

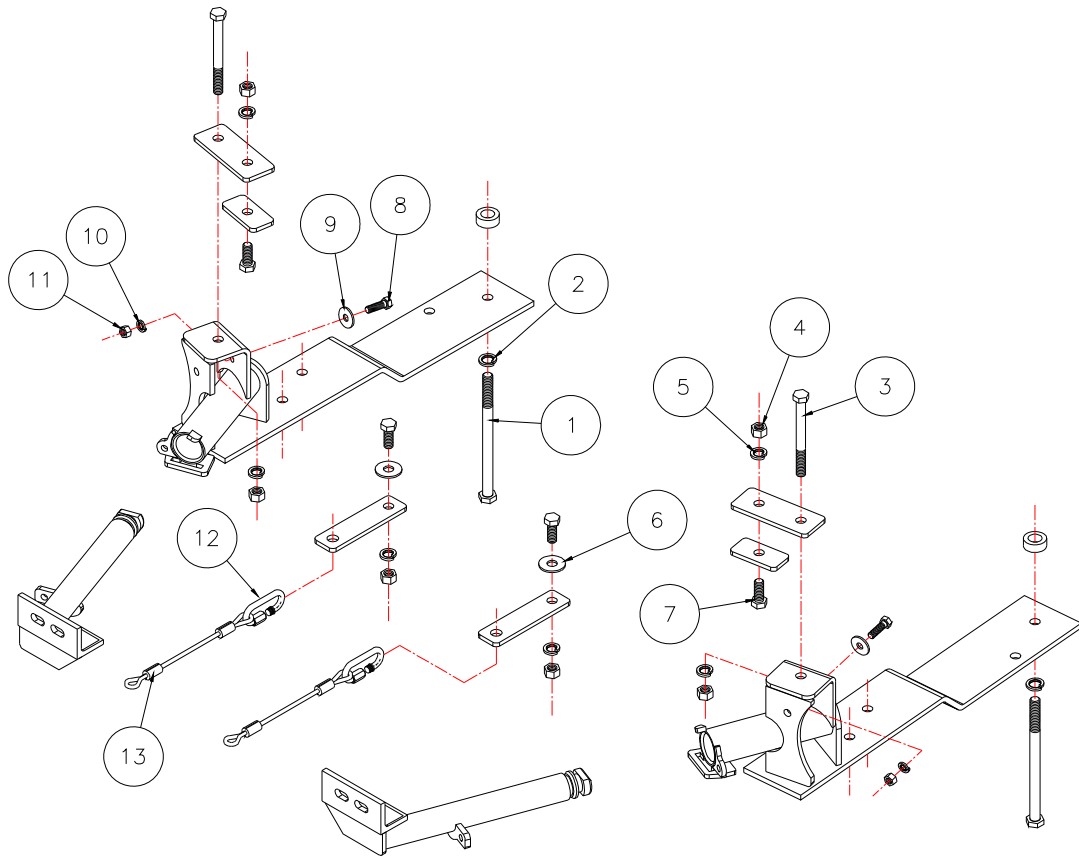


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 52269-1**

04/12/04

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	Length	Width	HARDWARE	PART NO.
1	2	200mm	14mm	M14 x 2.0 x 200mm BOLT	355910-20
2	2	14mm		M14 LOCK WASHER	355740-00
3	2	5"	1/2"	BOLT	350107-00
4	6		1/2"	NUT	350258-00
5	6		1/2"	LOCK WASHER	350309-00
6	2		1/2"	FLAT WASHER	350308-00
7	4	1 1/4"	1/2"	BOLT	350094-00
8	2	1 1/4"	3/8"	BOLT	350056-00
9	2	3/8"		FLAT WASHER	350304-00
10	2	3/8"		LOCK WASHER	350305-00
11	2	3/8"		NUT	350254-00
12	2			CONNECTOR	200008-00
13	2	8"		SAFETY CABLE	500646-08
14	4			PLASTIC RIVIT	350431-00

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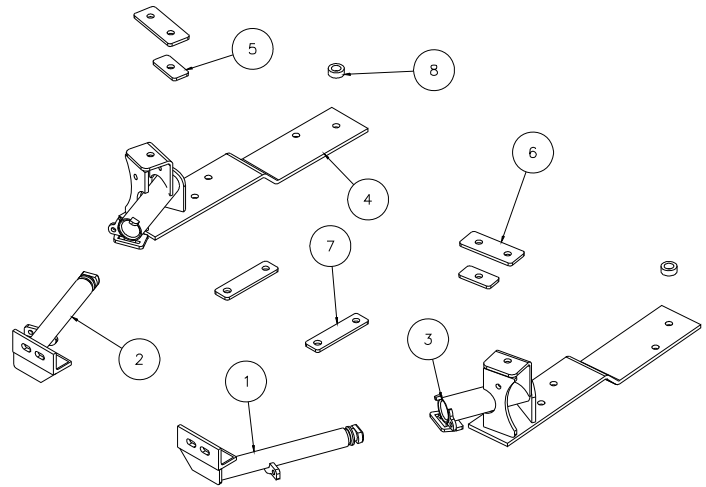
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**IMPORTANT:** All brackets *must* be assembled with all the bolts left loose for final adjustment & positioning (before tightening) unless otherwise instructed. All bolts *must* be torqued for proper strength. If more than one bolt is used per fastening point, the diagram may only show one.

- Use flat washers over all slotted holes
- Use lock washers on all fasteners



ITEM	QTY	PART NO.	A S S E M -
1	1	C-000760	....DRIVER SIDE ARM WELDMENT
2	1	C-000761	....PASSENGER SIDE ARM WELDMENT
3	1	C-000762	....DRIVER SIDE RECEIVER BRACE WELDMENT
4	1	C-000763	....PASSENGER SIDE RECEIVER BRACE WELDMENT
5	2	A-000185	....1 1/2" x 3" BACKING PLATE
6	2	A-001275	....2" x 5" BACKING PLATE
7	2	A-001276	....SAFETY CABLE TAB
8	2	A-000783	....1 1/4" O.D. x 1/2" ROUND TUBE

### WARNING

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

- Installation of most mounting brackets 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. When the instructions require the reuse of factory bolts, thread lock and/or lock washers must also be used. Failure to securely fasten the bracket could result in loss of the towed vehicle.
- Do not use this document for custom fabrication, as it may not show all parts or structural components. Custom fabrication or an attempt to copy this bracket design could result in loss of the towed vehicle.
- 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 mounts and brackets 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 bracket 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 bracket is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to

securely fasten the bracket 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 bracket. Do not install the bracket if any structural frame damage is found. Failure to repair the damage could result in the loss of the towed vehicle.
- Some motorhome chassis have such a tight turning radius that you can damage your motorhome, towed vehicle, tow bar or bracket 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 bracket is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. Using this bracket with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.
- Upon final installation, the installer must inspect the bracket to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc., or non-warranty damage to the towed vehicle will result.
- This bracket is only warranted for the original installation. Installing a used bracket on another vehicle is not recommended and will void the warranty.

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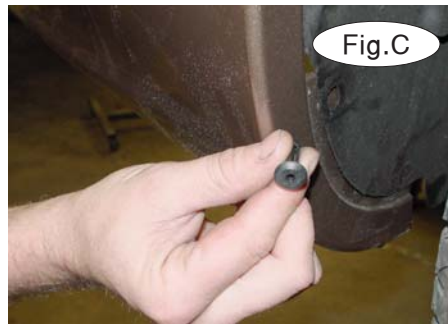
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This is one of our EZ bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the vehicle (Fig.A). The bracket kit consists of the main receiver braces, front braces and a hardware pack. The rear receiver braces mount to the bottom and side of the frame and protrude through the lower grill below the bumper. The front braces insert into the rear braces and then rotate 90 degrees to lock in place. The lower grille has to be trimmed to fit around the braces. Before starting the installation, lay out the kit components as illustrated. This will give you a visual idea of how the components work and also confirm that everything is present and accounted for.



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. Begin by removing the front fascia and headlights starting with the top fascia fasteners. Remove three plastic fasteners in the top of the fascia between the headlights (Fig.B).
2. Drill out two plastic rivits located in each fender well (Fig.C), then remove a fascia junction screw (7mm head) ( Fig.D).
3. Remove a round access panel in each fender well to gain access to two remaining fascia fender junction nuts (10mm head) located to the side of the headlights. (Fig.E).



4. Turn the wheels for access then remove the nuts (10mm head) on each side using extensions through the access hole (Fig.F,G,H).





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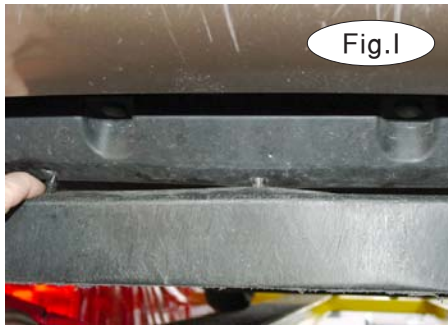


Fig.I



Fig.J



Fig.K

5. Remove five fasteners from the lower air dam (Fig.I), then six more from the bottom front of the fascia (Fig.J) then five more from the bottom of the fascia on each side (Fig.K) .

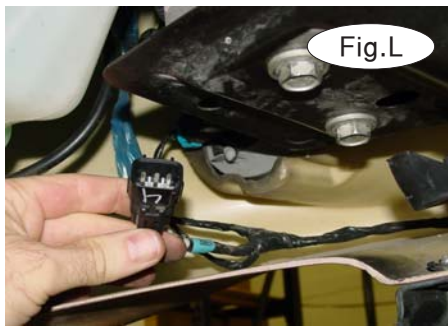


Fig.L



Fig.M



Fig.N

6. Disconnect the fascia wiring harness (Fig.L) leaving the harness in the fascia and pull forward to remove the fascia (Fig.M).
7. Remove two long bolts (7mm head) from each headlight (Fig.N), then set the headlights back as shown to access the frame (Fig.O).

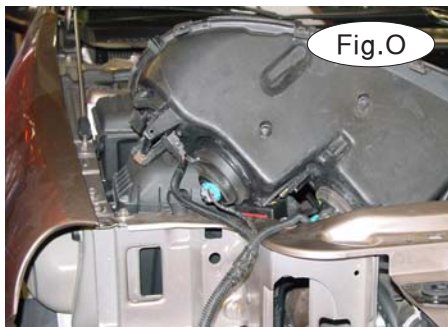


Fig.O

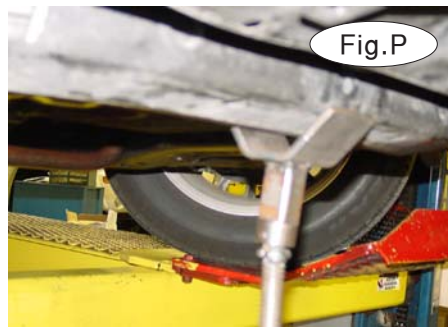


Fig.P

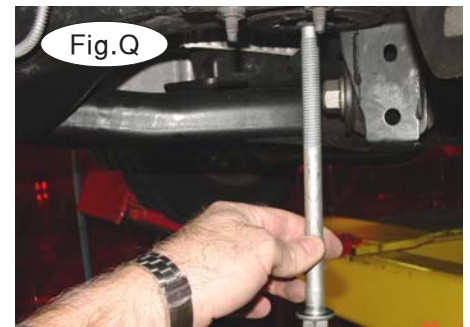


Fig.Q

8. Support the lower suspension subframe (Fig.P), then working on one side at a time remove the lower rear suspension bolt (Fig.Q).



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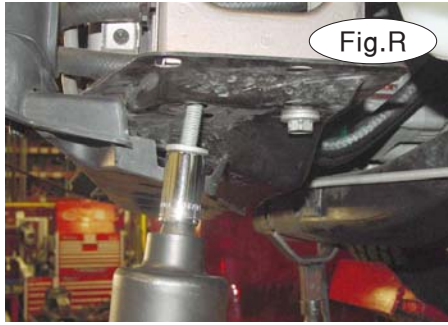


Fig.R



Fig.S

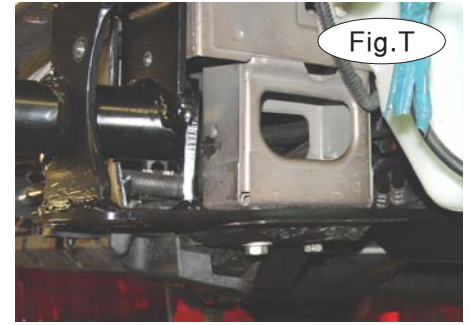


Fig.T

9. Remove two more suspension bolts in the front of the subframe (15mm head) (Fig.R) .
10. Insert the main receiver brace between the frames isolation damper and the sub frame with a 1/2" spacer on the top of the brace,(Fig.S) then reinstall the bolts just removed (Fig.T) then bolt through the rear of the brace, replacing the original bolt with a 14mm x 2.0 x 200mm bolt, lock washer and spacer and tighten to hold in position (Fig.U).

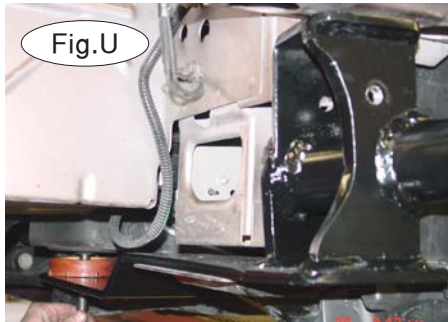


Fig.U

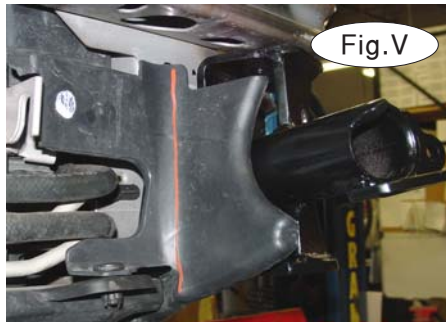


Fig.V



Fig.W

11. Repeat steps 8 through 10 for the remaining side.
12. Mark the plastic radiator air deflectors(Fig.V), then cut to fit around the receiver braces (Fig.W).

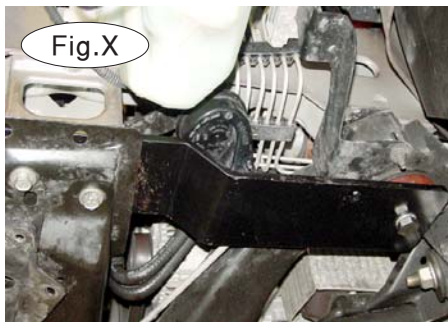


Fig.X

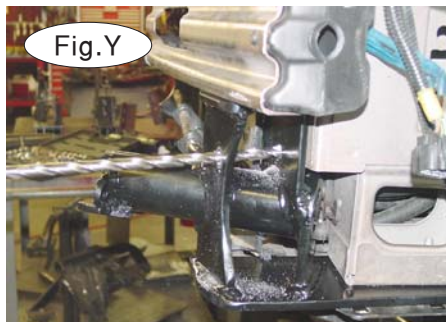


Fig.Y

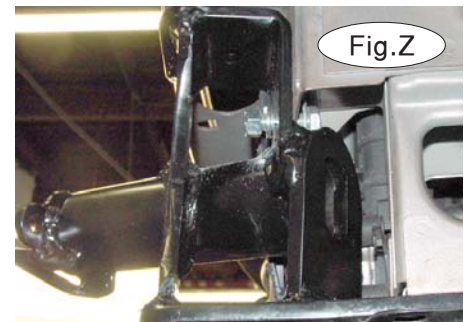


Fig.Z

13. Align the receiver braces on each side against the front of the frame (Fig.Y) then tighten the rear large 14mm bolt and the two lower sub frame mounting bolts to the torque specifications on the last page (Fig.X) .
14. Using the front of the receiver braces as drill templates, drill 3/8" holes through the front of the frame(Fig.Y) then through bolt with a 3/8" x 1/4" bolt, flat washer, lock washer and nut (Fig.Z).



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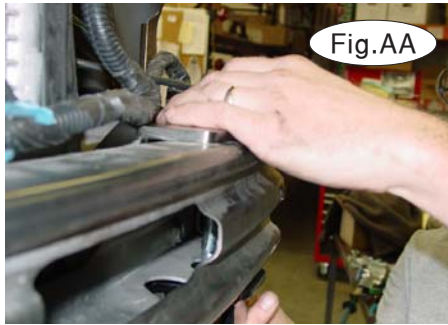


Fig.AA

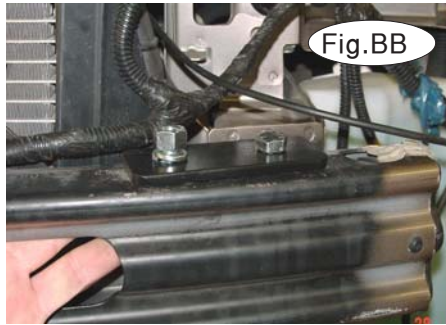


Fig.BB

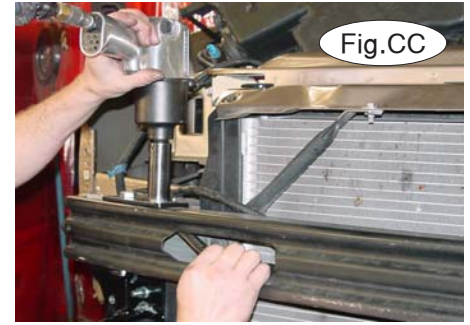


Fig.CC

15. Now bolt through the receiver braces, bumper core and two hole backing plates with 1/2" x 5" bolts, lock washers and nuts(Fig.AA).
16. Bolt through the other hole in the 5" backing plate and a 1 1/2" x 3" backing plate inside the bumper core with a 1/2" x 1 1/4" bolt, lock washer and nut (Fig.BB). Do this on both sides then tighten all the bolts to the torque specifications on the last page (Fig.CC).

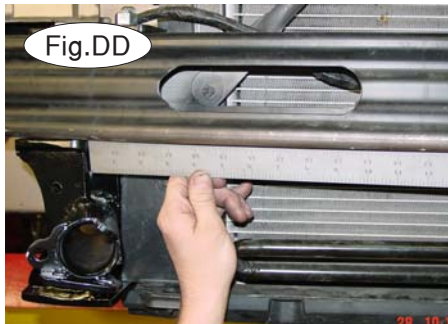


Fig.DD

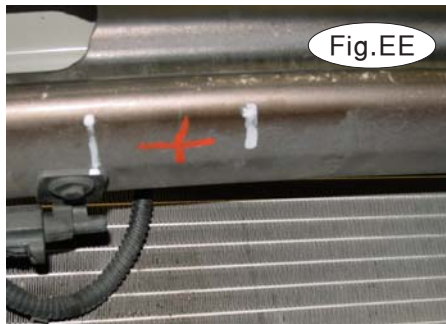


Fig.EE

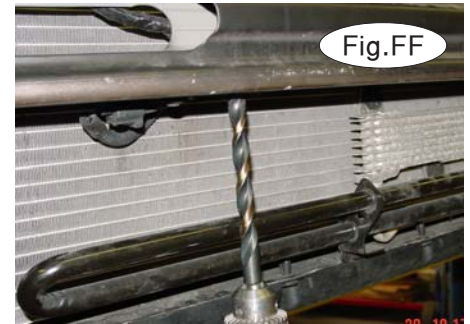


Fig.FF

17. Measure 10 3/4" from the side of each receiver brace (Fig.DD) and mark two hole centers on the bottom of the bumper core (Fig.EE), then drill two 17/32" holes in the bottom of the bumper core (Fig.FF).

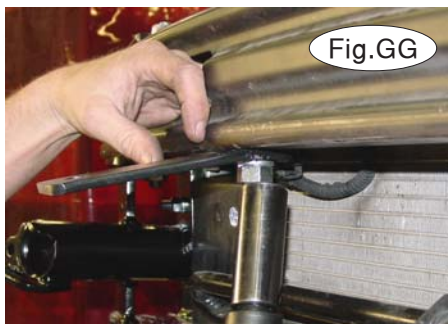


Fig.GG



Fig.HH



Fig.II

18. Bolt the safety cable mounting tabs to the bottom of the bumper core with 1/2" x 1 1/4" bolts, lock washers and nuts (Fig.GG).
19. Hold the fascia in front of the receiver braces and mark the centers of the opening which will have to be cut in the fascia (Fig.HH). Be carefull as this will effect the appearance of the installation.
20. Once the holes are cut, reninstall the fascia and headlights reversing steps 1 through 7 (Fig.JJ).
21. Install the front braces in the receivers (step 1), then connect the 8" safety cables to the cable tabs under the bumper core with the included cable connectors. (Fig.A). Connect the other end to the TOW VEHICLES safety cables.
22. Mount the tow bar according to the manufacturer's instructions.

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## 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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 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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