

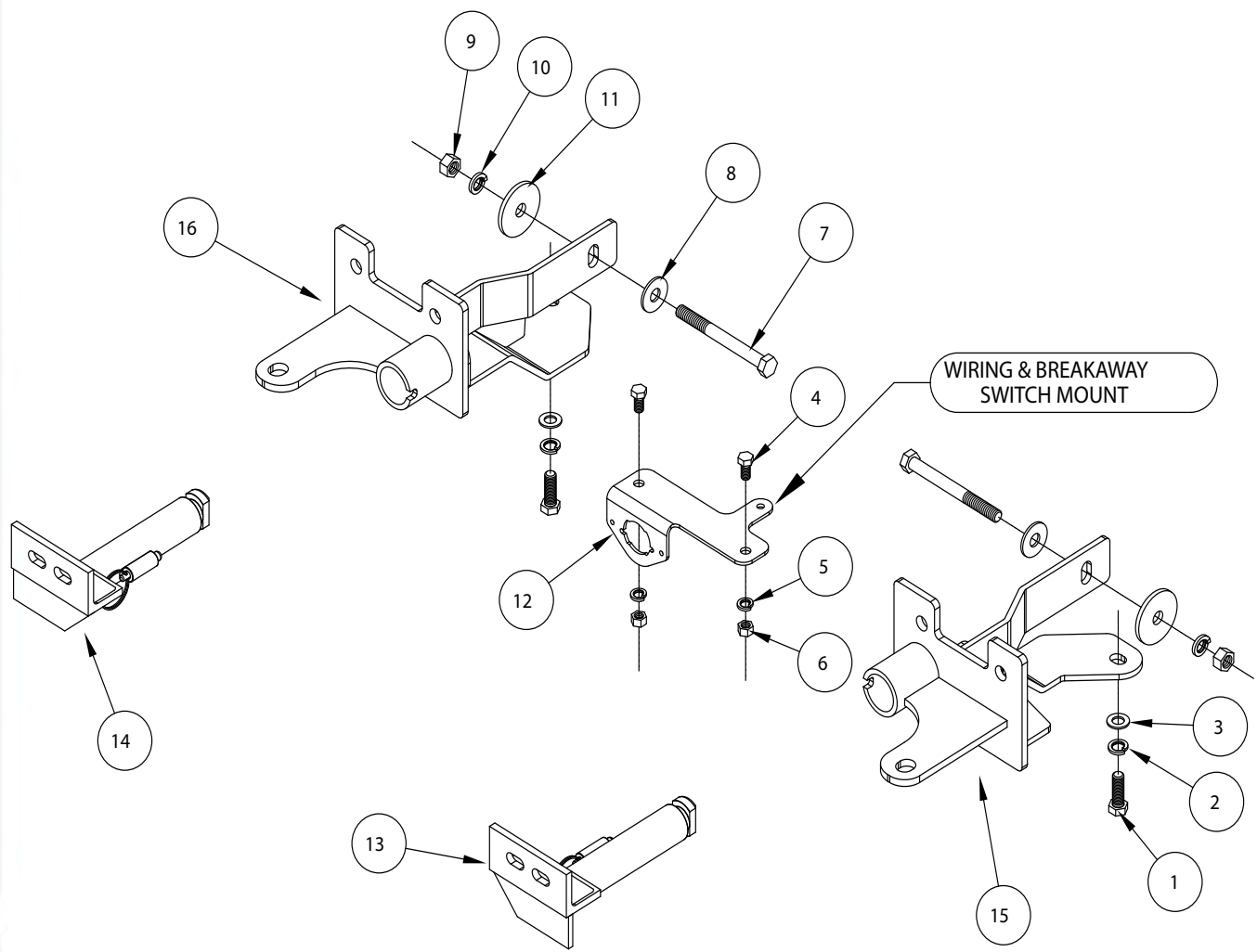


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52289-4

KS

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ITEM	QTY	NAME	PART #
1	2	12mm x 1.5 x 35mm BOLT	357102-00
2	2	12mm LOCK WASHER	355725-00
3	2	12mm FLAT WASHER	355720-00
4	2	3/8" x 3/4" BOLT	350053-00
5	2	3/8" LOCK WASHER	350305-00
6	2	3/8" NUT	350254-00
7	2	1/2" x 5" BOLTS	350107-00
8	2	1/2" FLAT WASHER	350308-00
9	2	1/2" NUT	350258-00
10	2	1/2" LOCK WASHER	350309-00
11	2	1/2" PLATE WASHER	A-003086
12	1	WIRING AND BREAKAWAY MOUNT	B-003091
13	1	DRIVER SIDE ARM	C-003007
14	1	PASSENGER SIDE ARM	C-003008
15	1	DRIVER SIDE RECEIVER BRACE	C-003009
16	1	PASSENGER SIDE RECEIVER BRACE	C-003010



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This is one of our EZ4 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 two main receiver braces, two front removable braces and a hardware pack.

The main receiver brace mounts to the bumper support and tow hook supports. 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.



Fig.A



Fig.B

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
- 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 baseplates 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.
- **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 mounting points 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 kit 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 baseplate is securely fastened to the vehicle and fitted with the correct hardware to account for these changes. Failure to securely fasten the baseplate 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 baseplate. **Do not install the baseplate if any structural frame damage is found.** Failure to repair the damage could result in the loss of the towed vehicle.
- 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, resulting in non-warranty damage or personal injury.
- 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 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 kit is designed for use with ROADMASTER tow bars and ROADMASTER adaptors only. **Using this kit with other brands, without an approved ROADMASTER adaptor, may result in non-warranty damage or injury.**
- **Do not use this document for custom fabrication,** as it may not show all parts or structural components. Custom fabrication, or any attempt to copy this baseplate design, could result in loss of the towed vehicle.
- Upon final installation, **the installer must inspect the baseplate to ensure adequate clearance, particularly around hoses, air conditioner lines, radiators, etc.,** or non-warranty damage to the towed vehicle will result.
- **This baseplate is only warranted for the original installation.** Installing a used baseplate on another vehicle is not recommended and will void the warranty.

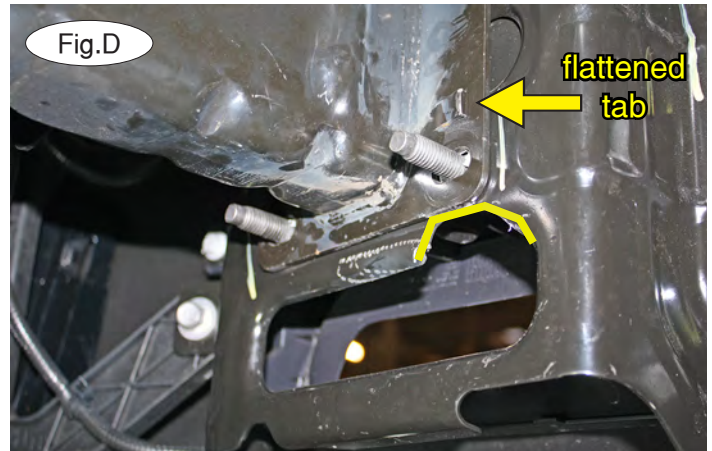
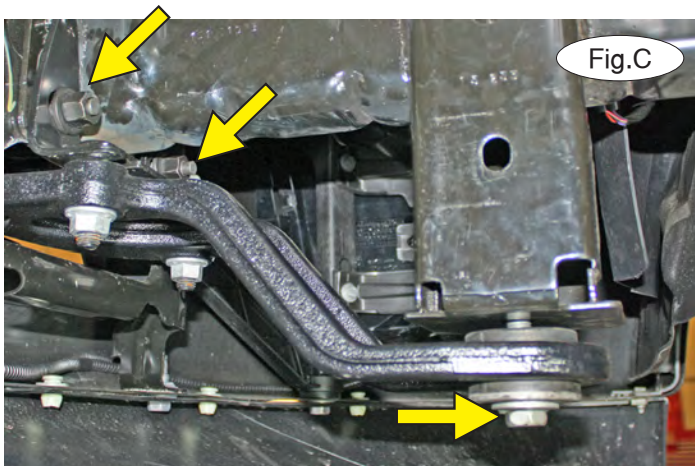


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. **If the vehicle is not equipped with tow hooks:** proceed to the next step. **If the vehicle is equipped with tow hooks:** on each side, remove two 18mm (socket) nuts attaching the tow hook and bumper to the frame, and then remove the 18mm (head) bolt attaching the tow hook bracket to the frame (Fig.C). *Note:* retain the tow hooks for replacement in case the bracket is ever removed.



2. On each side, locate the tab near the bumper mounting studs. Use a cut-off wheel to remove it, or a hammer to flatten it (Fig.D). Now, it is necessary to either remove the grille inserts or trim them to allow clearance for the main receiver brace. **If you choose to remove them:** remove four 10mm (head) bolts to remove the grille inserts indicated with yellow arrows in Figure E. The inserts will not be replaced. Retain the grille inserts for replacement in case the bracket is ever removed. **If you choose to trim the grille inserts:** cut out the template at the end of these instructions, align it with the bottom of the grille, and trim it as shown in Figure F. **If you have factory tow hooks:** on each side, trim the front of the tow hook opening to allow for proper rotation on the barrel of the front braces (Fig.G).



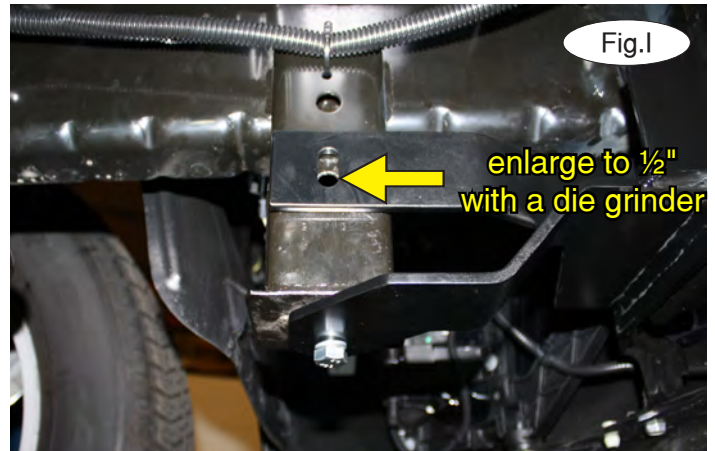
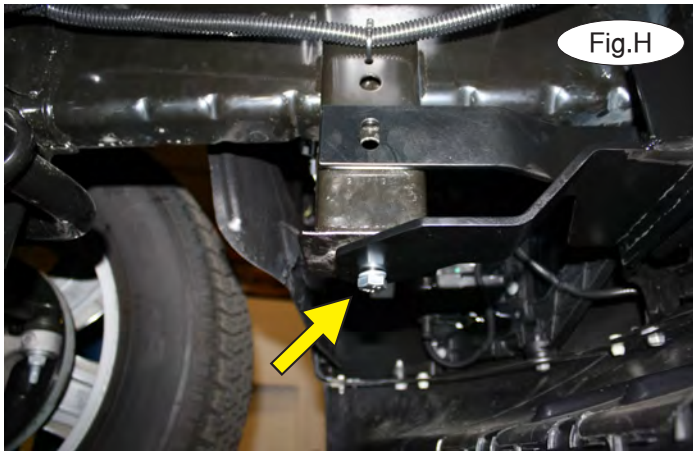


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3. Place the main receiver brace over the studs exposed in step 1 and replace the nuts.
4. On each side, place a 12mm lock washer over a 12mm x 1.5 x 35mm bolt and bolt up through the lower mount of the main receiver brace and into the existing tow hook mount in the frame (Fig.H). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.
5. On each side, on the rear slotted hole, use a die grinder to enlarge the opening to accommodate a 1/2" bolt (Fig.I).
6. On each side, place a 1/2" flat washer over a 1/2" x 5" bolt and bolt through the rear slotted hole, the main receiver brace and into the frame. Finish with a 1/2" plate washer, 1/2" lock washer and a 1/2" nut (Fig.J).



7. Torque all bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.

8. *Note: the following four images are for illustration purposes only, as your specific application may be slightly different.*

The spring-loaded pin on the removable arm snaps into a notch on the receiver, locking the removable arm into its final towing position. Before inserting each arm into the receiver, verify that the spring is working by ensuring that the spring-loaded pin moves easily back and forth within the barrel when pulled and that it can be pulled flush with the face of the barrel (Fig.K and Fig.L).



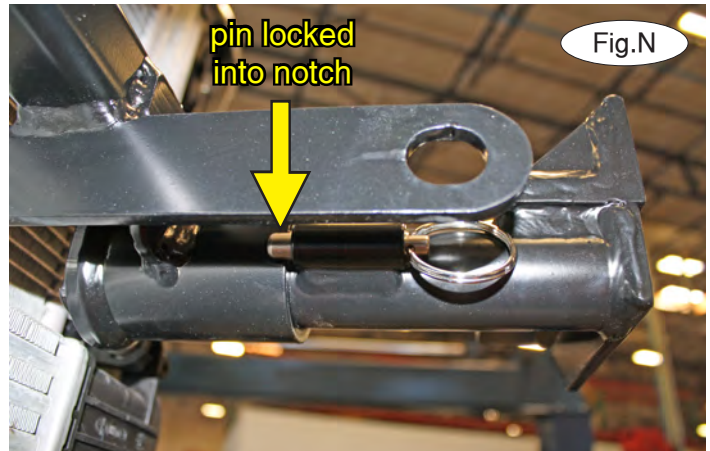
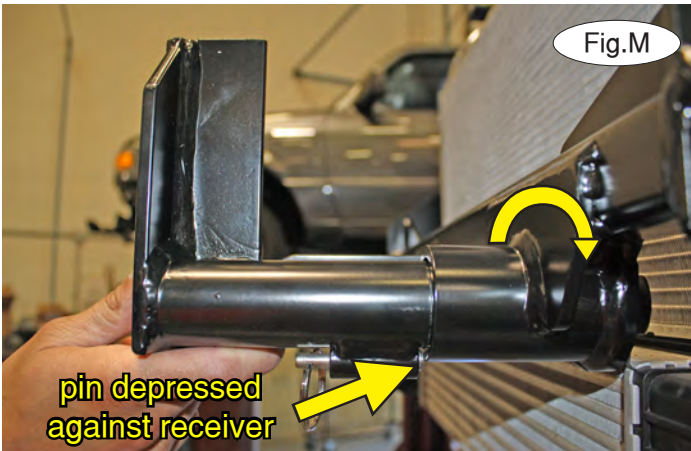


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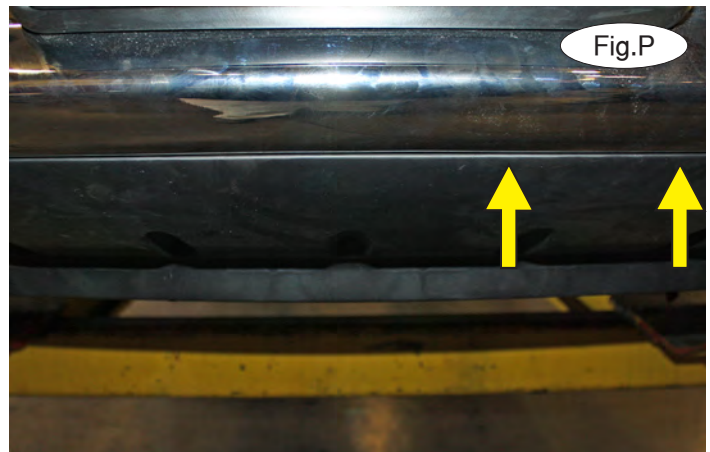
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9. On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.M). Now, twist back 90 degrees until the spring-loaded pin snaps into place in the notch on the receiver, locking the arm into place in its final towing position (Fig.N).

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.

10. 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 shown in Figure O. 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.

11. If you are using our included wiring and/or a breakaway bracket, the following steps will assist in its installation. You will be mounting the bracket in the location noted in Figure P, in line with the bottom right corner of the license plate.

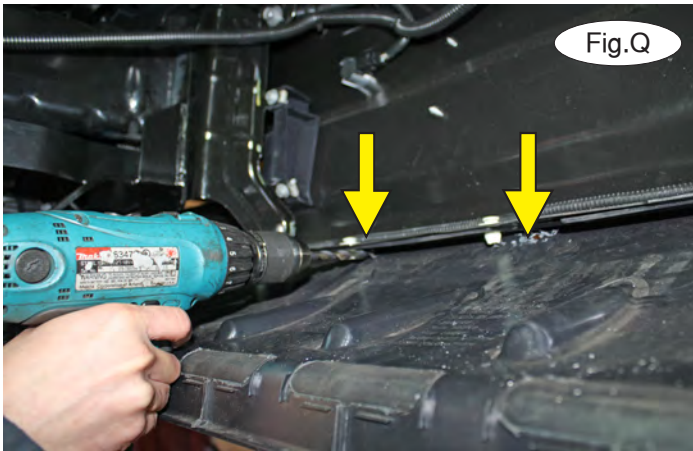


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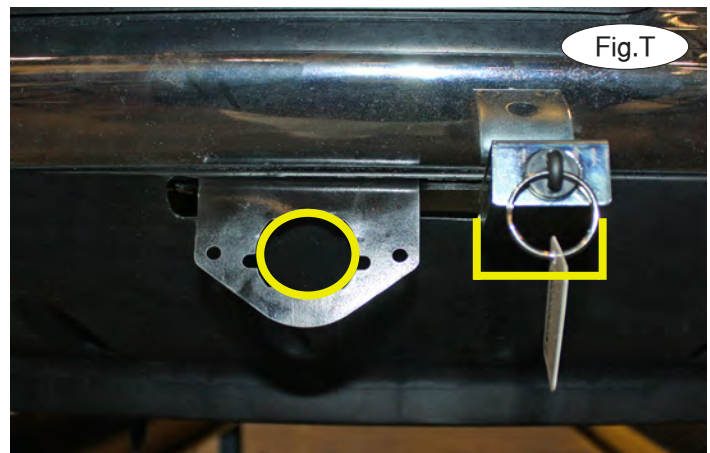
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12. Drill two pilot holes from the backside of the fascia. Locate one hole just to the right of the center fastener, and one just to the right of the next fastener to the left (Fig.Q).



13. Trim out the section between the two pilot holes, cutting the upper edge of the opening flush with the flange but make certain to leave the flange intact (Fig.R). Remove the two locating fasteners.

14. Place the wiring bracket over the fastener holes you exposed in the previous step. Pull down on the lower splash shield and on each side, bolt through the bracket, lower splash shield and bumper core using the supplied 3/8" x 3/4" bolt. Finish with a 3/8" lock washer and nut. Figure S shows the bracket installed.

15. The lower splash shield will need to be trimmed to allow clearance for the wiring plug, and the breakaway, if applicable. Use the yellow lines in Figure T as a reference for the trimming patterns.



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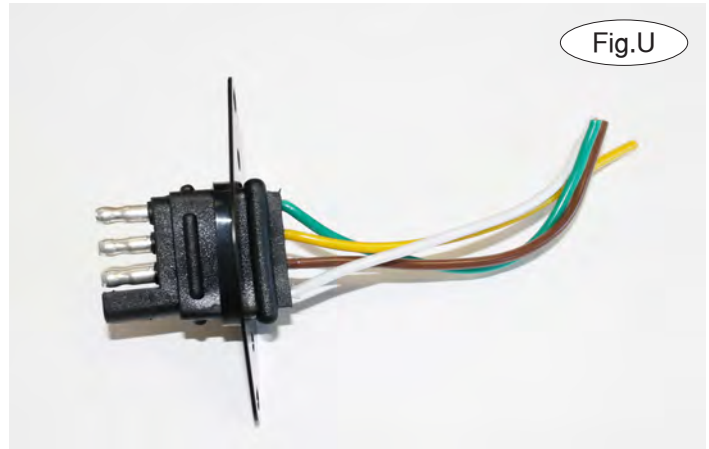
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Three options for attaching the wiring plug to the main receiver brace

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.U). 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.



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.

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*Grille insert
trimming template*

