



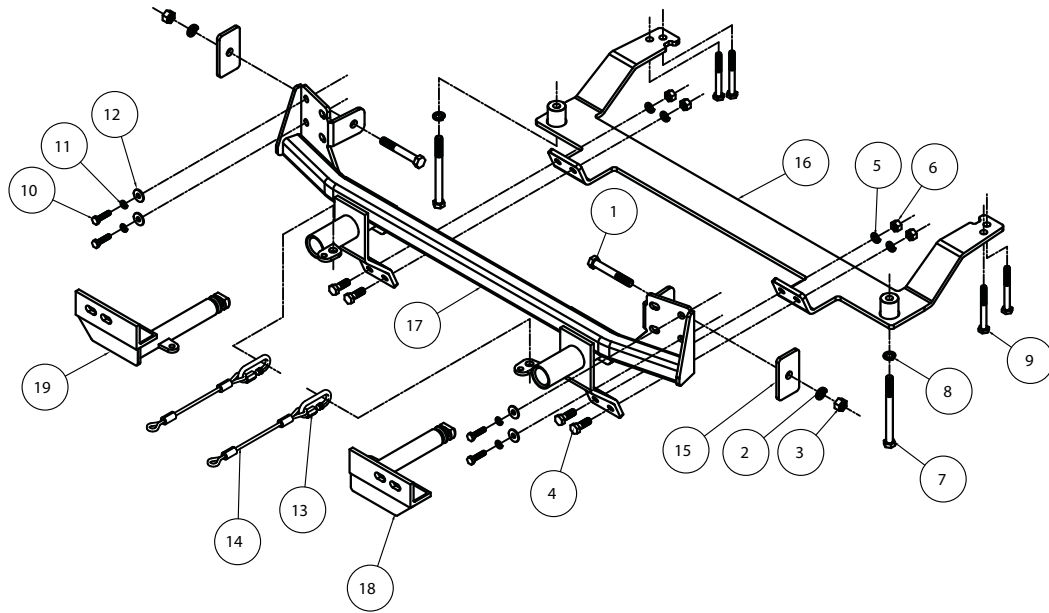
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52350-1

07/10/08
KS

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

*Special tools needed:
19mm, 3/8" drive socket*



ITEM	QTY	NAME	MATERIAL
1	2	1/2" x 3 1/2" BOLT	350103-00
2	2	1/2" LOCK WASHER	350309-00
3	2	1/2" HEX NUT	350258-00
4	4	7/16" x 1 1/4" BOLT	350073-00
5	4	7/16" LOCK WASHER	350307-00
6	4	7/16" HEX NUT	350256-00
7	2	12mm x 1.25 x 140 mm BOLT	357009-00
8	2	12mm LOCK WASHER	355725-00
9	4	10mm x 1.25 x 90 mm BOLT	356211-00
10	4	8mm x 1.25 x 30 mm BOLT	356001-00
11	4	8mm LOCK WASHER	355705-00
12	4	8mm FENDER WASHER	355702-00
13	2	QUICK LINK	200008-00
14	2	SAFETY CABLE 8"	500646-08
15	2	2" X 3 1/2" BACKING PLATE W/ ROUND HOLE	A-000165
16	1	REAR BRACE	C-001716
17	1	MAIN RECEIVER	C-001717
18	1	DRIVER SIDE ARM	C-001718
19	1	PASSENGER SIDE ARM	C-001719

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This is one of our EZ2 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, two center braces and a hardware pack.

The main receiver brace mounts to the frame rails and the bumper core. The removable front braces install in 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 brackets **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 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. Failure to do so could result in loss of the towed vehicle.
- Use Loctite® Red on all bolts used for mounting this bracket.
- 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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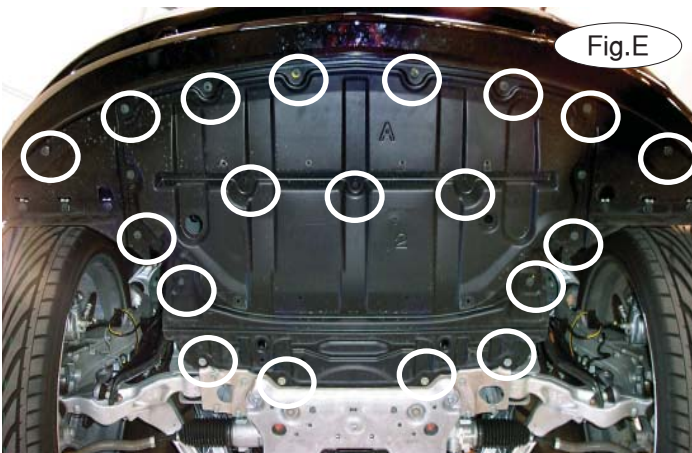
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing six plastic fasteners attaching the top of the fascia to the radiator support (Fig.C).

2. On each side, pull back the inner fender liner to expose a 10mm (head) bolt attaching the upper corner of the fascia to the fender (Fig.D).



3. Remove sixteen 10mm (head) screws and three plastic fasteners attaching the center splash shield to the fascia and the subframe. *Note:* the bolts are around the outer edge and the fasteners are across the middle (Fig.E).

4. On each side, remove two 10mm (head) screws attaching the bottom of the fender liner to the bottom outside edge of the fascia (Fig.F).

5. On each side, remove three plastic fasteners attaching the inner fender liner to the frame rail and the core support (Fig.G). Remove one additional fastener attaching the inner fender liner to the fascia (Fig.H).





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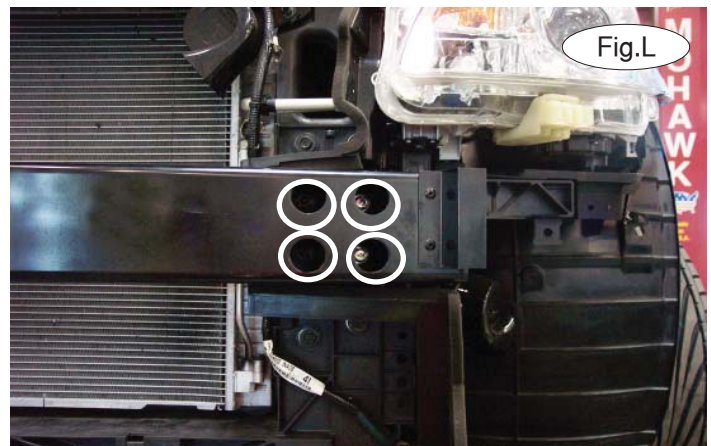
6. On each side, pull back the fender liner and remove two 10mm (head) screws attaching the corner of the fascia to the fender (Fig.I).

7. Pull down and forward on the corners of the fascia to remove it (Fig.J).



8. Remove the foam shock absorption pad (Fig.K). It will not be replaced. *Note:* retain the foam shock absorption pad and attachment hardware so that it can be replaced if the bracket is ever removed.

9. Remove the bumper core by removing two 12mm (head) bolts and two 12mm nuts from each side (Fig.L). The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.



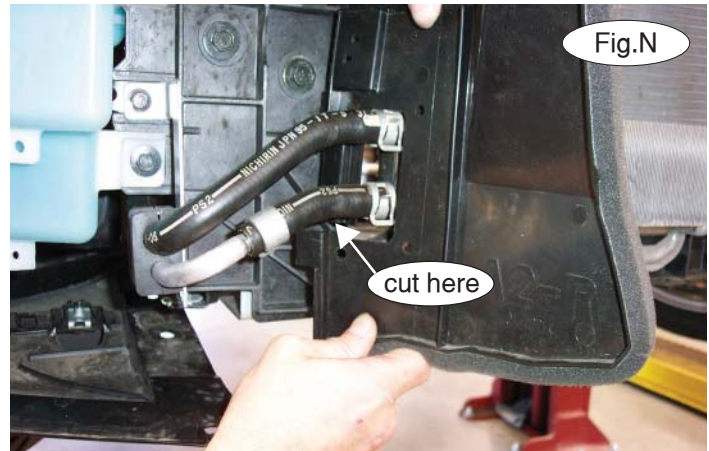
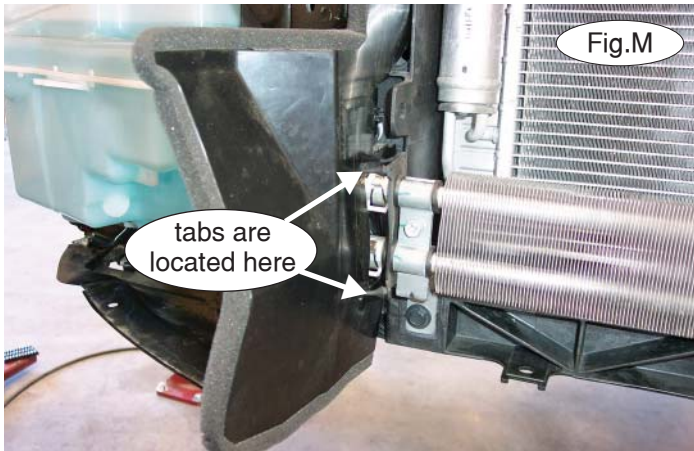


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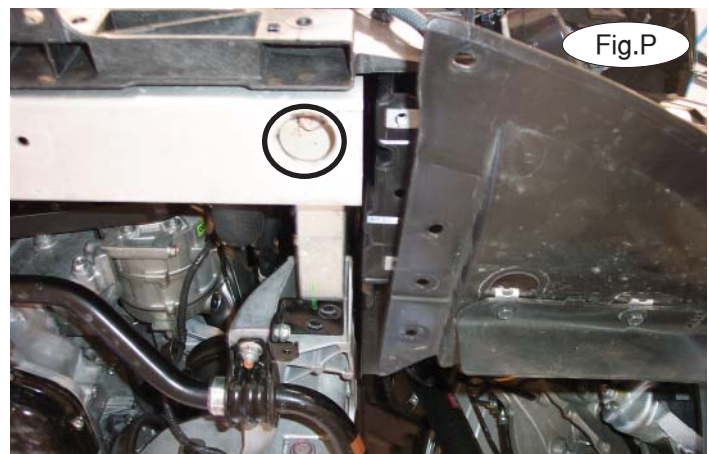
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10. On each side, remove the air deflector from each side of the radiator by removing two plastic fasteners from the top and two plastic fasteners from the bottom. On the passenger side only, there are four rubber tabs to remove the small air flap around the power steering cooler (Fig.M). Pull out on the back of the flap and cut it so it can be removed (Fig.N).



11. On each side, remove the two 14mm (head) nuts and bolts attaching the rear of the radiator support brace to the subframe (Fig.O).

12. On each side, remove the 17mm (head) bolt attaching the front of the radiator support to the bottom of the frame rails (Fig.P).

13. Using the provided 12mm x 1.25 x 140mm bolts and lock washers, bolt through the spacers in the lower brace and into the holes from which you removed the bolts in step 12 (Fig.Q). *Note:* use thread lock on the bolts. *Note:* this step requires a 19mm, 3/8" drive socket.



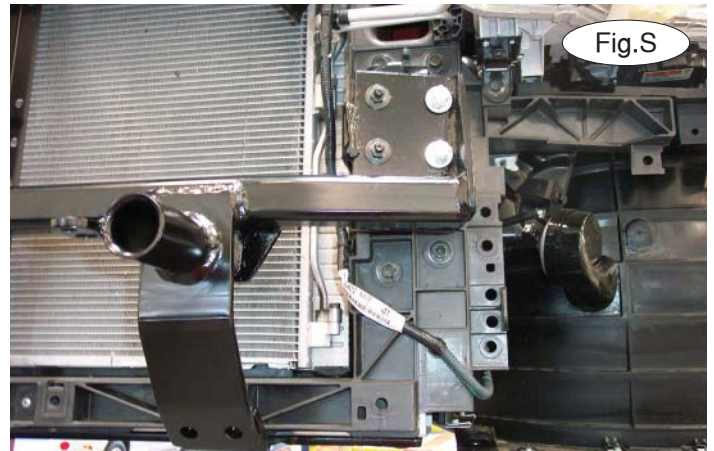


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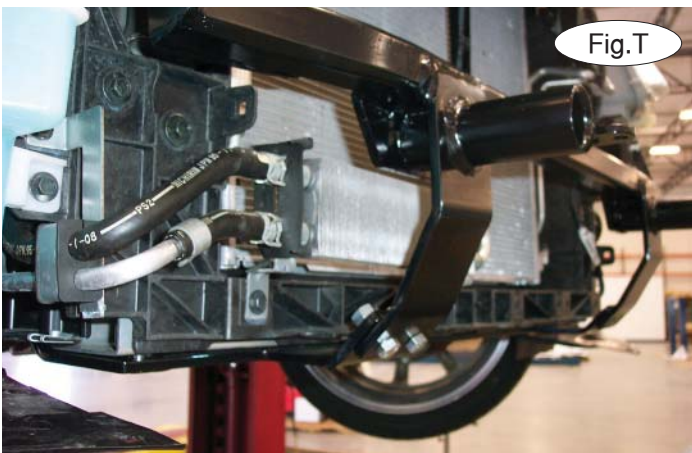
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14. Using the four supplied 10mm x 1.25 x 90mm bolts and the nuts removed in step 11, bolt the rear half of the lower brace to the radiator support brace and the subframe (Fig.R). *Note:* use thread lock on the bolts.

15. Place the main receiver brace over the ends of the frame rail and, using the four bumper core nuts you removed in step 9, bolt the main receiver brace to the front of the frame rail. Use the four supplied 8mm x 1.25 x 30mm bolts, lock washers and fender washers to completely secure the attachment (Fig.S).

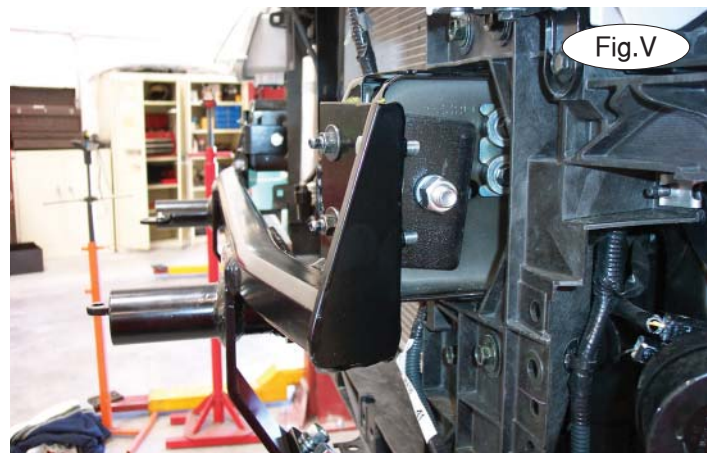


16. On each side, bolt the main receiver brace to the lower brace using the two supplied 7/16" x 1 1/4" bolts, lock washers and nuts (Fig.T).

17. Starting with the lower brace bolts, tighten the bolts to the bolt torque requirements found at the end of this document.

18. On each side, use a 1/2" drill bit and the upper frame rail mounting point of the main receiver brace as a template to drill through each side of the frame rail (Fig.U).

19. On each side, use the supplied 1/2" x 3 1/2" bolt, lock washer and nut to bolt through the main receiver brace and frame rail and into a 1/4" x 2" x 3 1/2" backing plate (Fig.V – driver's side). Tighten the bolts to the bolt torque requirements found at the end of this document.



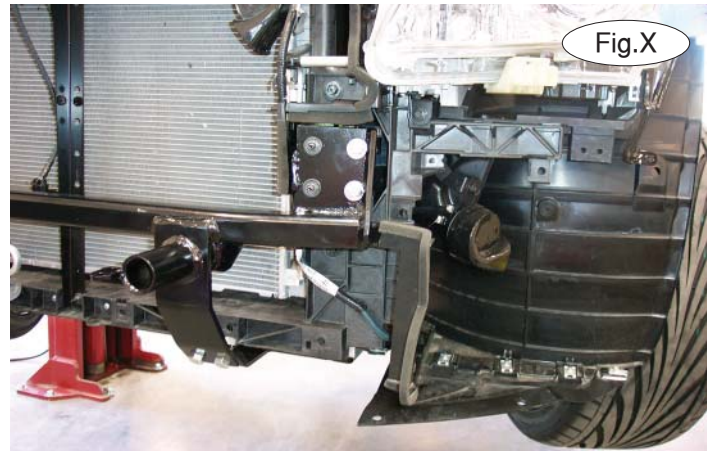
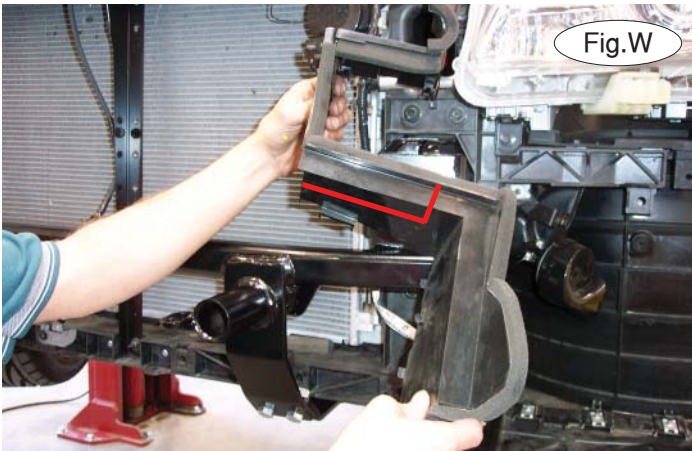


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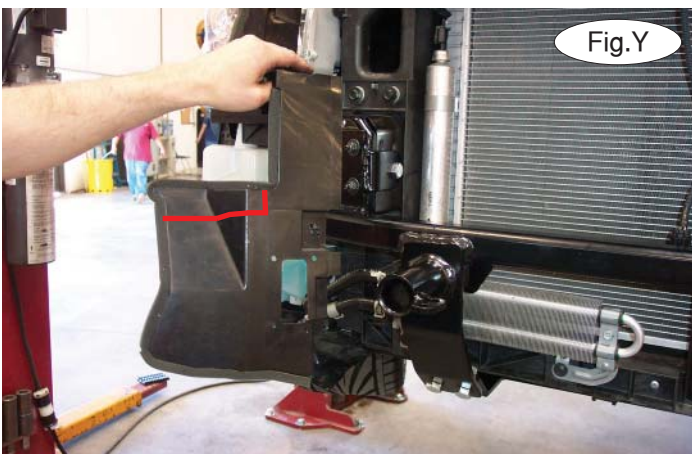
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20. On the driver's side, trim the air deflector using the red lines in Figure W as a guide for trimming. Reinstall the trimmed air deflector (Fig.X). On the passenger side, trim the air deflector using the red lines in Figure Y as a guide for trimming. Reinstall the trimmed air deflector (Fig.Z).



21. Trim the fascia using the red lines in Figure AA as a guide for trimming.

Reinstall the trimmed fascia, reversing steps 1 through 7. *Note:* the three plastic fasteners that were removed from the center splash shield in step 3 will not be replaced. Retain the fasteners so that they can be replaced if the bracket is ever removed.





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22. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
23. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.BB).
24. Attach the ends of the safety cables to the tow vehicle's safety cables.
25. 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.