

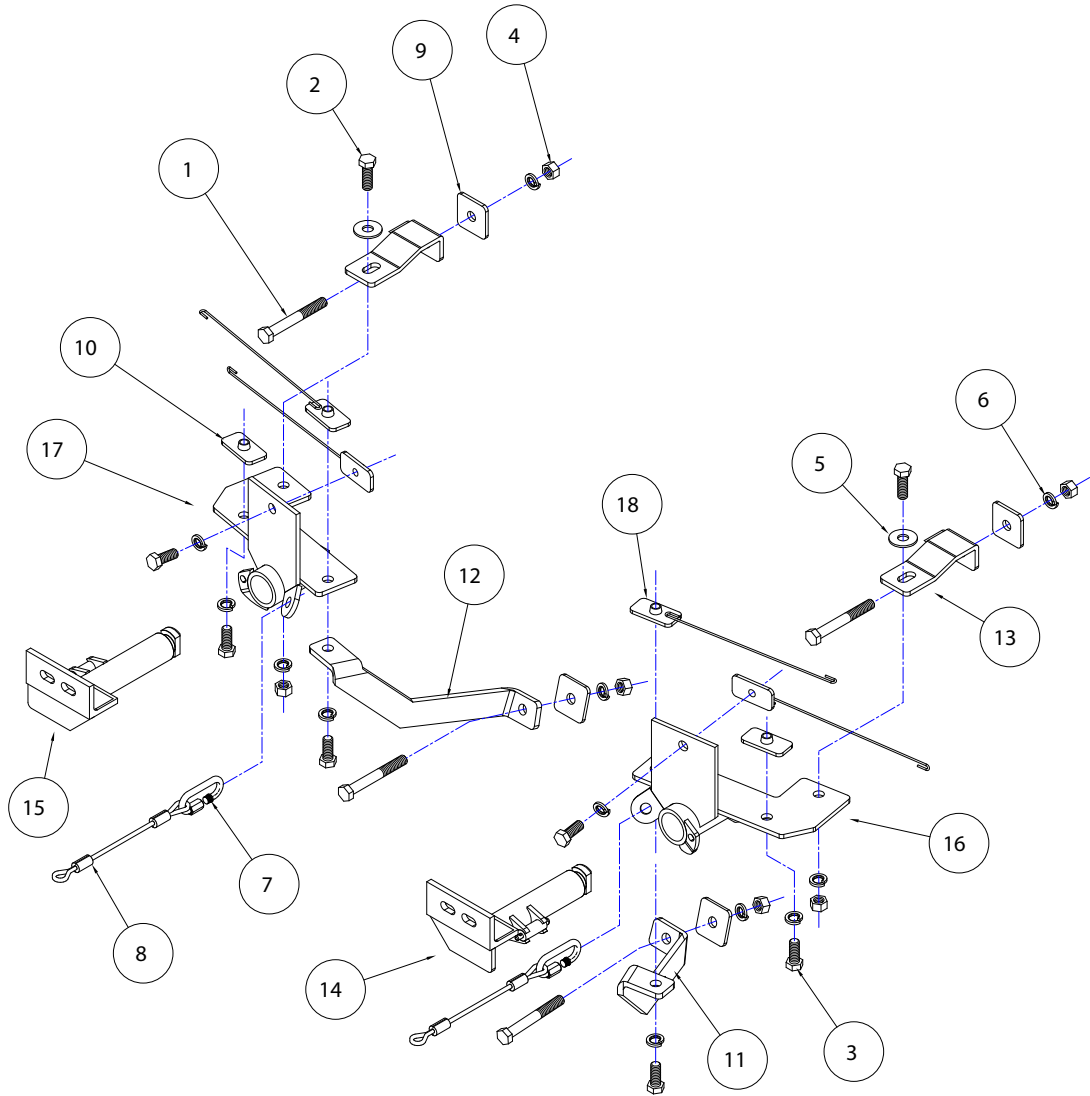


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 52281-1**

05/01/19  
KS

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



ITEM	QTY	NAME	MATERIAL
1.....	4.....	1/2" x 4" BOLT.....	350105-00
2.....	4.....	1/2" x 1 1/2" BOLT.....	350095-00
3.....	4.....	1/2" x 1 1/4" BOLT.....	350094-10
4.....	6.....	1/2" HEX NUT.....	350258-00
5.....	2.....	1/2" FLAT WASHER.....	350308-20
6.....	12.....	1/2" LOCK WASHER.....	350309-00
7.....	2.....	QUICK LINK.....	200008-00
8.....	2.....	8" SAFETY CABLE.....	650646-08
9.....	4.....	3/16" x 2" x 2" BACKING PLATE.....	A-001066
10.....	2.....	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE.....	A-003076
11.....	1.....	DRIVER SIDE INNER BRACE.....	B-000967
12.....	1.....	PASSENGER SIDE INNER BRACE.....	B-000968
13.....	2.....	REAR LOWER BRACE.....	C-001411
14.....	1.....	DRIVER SIDE ARM.....	C-001412
15.....	1.....	PASSENGER SIDE ARM.....	C-001413
16.....	1.....	DRIVER SIDE RECEIVER.....	C-001414
17.....	1.....	PASSENGER SIDE RECEIVER.....	C-001415
18.....	4.....	3/16" x 1 1/4" x 2 1/2" THREADED BACKING PLATE W/ ROD.....	C-001416



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

The main receiver braces mounts to the bumper core, rear braces and the lower braces. The rear braces mount to the core support and main receiver braces. The lower braces mount to the core support and main receiver braces.

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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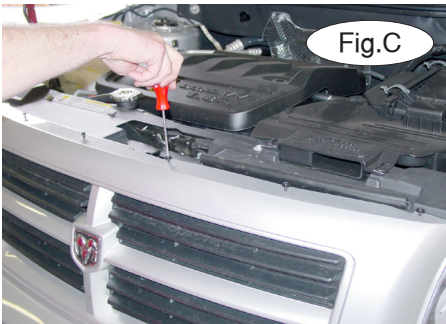


Fig.C

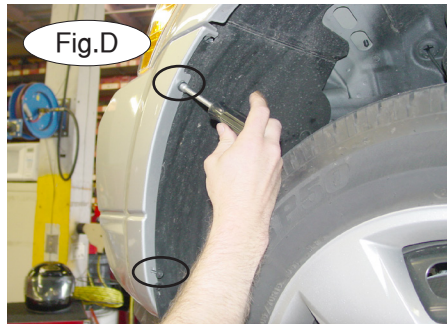


Fig.D

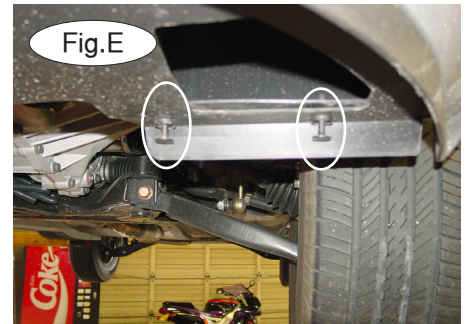


Fig.E

1. Start by removing six T-15 Torx screws attaching the fascia to the core support (Fig.C).
2. Remove two 7mm (head) screws attaching the fender liner to the fascia (Fig.D). Repeat for the other side.
3. Remove two plastic fasteners attaching the fender liner to the lower splash shield (Fig.E). Repeat for the other side.

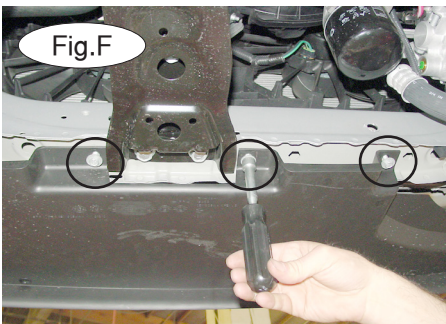


Fig.F



Fig.G



Fig.H

4. Next, remove three 10mm (head) bolts attaching the lower splash shield to the core support (Fig.F).
5. Remove one plastic fastener attaching the fender liner to the frame rail (Fig.G). Repeat for the other side.
6. Now, pull back the fender liner and remove one 7mm (head) screw attaching the fascia to the fender (Fig.H). Repeat for the other side.



Fig.I



Fig.J

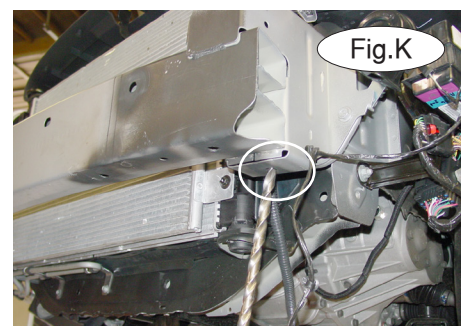


Fig.K

7. Pull forward to remove the fascia (Fig.I).
8. Remove two plastic fasteners to remove the ambient air temperature sensor from the bumper core (Fig.J).
9. Starting on the driver side, drill out the existing outside hole in the bottom of the bumper core to 1/2" (Fig.K).

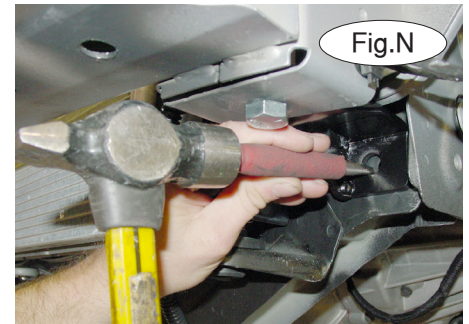
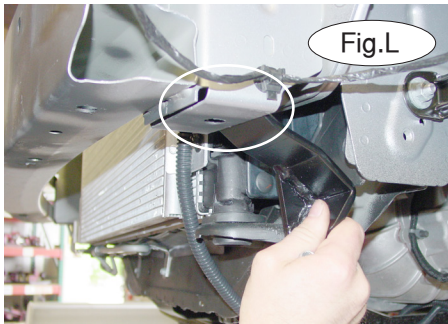


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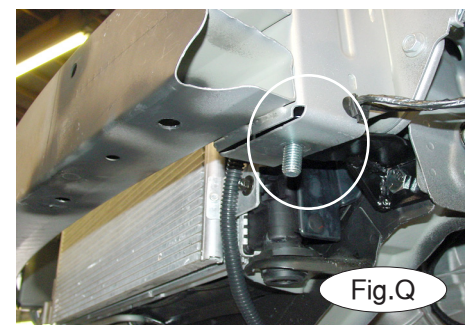
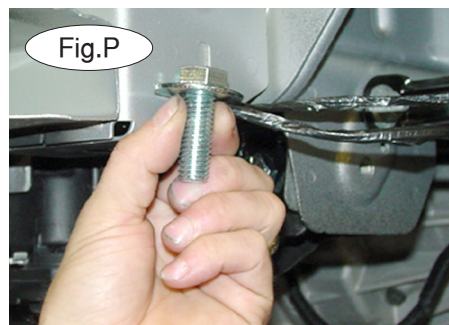
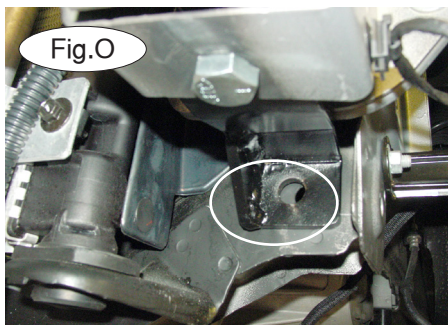
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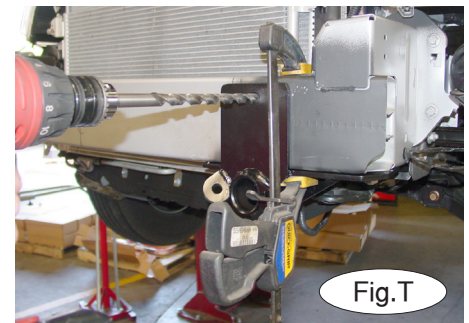
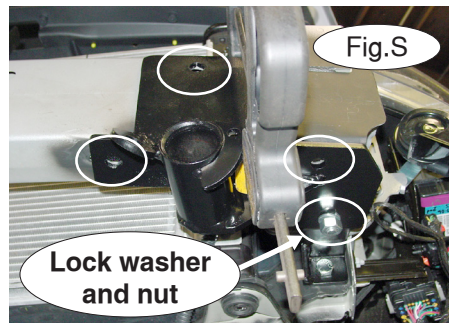


10. Temporarily mount the rear brace using the forward most mounting point (Fig.L,M). Now, use the remaining hole in the brace as a template and mark for drilling (Fig.N). Then remove the rear brace. Using a long drill bit, drill a  $\frac{1}{2}$ " hole through the front and back of the core support. *Note:* use caution not to drill into any engine components.



11. Now, remount the rear brace through the hole you just drilled, using a  $\frac{1}{2}$ " x 4" bolt, 2" x 2" backing plate, lock washer and nut (Fig.O). *Note:* the backing plate mounts on the back side of the bumper core.

12. Insert the supplied bolt and flat washer (Fig.P), through the rear brace and into the bumper core (Fig.Q).



13. Position the main receiver brace over the bolt from step 12. Now, clamp the main receiver brace tightly against the bumper core (Fig.R) Finish with a lock washer and nut (Fig.S)

14. Using the main receiver brace as a template, drill through the two lower holes and the hole on the face of the bumper core (Fig.S, T).

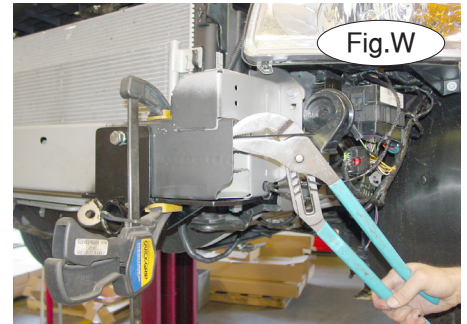
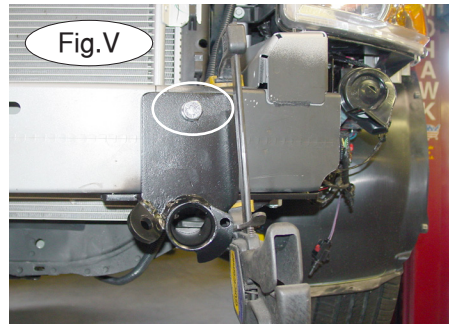
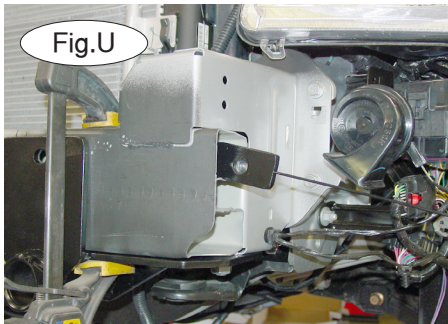


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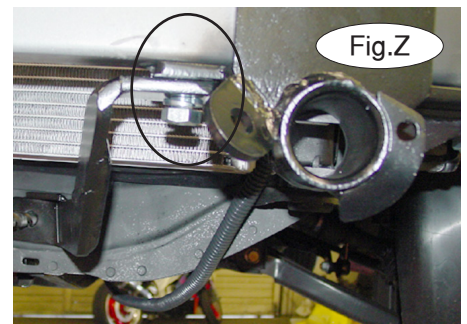
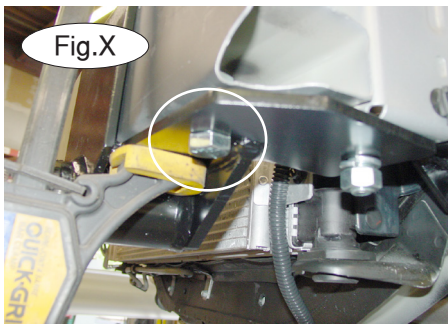
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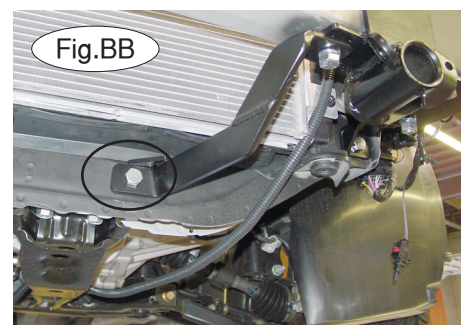
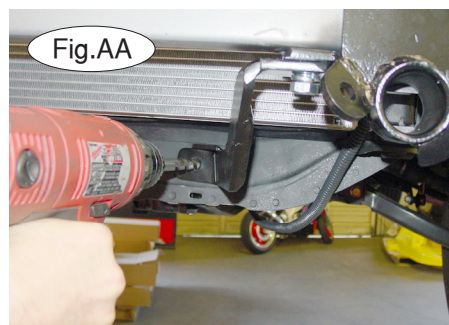
15. Using the attached wire insert the  $\frac{1}{4}$ " x  $1\frac{1}{2}$ " x  $2\frac{1}{2}$ " nutted backing plate into the upper opening in the bumper core (Fig.U). Bolt into place using a  $\frac{1}{2}$ " x  $1\frac{1}{4}$ " bolt and lock washer (Fig.V). Now, break off the attached wire (Fig.W).



16. Using a  $\frac{1}{2}$ " x  $1\frac{1}{4}$ " bolt,  $\frac{1}{4}$ " x  $1\frac{1}{2}$ " x  $2\frac{1}{2}$ " backing plate, lock washer and nut, bolt through the lower outside hole in the main receiver brace and into the bumper core (Fig.X, Y).

17. Now, bolt the lower brace to the main receiver brace and bumper core. Using a  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolt, lock washer and nutted backing plate, bolt through the remaining hole you drilled through the main receiver brace (Fig.Z). *Note:* insert the backing plate into the lower opening in the bumper core.

18. Using the remaining hole in the lower brace as a template, drill through the front and back of the core support (Fig.AA). Bolt into place using a  $\frac{1}{2}$ " x 4" bolt,  $\frac{1}{4}$ " x 2" x 2" backing plate, lock washer and nut (Fig.BB). *Note:* the backing plate goes on the back of the core support.





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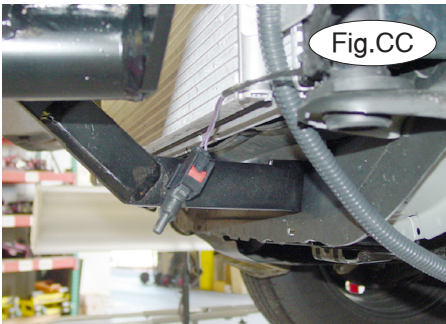


Fig.CC

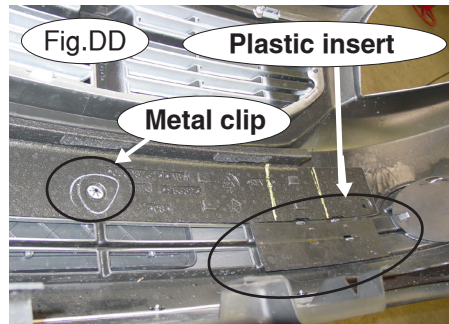


Fig.DD

Plastic insert

Metal clip



Fig.EE

19. Repeat steps 9 through 18 for the passenger side of the vehicle.
20. Tighten all bolts to the torque specifications listed at the end of these instructions.
21. Remount the ambient temperature sensor in the existing hole on the driver side lower brace (Fig.CC).
22. For both sides, remove the plastic insert on the back side of the fascia by pushing back on the four plastic tabs (Fig. DD).
23. Next, the foam shock absorption pad will need to be removed or trimmed to allow clearance for the main receiver brace. Remove the metal clip to release the pad (Fig.DD). If trimming, refer to the yellow marker lines for correct trimming (Fig.EE). Repeat for the other side.
24. Hold the fascia in place over the main receiver brace and mark for trimming (Fig.FF). Repeat for the other side and trim.
25. Reinstall the fascia, reversing steps 1 through 7.
26. Attach the safety cable and cable connectors to the front of the receiver braces (Fig.GG), then insert the front arm braces into the receiver braces and twist 90 degrees to lock in place.
27. Attach the other end of the 8" safety cables to the tow vehicle's safety cables and the tow bar.
28. Install the tow bar according to the manufacturer's instructions.

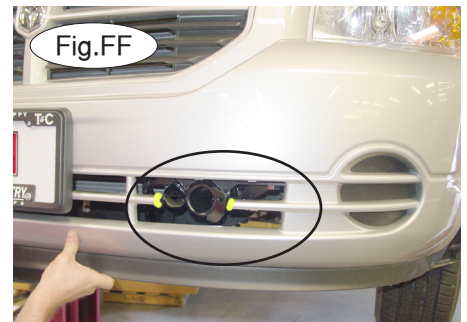


Fig.FF



Fig.GG

## 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.