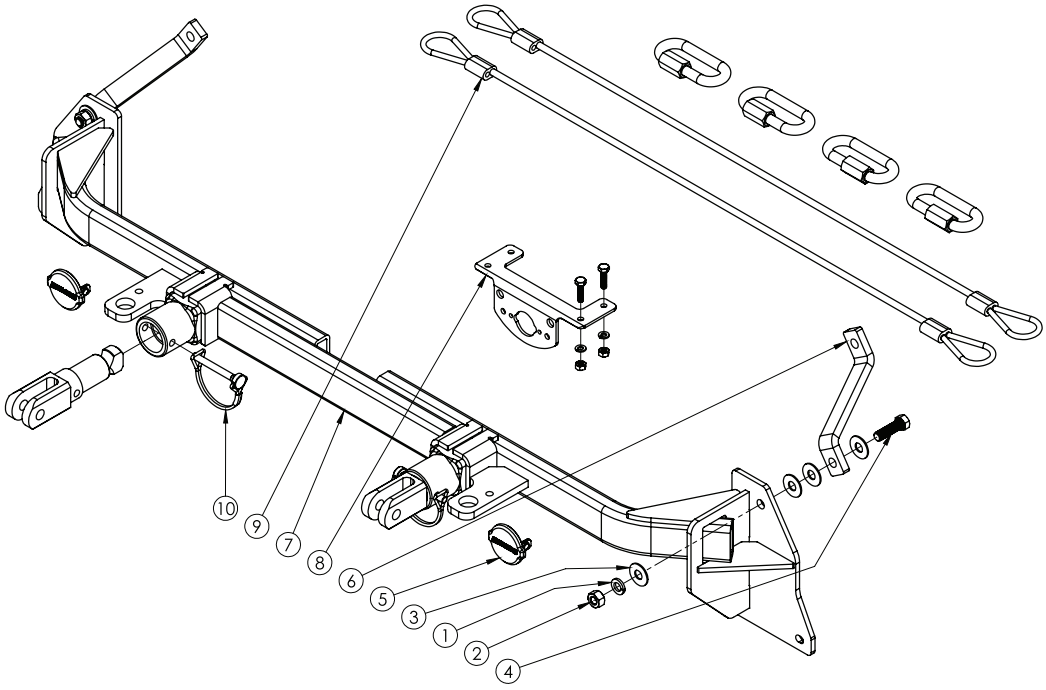
e64FV

Invisible Base Plate Kit - Removable Arms



CONTENTS

ITEM	DESCRIPTION	QTY
1	Washer, Spring Lock, .438	2
2	Nut, .438NC Hex Nut	2
3	Washer, Flat, .438	4
4	Bolt, .438NC x 1.50 GR5 Hex	2
5	Tabless Baseplate Plug Cover	2
6	Support Brace	2
7	Baseplate Crossmember	1
8	Plug Mount	1

ITEM	DESCRIPTION	QTY
9	Baseplate Safety Cable Kit	1
10	Tabless Pull Stud Kit	1
-	Loctite (Not Shown)	2

FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN LOSS OF TOWING VEHICLE CONTROL, SEPARATION OF THE TOW BAR FROM THE TOWING VEHICLE, SEPARATION OF THE TOWED VEHICLE FROM THE TOW BAR, CAUSING SEVERE PERSONAL INJURY, DEATH, OR PROPERTY DAMAGE.

Copyright © 2024 by etrailer. All rights reserved. No portion of this manual or any artwork contained herein may be reproduced in any shape or form without the express written consent of etrailer. Due to continuing improvements, actual product may differ slightly from the product described herein. Tools required for assembly and maintenance may not be included.

⚠ CAUTION

Safety is of utmost importance at all times. There are several items that must be checked each time before using and while using a tow bar.

Before allowing anyone to hook up or operate a tow bar, be sure they have read and understand the proper operating procedure.

DO NOT use worn or damaged cables and/or pins.

Be sure the **SAFETY CABLES** are hooked, chassis to chassis, to both the towing and towed vehicles using the crisscross method.

Check clearance between vehicles in a turning situation.

Check base plate mounting bolts for tightness and frame for metal fatigue.

Do not load the towed vehicle with anything as you may exceed the towing capacity of the tow bar.

Keep fingers away from pivot points to prevent personal injury.

Be sure the steering components of the towed vehicle are properly aligned.

etrailer baseplates are designed for use on factory vehicle suspension setups. etrailer baseplates are not recommended for use on modified suspensions lowered or raised. Towing vehicle must be larger and at least 500 lbs. heavier than the towed vehicle and tow bar combined.

NOTE: This unit can be backed up in moderate increments. Any severe backwards cornering could result in damage to the Tow Bar and/or towed vehicle chassis.

For automatic transmissions: Consult your vehicle owners manual for towing suitability with the drive shaft connected. Otherwise, the towed vehicle will have to be equipped with a transmission pump or drive shaft disconnect.

Check to make sure that all lights are in proper working order.

The information on towability of vehicles is reprinted with permission of MotorHome© Magazine, and is believed to be reliable. However, **etrailer does not** warrant the information to be correct. Always consult your towed vehicle owner's manual and follow towing instructions. Each year, **MotorHome© Magazine,** compiles a list of vehicles that can be towed four-down behind a motorhome with no modifications required.

Caution: MotorHome© Magazine left out any vehicles that have towing speed limits slower than 55 m.p.h., or distance limits of less than 200 miles. At a minimum, these vehicles require significant modification, such as the use of an aftermarket product, to make them towable. The availability of an **etrailer Tow Bar Base Plate does not** imply that these vehicles can be modified or that there is an aftermarket product available. Refer to your vehicle owner's manual or consult your dealer to determine whether your vehicle can be modified to make it towable. Failure to observe this precaution could result in property damage or personal injury.

WARRANTY

Your etrailer base plate assembly has a Lifetime Limited warranty to be free from defects in materials and workmanship under normal use and service from date of purchase. Any part of the etrailer base plate assembly found in the judgment of the manufacturer to be defective in materials or workmanship will be repaired or replaced at the manufacturer's option.

IMPORTANT INSTALLATION ITEMS

etrailer products and accessories are intended to be installed by professional installers with experience, proper equipment and the ability to do modification work. Installers with these qualifications can be found in RV and Automotive Service Centers.

If the car to be towed has been in an accident, the chassis may be damaged in an area where the Base Plate attaches. It may no longer be suitable for towing. Extreme caution and careful examination are required in such a situation. It is also likely, even from a minor accident, that the hole alignment will be more difficult due to hole alignment problems.

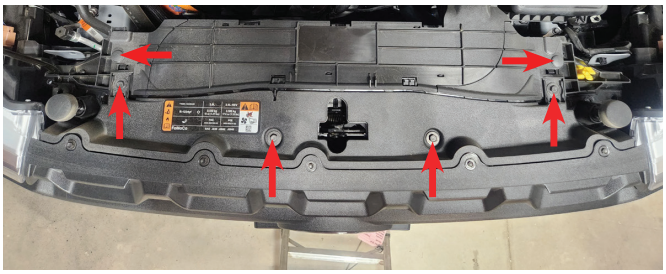
Many etrailer Base Plates are designed to use existing holes and hardware to mount the Base Plate to the towed vehicle. Even though the bolt is there, however, do not assume it is adequate for mounting the Base Plate. Manufacturers make many changes in hardware both within and between model years. Be sure the bolt is long enough to protrude past the nut a distance no less than 1/2 the diameter of the bolt, after the Base Plate is mounted. The threads should be in good condition. **We require that "LOCTITE® Blue" be used on all bolts.** If a new bolt is required, be sure it is SAE Grade 5 or Metric 8.8.

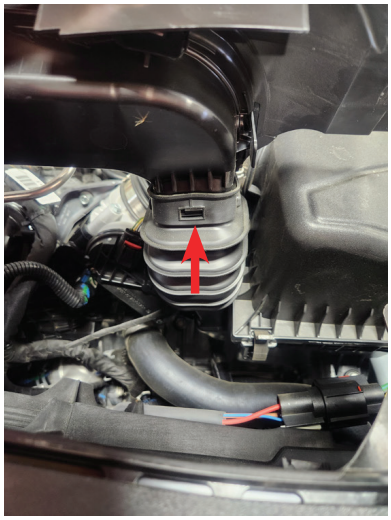
NOTE: The dimensional variations between otherwise identical vehicles can be considerable. Some minor modifications may have to be made to ensure a proper fit.

BOLT TORQUE SPECIFICATIONS

STANDARD BOLTS			METRIC BOLTS		
SIZE	GRADE	TORQUE	SIZE	GRADE	TORQUE
5/16"	5	18 ft/lbs	8mm	8	23 ft/lbs
3/8"	5	30 ft/lbs	10mm	8	45 ft/lbs
7/16"	5	50 ft/lbs	12mm	8	78 ft/lbs
1/2"	5	75 ft/lbs	14mm	8	125 ft/lbs

INSTALLATION

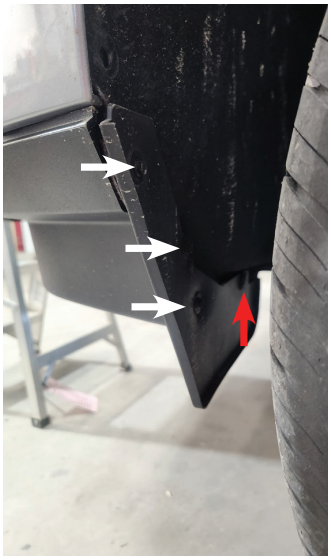




1. Remove four bolts and two plastic push fasteners from the top side of the fascia cover.

2. Underneath the fascia cover, unhook the rubber accordion hose.



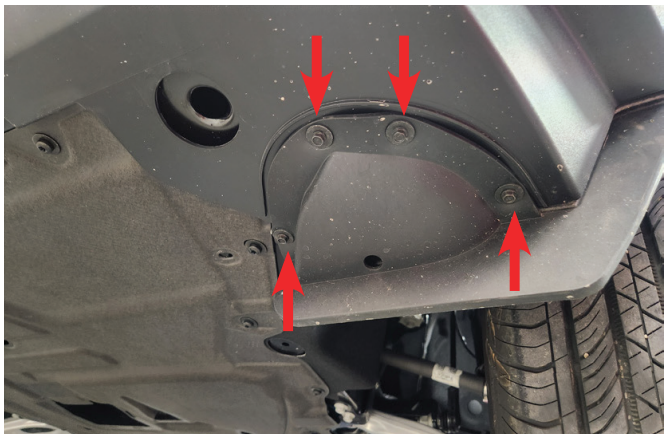


3. On each side of the vehicle, remove four plastic push fasteners and three bolts from the wheel well liner.



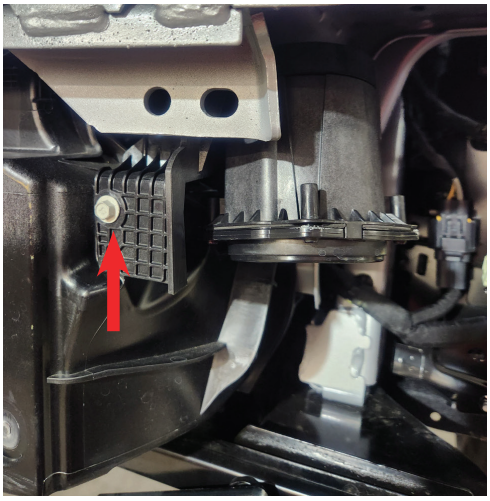
4. On each side of the vehicle, pull back the wheel well liner and remove three bolts.



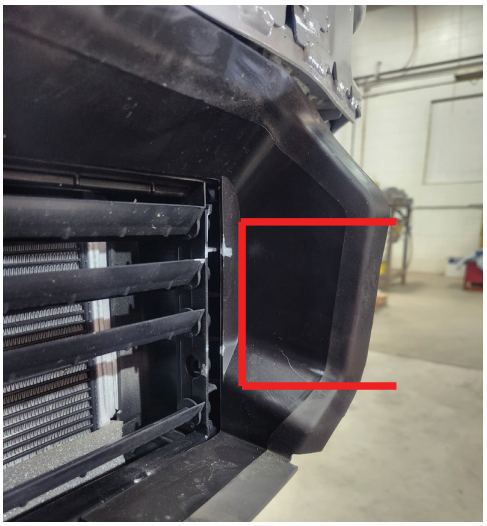


5a. On the bottom side of the vehicle, remove eight torx screws.
5b. On the bottom side of the vehicle, remove four bolts. Do this on both sides of the vehicle.

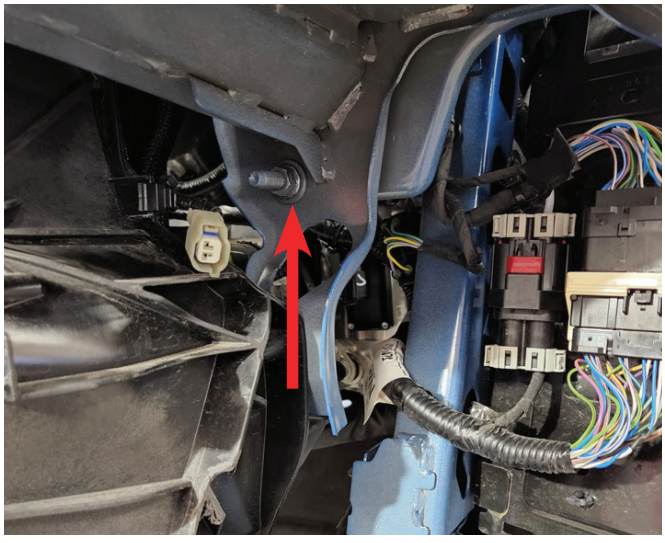
6. Gently remove the fascia and unplug any electrical connections. Set the fascia aside.



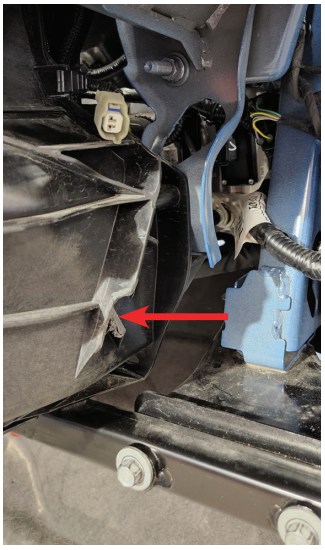
7. Remove one screw that holds the PAD. Unplug and set the PAD aside for reinstall later.



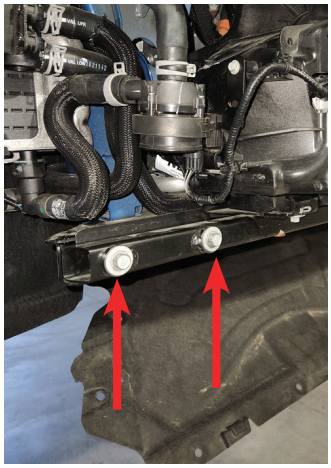
8. Cut the air dam as shown on both sides of the vehicle.

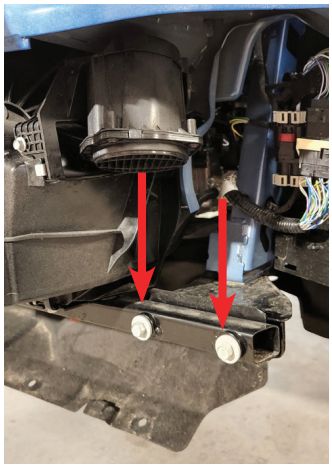


9. On each side of the vehicle, remove the nuts as shown in the picture above.



10. On the drivers side, trim off the air cooler wing as shown in the picture above. Some trimming may be needed. The passenger side may need to be trimmed as well.





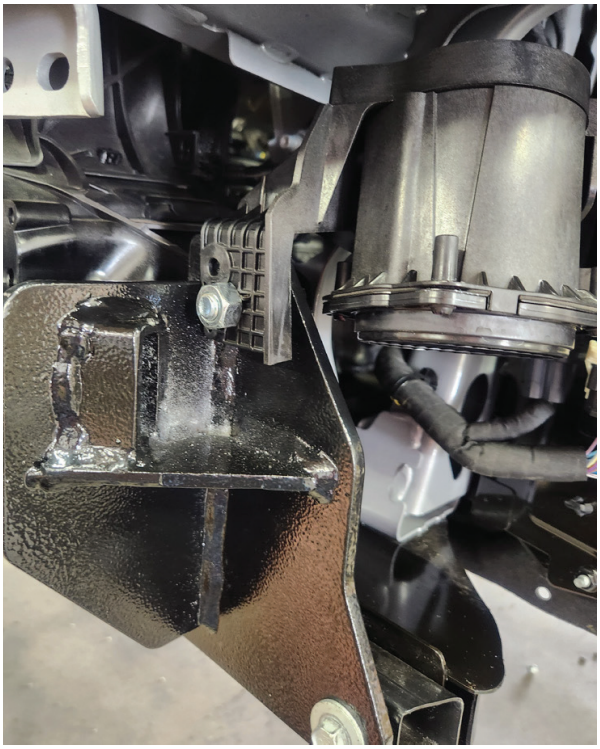
11. Remove the two bolts on each side of the vehicle. These bolts will be used to attach the baseplate.



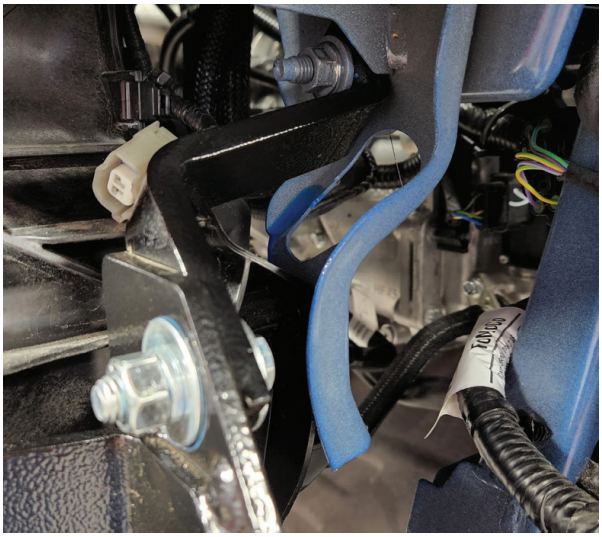
12. With an assistant, install the baseplate. Loosely reinstall the two bottom bolts as shown on each side of the vehicle.



13. With a 3/8” drill bit, drill a hole in the location above.



14. Reattach the PAD through the hole that was drilled and the support brace hole.



15. Loosely install the support brace as shown in the picture above. Use the 7/16” bolts, flat washers, lock washers, and nuts in order as seen on the cover page.

16. Once all the bolts are installed, TIGHTEN ALL BOLTS TO PROPER TORQUE SPECIFICATIONS.
NOTE: “LOCTITE® Blue” must be used on all bolts.



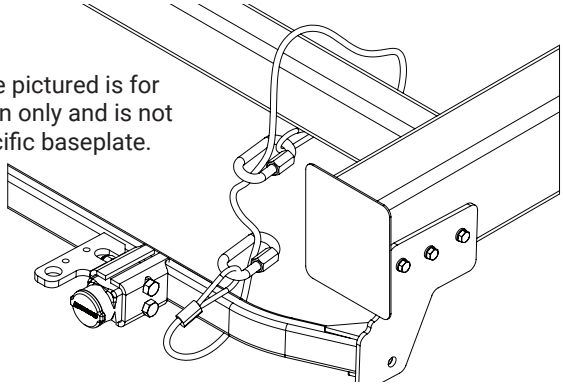
17. Reconnect any electrical connections. Reinstall the fascia.

INSTRUCTIONS

TOWED VEHICLE BASEPLATE SAFETY CABLES & PARTS BREAKDOWN

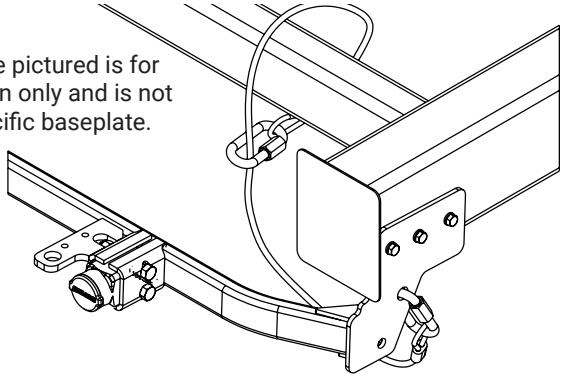
Example #1: Wrap the safety cable around the baseplate crossmember and attach with one quicklink. Attach the other end of the safety cable to the vehicles frame rail or crossmember of the vehicles frame using another quicklink. **See illustration below. NOTE:** when routing cable, make sure cable does not touch or rub against wires, brake hoses, brake lines or axle shafts. Do this on each side of the baseplate.

Baseplate pictured is for illustration only and is not your specific baseplate.

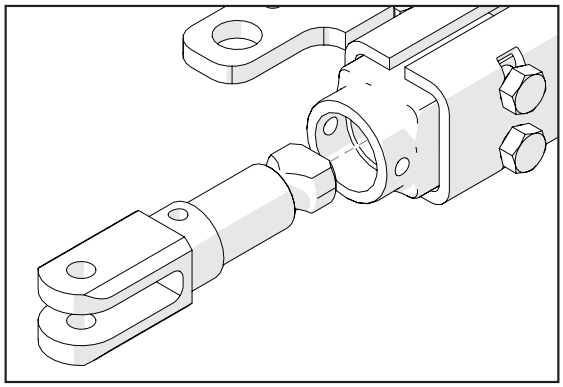


Example #2: Some baseplate models have a hole to mount the quicklink and cable. Example: some baseplates may not have a crossmember from one side to the other, thus you have a quicklink mounting hole. **See illustration below:** this shows the use of just one quicklink. Other installs may require 2 quicklinks depending on baseplate model. **NOTE:** when routing cable, make sure cable does not touch or rub against wires, brake hoses, brake lines or axle shafts. Do this on each side of the baseplate.

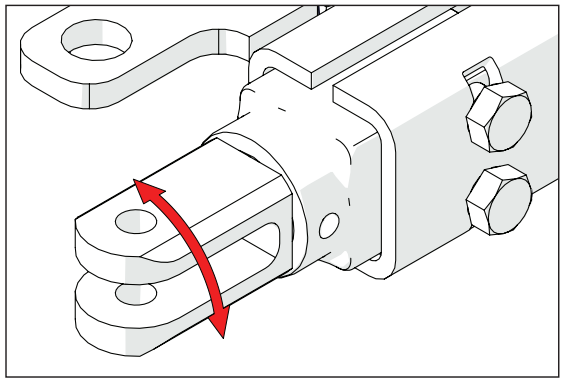
Baseplate pictured is for illustration only and is not your specific baseplate.



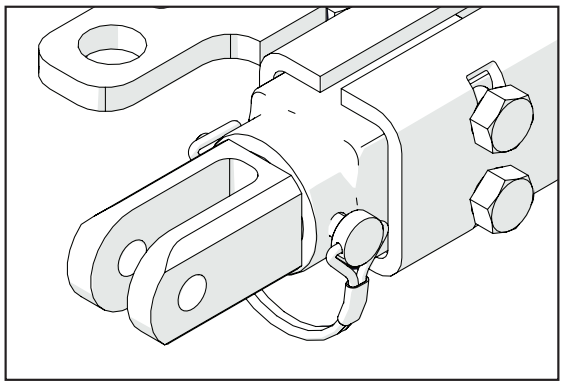
HOOKING UP TOW BAR TO BASEPLATE



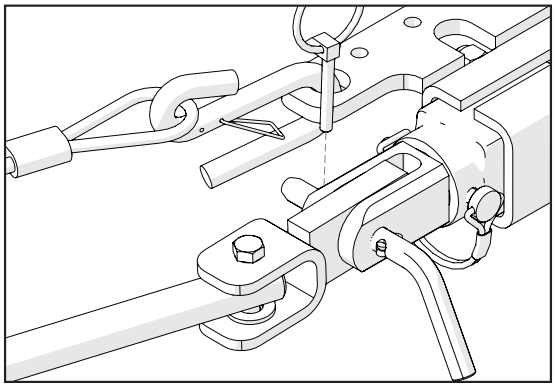
1. Insert pull tab into baseplate pull socket with the flat spot and locking hole facing up. Push pull tab into socket until it stops.



2. Rotate assembly 90° until lock pin holes line up. (Tab to clevis bolt will be horizontal while tow bar to clevis bolt will be vertical).



3. Insert locking pin into cross hole. If pin does not install, pull tab may not be installed correctly. Try rotating tab 180° and try again. Hook up saftey cables and other equipment required for towing your vehicle.



4. Attach tow bar connecting clevis to baseplate's pull tab with clevis pin and lynch pin. Attach safety cables to the chain anchor.

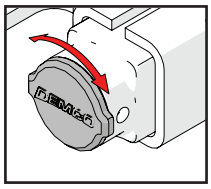
UNHOOKING TOW BAR FROM BASEPLATE

1. Release the pressure from tow bar as stated in your tow bar manual.

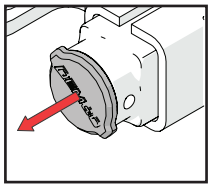
2. Reverse the hooking process.

PLUG COVER INSTRUCTIONS

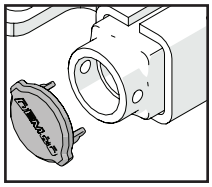
1. To remove cover, rotate cover by the tabs about 1/8 of a turn.



2. Pull cover and the cover will pull off.



3. To install cover, push cover into socket and rotate until it snaps into place.



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More etrailer product information can
be found online: www.etrailer.com