

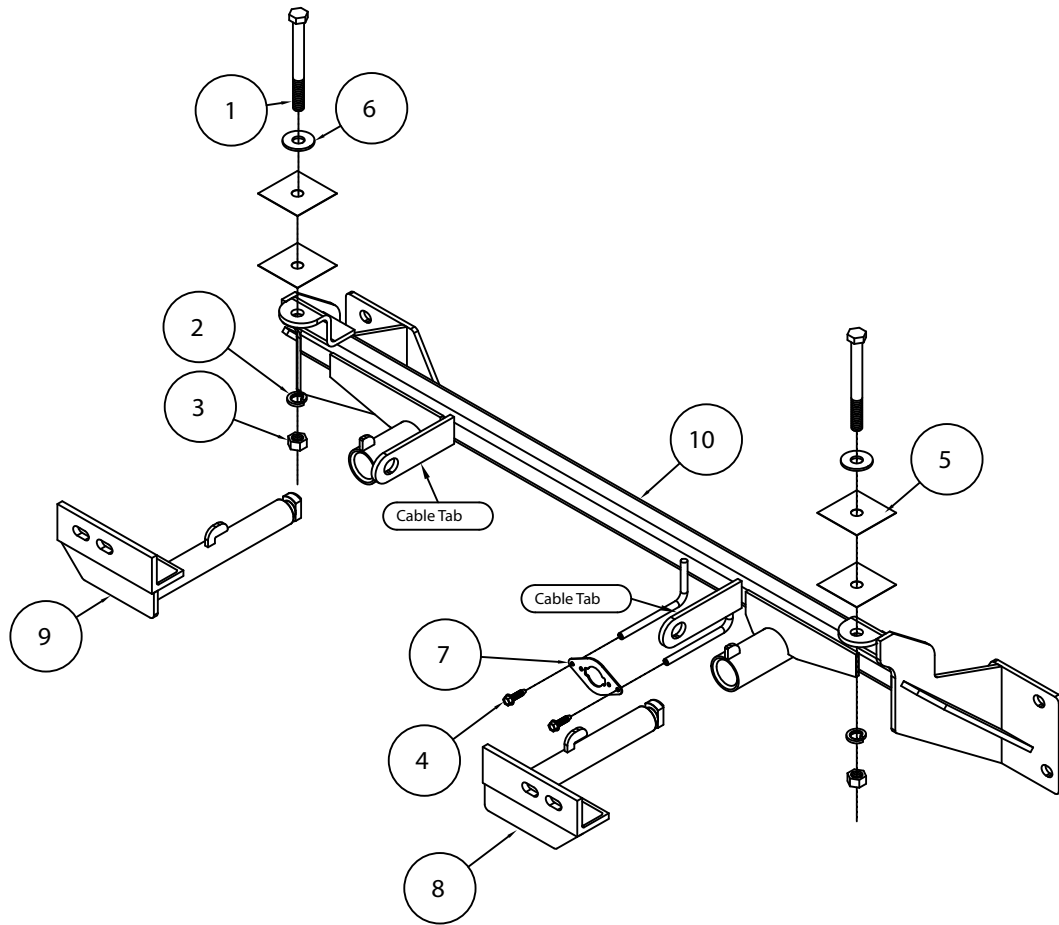


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52294-1

02/26/13
KS

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ITEM	QTY	NAME	MATERIAL
1.....2.....	2.....	1/2" x 5" BOLT	350107-00
2.....2.....	2.....	1/2" LOCK WASHER	350309-00
3.....2.....	2.....	1/2" HEX NUT	350258-00
4.....2.....	2.....	#10 x 3/4" SELF TAPPING SCREW	350247-35
5.....4.....	4.....	MYLAR WASHER	A-004268
6.....2.....	2.....	1/2" FLAT WASHER	350308-00
7.....1.....	1.....	WIRE PLUG PLATE	A-003801
8.....1.....	1.....	DRIVER SIDE ARM	C-002521
9.....1.....	1.....	PASSENGER SIDE ARM	C-002522
10.....1.....	1.....	MAIN RECEIVER	C-002523
11.....2.....	2.....	ZIP TIE	300140-8



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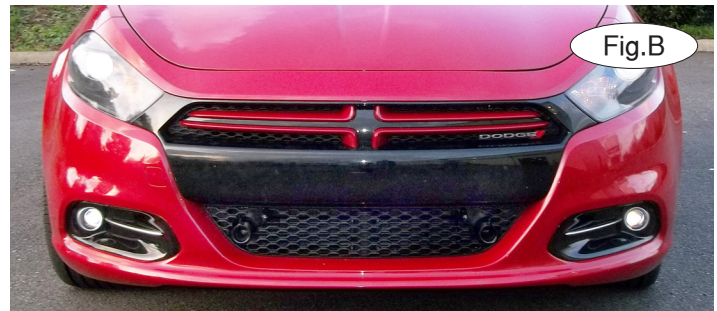
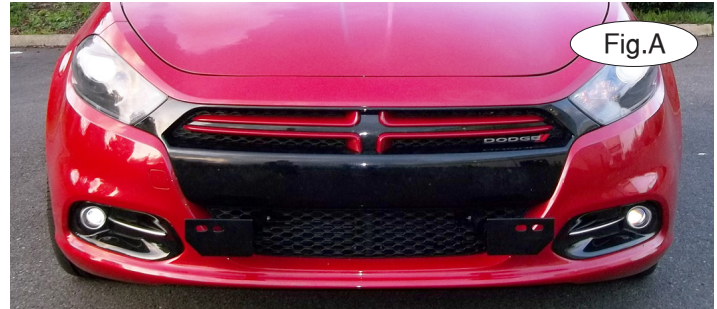
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This is one of our EZ2 series brackets, which allows the visible front portion of the bracket to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of a main receiver brace, two removable front braces, and a hardware pack.

The main receiver brace mounts to the sub-frame and 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 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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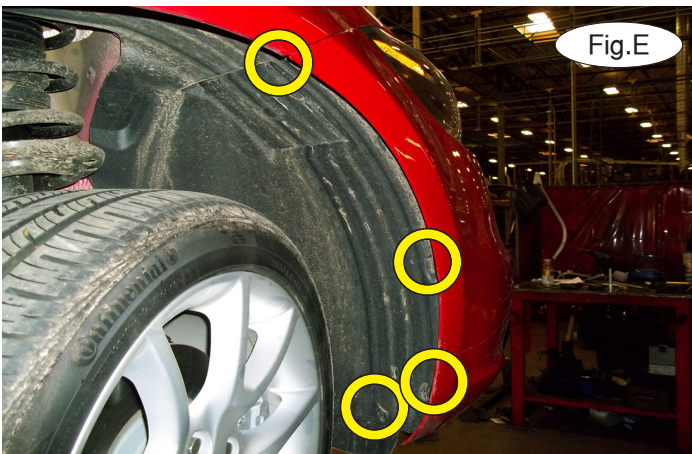
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. **Note:** make certain the vehicle is not turned on at any point during the installation or a 'check engine' code may result. Now, begin the installation. Remove eight plastic fasteners attaching the upper fascia cover to the fascia and core support (Fig.C).

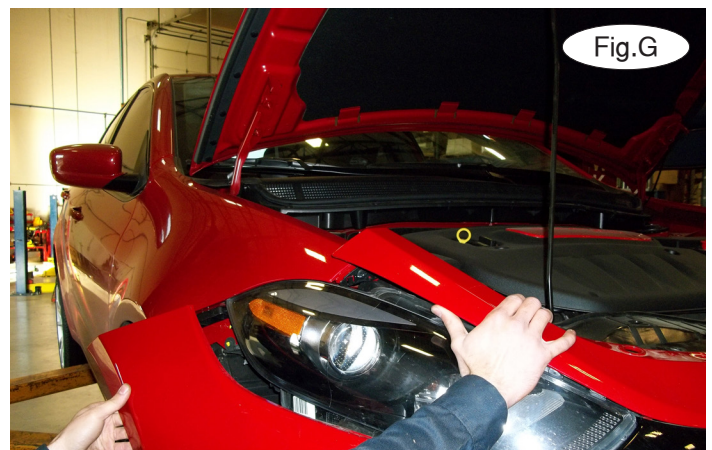
2. Remove six 10mm screws and eight plastic fasteners attaching the fascia to the core support (Fig.D).



3. On each side, remove one 10mm screw and three 8mm screws attaching the fender liner to the fascia (Fig.E).

4. On each side, remove three 8mm screws attaching the fascia to the splash shield (Fig.F).

5. On each side, detach the fascia from the locking strip above and below the headlight (Fig.G).



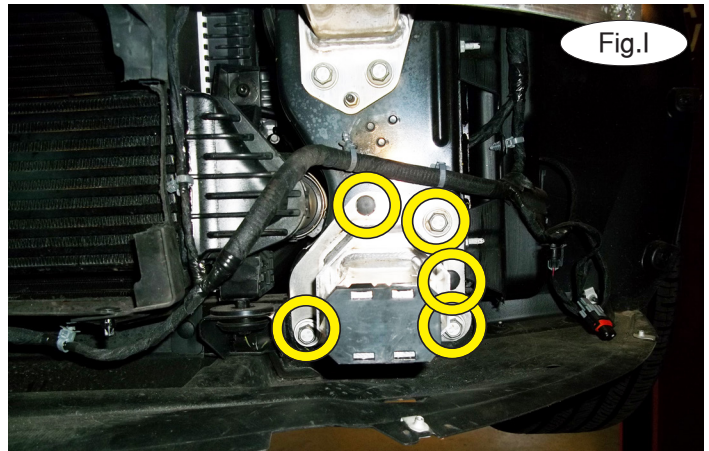


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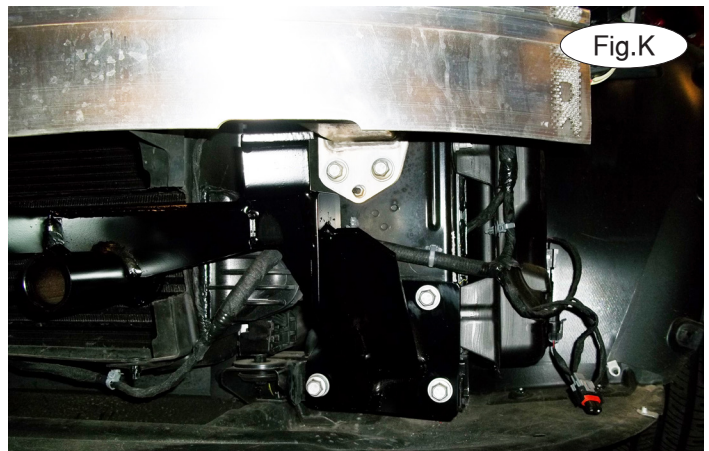
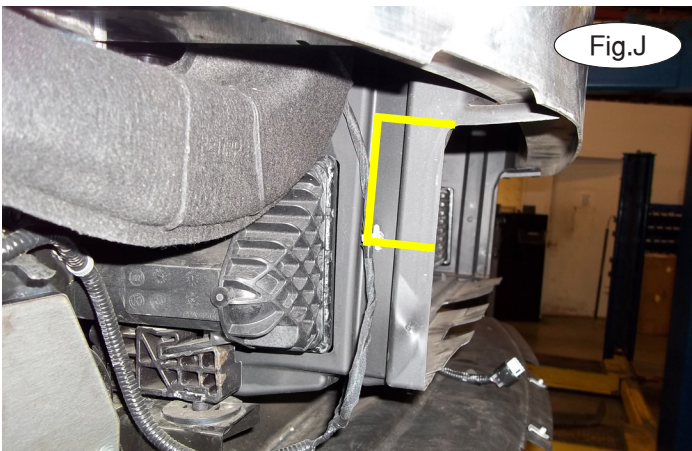
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6. Pull up on the top of the fascia to remove it (Fig.H). *Note:* disconnect the fog lights and louver motor, if the vehicle is so equipped.

7. On each side, remove two plastic fasteners and three 15mm (head) bolts attaching the aluminum brackets to the subframe (Fig.I). The brackets will not be replaced. *Note:* retain the brackets in case the main receiver brace is ever removed from the vehicle.



8. On each side, trim the air dam using the yellow lines in Figure J as a reference for trimming. *Note:* remove the wiring loom first by removing one plastic fastener.

9. Place the main receiver brace over the holes you exposed in step 7. Replace the hardware removed in step 7 (Fig.K), placing Loctite® Red on each bolt.

10. Push the main receiver brace up so the upper mounting points are flush with the bumper core. Tighten the bolts you installed in the previous step to the bolt torque requirements found at the end of these instructions.

Now, using the upper mounting points as a template, use a ½" drill to drill up through three layers of the bumper core (Fig.L).





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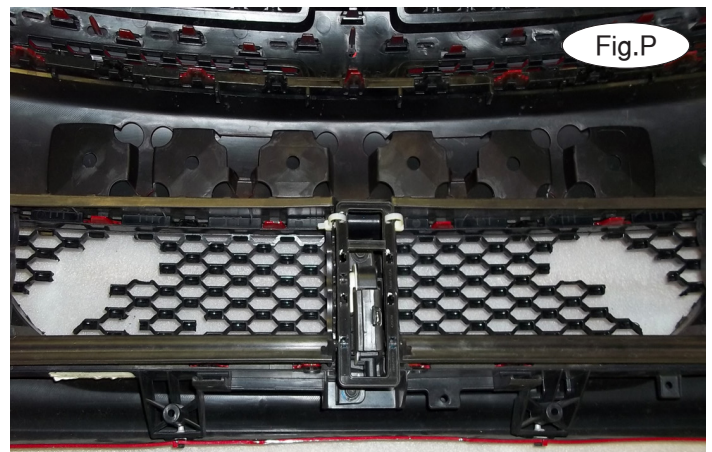
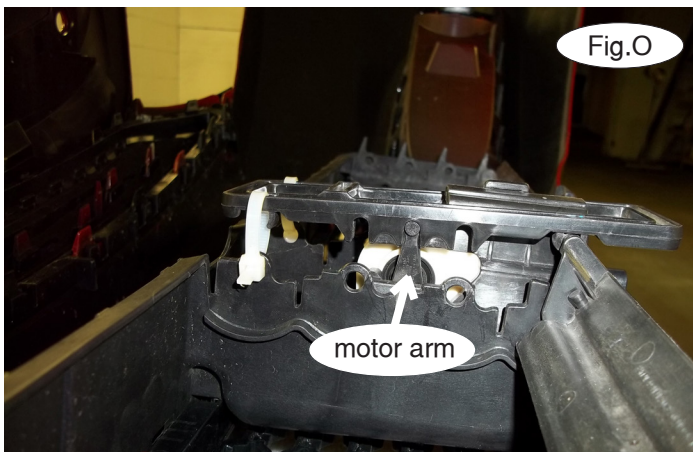
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11. On each side, place one of the supplied mylar washers between the bumper core and the main receiver brace. Then, place one 1/2" flat washer and one mylar washer over the supplied 1/2" x 5" bolt and then bolt down through the bumper core, mylar washer and main receiver brace, and finish with one 1/2" lock washer and nut (Fig.M). Torque the bolts to the bolt torque requirements found at the end of these instructions.

12. On each side, remove the top three louvers on the back side of the fascia using a flathead screwdriver to pop the plastic pin out on each end (Fig.N). The louvers will not be replaced. *Note:* retain the louvers in case the main receiver brace is ever removed from the vehicle.

Now, ensuring that the lowest louver on each side is still in place and that the louver motor arm is at a 90 degree angle to the fascia, loop the two supplied zip ties through the two uppermost pinholes tightly enough to keep pressure on the motor arm (Fig.O).



13. Trim the grille on each side using the pattern in Figure P as a guide for trimming.

14. Reinstall the fascia, reversing steps 1 through 6.



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- 15. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
- 16. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on page 1. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

Note: if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.

Three options for attaching the wiring plug to the main receiver brace

For six-wire plugs: use the two supplied 3/4" self-tapping screws to attach the electrical plug directly to the rods on the front of the main receiver brace.

For four-wire round plugs: attach to the plug mounting plate and then use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

For four-wire flat plugs: place the plug through the mounting plug plate, and then secure it using the supplied zip tie on the front of the plug (Fig.Q). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

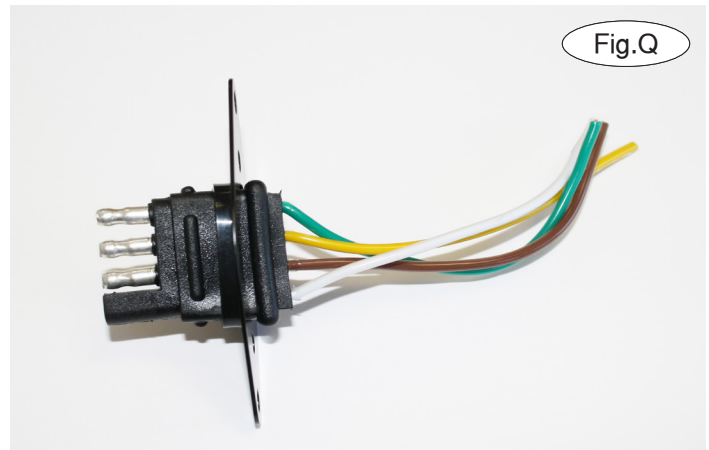


Fig.Q

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.