



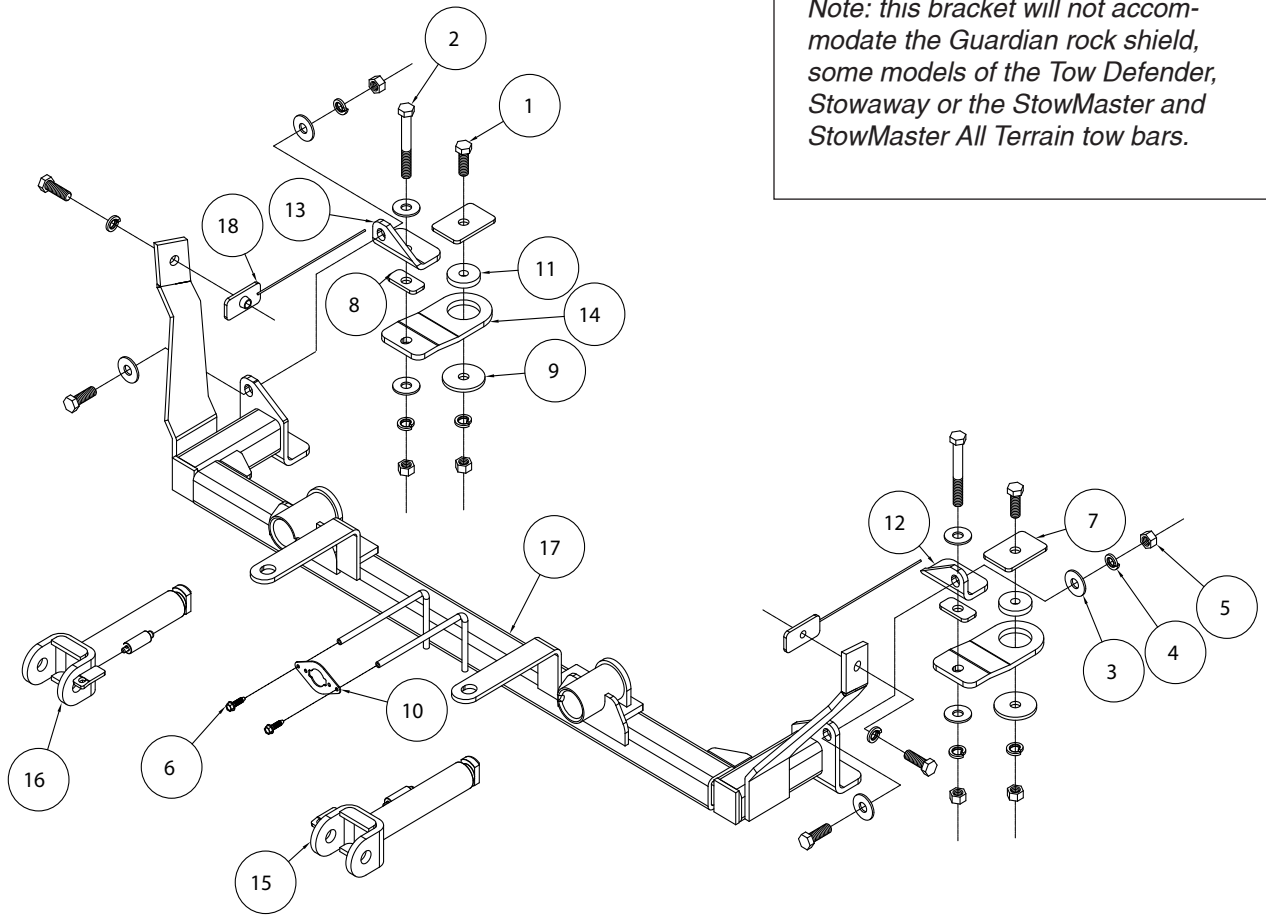
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524439-5

06/03/14
KS

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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	PART #
1	6	1/2" x 1 1/2" BOLT	350095-00
2	2	1/2" x 4" BOLT	350105-00
3	8	1/2" FLAT WASHER	350308-20
4	8	1/2" LOCK WASHER	350309-00
5	6	1/2" HEX NUT	350258-00
6	2	#10 x 3/4" SELF TAPPING SCREW	350247-35
7	2	3/16" x 2" x 3" BACKING PLATE	A-000147
8	2	3/16" x 1" x 2" BACKING PLATE	A-000842
9	2	1/2" WASHER	A-003086
10	1	WIRE PLUG PLATE	A-003801
11	2	SPACER	A-004428
12	1	DRIVER SIDE UPPER MOUNTING PLATE	B-002375
13	1	PASSENGER SIDE UPPER MOUNTING PLATE	B-002376
14	2	REAR BRACE	B-002377
15	1	DRIVER SIDE ARM	C-002383
16	1	PASSENGER SIDE ARM	C-002384
17	1	MAIN RECEIVER	C-002647
18	2	1/4" x 2 1/2" BACKING PLATE W/8" ROD	C-002589



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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 upper rear support braces, two lower rear support plates, two removable front braces, and a hardware pack.

The main receiver brace mounts to the sub-frame and support 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.

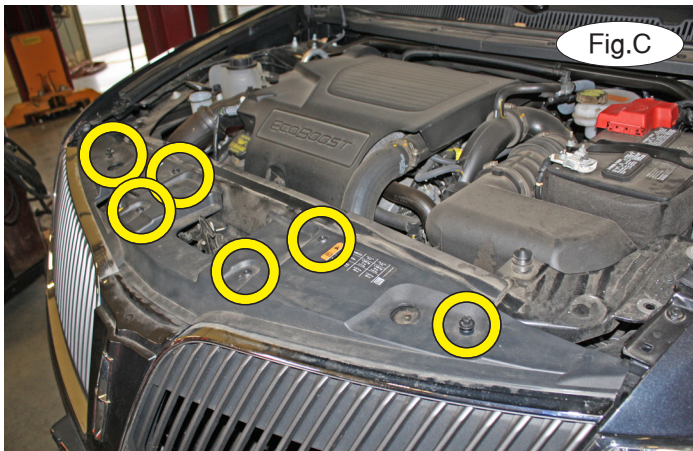


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. On each side, remove four 5mm (head) screws attaching the fender liner to the fascia (Fig.D – passenger side).



3. Remove three plastic fasteners attaching the bottom of the fascia to the bottom of the radiator support (Fig.E).

4. Pull out and forward on the corners of the fascia to remove it (Fig.F). *Note:* unplug the fog lights and the proximity sensors, if the vehicle is so equipped.



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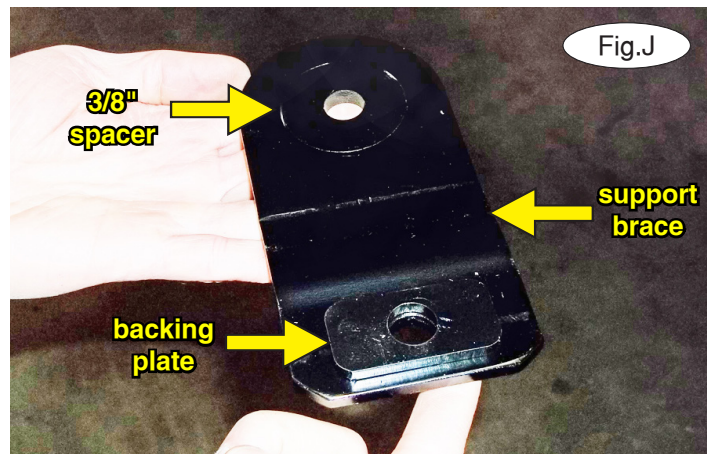
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5. On each side, place the upper rear mounting plate on top of the subframe and using a $\frac{1}{2}$ " x 4" bolt and one $\frac{1}{2}$ " flat washer, bolt down through the plate and through the subframe. The yellow arrow in Figure G indicates the upper rear mounting plate on the passenger side. *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

6. On each side, place one of the supplied $\frac{3}{16}$ x 2" x 3" backing plates inside the large, oval hole in the bottom of the subframe. Center the backing plate in the hole and ensure it is laying completely flat (Fig.H – passenger side).



7. On each side, using one of the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, bolt down through the pre-existing hole in the top of the subframe and through the backing plate you installed in the previous step (Fig.I – passenger side).

8. On each side, arrange the support brace with a $\frac{3}{8}$ " spacer in the large hole and a $\frac{3}{16}$ " x 1" x 2" backing plate over the squared end, as shown in Figure J. Now, place the arrangement over the bolts you just installed in the two previous steps, ensuring that the $\frac{3}{8}$ " spacer is in the large oval hole. Use a $\frac{1}{2}$ " plate washer, lock washer and nut on the rearmost hole only (Fig.K).



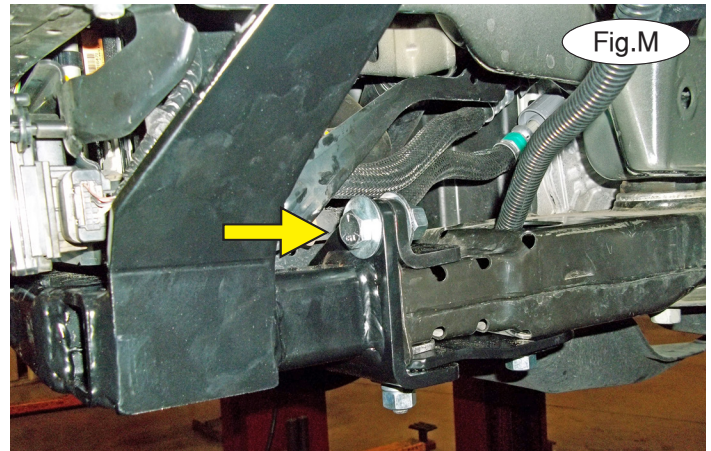
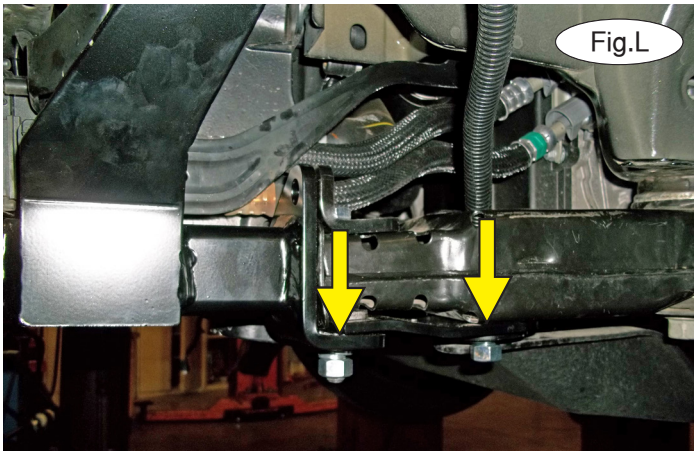


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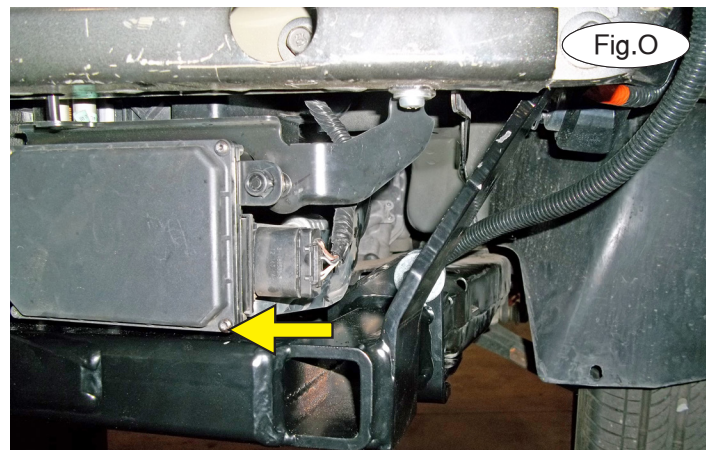
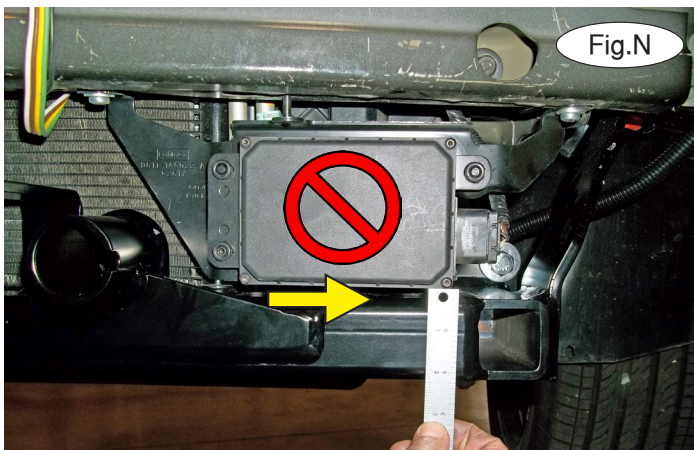
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9. Place the rear horizontal mount on the bottom of the main receiver brace over the stud exposed in the previous step. On each side, finish the bolts with a ½" flat washer, lock washer and nut (Fig.L).

Now, using one of the supplied ½" x 1½" bolts and a ½" flat washer, bolt through the uppermost subframe mount and finish with a ½" flat washer, lock washer and nut (Fig.M).



10. Measure to make certain that the ACC unit is properly spaced from the main receiver brace so there isn't any contact between them. There should be approximately ¼" of space between the bottom of the ACC unit and the main receiver (Fig.N). **Caution! Under no circumstances should you attempt to move, adjust or disconnect the ACC unit (indicated in red in Figure N). Doing so may cause cruise control malfunction and/or computer error codes that may require the dealership to repair or reset. Note: ensure the bracket is properly aligned before proceeding to the next step (Fig.O).**

11. On each side, use the upper mounting point of the main receiver brace as a template for drilling. Drill a ½" hole through the side of the frame (Fig.P).



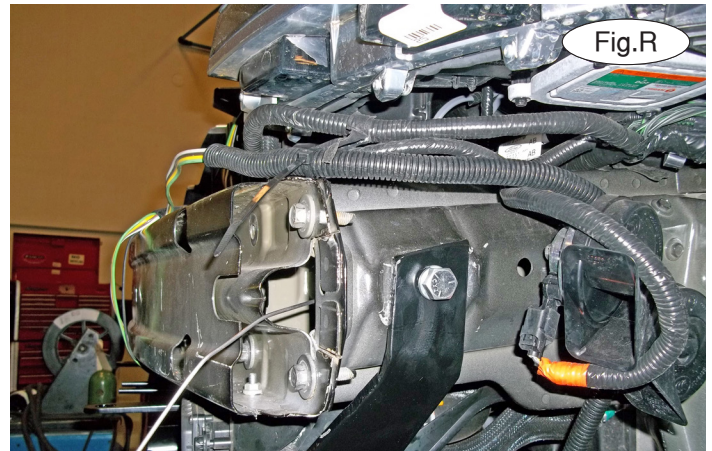
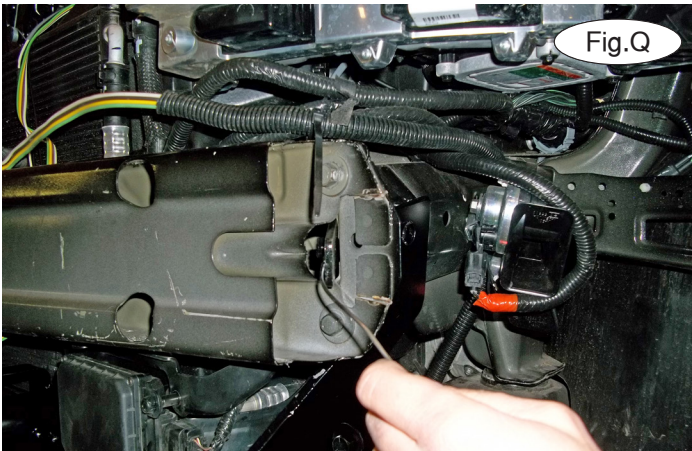


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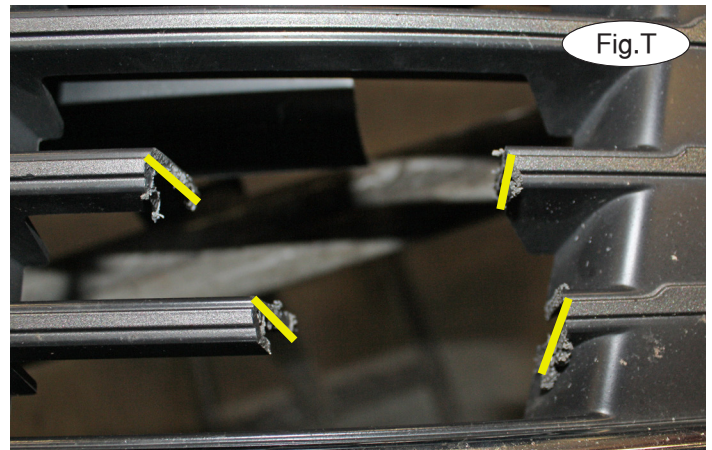
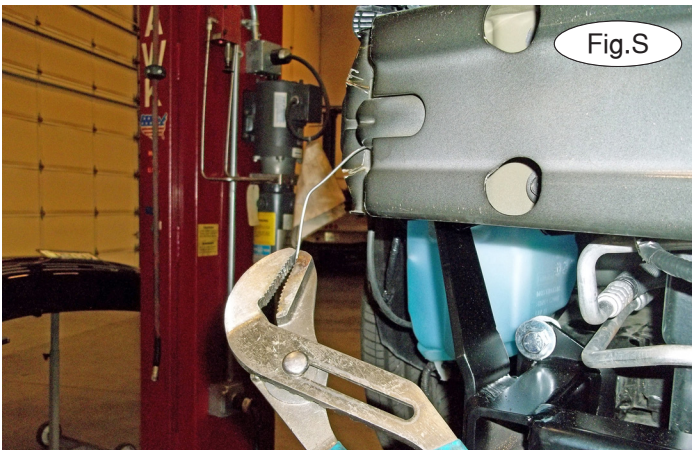
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12. On each side, place a 3/16" x 1 1/4" x 2 1/2" threaded backing plate with rod inside the bumper core and over the hole you drilled in the previous step (Fig.Q).

13. On each side, use one of the supplied 1/2" x 1 1/2" bolts to bolt through the upper mounting point of the main receiver brace, frame rail and into the backing plate inserted in the previous step (Fig.R).

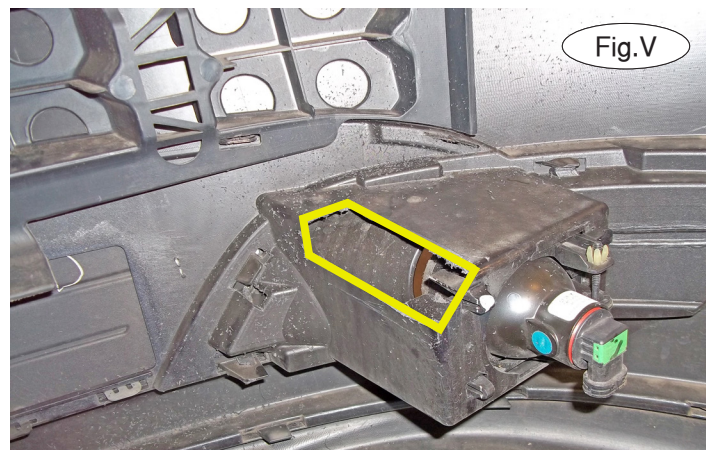
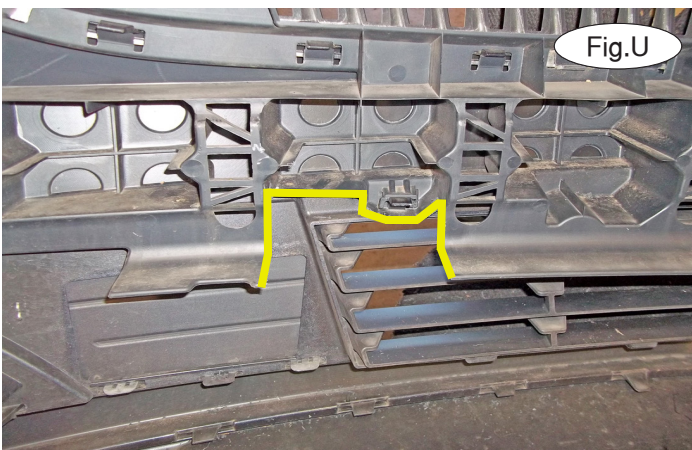


14. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.

15. On each side, use a pair of channel locks to bend the rod on the backing plate out of the way (Fig.S).

16. Trim the fascia using the yellow lines in Figure T as a guide to allow clearance for the main receiver brace.

17. On both sides, trim the shock absorption pad as shown in Figure U and trim the foglight housing as shown in Figure V, using the yellow lines in both as guides for trimming.





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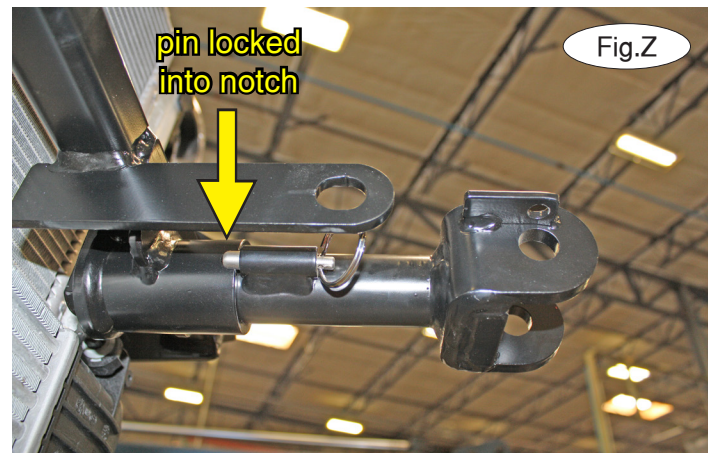
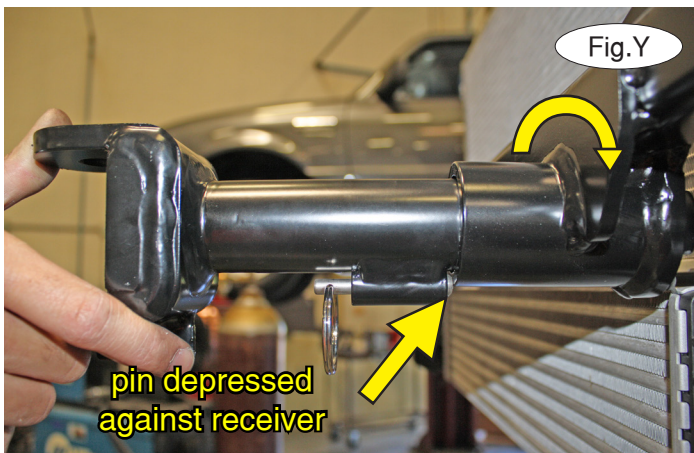
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18. Reinstall the fascia, reversing steps 1-4.

19. **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.W and Fig.X).



20. 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.Y). 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.Z).

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.

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

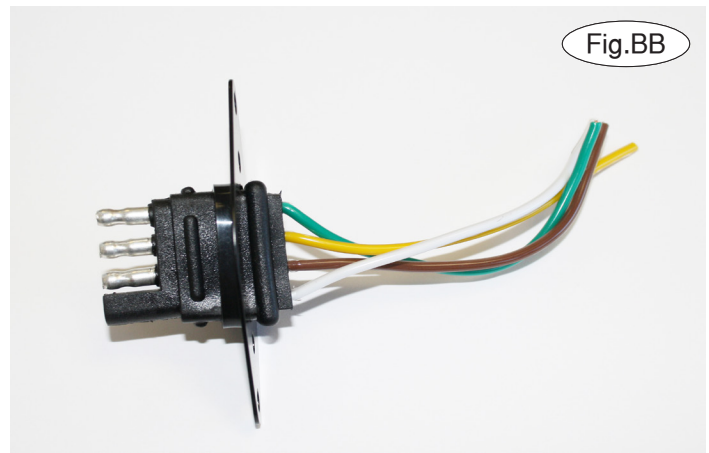
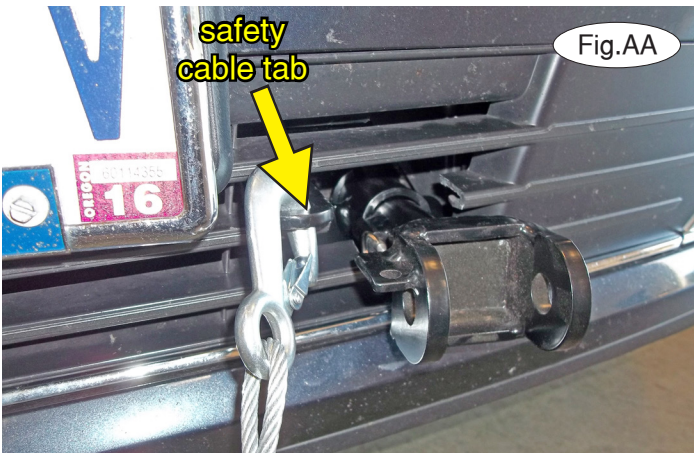


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IMPORTANT!

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

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.BB). 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.