



BASEPLATE KIT INSTALLATION INSTRUCTIONS

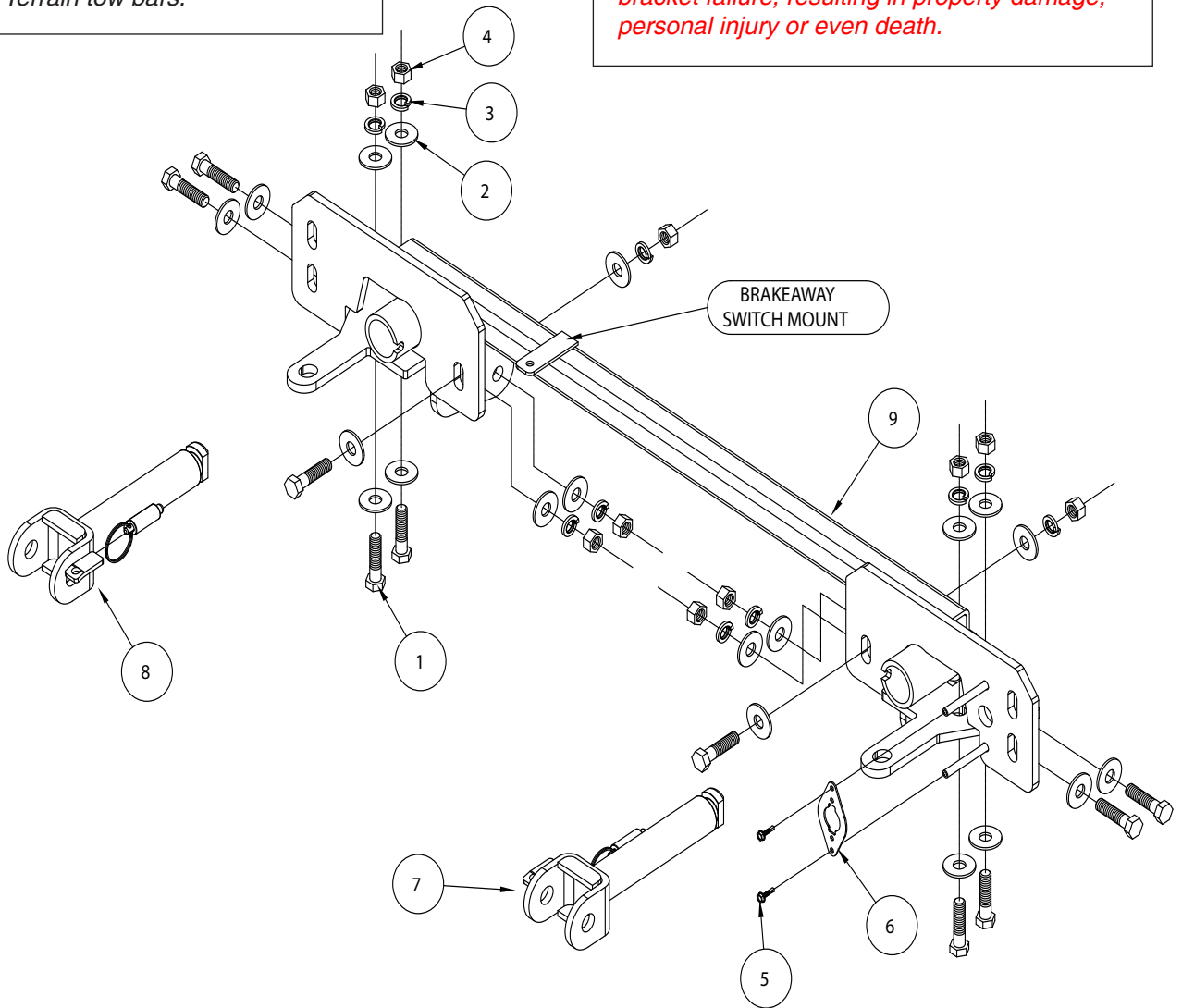
KIT# 524452-5

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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.

Warning
 Maximum weight capacity — 10,000 pounds.
 Failure to follow these instructions may cause bracket failure, resulting in property damage, personal injury or even death.



ITEM	QTY	NAME	PART #
1.....	10	1/2" x 2" BOLT	350097-00
2.....	20	1/2" FLAT WASHER	350308-00
3.....	10	1/2" LOCK WASHER	350309-00
4.....	10	1/2" NUT	350258-00
5.....	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
6.....	1	WIRE PLUG PLATE	A-003801
7.....	1	DRIVER SIDE ARM	C-002383
8.....	1	PASSENGER SIDE ARM	C-002384
9.....	1	MAIN RECEIVER BRACE	C-003131



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This bracket kit is one of our EZ5 series, which allows the visible front portion of the brackets to be easily removed (Fig.A and Fig.B). The kit consists of the main receiver brace, removable front braces and a hardware pack.

The main receiver brace mounts to the front frame and bumper on each side. The removable front braces insert into the receivers on each side.

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

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.

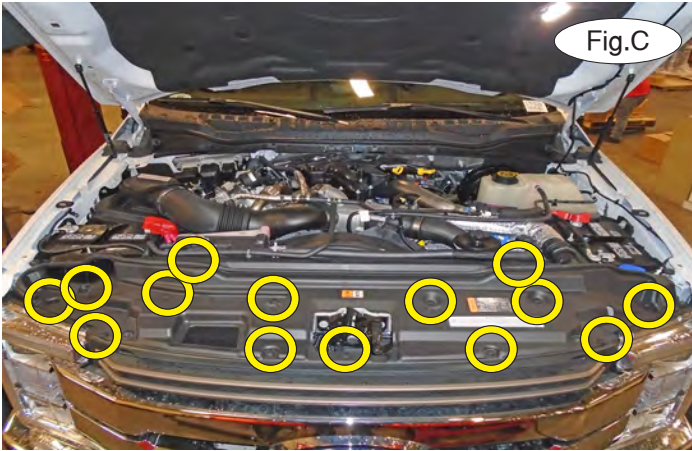


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. **If you do not have ACC (Automatic Cruise Control), skip to step 8.** Now, begin the installation. Remove 14 plastic fasteners attaching the radiator cover to the core support (Fig.C).



2. Remove eight 10mm (head) bolts attaching the top of the grille to the core support (Fig.D).
3. Firmly grip the grille and pull hard, straight out on the bottom of it, to release the clips on the side and bottom of the grille (Fig.E). Disconnect the washer hose and the electrical connector from the back of the grille (Fig.F) and set the grille aside for now.
4. Remove two 8mm (head) screws attaching the top of the ACC bracket to the bumper (Fig.G).



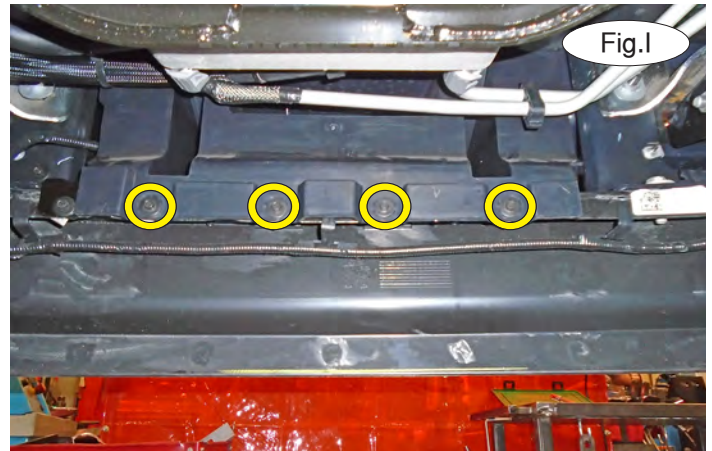
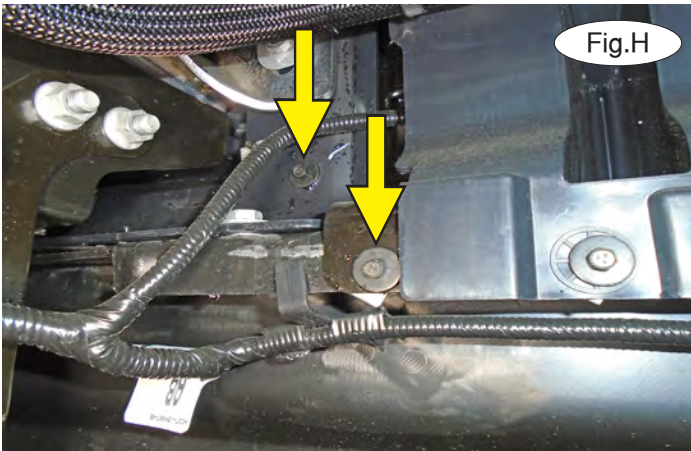


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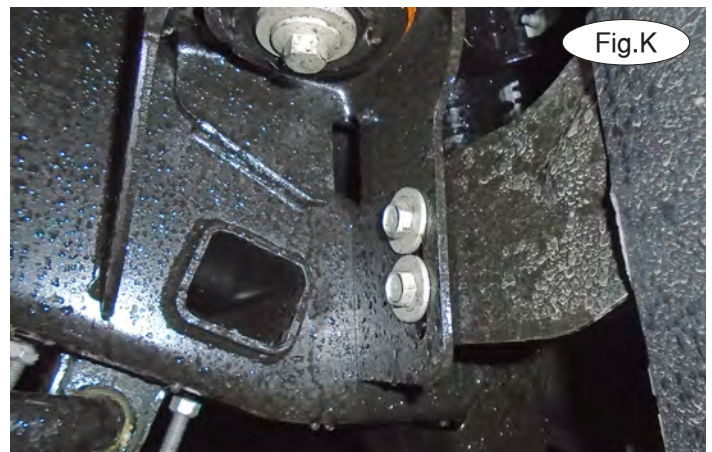
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5. From the backside of the bumper, remove the two bottom 8mm (head) screws attaching the ACC bracket to the bumper (Fig.H).
6. Remove four 8mm (head) bolts attaching the air dam to the bumper (Fig.I).
7. On each side, remove one 8mm (head) bolt attaching the top of the air dam to the bumper (Fig.J – passenger side).



8. On each side, remove the two 18mm (head) bolts attaching the bumper to the frame (Fig.K).
9. On the driver's side, disconnect the electrical connector attaching the bumper to the frame (Fig.L).



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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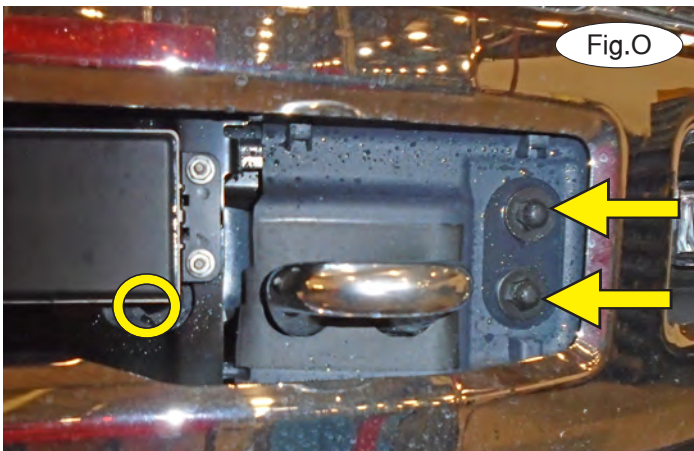
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10. On each side, remove the plastic bolt head covers surrounding the tow hook (Fig.M). *Note:* if the vehicle is equipped with ACC, the piece will be slightly smaller.

11. **If the vehicle is equipped with ACC:** on the driver's side only, remove two 10mm (head) bolts attaching the ACC cover to the ACC bracket (Fig.N). **If the vehicle is not equipped with ACC:** proceed to the next step.

12. On each side, remove four 18mm (head) bolts and threaded double-nut plate on the backside attaching the bumper to the frame (Fig.O – arrows). **If the vehicle is equipped with ACC:** push the center air dam and ACC bracket aside to access two of the 18mm (head) bolts (Fig.O – circle indicates one of the two bolts). **Under no circumstance should you remove the ACC from its bracket. They are fine adjustment nuts and will need to be reset at the dealership if you do so.**



13. On each side, remove four 18mm (head) bolts attaching the tow hooks to the frame (Fig.P). The tow hooks will not be replaced. *Note:* retain the tow hooks for replacement in case the bracket is ever removed.

14. On each side, remove two 18mm (head) nuts attaching the frame guard to the inside of the frame rail (Fig.Q).



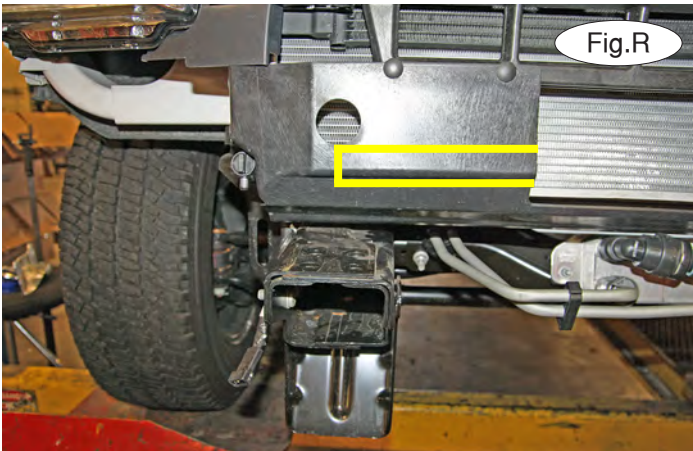


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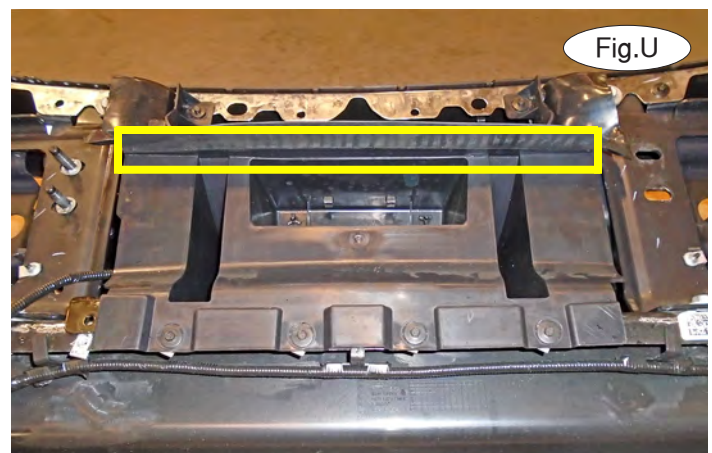
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15. On each side, trim the air dam as shown in Figure R, or remove it entirely.

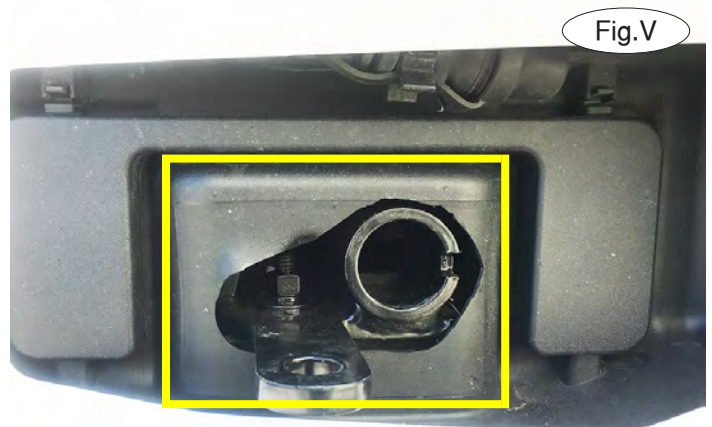
16. Place the main receiver brace over the frame and on top of the frame guards and, on each side, bolt through the inside holes of the brace, the frame guard, and the frame using the supplied $\frac{1}{2}$ " x 2" bolts and $\frac{1}{2}$ " flat washers. Finish with two $\frac{1}{2}$ " flat washers, lock washers and nuts (Fig.S).



17. On each side, bolt up through the frame and the main receiver brace using the supplied $\frac{1}{2}$ " x 2" bolts and $\frac{1}{2}$ " flat washers. Finish with two $\frac{1}{2}$ " flat washers, lock washers and nuts (Fig.T).

18. Hold the bumper up to the vehicle and mark the plastic bumper support to allow clearance for the main receiver brace. Use the yellow lines in Figure U as a reference to approximate the trimming. Trim the plastic inserts on the fascia as shown in Figure V or use the yellow lines to trim out a square section of the plastic.

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





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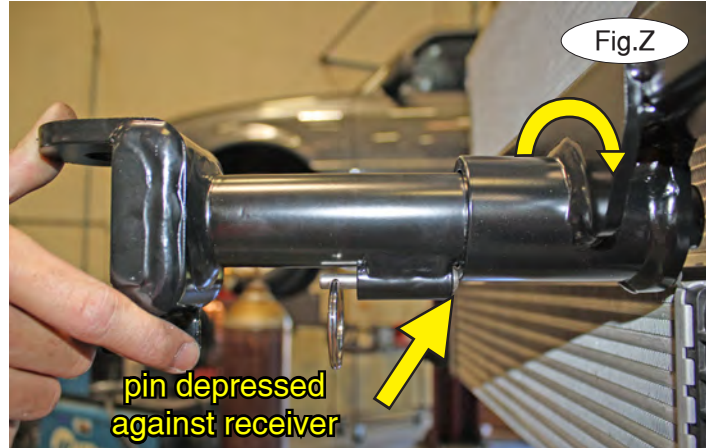
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20. Reinstall the bumper, reversing steps 1 through 12, except on each side, replace the lower inside bumper mount bolt with a 1/2" x 2" bolt and 1/2" lock washer, and finish with a 1/2" flat washer, lock washer and nut (Fig.W – passenger side).

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

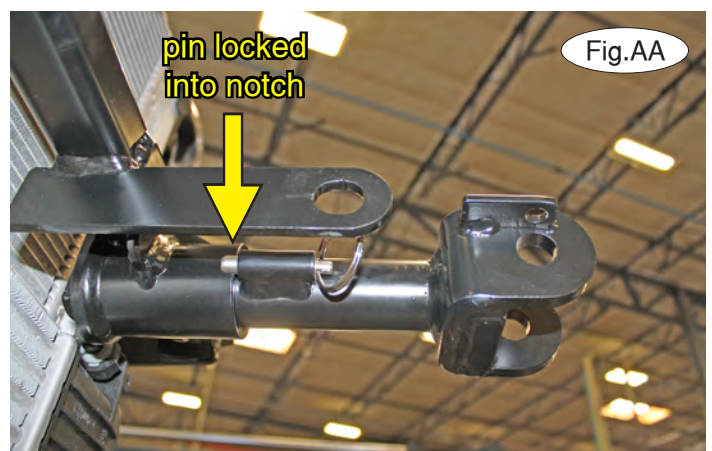
The spring-loaded pin on the removable arm snaps into a notch on the receiver, locking the removable arm into its final towing position. Before inserting each arm into the receiver, verify that the spring is working by ensuring that the spring-loaded pin moves easily back and forth within the barrel when pulled and that it can be pulled flush with the face of the barrel (Fig.X and Fig.Y).



22. 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.Z). 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.AA).

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.

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





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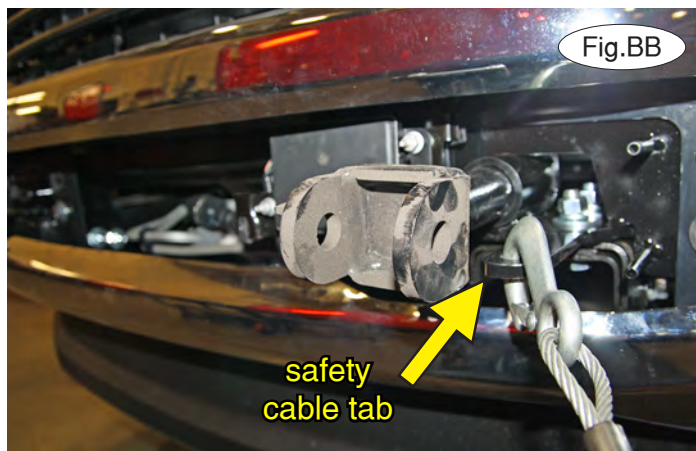
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IMPORTANT!

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

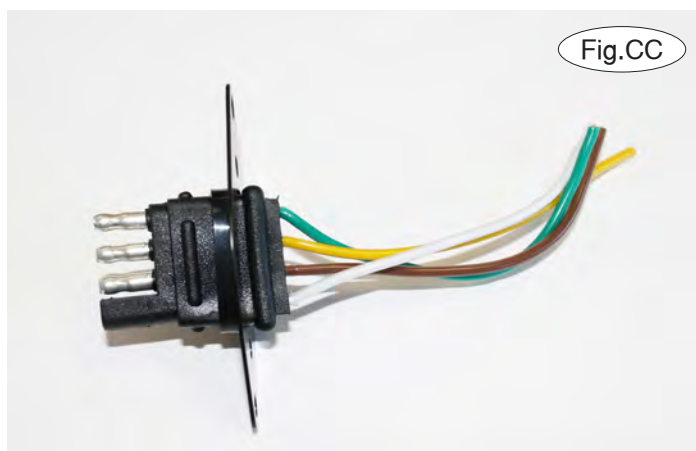


Three options for attaching the wiring plug to the main receiver brace

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.CC). 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
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.

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