

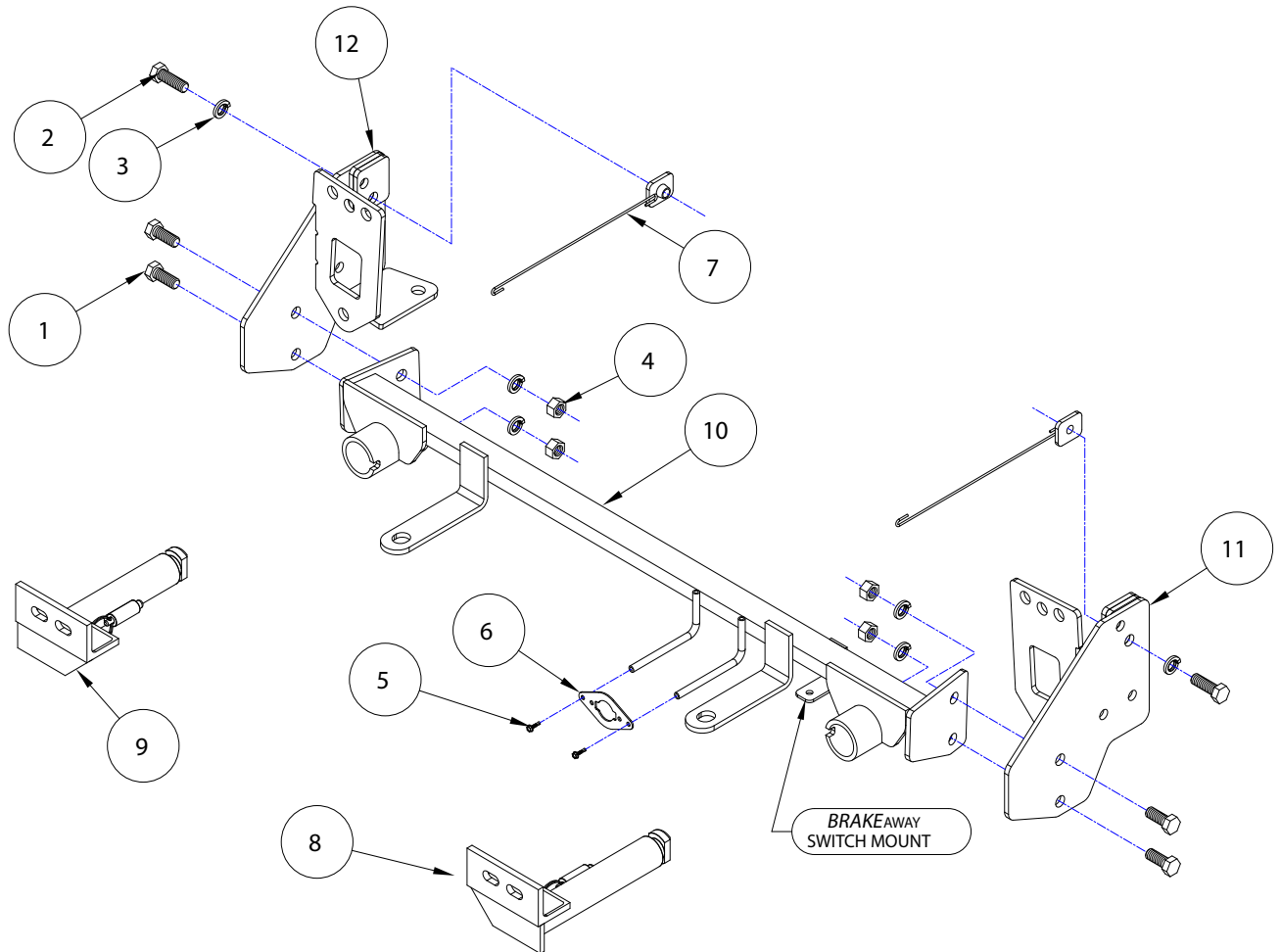


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52300-4

10/18/19
KS

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



ITEM	QTY	MATERIAL	MATERIAL#
1	4	1/2" x 1 1/4" BOLT	350094-00
2	2	1/2" x 1 1/2" BOLT	350095-00
3	6	1/2" LOCK WASHER	350309-00
4	4	1/2" HEX NUT	350258-00
5	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
6	1	WIRE PLUG PLATE	A-003801
7	2	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE WITH 10" ROD	C-002501
8	1	DRIVER SIDE ARM	C-003115
9	1	PASSENGER SIDE ARM	C-003116
10	1	MAIN RECEIVER	C-003120
11	1	DRIVER SIDE BRACE	C-003121
12	1	PASSENGER SIDE BRACE	C-003122



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This is one of our EZ4 Twistlock 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 the main receiver brace, two rear support braces, and two removable front braces, and a hardware pack. The main receiver brace mounts to the frame rails, and 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.

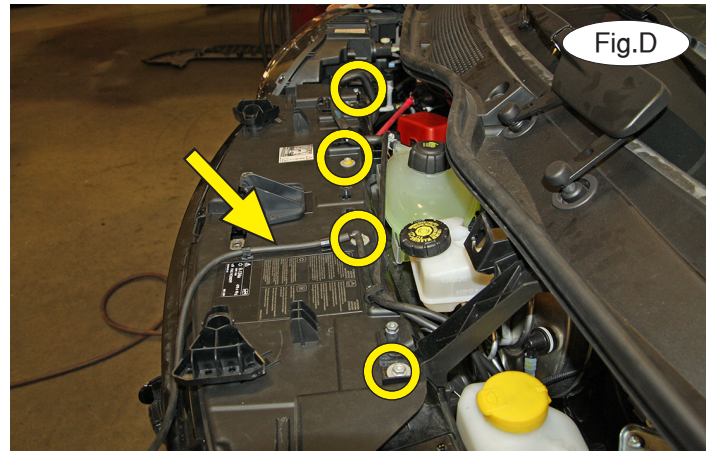
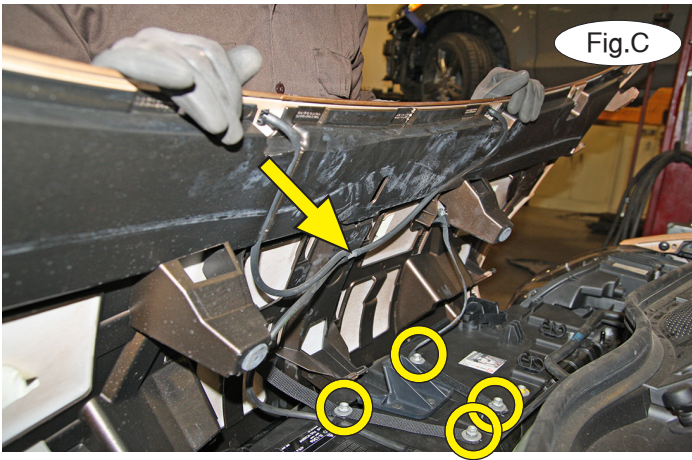


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by raising the hood and disconnecting the washer hose from the Y connector from the back of it (Fig.C – arrow). Then, remove four 10mm (head) bolts attaching the hood straps to the core support (Fig.C – circles). Set the hood aside for now.

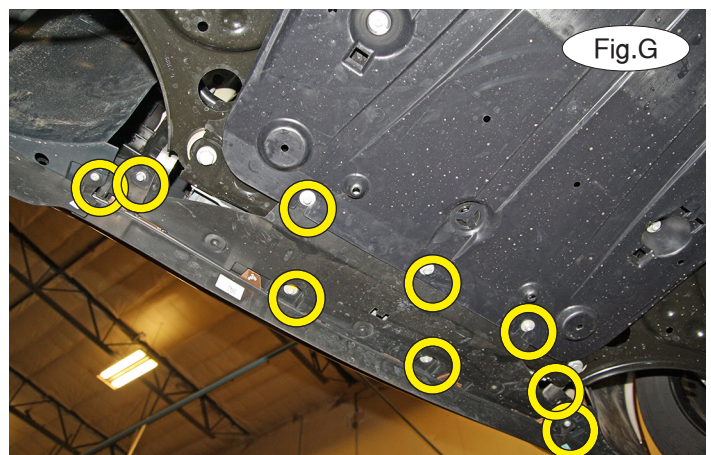


2. Disconnect the washer hoses from the top of the fascia (Fig.D – arrow). Then, remove four 10mm (head) bolts attaching the top of the fascia to the core support (Fig.D – circles).

3. Remove the plastic support and set it aside for now (Fig.E).

4. On each side, remove the 10mm (head) bolt attaching the corner of the fascia to the fender (Fig.F).

5. Remove seven 10mm (head) bolts and two T30 Torx screws attaching the lower fascia to the core support (Fig.G).



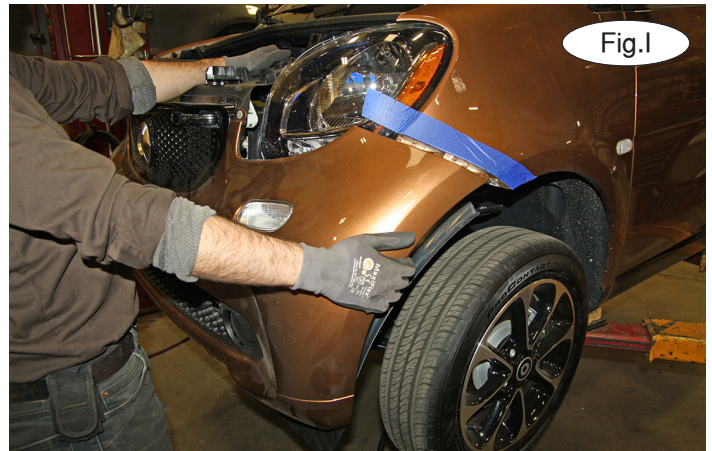
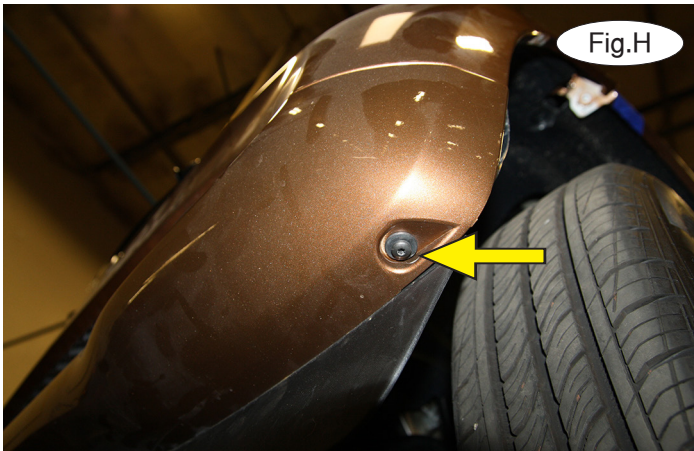


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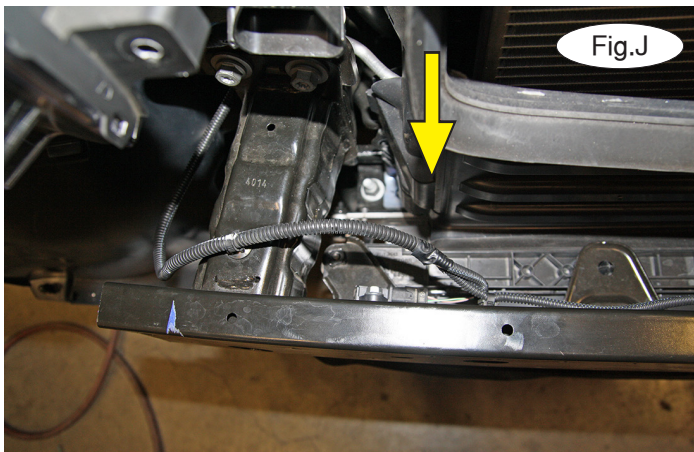
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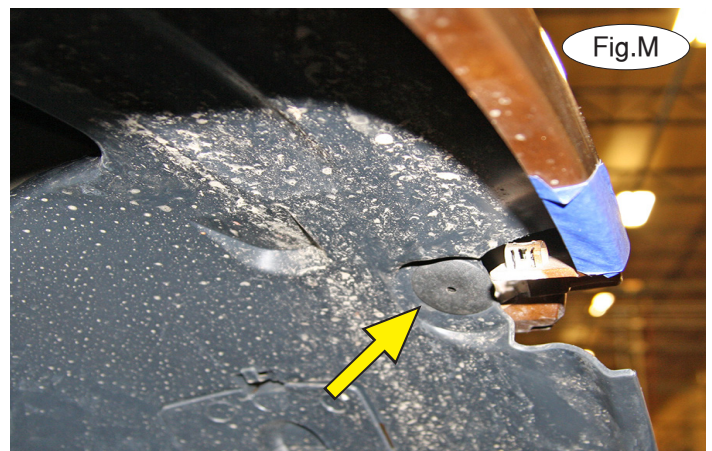
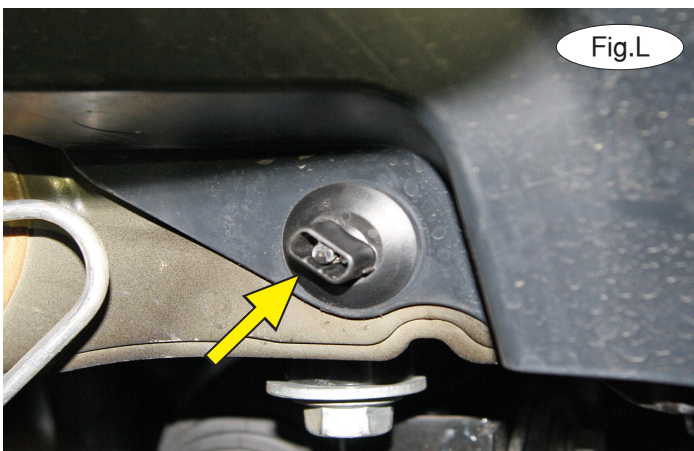
6. On each side, remove one T20 Torx screw attaching the bottom of the fascia to the fender liner (Fig.H).

7. On each side, pull up on the top of the fascia and pull up and out at the seam to release the locking strip and then remove the fascia (Fig.I). Disconnect the fog lights, if the vehicle is so equipped.



8. Carefully disconnect the two crash sensors (Fig.J – passenger side) and all the plastic fasteners attaching their wiring loom to the bumper core (Fig.K).

9. On each side, unscrew one thumb fastener attaching the fender liner to the frame (Fig.L) and one plastic fastener near the seam (Fig.M).



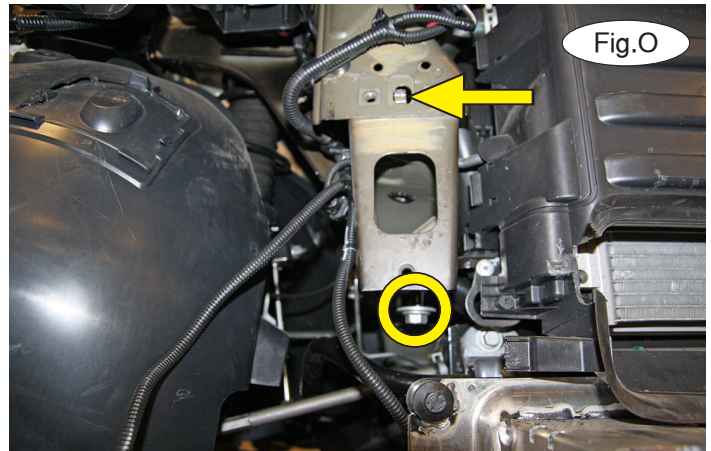
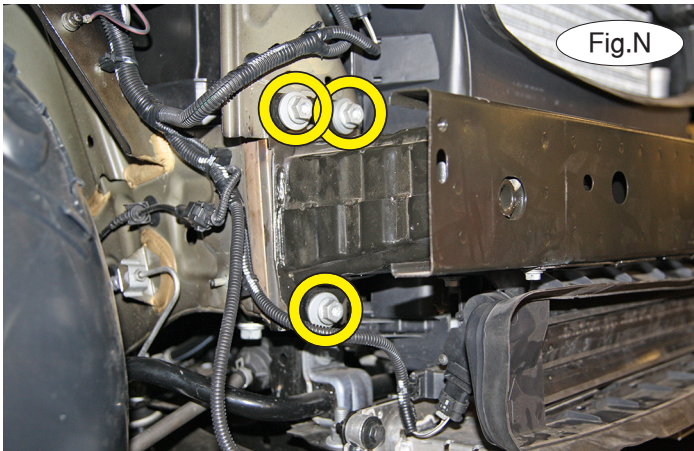


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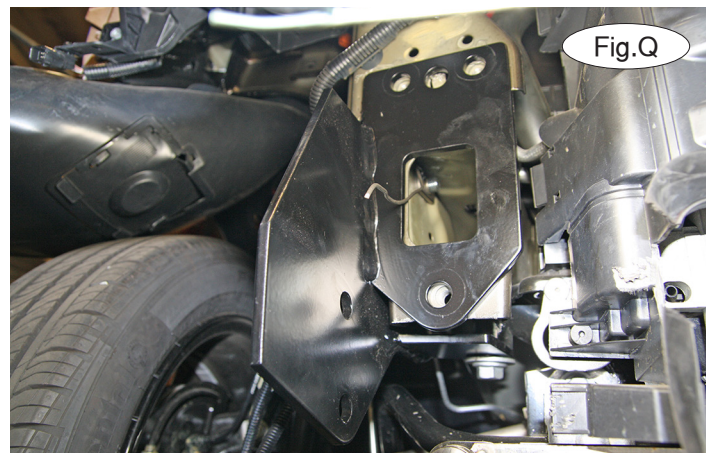
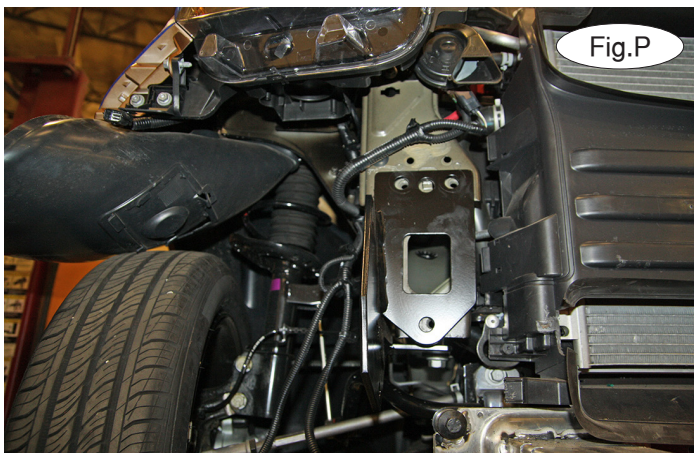
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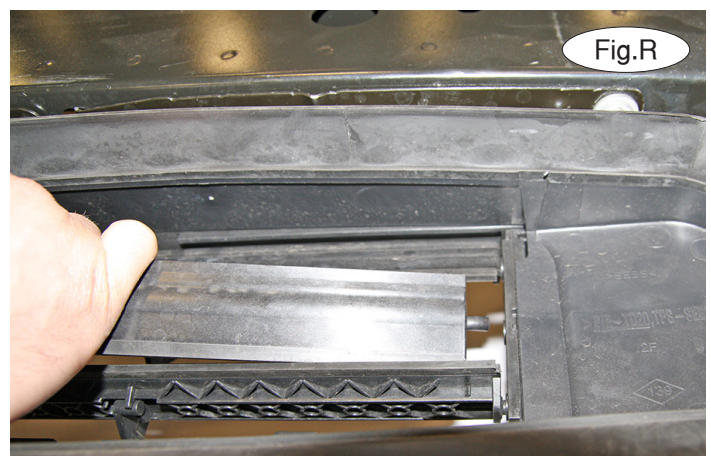
10. On each side, remove three 16mm (head) bolts attaching the bumper core to the frame (Fig.N). Then, disconnect the louver motor and remove the bumper core.



11. Working on the passenger side only, hammer the exposed tab flat (Fig.O – arrow) and remove the 18mm (head) subframe bolt (Fig.O – circle). **Note: it is critical that only one subframe bolt is removed at a time.**

Now, remove all wiring harnesses from the side of the frame, and then place the rear support brace over the bumper core mounts and replace the subframe bolt you removed earlier in the step (Fig.P).

12. Fold the fender liner over the tire and using the lower hole in the top of the receiver brace as a guide, drill a 1/2" hole in the side of the frame. Place a 1/2" lock washer over a 1/2" X 1 1/2" bolt and insert the bolt through the receiver brace, frame and into a 3/16" X 1 1/4" X 1 1/2" threaded backing plate with rod (Fig.Q). Remove the rod or bend it into the frame opening out of the way.



13. Repeat steps 11 and 12 on the driver's side.

14. Carefully pry out the center louver from the louver housing (Fig.R).

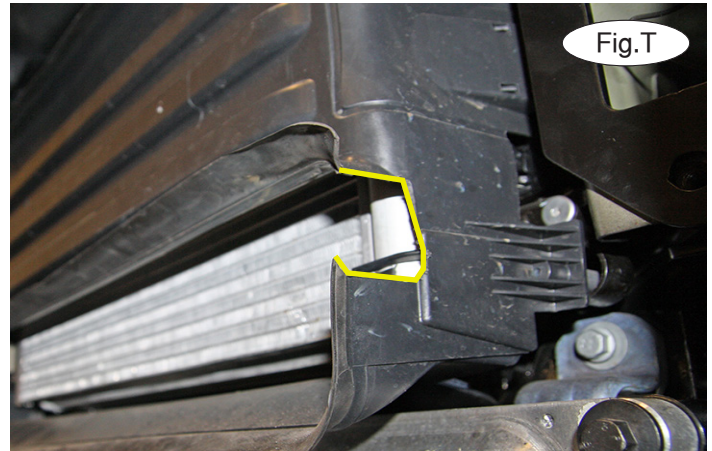
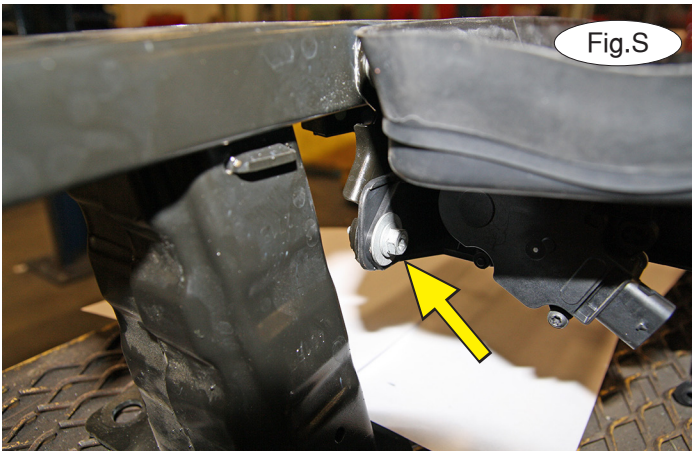


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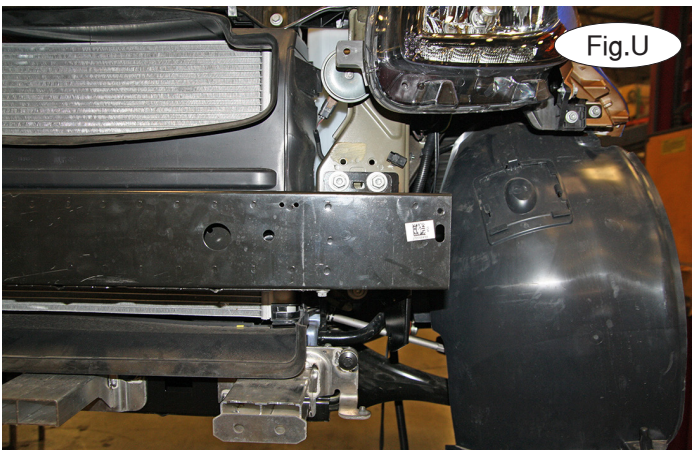
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15. On each side, remove a 10mm (head) bolt on each side of the bumper core and remove the louver housing from the bumper core (Fig.S).
16. On each side, trim out a notch from the air dam (Fig.T – driver's side).
17. Replace the bumper core and its bolts (Fig.U).



18. Tighten all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.
19. On each side, bolt the main receiver brace to the rear support brace using the two supplied $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolts, $\frac{1}{2}$ " lock washers and $\frac{1}{2}$ " nuts (Fig.V).
20. Slide the shroud to the right, relative to the housing, to remove it (Fig.W). It will not be replaced. *Note:* retain the shroud for replacement in case the bracket is ever removed.



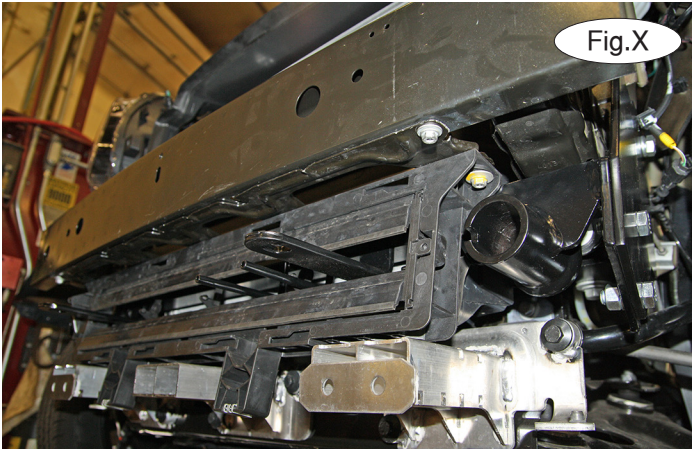


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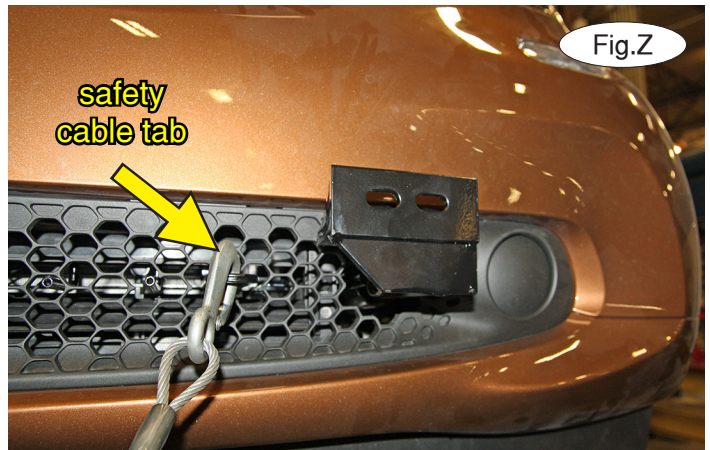
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21. Reinstall the louver housing, reversing step 15 (Fig.X).
22. On each side, trim the fascia as shown in Figure Y.
23. Reinstall the fascia by reversing steps 1 through 7.
24. On each side, insert the removable front arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver. Twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the arm into place in its final towing position. **Please note: it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.**
25. 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 in Figure Z. 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.



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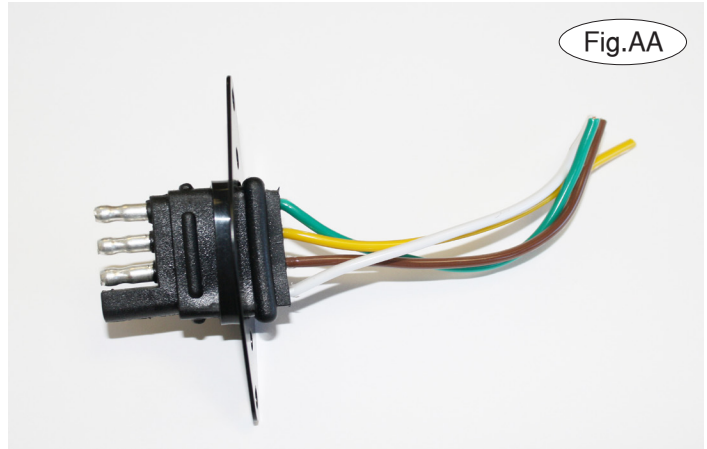
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Three options for attaching the wiring plug to the main receiver brace

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 grille.

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.AA). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the grille on the front of the main receiver brace.



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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 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.