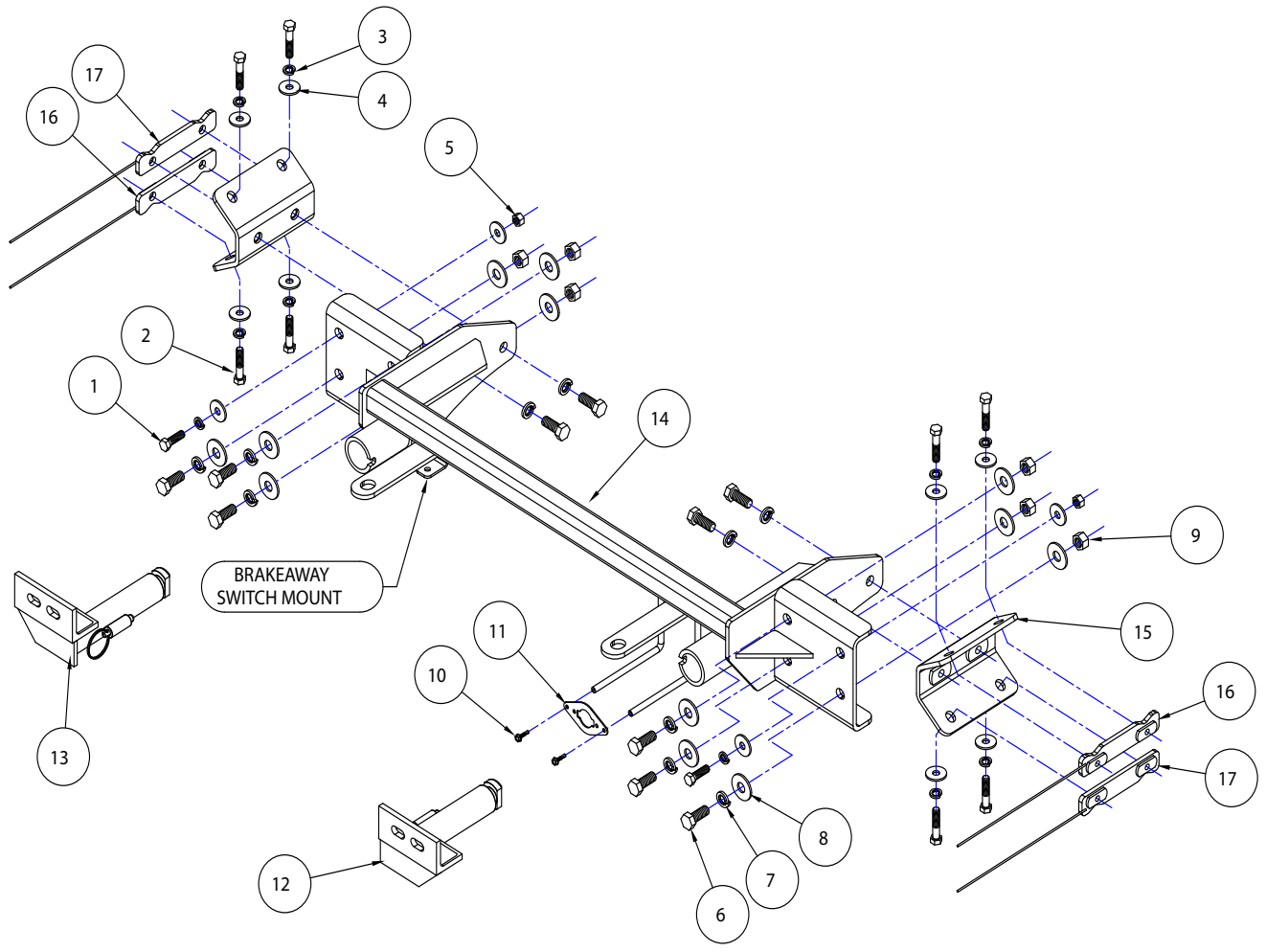




BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523191-4



ITEM	QTY	NAME	PART #
1.....	2.....	3/8" x 1 1/4" BOLT.....	350056-00
2.....	8.....	3/8" x 1 3/4" BOLT.....	350058-00
3.....	10.....	3/8" LOCK WASHER.....	350305-00
4.....	12.....	3/8" FLAT WASHER.....	350304-00
5.....	2.....	3/8" NUT.....	350254-00
6.....	10.....	1/2" x 1 1/4" BOLT.....	350094-00
7.....	10.....	1/2" LOCK WASHER.....	350309-00
8.....	12.....	1/2" FLAT WASHER.....	350308-00
9.....	6.....	1/2" NUT.....	350258-00
10.....	2.....	#10 x 3/4" SELF DRILLING SCREW.....	350247-35
11.....	1.....	WIRE PLUG PLATE.....	A-003801
12.....	1.....	DRIVER SIDE ARM.....	C-003145
13.....	1.....	PASSENGER SIDE ARM.....	C-003146
14.....	1.....	MAIN RECEIVER BRACE.....	C-003147
15.....	2.....	REAR MOUNTING BRACE.....	C-003148
16.....	2.....	UPPER DS/LOWER PS THREADED BACKING PLATE.....	C-003149
17.....	2.....	LOWER DS/UPPER PS THREADED BACKING PLATE.....	C-003150



BASEPLATE KIT INSTALLATION INSTRUCTIONS

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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 rear braces, two removable front braces, and a hardware pack. All of these components mount 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
- Use lock washers on all fasteners

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

WARNING

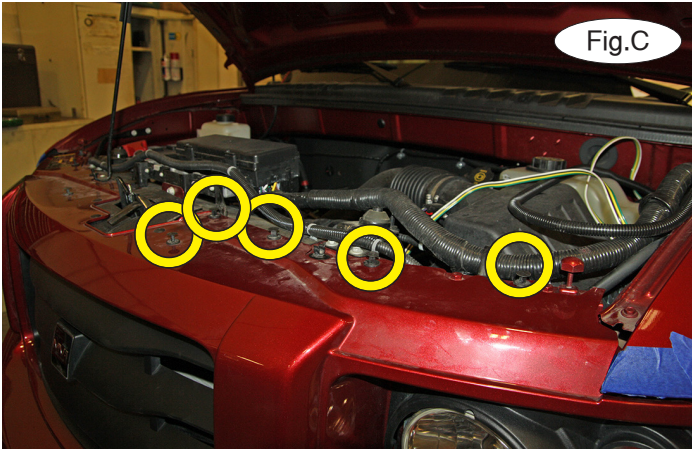
Failure to follow these instructions can result in property damage, personal injury or even death.

- 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.



BASEPLATE KIT INSTALLATION INSTRUCTIONS

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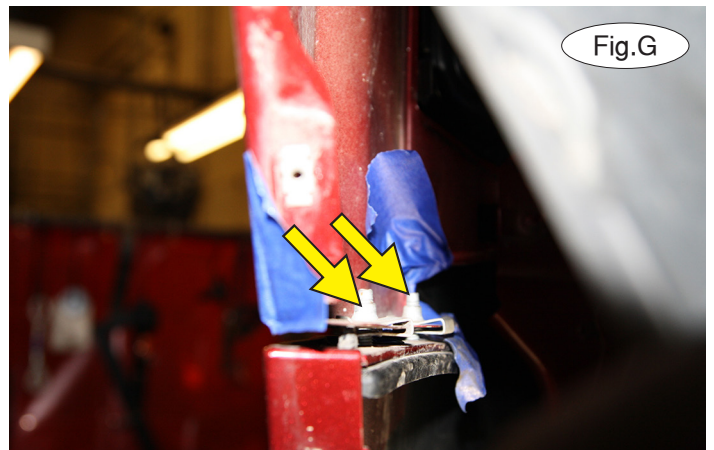
1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side,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

2. On each side, remove four 7mm (head) screws attaching the fender liner to the fascia and fender (Fig.D).



3. On each side, remove two 7mm screws attaching the splash shield to the fascia and three plastic fasteners in the middle attaching the fascia to the bumper core (Fig.E and F).

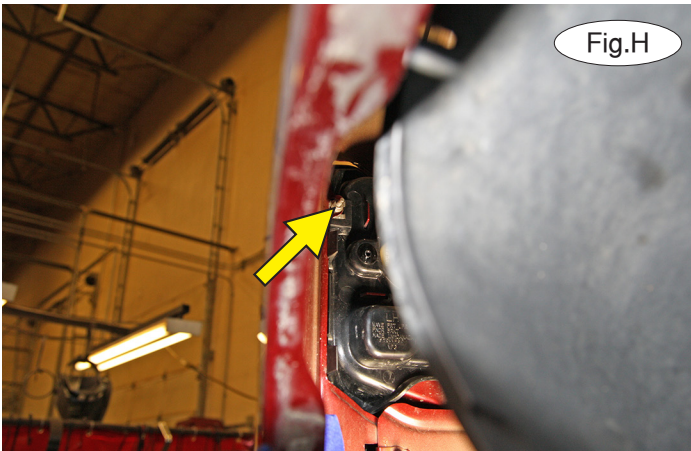
4. On each side, pull out the fender liner and remove two 10mm (head) bolts attaching the fascia to the fender (Fig.G).



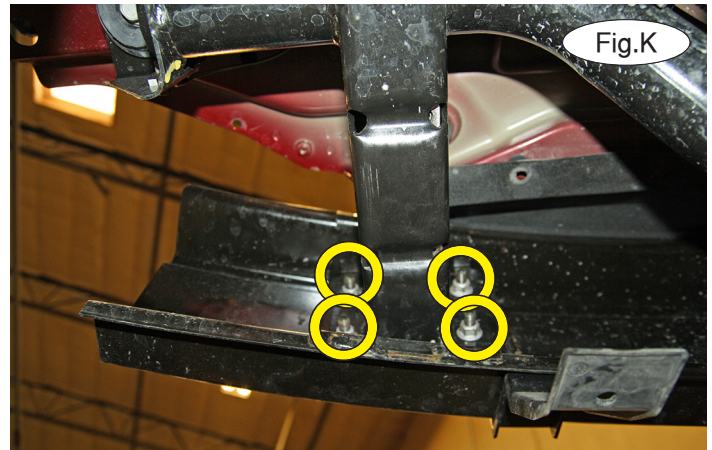


BASEPLATE KIT INSTALLATION INSTRUCTIONS

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5. On each side, remove one 7mm nut attaching the fascia to the fender (Fig.H).
6. Pull the hoodlatch cover up over the latch (Fig.I). Then, pull down and forward to release the fascia (Fig.J). *Note:* depending upon your installation, you may or may not need to release three clips surrounding the headlight.

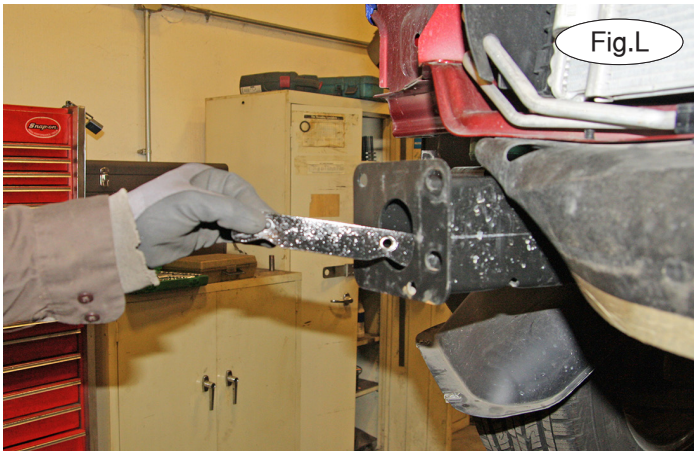


7. On each side, remove four 15mm (head) bolts attaching the bumper core to the end of the frame rails (Fig.K). It will not be replaced. *Note:* retain the bumper core and its hardware for replacement in case the mounting bracket is ever removed.

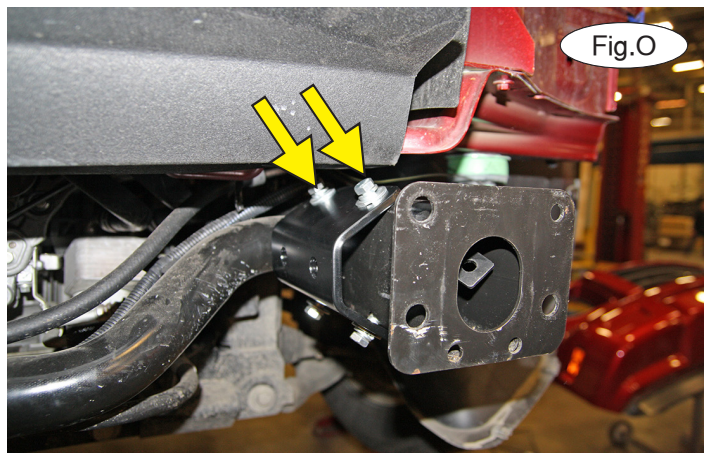


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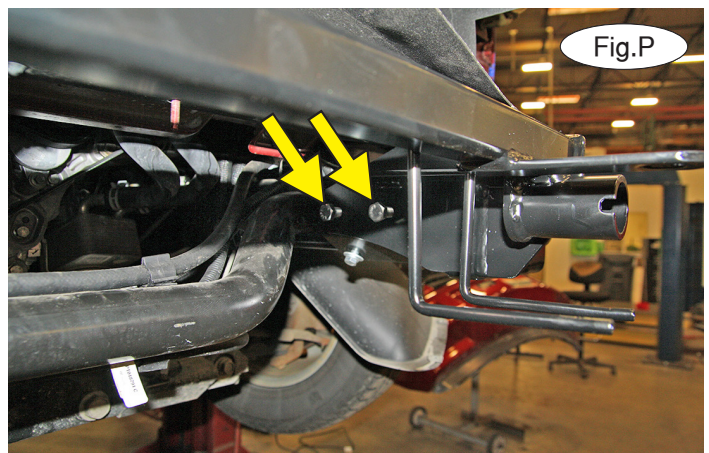
8. On each side, place the threaded backing plate with rod inside the frame (Fig.L) over the notched holes, aligning it over the inside bottom corner. Place the rear support brace to the inside of the frame rail and then use the supplied 3/8" x 1 1/4" bolts, 3/8" lock washers and flat washers and bolt through the lower mounts of the rear support brace, the frame rail and into the threaded backing plate (Fig.M). Repeat for the upper inside corner mount. *Note:* leave this hardware loose for now.



9. On each side, use the 1/2" x 1 1/4" bolt and 1/2" nut to temporarily bolt the main receiver brace to the bumper mount (Fig.N). Then, temporarily bolt the main receiver brace to the rear support brace to align the rear support brace using a 1/2" bolt, and then torque the lower 3/8" hardware from the previous step.

Now, remove the 1/2" hardware and the main receiver brace and torque the upper 3/8" hardware of the rear support brace (Fig.O).

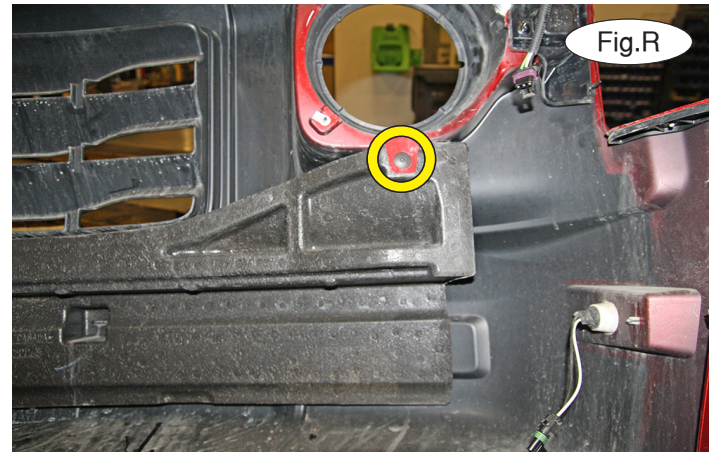
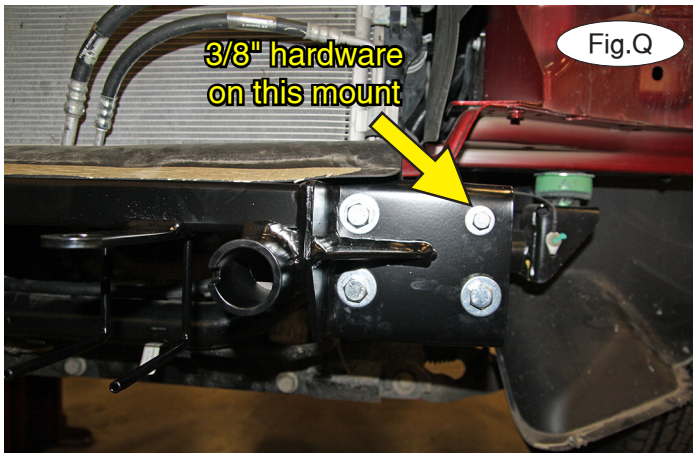
10. On each side, bolt the main receiver brace to the rear support brace using the supplied 1/2" x 1 1/4" bolts and 1/2" lock washers (Fig.P).



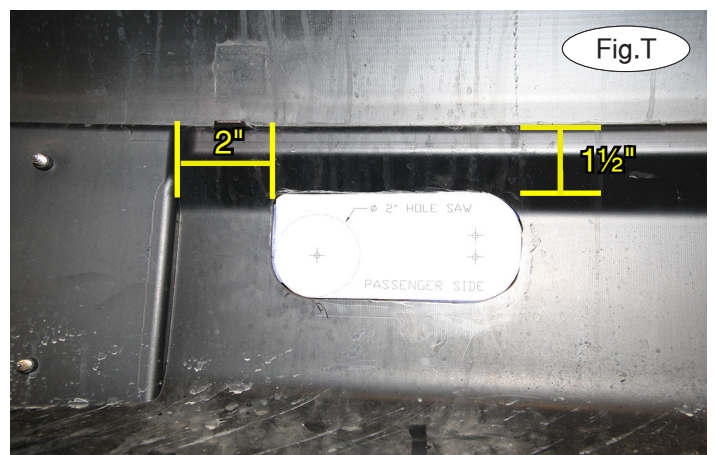
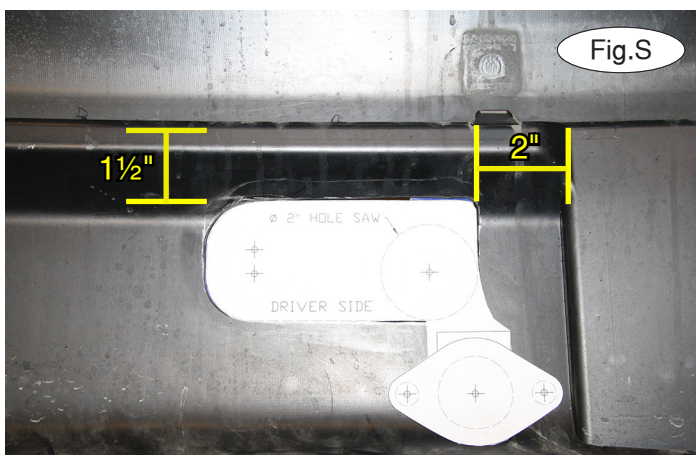


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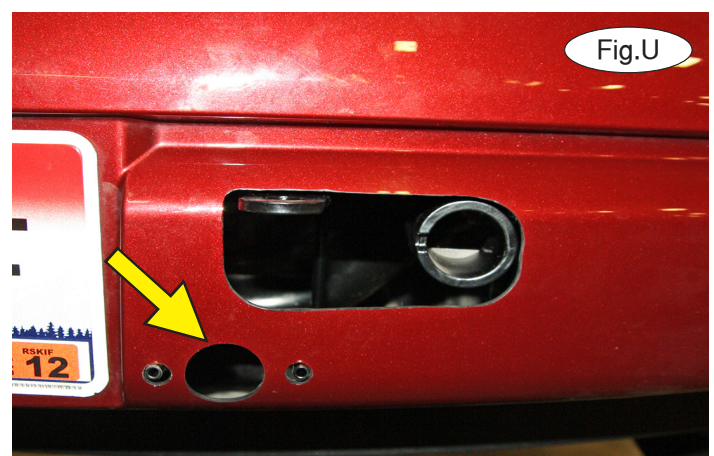
11. On each side, bolt the main receiver brace to the frame rail using three $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolts and $\frac{1}{2}$ " flat washers on each side and use a $\frac{3}{8}$ " x $1\frac{1}{4}$ " bolt and $\frac{3}{8}$ " flat washer on the upper outside mount (Fig.Q – driver's side). Finish the bolts with the appropriately-sized flat washers, lock washers and nuts.



12. Remove the shock absorption pad from the back of the fascia by removing one square-drive screw attaching it to the back of the fascia (Fig.R). It will not be replaced. *Note:* retain the shock absorption pad and its hardware for replacement in case the mounting bracket is ever removed.

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

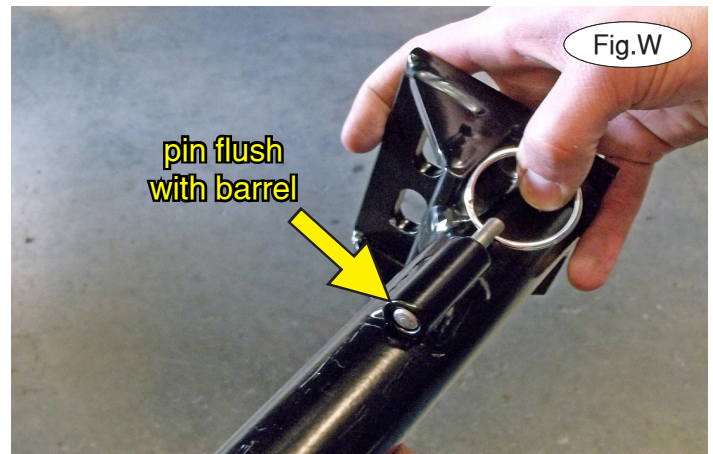
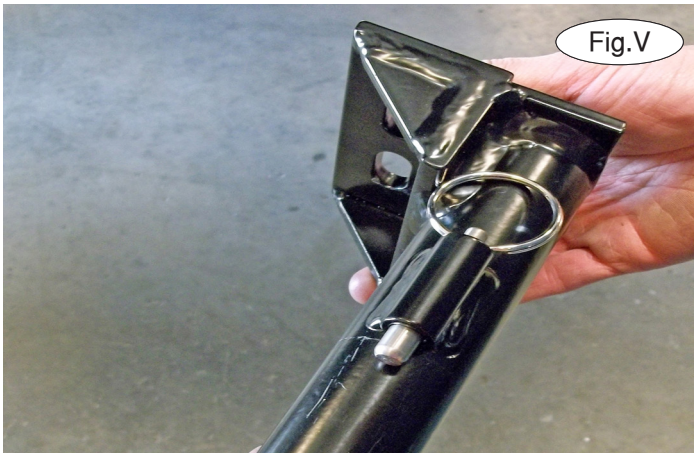
14. Cut out the templates found at the end of these instructions and tape them to the back of the fascia as shown in Figures S and T. Use the measurements in Figures S and T as an approximation only. *Note: due to manufacturing variances, the body and frame may not align and as such, the trimming may not be the same from side-to-side.* We recommend using a second person to hold the fascia over the bracket to verify the fit before using a hole saw to trim the fascia. Figure U shows the final trimming on the driver's side. *Note: for the template with the wiring socket mounts, it is only necessary to cut the two plug rod holes. Do not cut the larger circle (Fig.V — arrow) unless you are installing a wiring plug.*





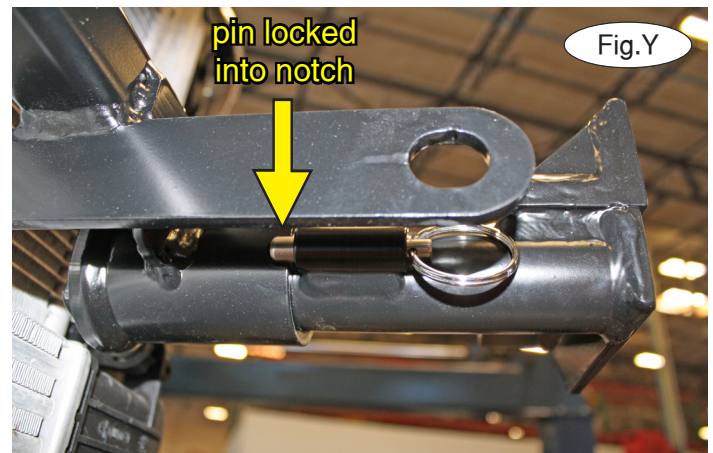
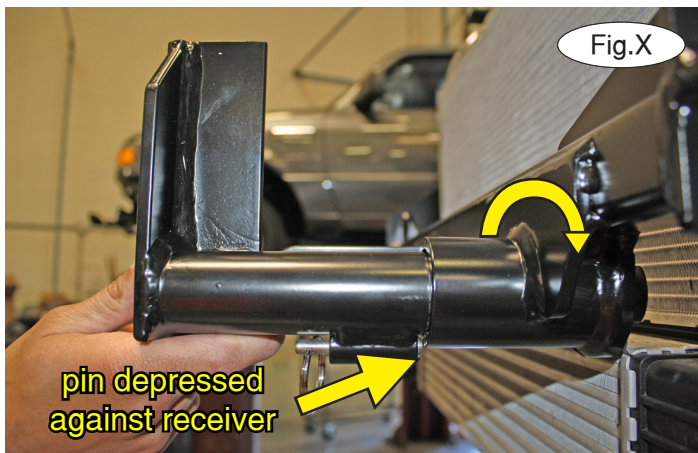
BASEPLATE KIT INSTALLATION INSTRUCTIONS

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15. **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.V and Fig.W).



16. 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.X). 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.Y).

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.

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



BASEPLATE KIT INSTALLATION INSTRUCTIONS

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IMPORTANT!

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



Fig.Z

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.AA). 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.

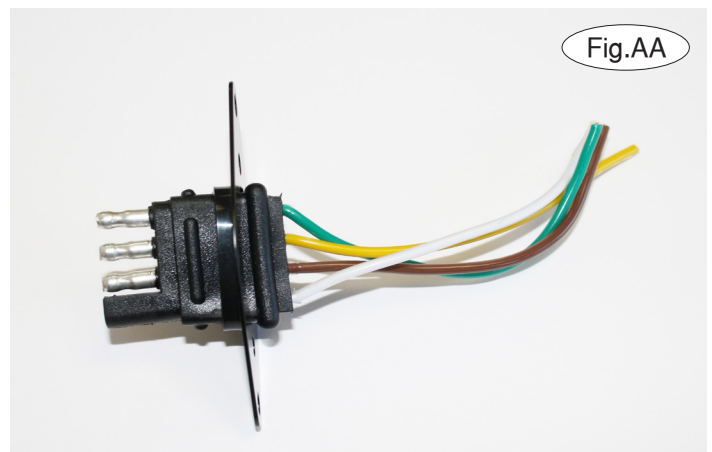


Fig.AA

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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

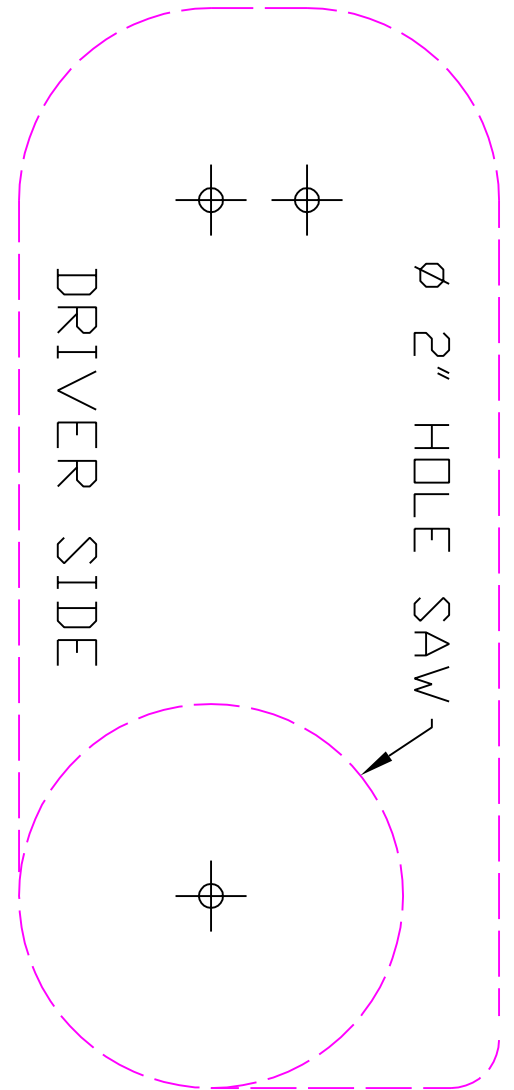
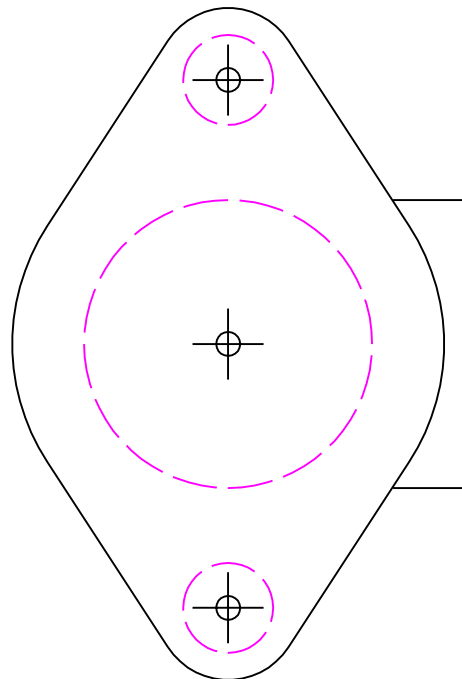
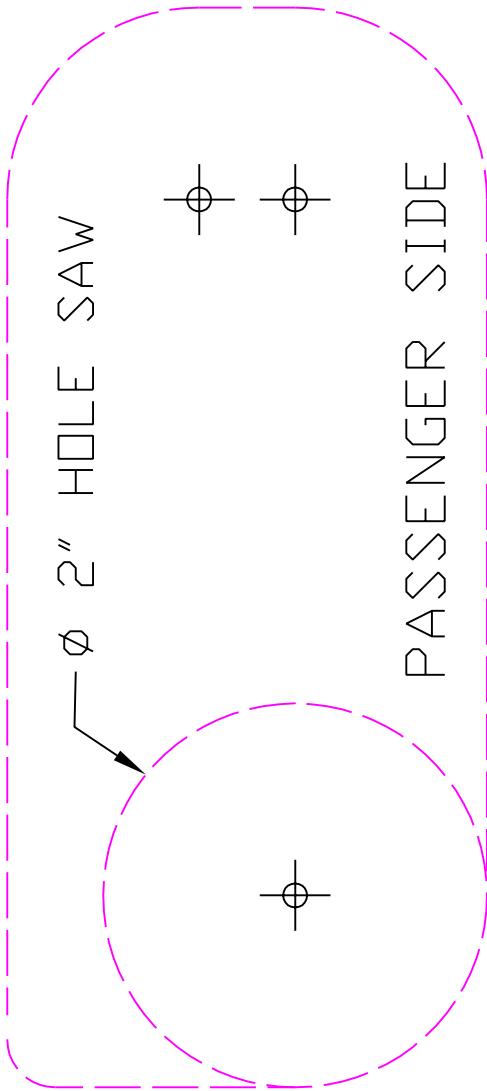
Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.

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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Rely only on high-grade trailer hitches and towing offered on our virtual shelves.