BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523193-4

KS

ROADMASTER, Inc.

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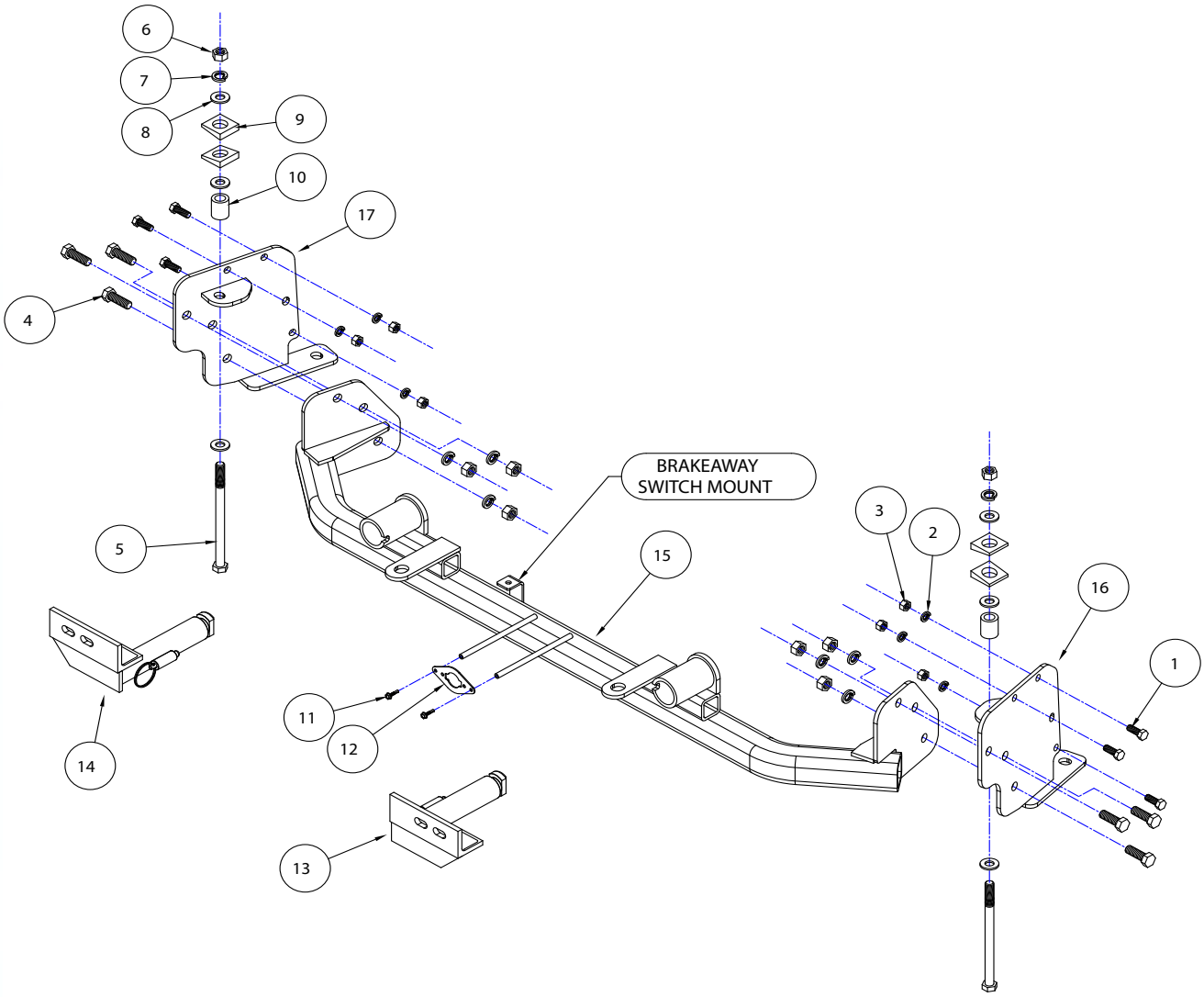

ITEM	QTY	NAME	PART #
1	6	3/8” x 1” BOLT	350055-00
2	6	3/8” LOCK WASHER	350305-00
3	6	3/8” NUT	350254-00
4	6	1/2” x 1 1/2” BOLT	350095-00
5	2	1/2” x 7 1/2” BOLT	350112-00
6	8	1/2” NUT	350258-00
7	8	1/2” LOCK WASHER	350309-00
8	6	1/2” FLAT WASHER	350308-20
9	4	3/4” SQ BEVELED WASHER	350349-00
10	2	1 O.D. x 1 1/4” TUBE SPACER	A-001055
11	2	#10 x 3/4” SELF DRILLING SCREW	350247-35
12	1	WIRE PLUG PLATE	A-003801
13	1	DRIVER SIDE ARM	C-003171
14	1	PASSENGER SIDE ARM	C-003172
15	1	MAIN RECEIVER BRACE	C-003173
16	1	DRIVER SIDE SIDE BRACE	C-003174
17	1	PASSENGER SIDE SIDE BRACE	C-003175

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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.

Fig.A

Fig.B

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***

⚠ 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 warranteed for the original installation.** Installing a used baseplate on another vehicle is not recommended and will void the warranty.

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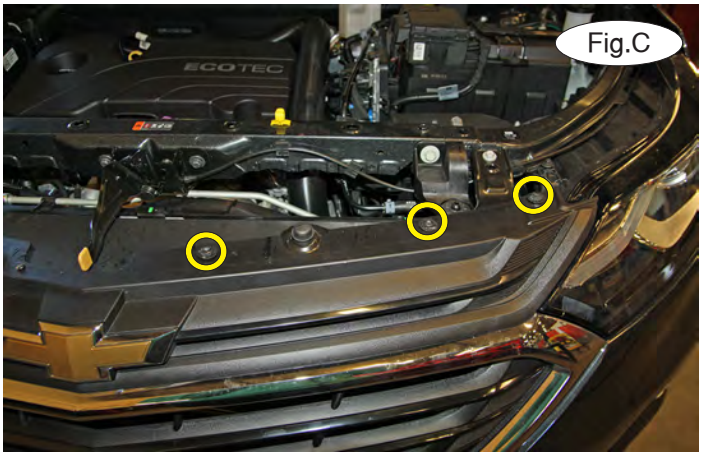
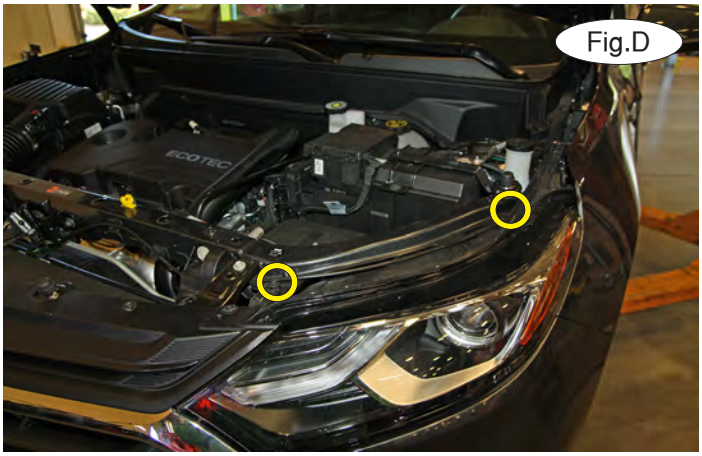
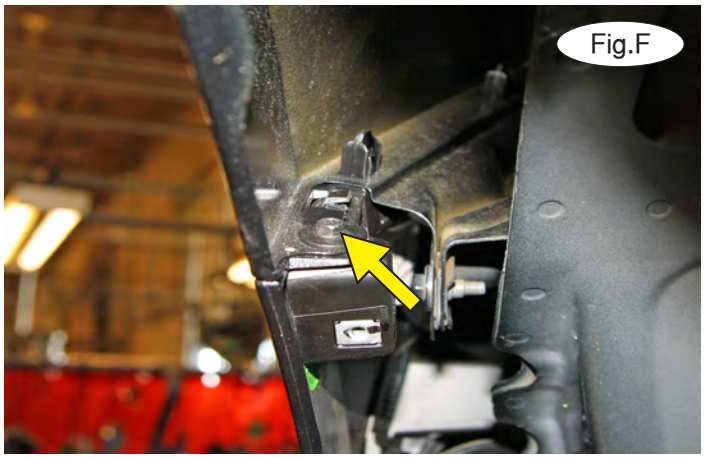
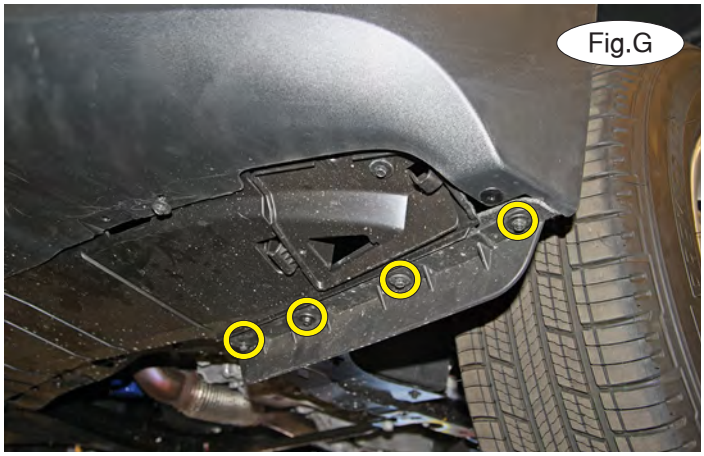




1. ***Important:*** **please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.** Now, on each side, remove three T15 Torx screws attaching the top of the fascia to the core support (Fig.C) and two 7mm (head) screws attaching the top of the headlights to the core support (Fig.D).
2. On each side, remove five T15 Torx screws attaching the fender liner to the fascia (Fig.E).



3. On each side, pull back the fender liner and remove the 7mm (head) screw attach the fender to the fascia (Fig.F).
4. On each side, remove four 7mm (head) screws attaching the air dam to the bottom of the wheel well (Fig.G).



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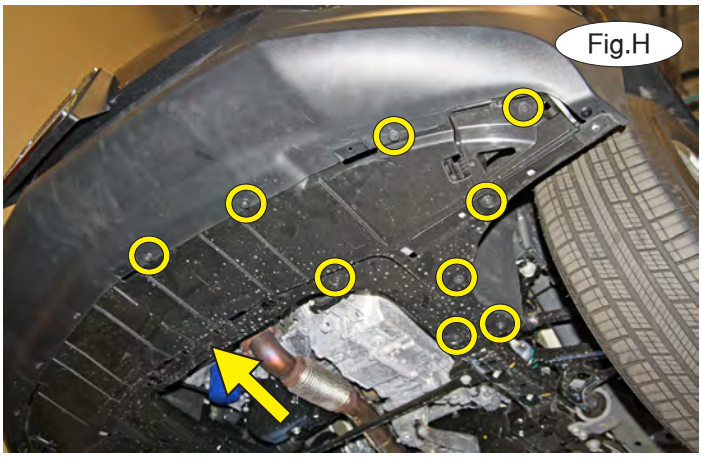
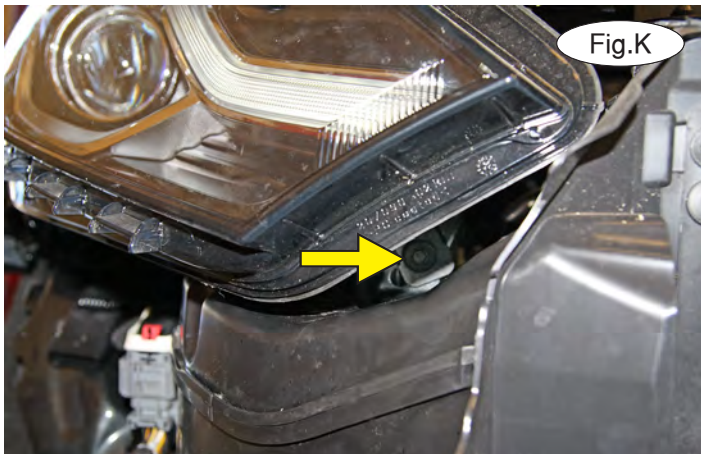


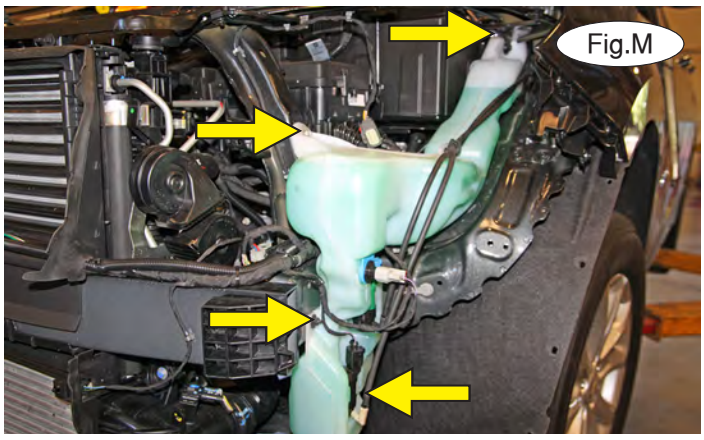
5. On each side, remove nine 7mm (head) screws attaching the lower splash shield to the subframe and fascia (Fig.H – circles), and one 7mm (head) screw in the middle (Fig.H – arrow). Remove the splash shield and set it aside for now.

6. On each side, pull up on the top of the fascia to release the pin (Fig.I). Then, pull out on the corner of the fascia to remove it (Fig.J). On the passenger side, you will need to disconnect the wiring connector before removing the fascia and setting it aside.



7. On each side, remove two 7mm (head) screws attaching the lower part of the headlight to the core support (Fig.K and L). Disconnect and remove the headlights, and set them aside for now.

8. On the driver's side only, disconnect the washer bottle by removing three 10mm (head) bolts and one 10mm (head) nut, along with a plastic fastener attaching the line and disconnect all connectors (Fig.M). Drain the bottle or maneuver it carefully from its mount and then place it in the engine compartment.



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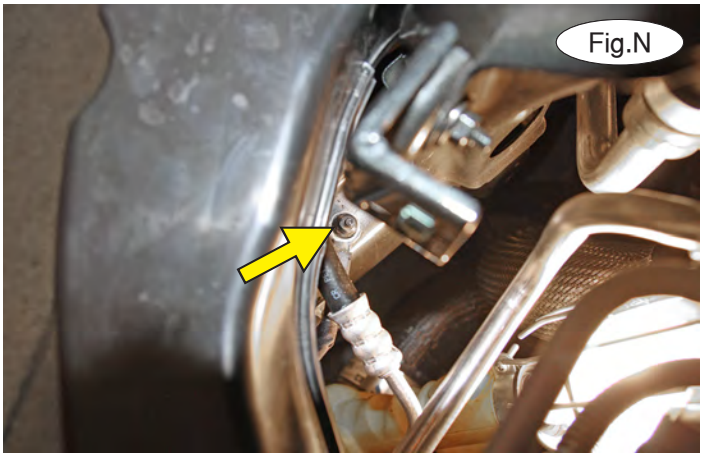
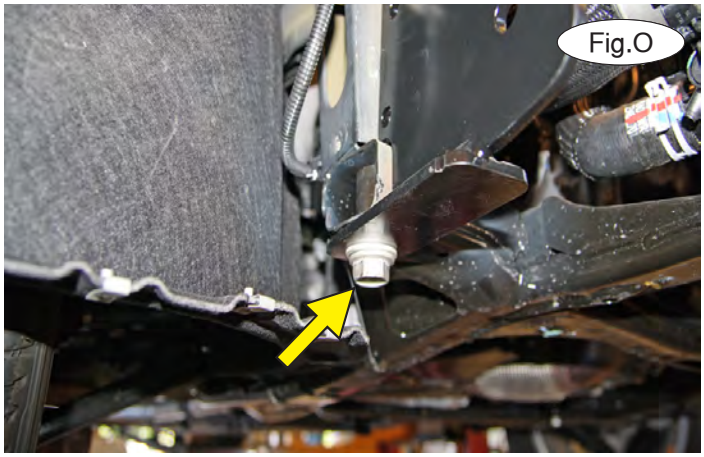
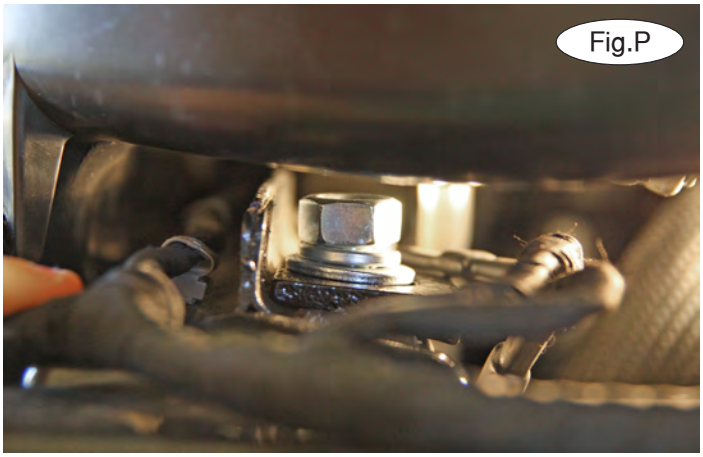
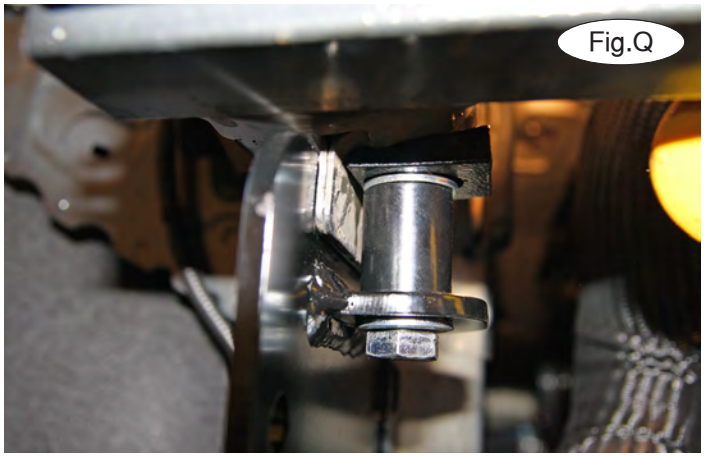




9. On the passenger side only, loosen a 10mm (head) nut and rotate the ground wire to the side to allow clearance for the main receiver brace. Re-tighten the nut (Fig.N).

10. Working on the passenger side only, remove the 21mm (head) subframe bolt and place the rear support brace over the mount. Replace the bolt, leaving it loose for now (Fig.O).





11. Place a ½" flat washer over a ½" x 7½" bolt, and place it through the inside mount of the rear brace. Then, place a 1¼" x 1" O.D. x .188 wall pipe spacer, ½" flat washer and beveled washer over the inside mount, and bolt up through the frame, finishing with the supplied beveled washer, ½" flat washer, ½" lock washer and ½" nut (Fig.P and Q).

12. Repeat steps 10 and 11 for the driver's side, and then torque all of the installed bolts on both sides.

13. Using the three holes in the rear support brace as a template, drill 3/8" holes through the pinch weld (Fig.R). *Note:* angle the drill slightly toward the frame to ensure that the holes are not too close to the edge of the pinch weld. Then, bolt through the holes using the supplied 3/8" x 1" bolts, and finish with 3/8" lock washers, and 3/8" nuts (Fig.S – next page).

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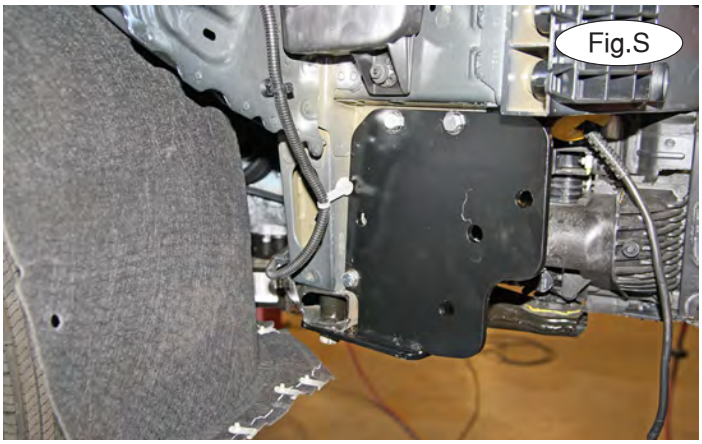
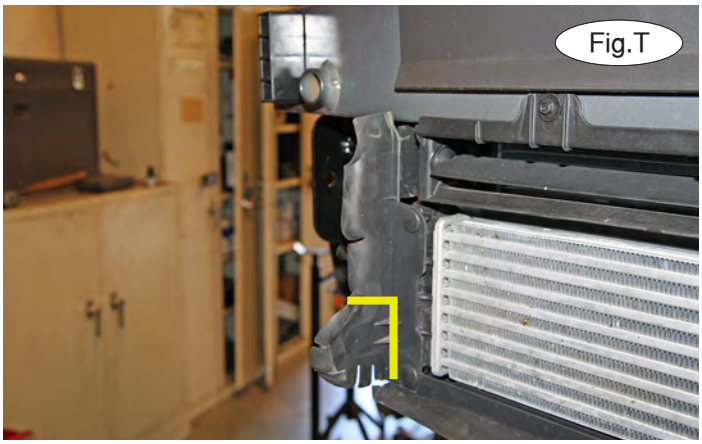
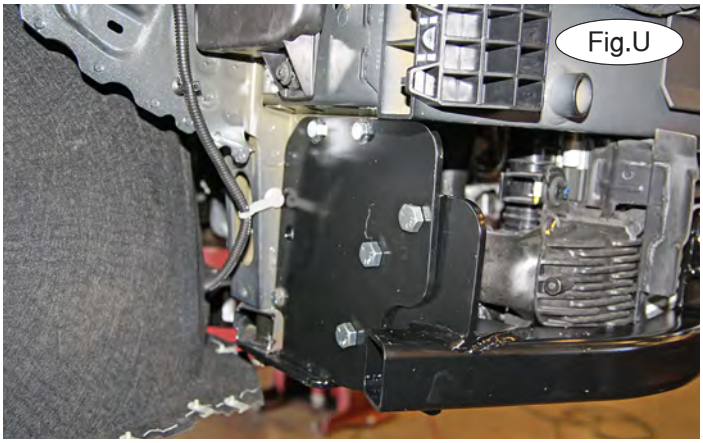




14. Trim the air deflectors as shown in Figure T.

15. Place the main receiver brace over the rear support braces and bolt them together using the supplied ½" x 1½" bolts, ½" lock washers, and ½" nuts (Fig.U).



15. Tighten the bolts to the bolt torque specifications found at the end of this document.

16. Reinstall the headlights, washer bottle and the fascia, reversing steps 1 through 8.

17. Trim the fascia on each side as shown in Figure V.

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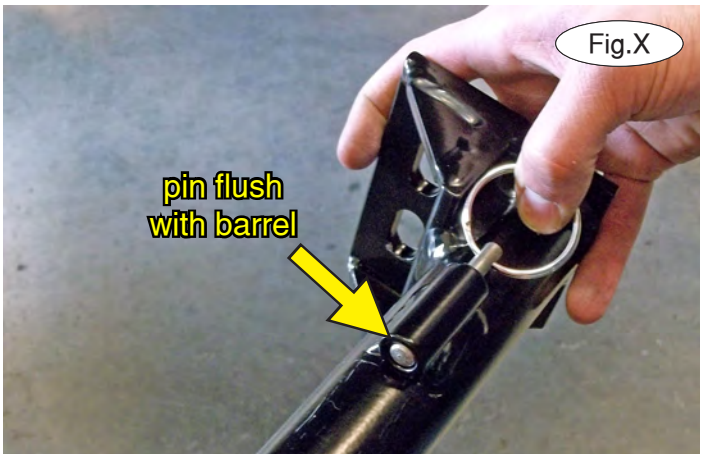
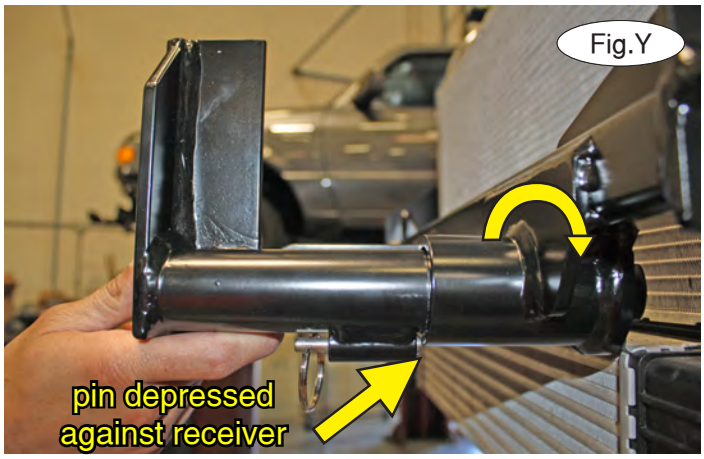
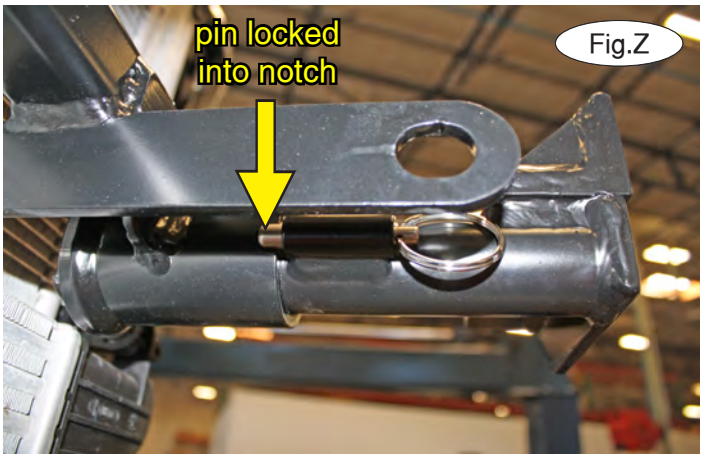


18. ***Note: the following four images are for illustration purposes only, as your specific application may be slightly different.***

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.W and Fig.X).





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.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.

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 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.

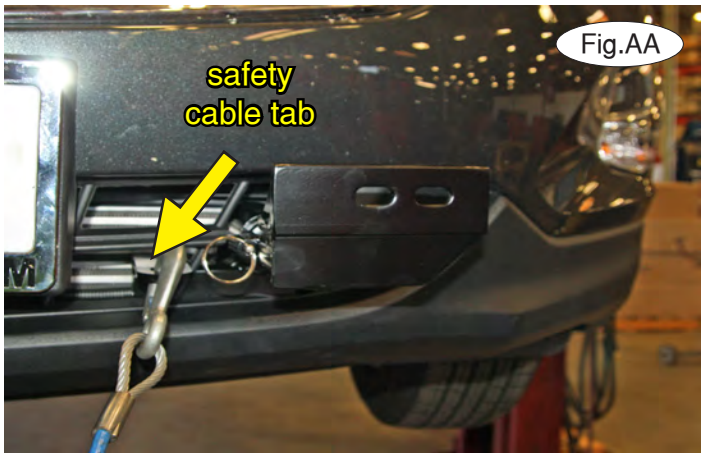

Fig.AA

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 ¾" 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 ¾" 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 ¾" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

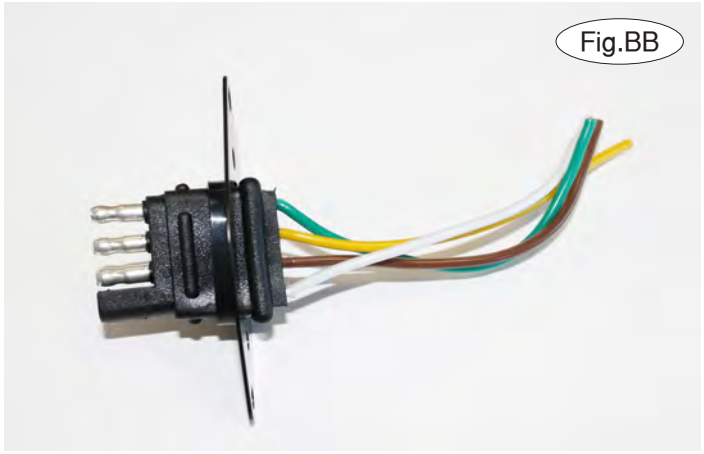
Fig.BB

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.