

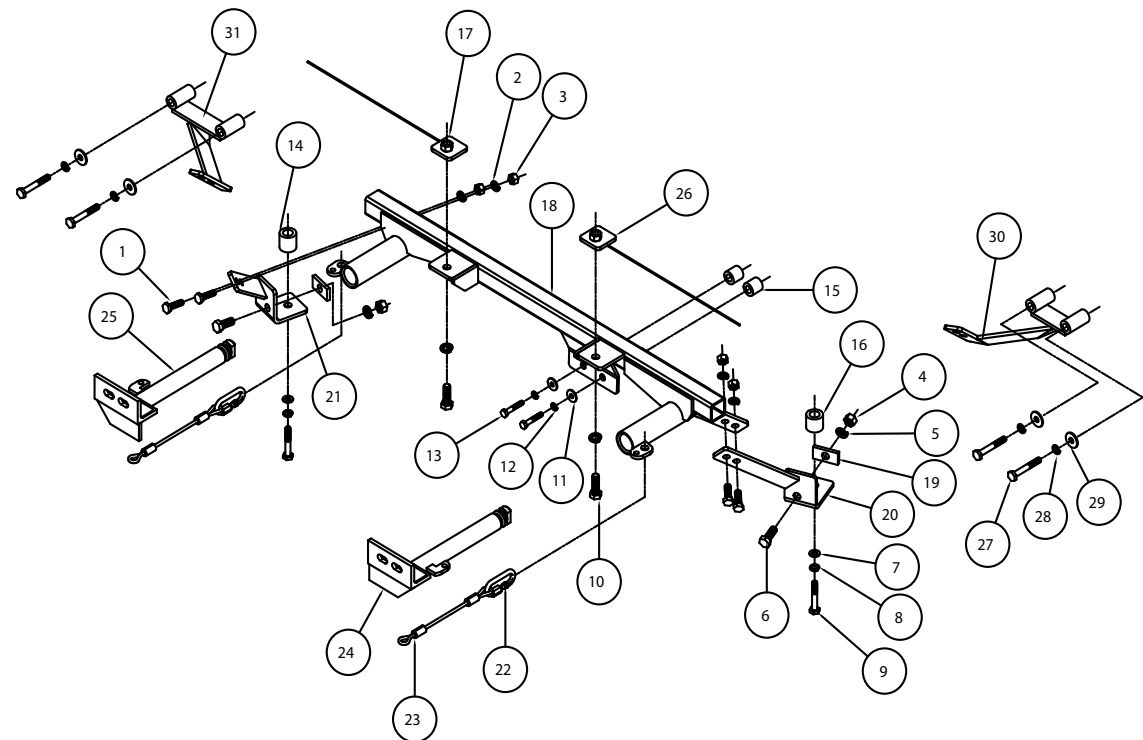


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52347-1

09/18/12
KS

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



ITEM	QTY	NAME	MATERIAL
1	4	7/16" x 1 1/2" BOLT	350074-00
2	4	7/16" LOCK WASHER	350307-00
3	4	7/16" NUT	350256-00
4	2	1/2" NUT	350258-00
5	4	1/2" LOCK WASHER	350309-00
6	2	1/2" x 1 1/4" BOLT	350309-00
7	2	10mm FLAT WASHER	355710-00
8	2	10mm LOCK WASHER	355715-00
9	2	10mm x 1.25 x 60mm BOLT	356207-00
10	2	1/2" x 1 1/2" BOLT	350095-00
11	2	8mm x 22mm FENDER WASHER	355702-00
12	2	8mm LOCK WASHER	355705-00
13	2	8mm x 1.25 x 50mm BOLT	356005-00
14	1	1 1/4" O.D. x 0.250 WALL x 1 1/4" TUBE	A-000964
15	2	1" O.D. x 0.219 WALL x 1" TUBE	A-001274
16	1	1 1/4" O.D. x 0.250 WALL x 1 1/8" TUBE	A-002340
17	1	PASSENGER SIDE BACKING PLATE WELDMENT	C-001472
18	1	MAIN RECEIVER BRACE WELDMENT	C-001466
19	2	1/4" x 1" x 2" BACKING PLATE	A-000842
20	1	DRIVER SIDE LOWER BRACE WELDMENT	C-001469
21	1	PASSENGER SIDE LOWER BRACE WELDMENT	C-001470
22	2	CABLE CONNECTOR	200008-00
23	2	8" SAFETY CABLE	500646-08
24	1	DRIVER SIDE ARM WELDMENT	C-001467
25	1	PASSENGER SIDE ARM WELDMENT	C-001468
26	1	DRIVER SIDE BACKING PLATE WELDMENT	C-001471
27	4	10mm x 1.25 x 80 mm BOLT	356215-00
28	4	10mm LOCK WASHER	355715-00
29	4	10mm FENDER WASHER	355716-00
30	1	DRIVER SIDE BRACE	C-001755
31	1	PASSENGER SIDE BRACE	C-001756



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This is one of our EZ 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 lower braces, two removable front bracket arms and a hardware pack.

The main receiver brace mounts to the radiator support, the bumper core, and the lower braces. The lower braces mount to the radiator support and the lower ends of the frame rails. The removable front bracket arms fit into 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 and lock washers on all fasteners.

WARNING

Failure to heed these warnings or follow the installation instructions may result in a voided warranty, loss of towed vehicle, personal injury or death.

- Do not weld or modify this baseplate or its components. Welding or modification will void the warranty.
- Do not use this document as a basis to design/fabricate a baseplate, as it may not show all parts or structural components.
- We strongly recommend professional installation.
- 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.
- The installer must use all bolts and parts supplied. If running changes were made by the vehicle manufacturer after this kit was designed, some bolts or other fasteners may no longer be the correct size. It is the installer's responsibility to verify this kit is securely fastened to the vehicle.
- Use Loctite® Red on all bolts used to secure this baseplate. Torque all bolts to the specifications found at the end of these instructions. Do not over-torque the bolts or failure may occur.
- The installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc. or non-warranty failure may result.
- 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.
- 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 your 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 or vehicles.
- 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. See cable instructions for proper routing. Failure to do so will result in non-warranty damage and/or the loss of the towed vehicle.
- This kit is designed for use with ROADMASTER tow bars and ROADMASTER adapters only. Using this kit with other brands, without an approved ROADMASTER adapter, may result in non-warranty damage or injury.
- Receiver extensions and out-of-level towing situations of 3 inches or more. This can cause the system to swing much higher and lower, causing excessive strain on the tow bar, baseplate and frame. That can cause the towing system to fail, causing property damage, personal injury or even death. If you must use a receiver extension or drop hitch to tow, it will reduce your receiver's weight capacity by 1/3 to avoid damaging your system. Never use more than one extension and/or drop hitch, as this will void your warranty.
- Every 3,000 miles, the owner must inspect all mounting points for cracks or fatigue, and check the fasteners for proper torque, according to the bolt torque requirements chart on the last page of these instructions.
- The owner must follow the vehicle manufacturer's instructions to prepare the vehicle for towing. Failure to do so may cause severe damage to the vehicle.
- 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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Fig.C

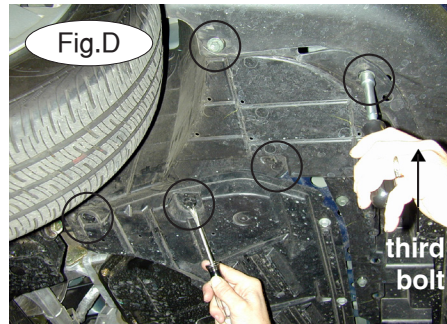


Fig.D

third
bolt



Fig.E

1. Start by removing six plastic fasteners attaching the radiator cover to the top of the fascia (Fig.C).
2. Next, on each side, remove three plastic fasteners and three 10mm bolts, attaching the fender liner to the fascia and the rear splash shield (Fig.D).
3. Remove six plastic fasteners attaching the center splash shield to the fascia (Fig.E).



Fig.F



Fig.G

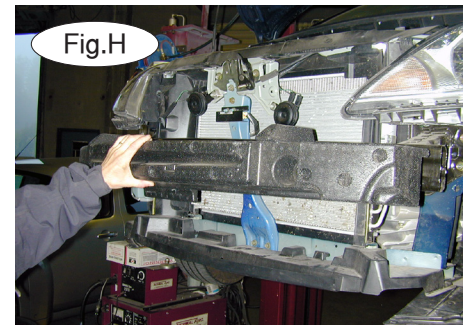


Fig.H

4. On each side, pull back the fender liner to gain access to a 10mm (head) screw, which attaches the corner of the fascia to the fender. Remove the screw (Fig.F).
5. Unplug the fog lights (if the vehicle is so equipped), and then remove the fascia – pull out and forward on each corner (Fig.G).
6. Remove the shock absorption pad (Fig.H). *Note:* you will re-install the shock absorption pad after the bracket is installed.

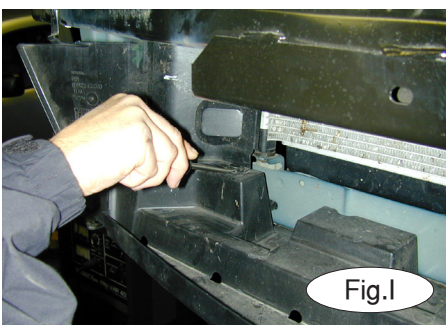


Fig.I

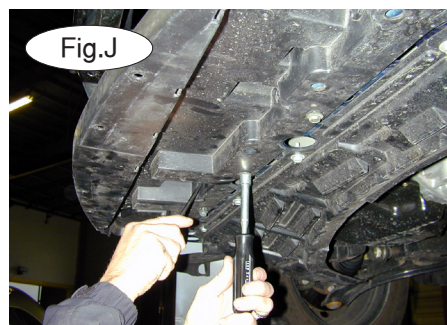


Fig.J

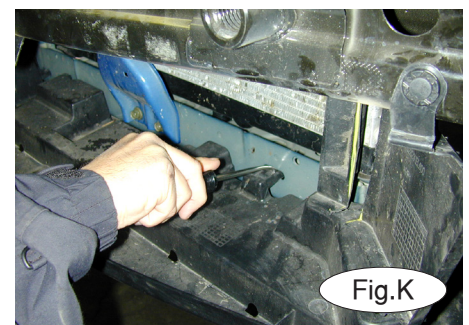


Fig.K

7. On the passenger side only, remove one plastic fastener at the top corner of the center splash shield (Fig.I).
8. Next, remove five 10mm bolts and six plastic fasteners on the underside of the center splash shield (Fig.J).
9. Push down on the two plastic tabs (one on each side, Figure K) and remove the center splash shield.

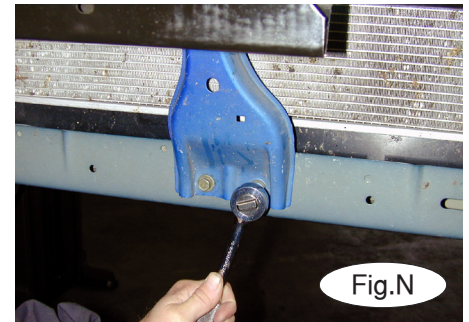
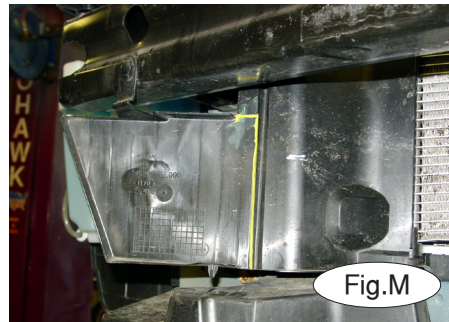
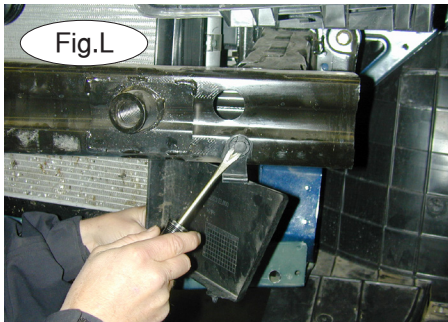


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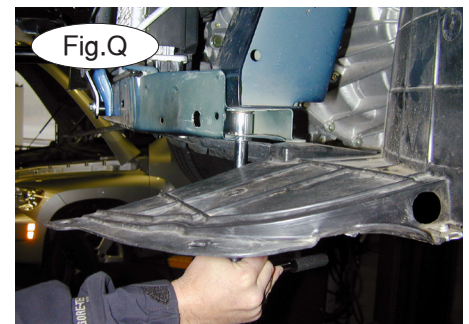
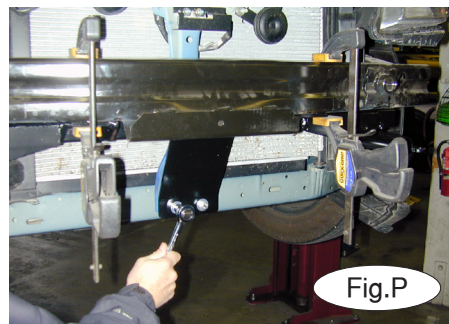
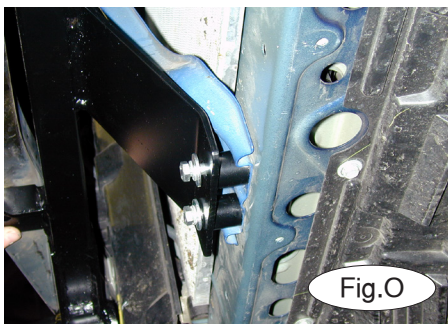
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10. On each side, remove the plastic fastener attaching the air deflector to the bumper core (Fig.L).
11. A section of the air deflector must be trimmed, on each side, in order to accommodate the main receiver brace. Use the marker line in Figure M as a reference.
12. Remove the two 12mm (head) bolts attaching the hood latch support to the radiator support (Fig.N).

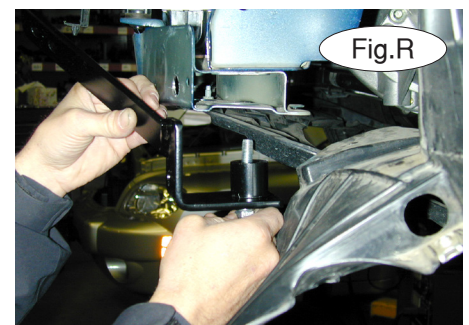


13. Attach the main receiver brace to the radiator support – position the main receiver brace so that the two pre-drilled holes in the lower center support align to the holes for the two 12mm (head) bolts you removed in the previous step. Over both holes, place a 1" x 1" pipe spacer (Fig.O) between the hood latch support and the main receiver brace. Then, bolt the lower center support into place, using 8mm x 1.25 x 50mm bolts and 8mm lock washers and fender washers (Fig.O).

14. On both sides, clamp the main receiver brace tightly against the bumper core (Fig.P). Then, tighten the 8mm x 1.25 x 50mm bolts to the torque specifications at the end of these instructions.

15. Working on the driver's side, remove the 17mm (head) bolt attaching the radiator support to the lower frame rail (Fig.Q).

16. Attach the driver's side lower brace to the lower frame rail – position the supplied 1 1/4" x 1-1/8" pipe spacer (use the 1 1/4" x 1 1/4" pipe spacer for the passenger side) over the pre-drilled hole in the lower brace (Fig.R), and insert a 10mm x 1.25 x 60mm bolt, with flat washer and lock washer, through the hole for the 17mm (head) bolt you removed in step 15.



Note: finger-tighten only at this time.

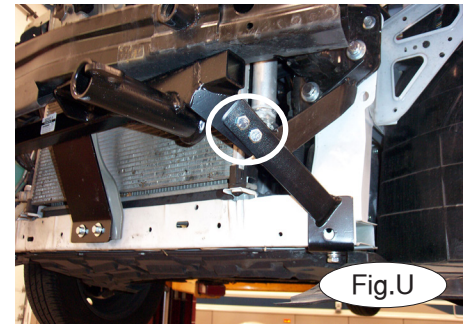
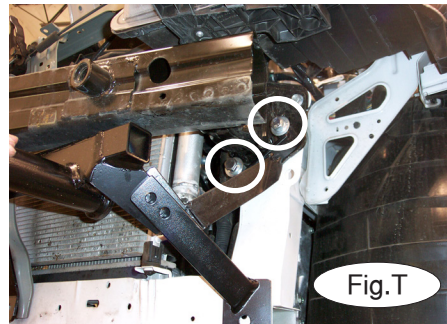
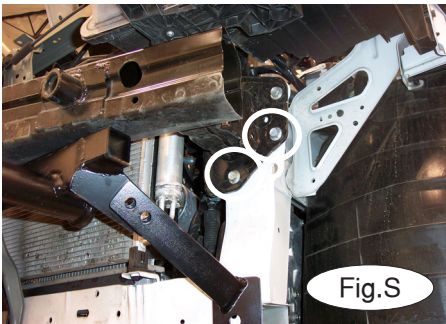


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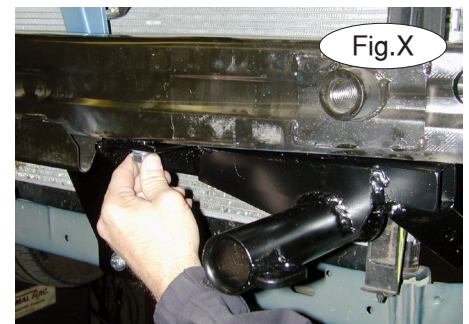
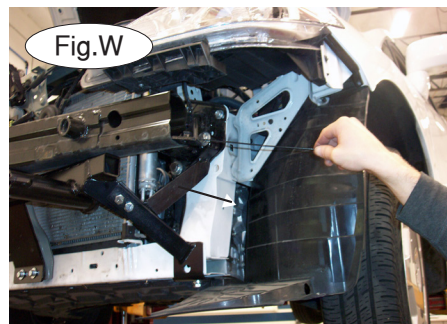
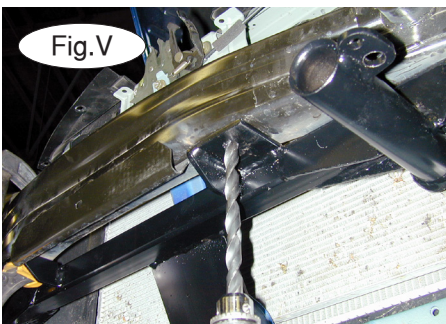
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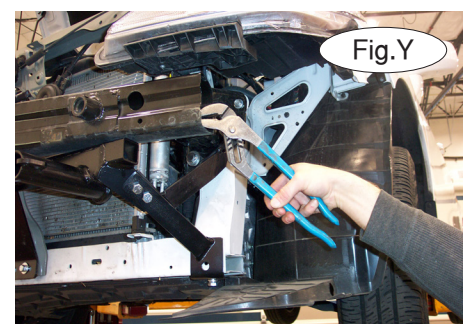
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17. Remove the two lower and outside 14mm (head) bumper core support bolts on the driver's side (Fig.S). *Note:* these bolts will not be replaced. Retain the bumper core bolts for replacement if the bracket is ever removed from the vehicle.
18. Using the two supplied 10mm x 1.25 x 70mm bolts, fender washers and lock washers, bolt the driver's side upper support brace to the end of the frame rail (Fig.T).
19. Using the two supplied 7/16" x 1 1/2" bolts, lock washers and nuts, bolt the driver's side upper and lower supports to the main receiver brace (Fig.U). Repeat steps 15 through 19 for the passenger side.



20. Next, remove the clamp on the driver's side. Using the pre-drilled hole in the main receiver brace as a template, drill a 1/2" hole through the bumper core (Fig.V).
21. Identify the driver's side 2" x 2" nutted backing plate – it can be inserted into the driver's side of the bumper core with the attached wire, so that the short edge faces the front of the bumper core (Fig.W).
22. Insert the driver's side nutted backing plate into the bumper core, and position it over the 1/2" hole you drilled through the bumper core in step 20.
23. Attach the driver's side of the main receiver brace to the bumper core – bolt through the main receiver brace, the bumper core, and into the nutted backing plate, using a 1/2" x 1 1/2" bolt and a 1/2" lock washer (Fig.X). Then, tighten the bolt to the torque specifications at the end of these instructions.
24. Now that the nutted backing plate is bolted in place, break off the attached wire with a pair of pliers (Fig.Y).
25. Remove the clamp from the passenger side, and attach the passenger side of the main receiver brace to the bumper core by repeating steps 20 through 24.



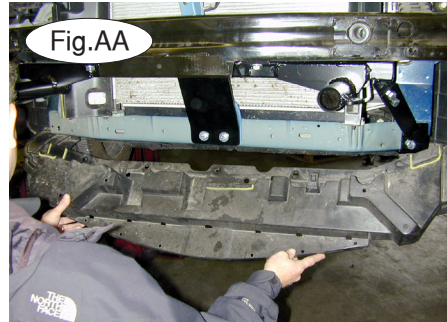
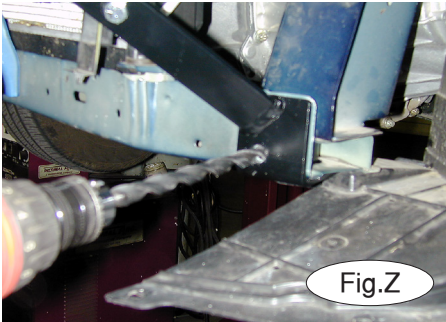


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26. Using the pre-drilled hole in the driver's side lower brace as a template, drill a 1/2" hole through the radiator support (Fig.Z).

Note: there are pre-drilled holes in the radiator support near this point. It is not necessary that one of these holes align to the 1/2" hole you are drilling.

27. Attach the lower driver's side brace to the radiator support – use one of the supplied 1/2" x 1 1/4" bolts, a 1" x 2" backing plate (position the backing plate against the radiator support), and a 1/2" lock washer and nut to secure the brace in position.

Note: if necessary, use a screwdriver to jam the nut, until the lock washer holds it in place.

28. Attach the passenger side lower brace – repeat steps 26 through 27.

29. Reattach the center splash shield, the shock absorption pad and the fascia, reversing steps one through nine.

Note: sections of the center splash shield must be trimmed, on each side and in the center, in order to accommodate the main receiver brace. Use the yellow marker lines in Figure AA as a reference.

30. Insert the removable front bracket arms into the main receiver brace, and twist each one 90 degrees to lock. Attach the 8" safety cables with the cable connectors (Q-links) to the front of the receiver braces (Fig.BB).

31. Attach the ends of the safety cables to the tow vehicle's safety cables and tow bar.

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

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.