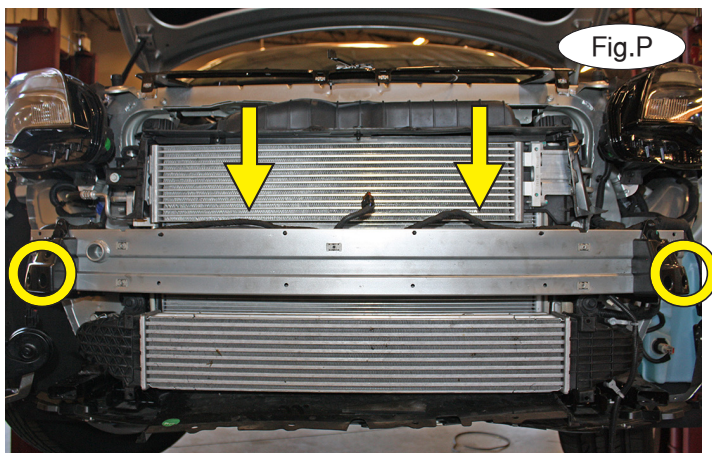
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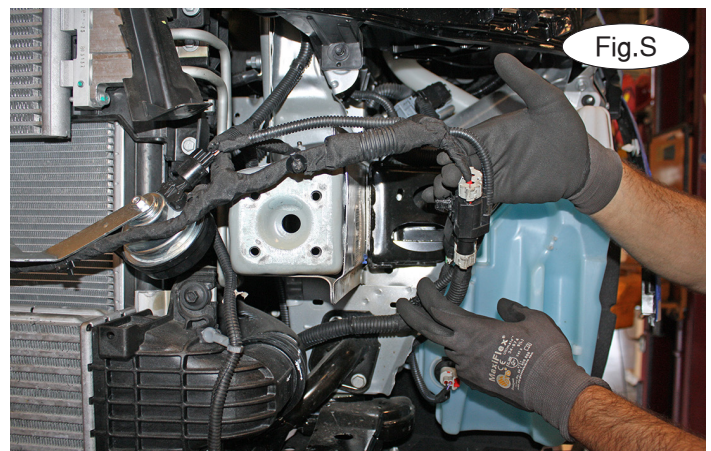
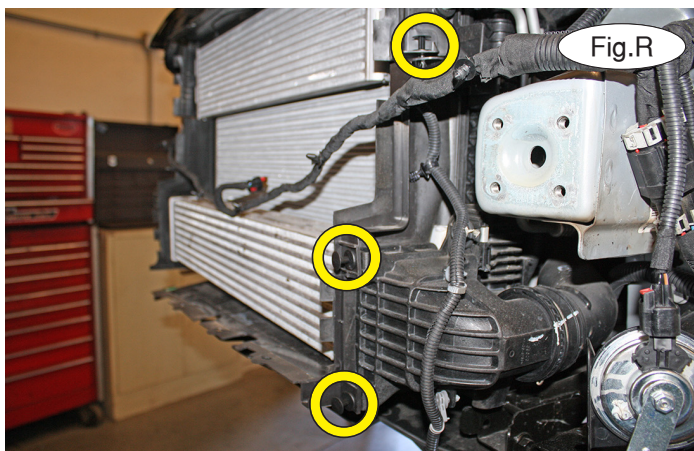
11. Remove four 7mm (head) screws on the top and five 7mm (head) screws on the bottom of the louver housing to the frame (Fig.N). *Note:* the horn mounts are denoted with arrows. Then, disconnect the louver motor (Fig.O) and remove the louver housing. *Note:* the connector is on the bottom center of the housing.

12. Disconnect the wiring loom from the bumper core (Fig.P – arrows), and on each side, remove one plastic fastener attaching the plastic end piece to the bumper core (Fig.P – circles).



13. On each side, remove four 13mm (head) bolts attaching the bumper core to the frame rail (Fig.Q).

14. On each side, remove three plastic fasteners attaching the air dam to the upper air dam and intercooler (Fig.R).



15. On each side, release all electrical connector wiring looms from the side of the frame and ensure that there is sufficient clearance for the main receiver brace (Fig.S).

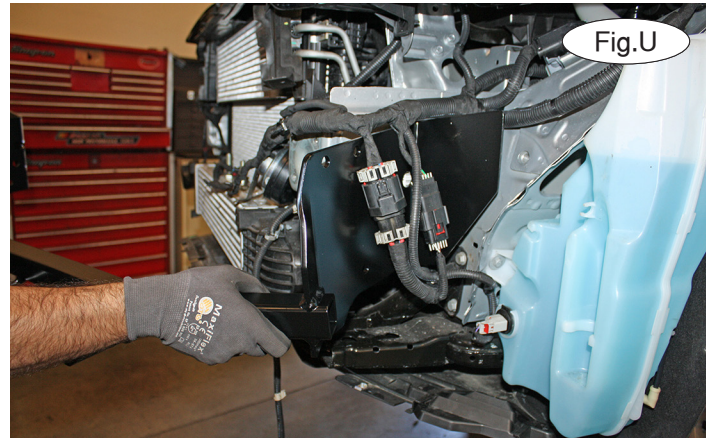


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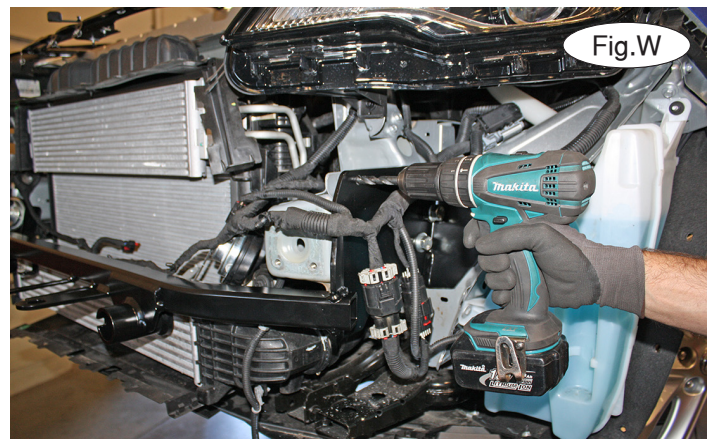
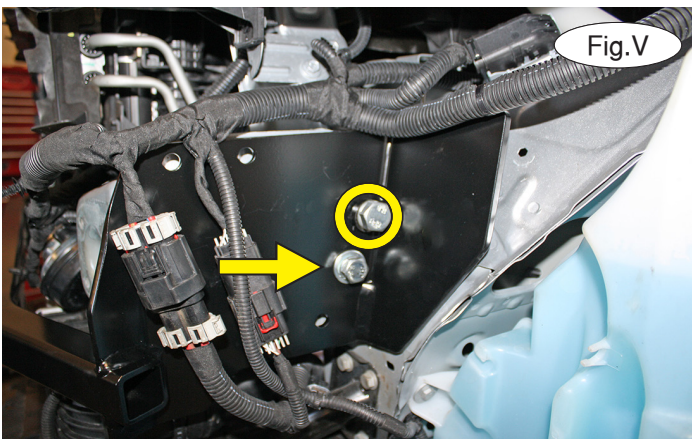
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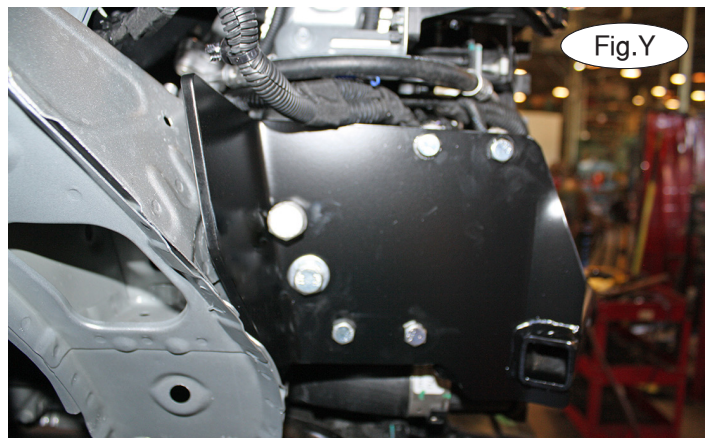


16. On each side, use an 11mm and 16mm socket to remove three bolts attaching the outside bracket to the corner of the frame (Fig.T). *Note:* the outside brackets will not be replaced. Retain the outside brackets and their attachment hardware for replacement in case the main receiver brace is removed.



17. Starting with the driver's side, slide the main receiver brace around the outside of the frame, maneuvering it around the wiring looms and aligning with the existing mounting holes in the side of the frame from the previous step (Fig.U). Then, bolt through the lower mount using the supplied 12mm x 1.75 x 40mm bolt, 12mm lock washer and 1/2" flat washer (Fig.V – arrow). On the upper mount, use a 14mm x 2.0 x 40mm bolt and a 14mm lock washer (Fig.V – circle). *Note:* due to manufacturing variances, the main receiver brace may look slightly different than the one pictured.

18. Ensure that the main receiver brace is level and then, on each side, use the existing holes as templates to drill four 3/8" holes through center of the pinch weld (Fig.W). Then, on each side, bolt through the holes using the four supplied 3/8" x 1 1/2" bolts, 3/8" flat washers, main receiver brace, 1/2" x 1" x .188 wall pipe spacers and the pinch weld (Fig.X). Then, finish with 3/8" lock washers and 3/8" nuts (Fig.Y).



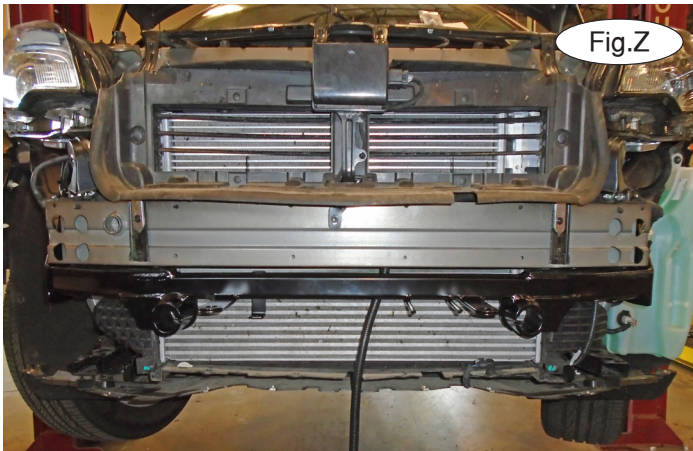


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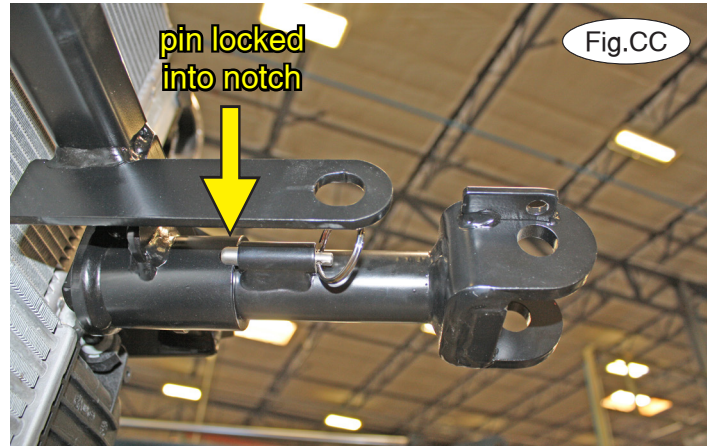
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19. Reinstall the louvers, horns and bumper core by reversing steps 11 through 13. Figure Z shows the completed installation.

20. Reinstall the fascia, reversing steps 1 through 8. Then, reinstall the ambient temperature sensor in one of the rubber loops referenced in step 9.



21. Torque all bolts to the bolt torque specifications found at the end of these instructions. *Note: use Loctite® Red on all nuts and bolts.*

22. Trim the fascia as shown in Figure AA to allow clearance for the main receiver brace.

23. **Note: the following two images are for illustration purposes only, as your specific application may be slightly different.**

24. 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.BB). 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.CC).

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.

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



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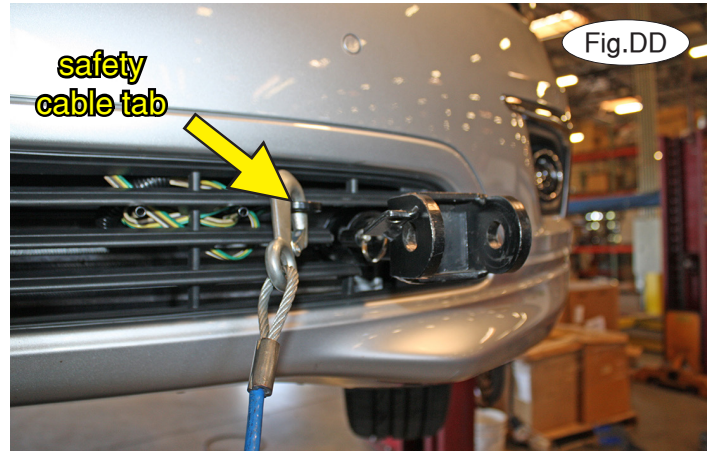
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IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs shown in Figure DD. 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 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.

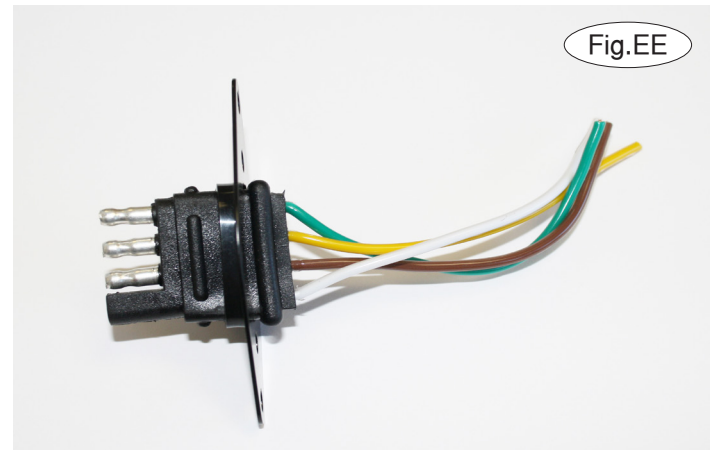


Three options for attaching the wiring plug to the main receiver brace

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.EE). 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
3/8.....	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.