

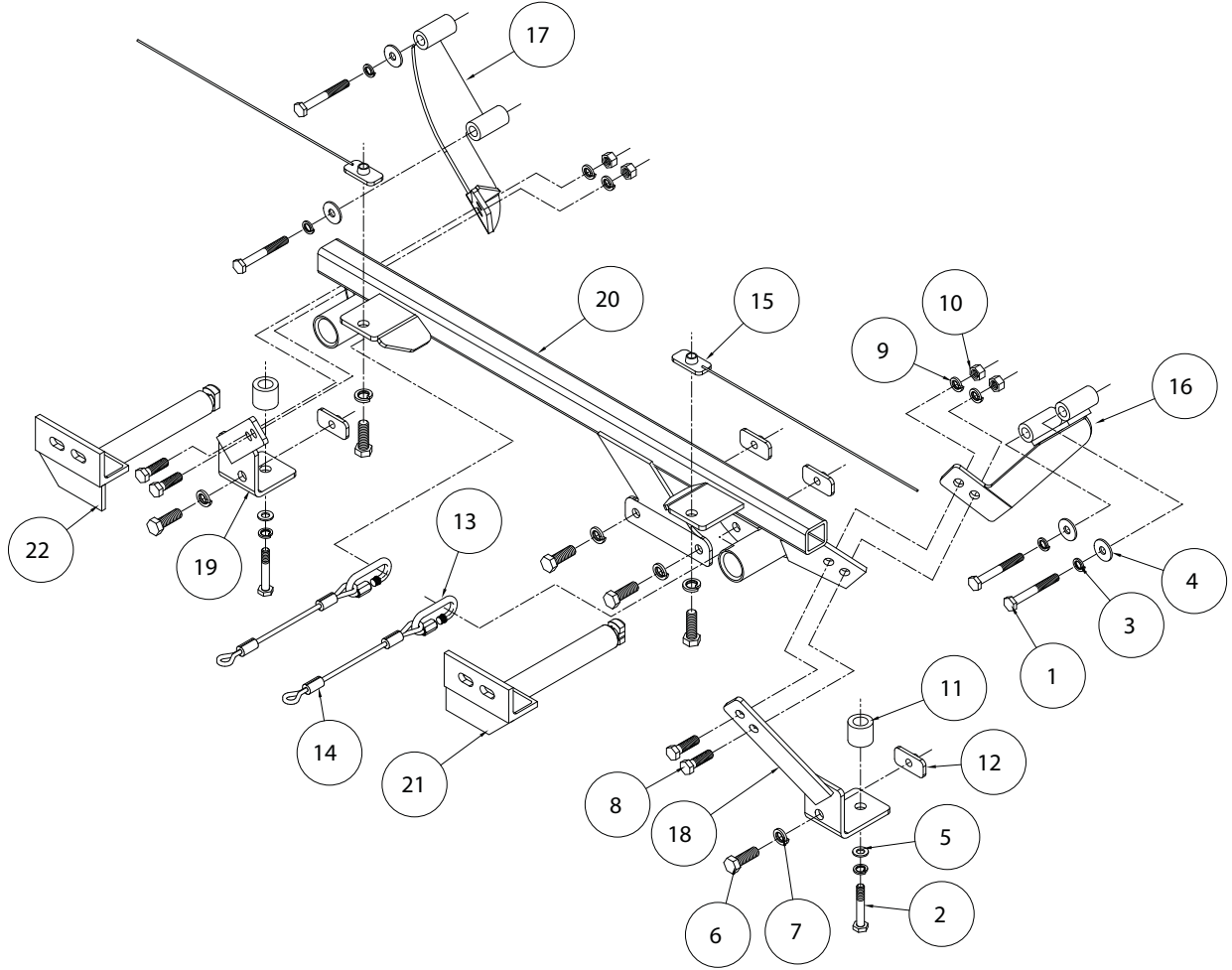


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52351-1

03/08/10
KS

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ITEM	QTY	NAME	MATERIAL
1.....4.....		10mm x 1.25 x 80 mm BOLT	356214-00
2.....2.....		10mm x 1.25 x 60 mm BOLT	356207-00
3.....6.....		10mm LOCK WASHER.....	355715-00
4.....4.....		10mm FENDER WASHER.....	355716-00
5.....2.....		10mm FLAT WASHER.....	355710-00
6.....6.....		1/2' x 1 1/2" BOLT	350095-00
7.....6.....		1/2" LOCK WASHER	350309-00
8.....4.....		7/16" x 1 1/2" BOLT.....	350074-00
9.....4.....		7/16" LOCK WASHER	350307-00
10.....4.....		7/16" HEX NUT	350256-00
11.....2.....		1 1/4 O.D. x 0.250 WALL x 1 1/8" PIPE SPACER	A-002340
12.....4.....		1" x 2" THREADED BACKING PLATE.....	A-003074
13.....2.....		QUICK LINK.....	200008-00
14.....2.....		10" SAFETY CABLE	650646-10
15.....2.....		1" x 2" THREADED BACKING PLATE W/ ROD	C-001964
16.....1.....		DRIVER SIDE UPPER BRACE	C-001965
17.....1.....		PASSENGER SIDE UPPER BRACE.....	C-001966
18.....1.....		DRIVER SIDE LOWER BRACE	C-001967
19.....1.....		PASSENGER SIDE LOWER BRACE.....	C-001968
20.....1.....		MAIN RECEIVER.....	C-001969
21.....1.....		DRIVER SIDE ARM.....	C-001970
22.....1.....		PASSENGER SIDE ARM.....	C-001971



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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 rear support braces, two upper support braces, two removable front braces and a hardware pack.

The main receiver brace mounts to the bumper core, radiator support and frame rails. The rear support braces are attached to the main receiver brace and frame rails. The upper support braces are attached to the bumper core and the main receiver brace. 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 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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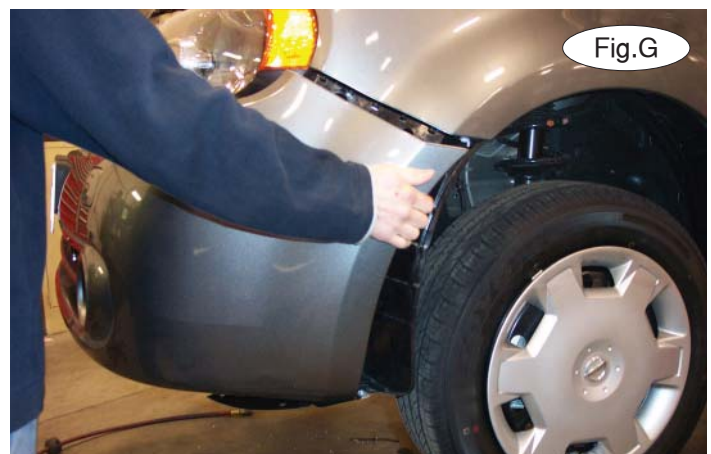
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1. Remove four plastic fasteners attaching the top of the fascia to the core support (Fig.C).
2. Remove eleven 10mm (head) screws attaching the center and side splash shields to the fascia and the core support (Fig.D).



3. Remove three plastic fasteners attaching the splash shield to the core support (Fig.E).
4. Disconnect the fog lights, if the vehicle is so equipped.
5. On each side, pull back the fender liner and remove one 10mm (head) screw attaching the fascia to the corner of the fender (Fig.F).
6. Pull out to release the corners of the fascia (Fig.G).



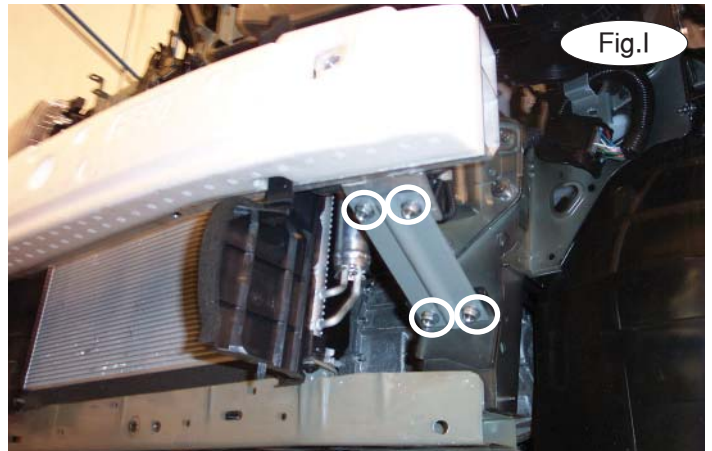


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7. Use a screwdriver to release two plastic tabs located on the top of the grille (Fig.H – passenger side). Now, pull forward to remove the fascia.

8. On the driver's side, remove four 14mm (head) bolts attaching the bumper support to the radiator support (Fig.I). *Note:* the bumper support will not be replaced. Retain the bumper support and attachment hardware for replacement, in case the bracket is ever removed.



9. Use a die grinder to enlarge the two existing holes in the radiator support to 1/2" (Fig.J).

10. On each side, trim the lower air deflectors using the red lines in Figure K as a guide for trimming.

11. Clamp the main receiver brace to the bumper core and align the lower mounting points to the holes you just enlarged in step 9 (Fig.L).





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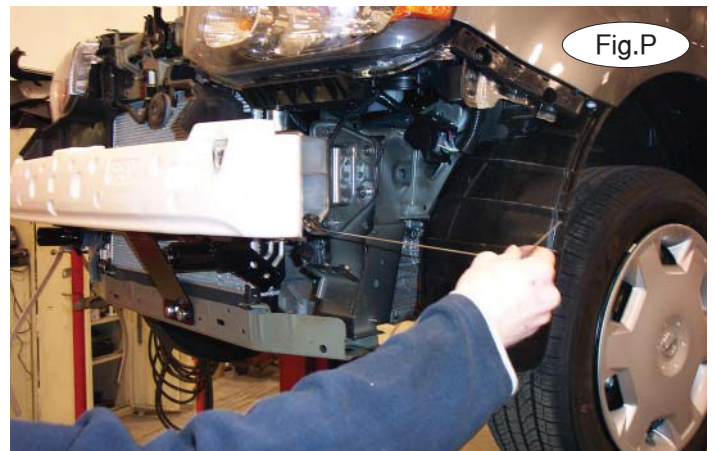
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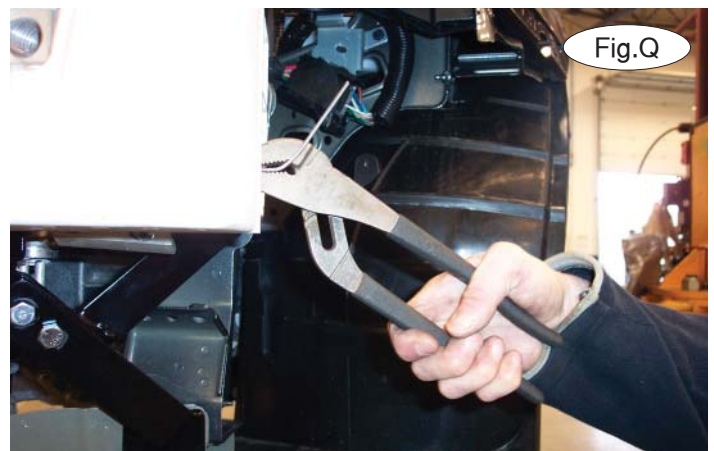
12. Place the two 1" x 2" threaded backing plates through the opening in the bottom of the frame (Fig.M). Using two of the supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts and $\frac{1}{2}$ " lock washers, bolt through the main receiver brace, radiator support and into the threaded backing plate (Fig.N). Tighten these bolts to the bolt torque requirements found at the end of these instructions.



13. Remove the clamps from the main receiver brace and bumper core. Using the pre-existing upper mounting holes of the main receiver brace as templates, drill two $\frac{1}{2}$ " holes in the bumper core (Fig.O).

14. On each side, place one of the 1" x 2" threaded backing plates with wire inside the bumper core over the holes you just drilled (Fig.P). Using one of the $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts, bolt through the main receiver brace, radiator support and into the threaded backing plate.

Use a pair of pliers to snap off the wires on the backing plates (Fig.Q).





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15. On each side, remove the lower and outside mounting bolts attaching the bumper to the frame rail (Fig.R).

16. Using the two supplied 10mm x 1.25 x 80mm bolts, and the 10mm fender washers and lock washers, bolt the upper support brace to the frame rail (Fig.S).



17. On each side, remove a 17mm (head) bolt attaching the lower radiator support to the lower half of the frame rail (Fig.T).

18. Working on the driver's side, place a 10mm lock washer and flat washer over a 10mm x 1.25 x 60mm bolt, and bolt up through the bottom of the lower support brace. Place a 1 1/4" x 1-1/8" pipe spacer over the bolt, and bolt up into the bottom of the lower frame rail (Fig.U).

19. Using two of the 7/16" x 1 1/2" bolts, bolt the two support braces to the main receiver brace. Finish with a 7/16" lock washer and nut (Fig.V).

20. Repeat steps 18 and 19 for the passenger side of the vehicle.





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Fig.W



Fig.X

21. Working on the driver's side, use the pre-existing hole in the lower support brace as a template and drill a 1/2" hole through the radiator support (Fig.W),
22. Place a 1" x 2" threaded backing plate into the end of the radiator support. Bolt through the lower support brace, radiator support and into the backing plate (Fig.X).
23. Repeat steps 21 and 22 for the passenger side.
24. Starting with the lower bolts in the radiator support, tighten all bolts to the bolt torque requirements found at the end of these instructions.
25. Reinstall the fascia by reversing steps 1 through 7.
26. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
27. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.Y).
28. Attach the ends of the safety cables to the tow vehicle's safety cables.
29. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



Fig.Y

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.