



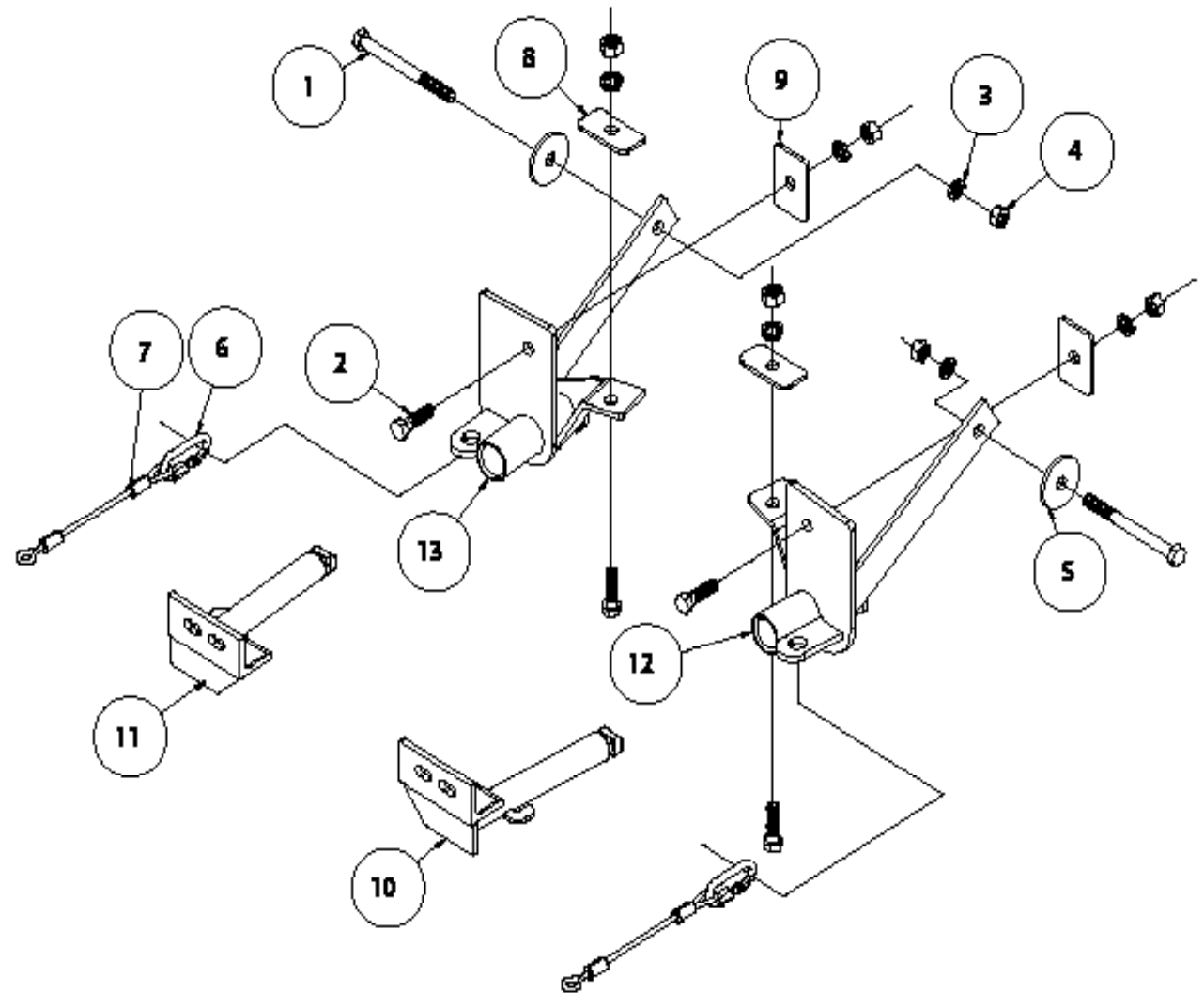
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524430-1

07/28/14
KS

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

Special tools needed:
1/2" x 12" drill bit



ITEM	QTY	NAME	PART #
1	2	1/2" x 5 1/2" BOLT	350108-00
2	4	1/2" x 1 3/4" BOLT	350096-00
3	6	1/2" LOCK WASHER	350309-00
4	6	1/2" HEX NUT	350258-00
5	2	1/2" PLATE WASHER	A-003086
6	2	QUICK LINK	200008-00
7	2	8" SAFETY CABLES	650646-08
8	2	3/16" x 1 1/2" x 3" BACKING PLATE	A-004472
9	2	3/16" x 2" x 3" BACKING PLATE	A-004473
10	1	DRIVER SIDE ARM	C-002223
11	1	PASSENGER SIDE ARM	C-002224
12	1	DRIVER SIDE RECEIVER	C-002225
13	1	PASSENGER SIDE RECEIVER	C-002226



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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.



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
- Use lock washers on all fasteners

ROADMASTER Limited Warranty, including One-Year Conditional Warranty Text and Product Registration Card, in Carton.

WARNING

Failure to follow these instructions can result in property damage, personal injury or even death.

- Installation of most baseplates requires moderate mechanical aptitude and skills. We strongly recommend professional installation by an experienced installer.
- The installer must read the instructions and use all bolts and parts supplied. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- Every 3,000 miles, the owner must inspect the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions. The owner must also inspect all mounting points for cracks or other signs of fatigue every 3,000 miles. Failure to do so could result in loss of the towed vehicle.
- The owner must check the vehicle manufacturer's instructions for the proper procedure(s) to prepare the vehicle for towing. Some vehicles must be equipped with a transmission lube pump, an axle disconnect, driveline disconnect or free-wheeling hubs before they can be towed. Failure to properly equip the vehicle will cause severe damage to the transmission.
- If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners in the hardware pack may no longer be the correct size. It is the installer's responsibility to verify that the baseplate is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the baseplate could result in loss of the towed vehicle.
- 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. Failure to repair the damage could result in the loss of the towed vehicle.
- 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, resulting in non-warranty damage or personal injury.
- 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 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, motorhome and/or towed vehicle.
- 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. Refer to the cable instructions for proper routing. Failure to leave enough slack in the safety cables, or failure to connect the safety cables frame to frame, will result in the loss of the towed vehicle.
- This kit is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this kit with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication, or any attempt to copy this baseplate design, could result in loss of the towed vehicle.
- Upon final installation, the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- 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 four plastic fasteners and two T30 Torx bolts attaching the top of the fascia to the core support (Fig.C).

2. On the passenger side, disconnect the hood latch cable by releasing it from two clips and then pull the cable end out from the latch handle (Fig.D).



3. On the driver's side, remove three T30 Torx attaching the fender liner to the fascia and one plastic fastener attaching the fender to the corner of the fascia (Fig.E).

4. On the passenger side, remove one plastic fastener attaching the fascia to the corner of the fender and five T30 Torx bolts attaching the fender liner to the fascia and frame rail (Fig.F and Fig.G).



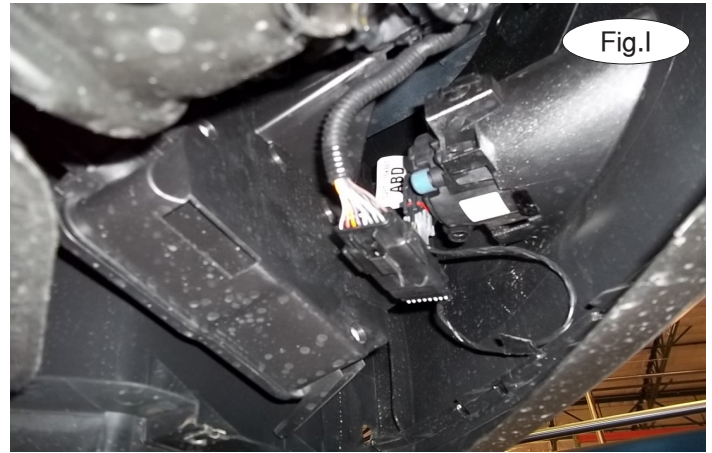
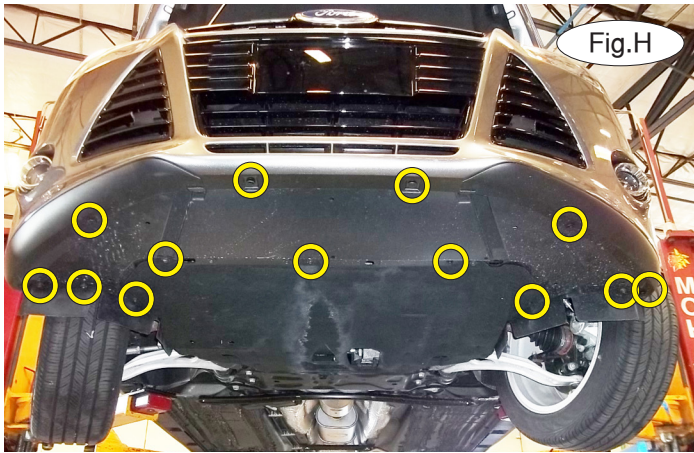


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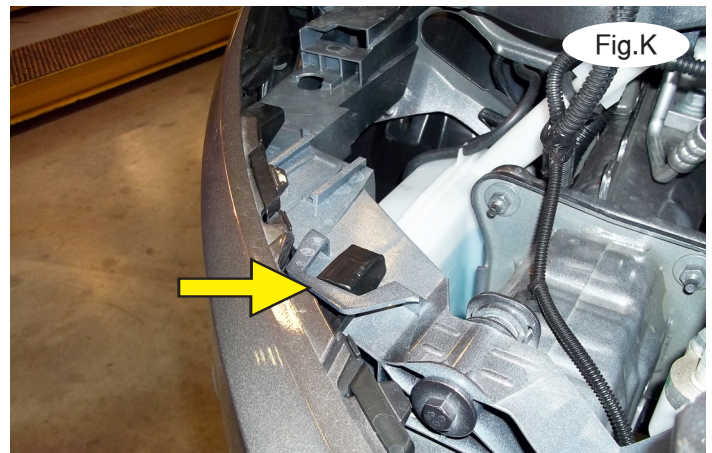
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5. Remove six plastic fasteners and seven T30 Torx bolts attaching the forward splash shield to the fascia and bottom of the radiator support (Fig.H). Now, pull down to remove the forward splash shield.

6. On the driver's side, disconnect the fascia wiring harness plug (Fig.I).



7. On each side, remove two T30 bolts attaching the headlight to the core support (Fig.J). Remove the headlights and set on top of the engine compartment.

8. Using the yellow arrow as a reference, lift up on the gray plastic locking tab to release the fascia (Fig.K – driver's side) and then pull forward to remove the fascia (Fig.L).



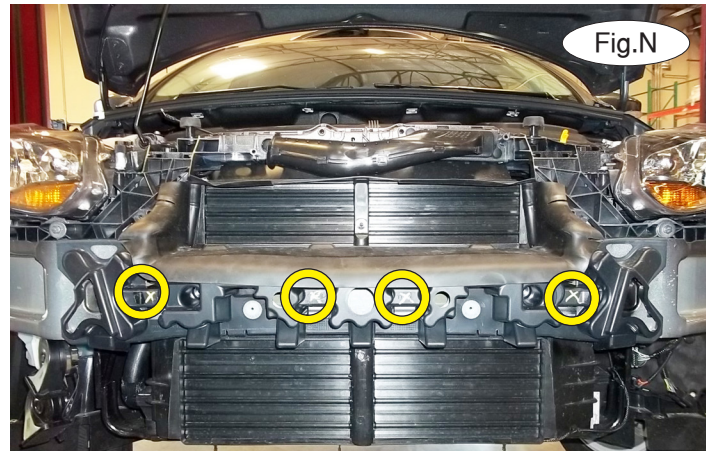
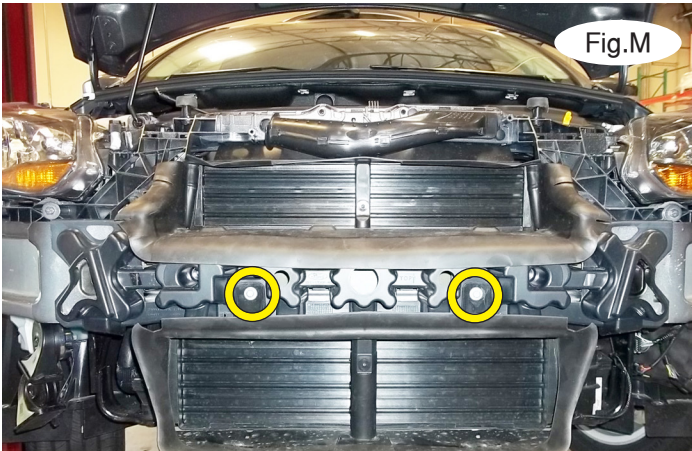


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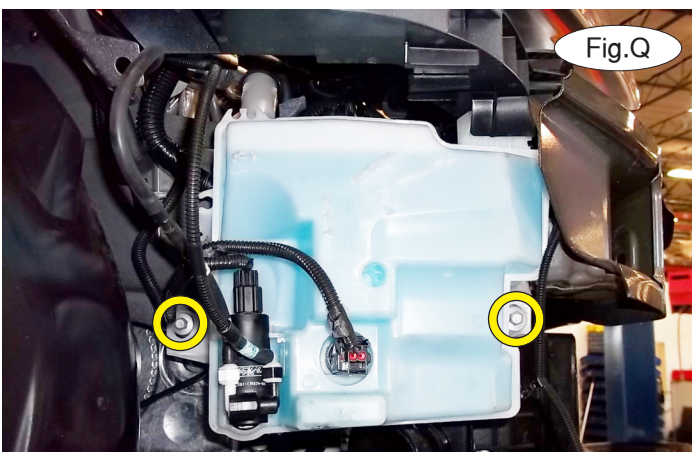
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9. Remove two T30 Torx bolts attaching the air ducting to the bumper core (Fig.M).
10. Squeeze together four sets of plastic tabs located in the middle of the shock absorption pad (Fig.N) and pull out to remove it.



11. Working on the passenger side only, pull up on the washer bottle filler neck to remove it (Fig.O).
12. Remove one T30 Torx bolt attaching the lower engine splash shield to the fender liner to gain access to the washer bottle mount (Fig.P).
13. Remove two 10mm (head) bolts attaching the washer bottle mount to the bottom of the frame rail (Fig.Q).
14. Slide the washer bottle reservoir back and down so it rests on the lower engine splash shield (Fig.R).



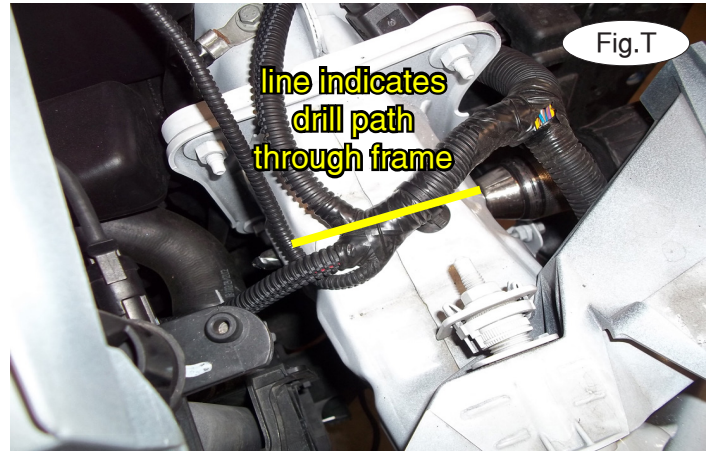


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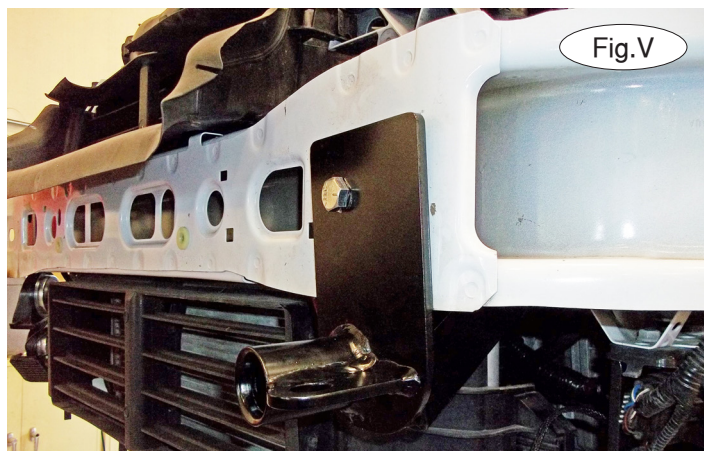
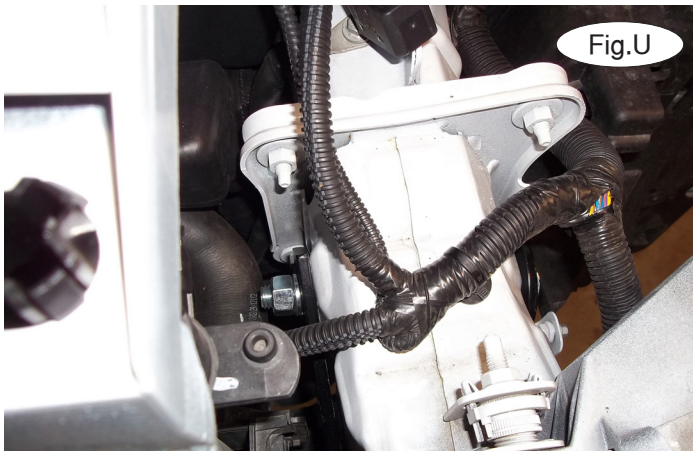
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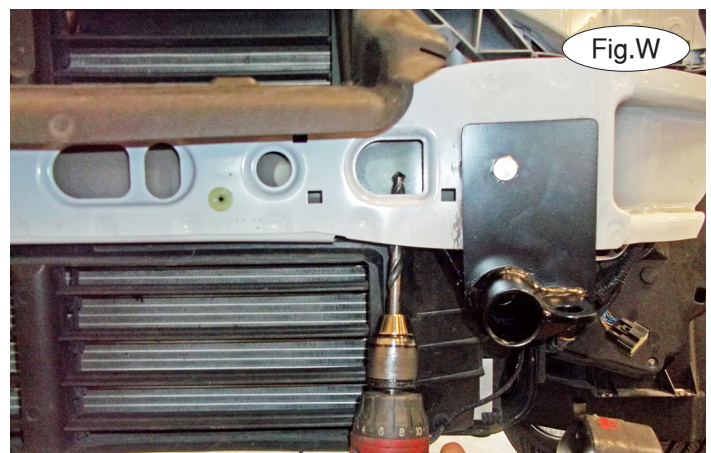
15. On each side, locate the pre-existing hole on the outside of the frame rail, as well as the corresponding hole on the inside of the frame rail. Using a $\frac{1}{2}$ " x 12" drill bit, enlarge the two holes in the frame rail (Fig.S and Fig.T). Make certain you use a sharp drill bit. *Note:* use a piece of metal as a buffer between the drill bit and the engine components.



16. On each side, push the main receiver brace up against the bottom of the bumper core, placing the rear mount along the inside of the frame rail. Now, on each side, ensure that the hole in the rear of the main receiver brace is aligned with the two holes enlarged in the previous step. Place a $\frac{1}{2}$ " plate washer over a $\frac{1}{2}$ " x $5\frac{1}{2}$ " bolt, and then bolt through the frame and the main receiver brace. Finish with a $\frac{1}{2}$ " lock washer and nut (Fig.U).

17. Aligning the hole in the main receiver brace with the existing hole on the face of the bumper core, bolt through the main receiver brace and bumper core using a $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt, and finish with a $\frac{3}{16}$ " x 2" x 3" backing plate, $\frac{1}{2}$ " lock washer and nut (Fig.V).

18. On each side, ensure that the mount is clamped to the bottom of the bumper core. Using the hole in the main receiver brace as a template, drill up through the bumper core (Fig.W). Bolt up through the main receiver brace and bumper core using a $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolt and finish with a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 3" backing plate, $\frac{1}{2}$ " lock washer and nut.





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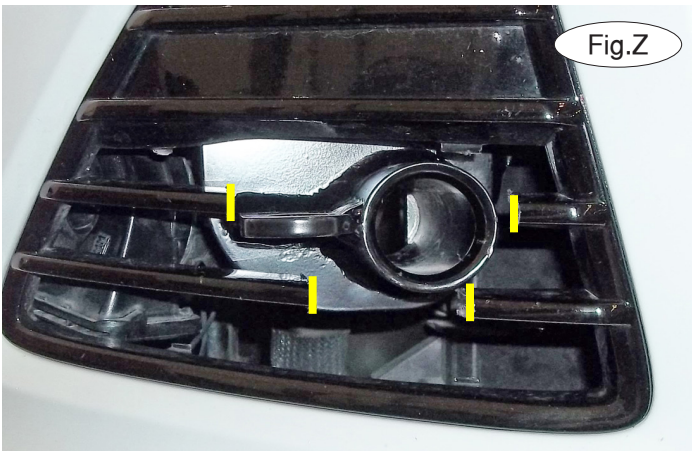
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19. Use the drawing on page 1 as a guide to ensure the bracket is centered on the car and that the attachment points for the quick-disconnects are 28½" from center to center. Torque the bolts to the bolt torque requirements found at the end of these instructions.

20. Hold the shock absorption pad in place and mark it for trimming to allow clearance for the main receiver brace upper mounting points. Replace the shock absorption pad by reversing step 10. Figure X shows the trimmed and reinstalled pad. Now, replace the air ducting by reversing step 9.

21. On the back of the fascia, squeeze together four plastic clips on each side to remove the grille backing (Fig.Y). Note: due to manufacturing variances, a removable backing may not be present.



22. Using the yellow lines in Figure Z as a guide for trimming, trim and reinstall each grille backing.

23. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.

24. 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 on page 1 and 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.



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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.