

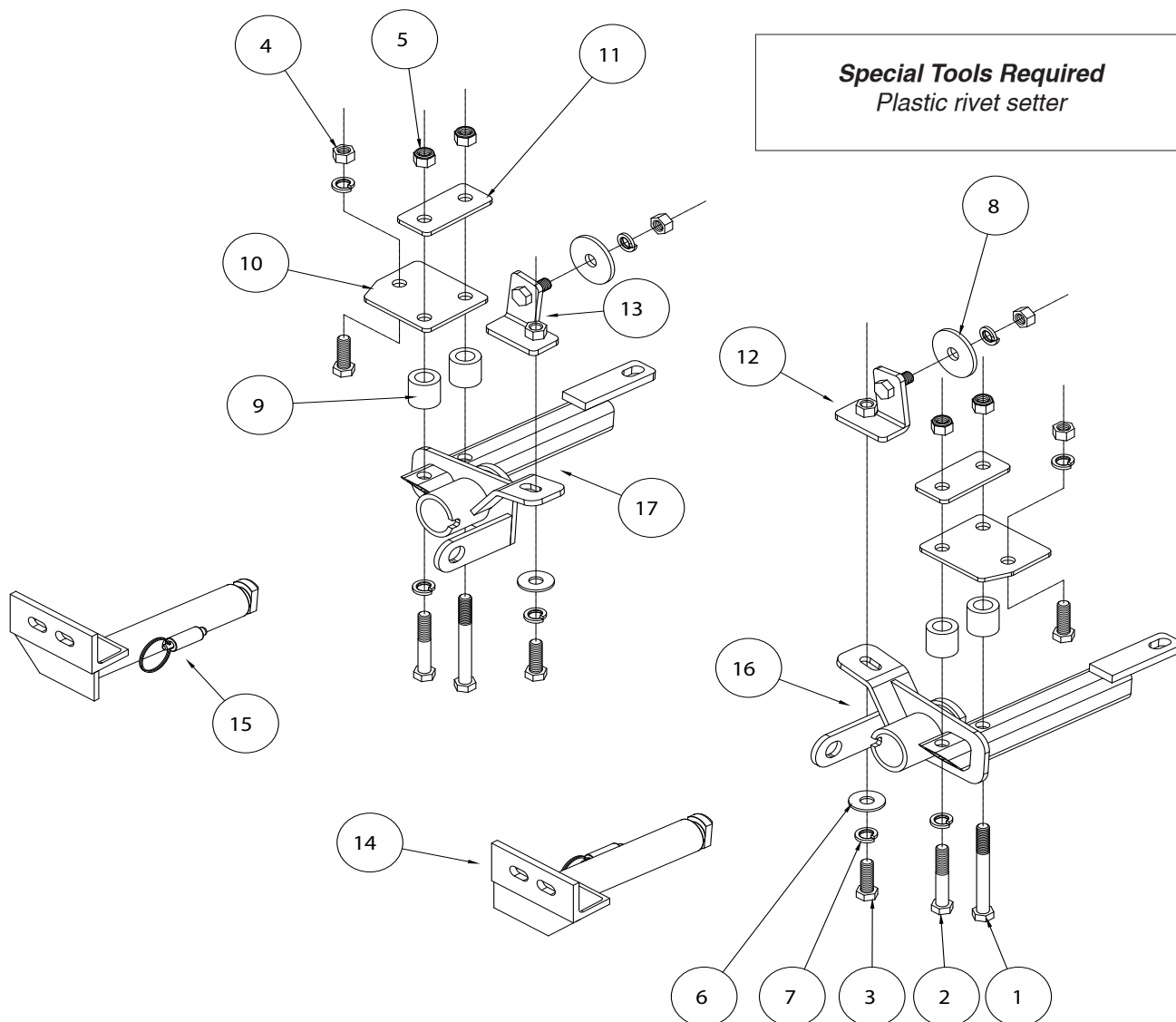


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521423-4

 06/29/16
KS

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ITEM	QTY	NAME	PART #
1.....2.....	1/2" x 4 1/2" BOLT	350106-00	
2.....2.....	1/2" x 3" BOLT	350101-00	
3.....4.....	1/2" x 1 1/2" BOLT	350095-00	
4.....4.....	1/2" NUT.....	350258-00	
5.....4.....	NYLOCK NUT	350259-00	
6.....2.....	1/2" FLAT WASHER.....	350308-00	
7.....8.....	1/2" LOCK WASHER	350309-00	
8.....2.....	1/2" PLATE WASHER	350351-00	
9.....4.....	1 1/4" O.D. x 1 1/4" ROUND TUBE.....	A-000964	
10.....2.....	3 HOLE BACKING PLATE	A-000965	
11.....2.....	2 HOLE BACKING PLATE	A-000966	
12.....1.....	DRIVER SIDE BUMPER CORE BRACE.....	C-000208	
13.....1.....	PASSENGER SIDE BUMPER CORE BRACE	C-000209	
14.....1.....	DRIVER SIDE ARM	C-003030	
15.....1.....	PASSENGER SIDE ARM.....	C-003031	
16.....1.....	DRIVER SIDE RECEIVER BRACE	C-003032	
17.....1.....	PASSENGER SIDE RECEIVER BRACE.....	C-003033	
18.....8.....	3/16" x 1" PLASTIC PULL RIVET	350431-00	



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This is one of our EZ4 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 two main receiver braces, two removable front braces and a hardware pack.

The main receiver brace mounts below the bumper core behind the front bumper fascia and through existing openings in the bumper fascia. The front grille and bumper fascia have to be removed to install the receiver braces. Fascia fender rivets will have to be removed and replaced with new rivets included in the hardware kit. The removable front braces install in the receiver braces by inserting and twisting 90 degrees to lock.

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.



BASEPLATE KIT INSTALLATION INSTRUCTIONS

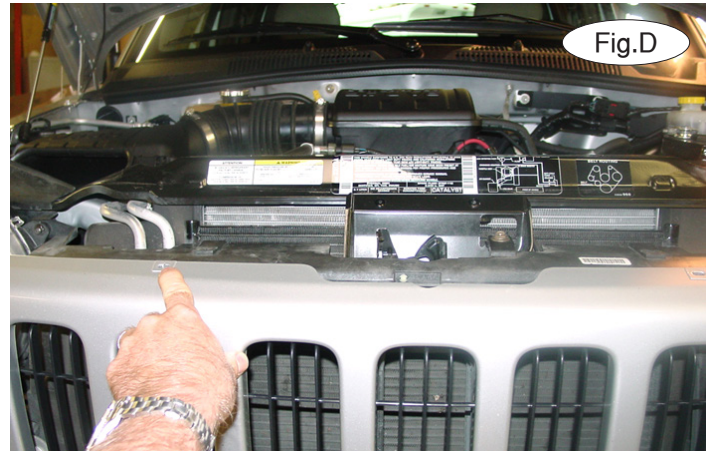
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Fascia Removal Instructions for '02 -'04 Jeep Liberty Models

To remove the fascia on '05-'07 Jeep Libertys, go to the supplement at the end of these instructions and use that supplement to remove the fascia before returning to step 6 in these regular installation instructions below.



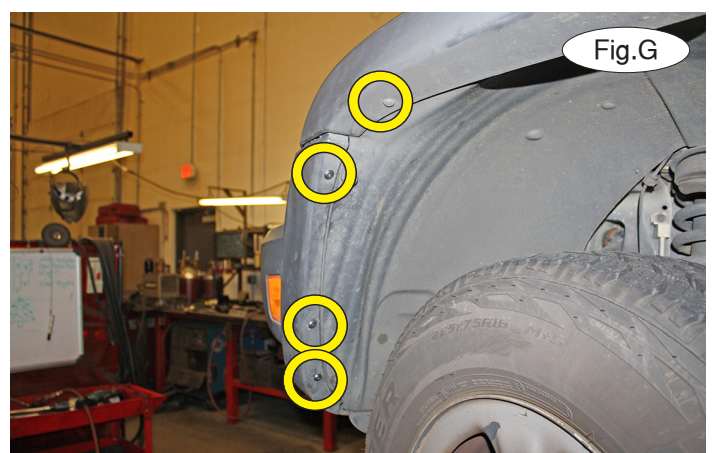
1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing four 10mm (head) bolts from the middle of the lower fascia (Fig.C).



2. Remove four T20 Torx fasteners attaching the grille to the top of the fascia. Pull forward and down to remove the grille (Fig.D, E).

3. Remove four plastic fasteners attaching the fascia to the lower grille (Fig.F).

4. On each side, drill out four rivets attaching the fender liner to the fascia (Fig.G).



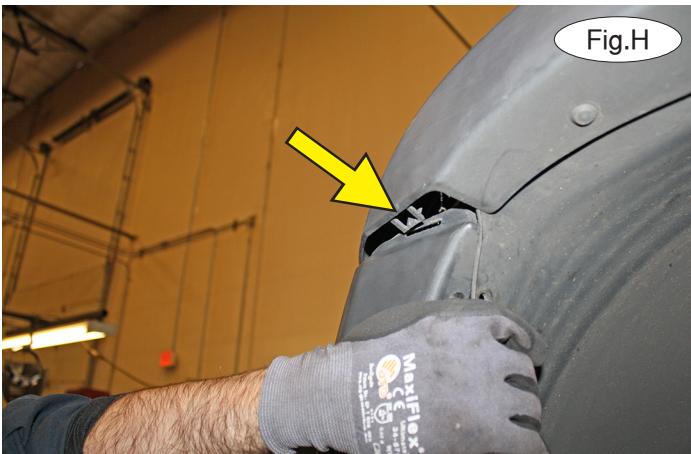


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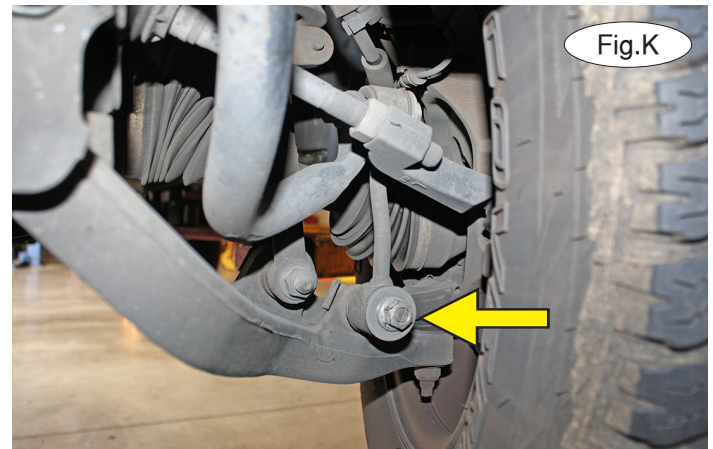
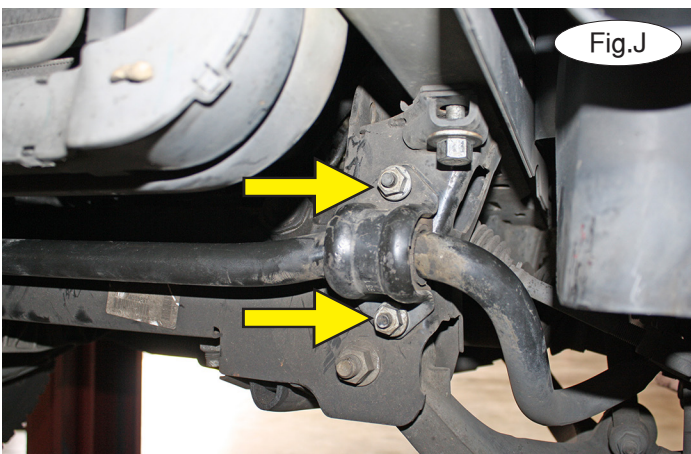
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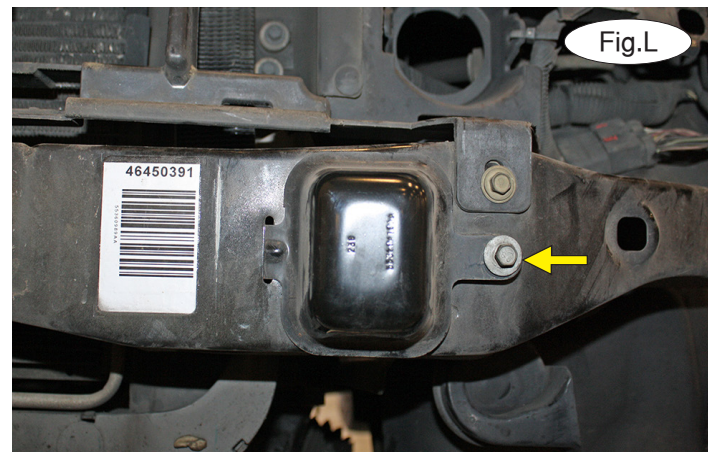


5. On each side, pull out on the fender liner, push in on the fascia and release the clip on each side (Fig.H). Then, release the three clips across the front of the lower fascia (Fig.I).



6. On each side, remove two 17mm nuts holding the sway bar clamp to the frame (Fig.J). Now, loosen the 17mm nut attaching the endlink to the frame (Fig.K) and let the whole assembly hang down for now. *Note:* due to manufacturing variances, the nuts in this step may be 18mm.

7. On each side, remove one 10mm (head) bolt attaching the black cover to the frame (Fig.L).



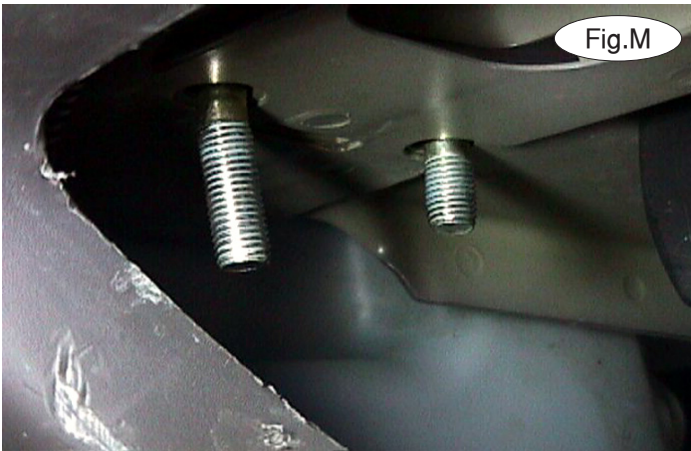


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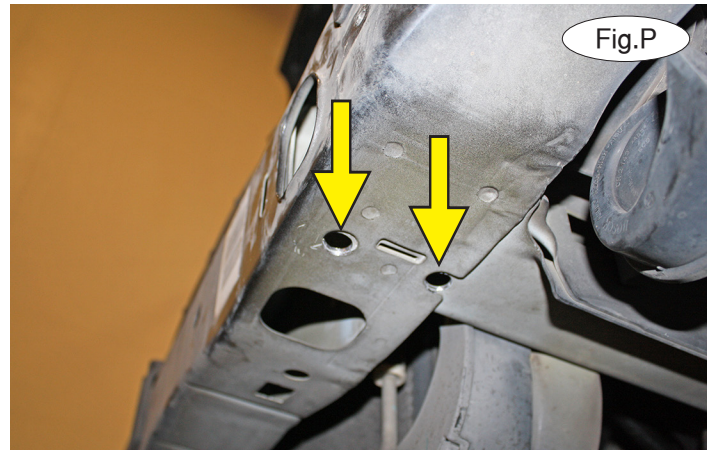
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8. **For vehicles without tow hooks:** proceed to the next step. **For vehicles with tow hooks:** on each side, remove three 15mm nuts per tow hook, a mounting U bolt and a spring nut (Fig.M, N and O). They will not be replaced. Keep them for replacement if the bracket is ever removed from the vehicle.



9. On each side, enlarge the tow hook mounting holes you exposed in step 8 to 17/32" (Fig.P).

10. On each side, insert a two-hole backing plate into the access holes of the frame (Fig.Q) and align them over the tow hook mounting holes.



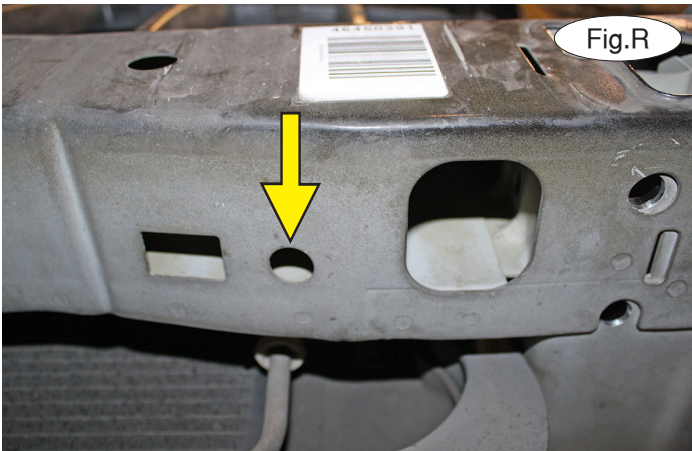


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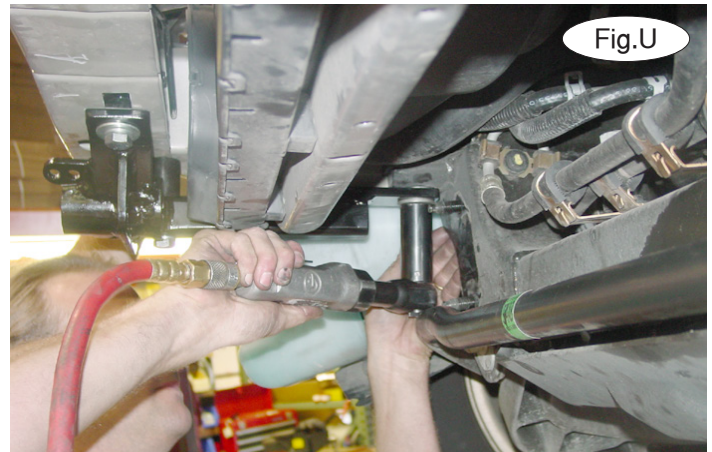
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11. On each side, locate the large, square access hole in the bottom of the bumper core. Then, place the side-specific bumper core brace through the hole and align the weld nut over the hole in the bottom of the bumper core (Fig.R – yellow arrow) while simultaneously placing the stud of the bumper brace through the existing hole back of the bumper core. Place a ½" plate washer, lock washer and nut over the stud on the backside of the bumper. Figure S shows the approximate alignment of the bumper brace inside of the bumper core. *Note:* use Loctite® Red on all bolts used for mounting this bracket.



12. Working on one side at a time, remove a 19mm (head) bolt attaching the subframe to the frame (Fig.T). *Note:* due to manufacturing variances, the bolt may be a 21mm (head) instead. Then, place the main receiver brace under the bumper core, aligning the rearmost hole of the brace over the subframe mount, and replace the bolt you just removed (Fig.U).

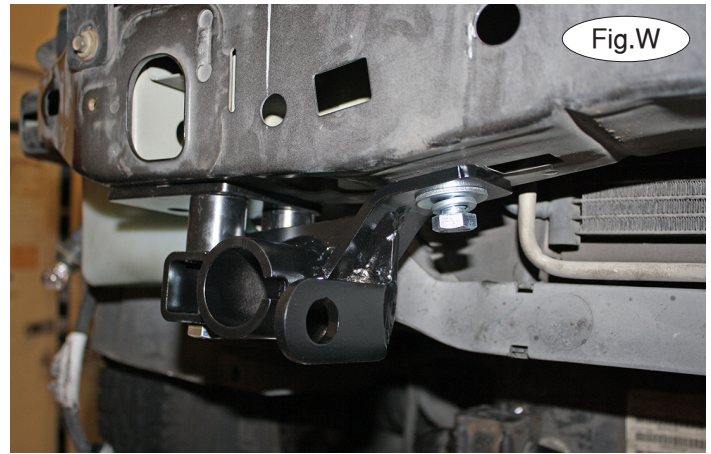
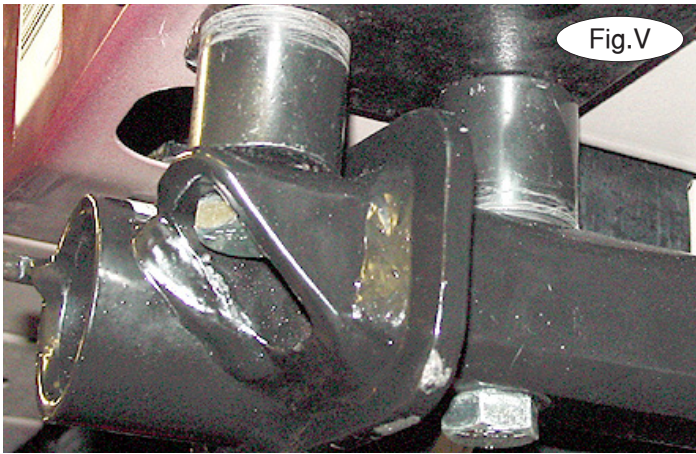


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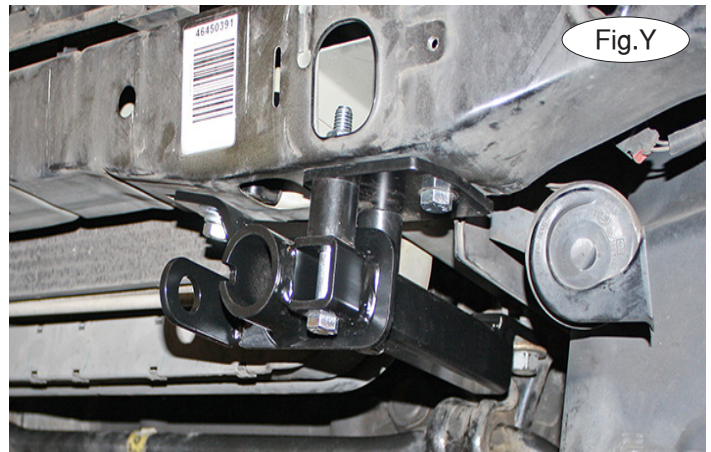
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13. On each side, place the supplied 1 1/4" spacer on top of the two front mounting points of the bracket. Then, place the three-holed backing plate over the spacers so that the two holes are aligned over the two pipe spacers and the single hole of the three-holed backing plate is facing toward the outside of the vehicle. Bolt up through the two front mounting points using the supplied 1/2" x 3" bolt on the front hole and the 1/2" x 4 1/2" on the rear hole, and bolt up through the bracket, spacer, three-holed backing plate, bumper and the backing plate (Fig.V). Finish with 1/2" lock washers and nuts. *Note:* due to variances, the main receiver brace may look slightly different than it appears in the following pictures.

14. Place a 1/2" lock and flat washer over a 1/2" x 1 1/2" bolt and bolt up through the innermost mount of the main receiver brace, bumper core and into the weld nut of the support brace installed in step 11 (Fig.W).



15. Tighten all bolts to the bolt torque requirements found at the end of these instructions. Then, on each side, drill a 17/32" hole up through the remaining hole of the three-holed backing plate (Fig.X).

16. On each side, bolt up through the hole you just drilled using the supplied 1/2" x 1 1/4" bolt, lock washer and nut (Fig.Y). *Note:* loosen the water bottle on the passenger side (two 10mm head bolts) to gain access to the rear of the frame.

17. Reinstall the sway bar and black cover, reversing steps 6 and 7. Then, reinstall the bumper fascia and grille, reversing steps 1 through 5. *Note:* new rivets are supplied in the hardware pack.

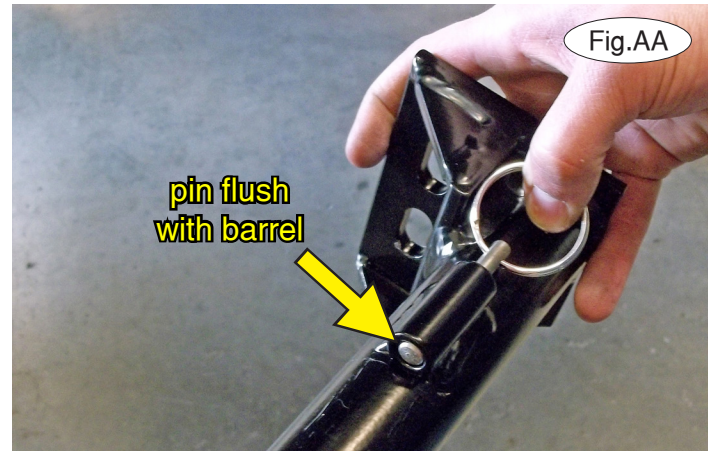
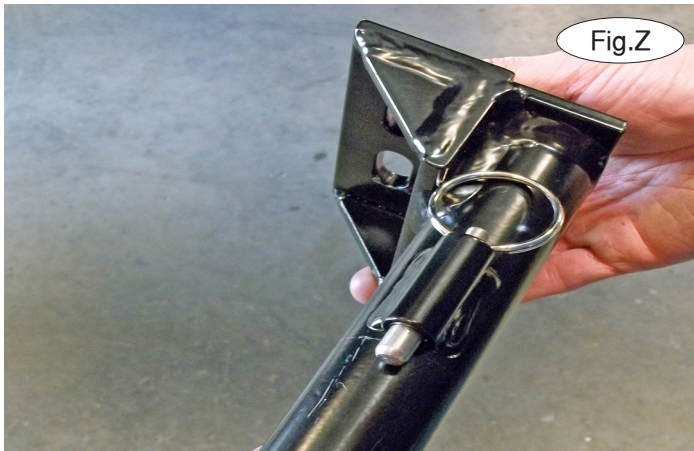


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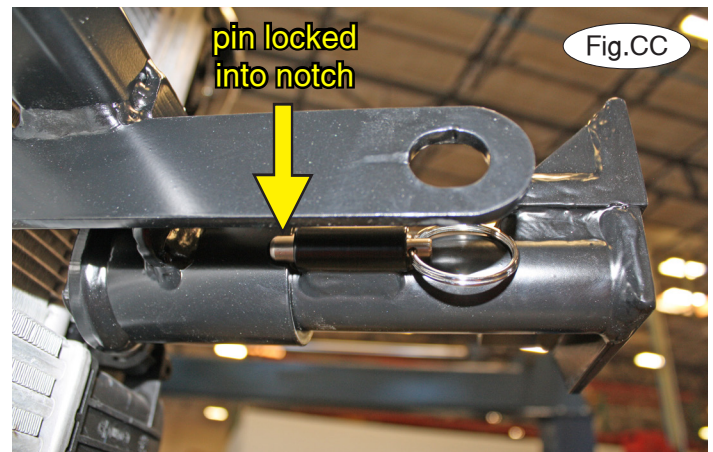
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18. **Note:** the following four images are for illustration purposes only, as your specific application may be slightly different.

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.Z and Fig.AA).



19. 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.

20. 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 tabs illustrated 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.



Fig.DD

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

For six-wire plugs: use the two supplied $\frac{3}{4}$ " 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 $\frac{3}{4}$ " 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.GG). Use the two supplied $\frac{3}{4}$ " self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

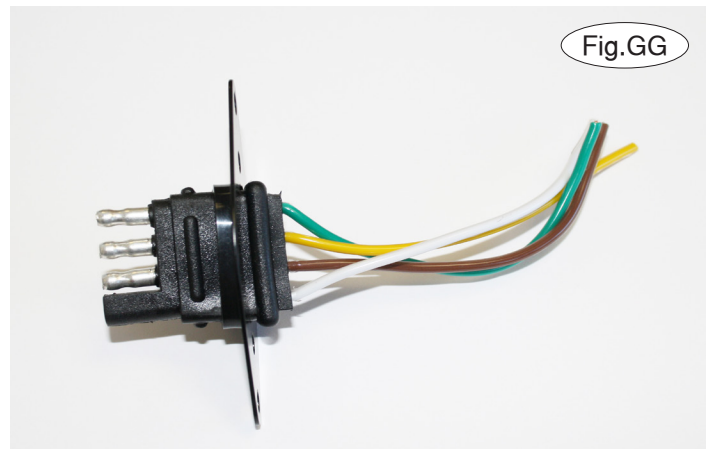


Fig.GG

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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Fascia Removal Instructions for '05 -'07 Jeep Liberty Models

This supplement supersedes steps 1 through 5 in the regular mounting bracket installation instructions.



Fig.A



Fig.B

1. Unsnap the six plastic tabs on the top of the grille and remove the grille (Fig.A).



Fig.C



Fig.D

2. If the vehicle is equipped with fog lights, use a T30 Torx to remove the fog light mounting bolt (Fig.B).
3. Unplug the wiring harness. Lift the plastic and pull the harness through to remove the fog light (Fig.C).
4. On each side, remove one 10mm bolt attaching the fascia to the headlight (Fig.D).
5. On each fender well, remove the two plastic fasteners that connect the fascia to the fender liner (Fig.E).

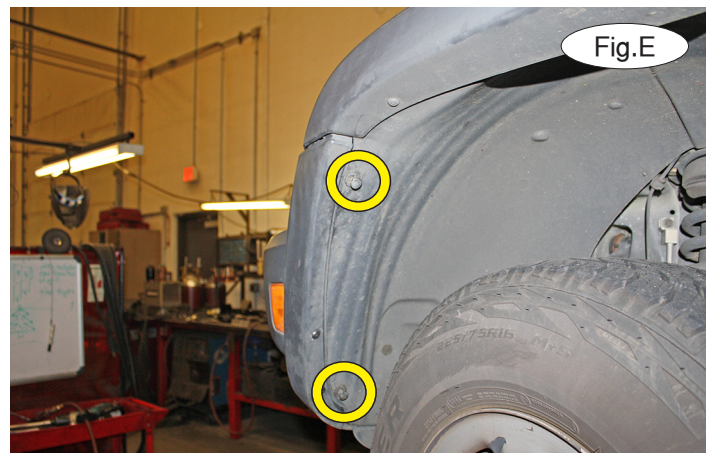


Fig.E



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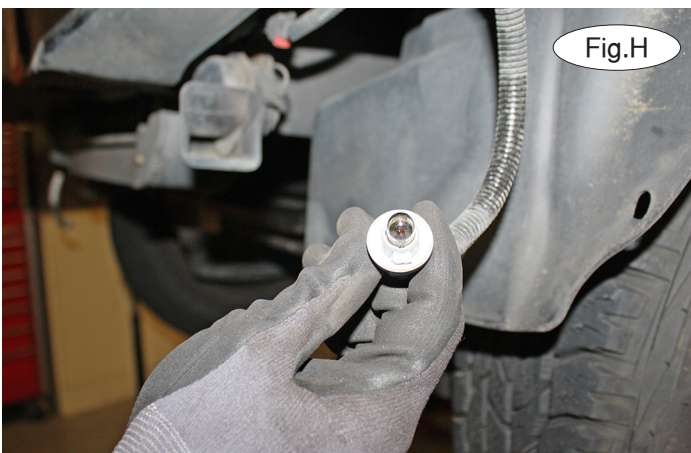
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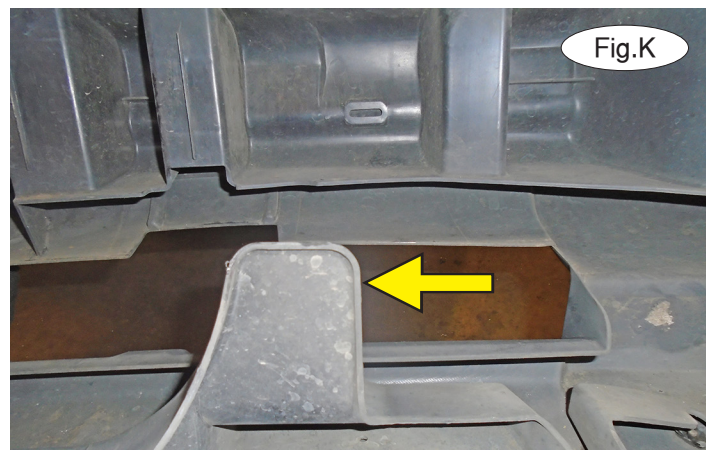
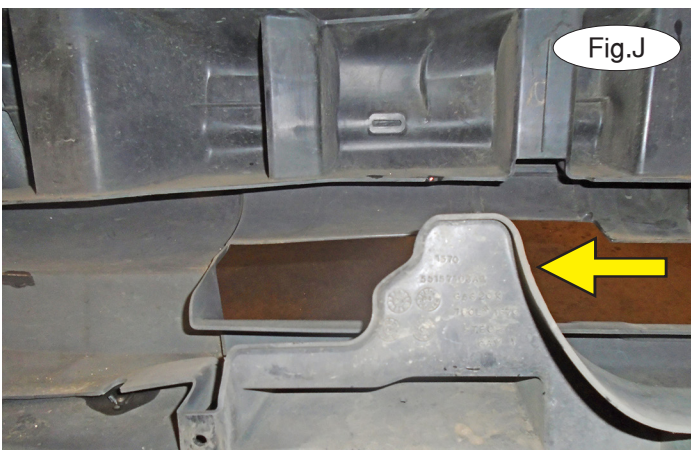
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6. On the underside of the fascia, remove the two 10mm bolts (Fig.F) and on each side, pull out on the fender liner, push in on the fascia and release the clip on each side (Fig.G).



7. Remove the marker lights (Fig.H) and disconnect the turn signal plugs from the back of the fascia (Fig.I). Remove the fascia. *Note:* due to manufacturing variances, some vehicles may be equipped with two radiator cowlings on the back of the fascia. These will need to be trimmed off in order to allow clearance for the main receiver brace. The two cowlings are shown in Figures J and K.





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9. Reinstall the fascia by reversing steps 1 through 7 in this supplement.

10. Some models do not have tow hook openings in the fascia. If this is the case, trim the fascia as shown in Figure L.

