

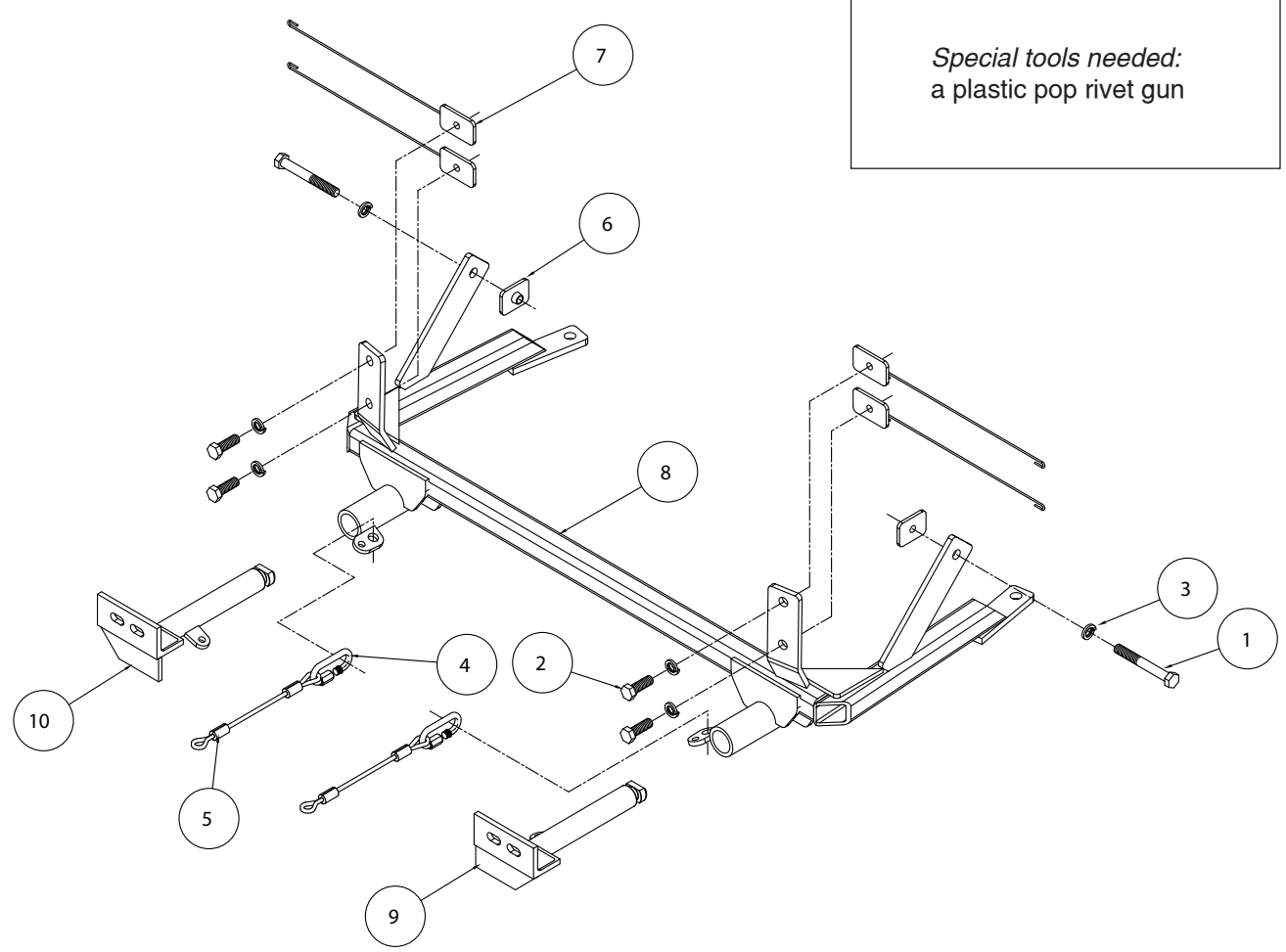


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 52286-1**

08/02/19  
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	2	1/2" x 4" BOLT	350105-00
2	4	1/2" x 1 1/2" BOLT	350095-00
3	6	1/2" LOCK WASHER	350309-00
4	2	QUICK LINK	200008-00
5	2	SAFETY CABLE 8"	500646-08
6	2	1 1/2" x 2" THREADED BACKING PLATE	A-003077
7	4	1 1/2" x 2 1/2" THREADED BACKING PLATE W/ ROD	C-001572
8	1	MAIN RECEIVER	C-001713
9	1	DRIVER SIDE ARM	C-001714
10	1	PASSENGER SIDE ARM	C-001715
11	8	3/16" x 1" PLASTIC PULL RIVET	350431-00



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

The main receiver brace mounts to the front frame and bumper core on each side. The removable front braces insert into the receivers on each side and are secured with draw pins.

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.

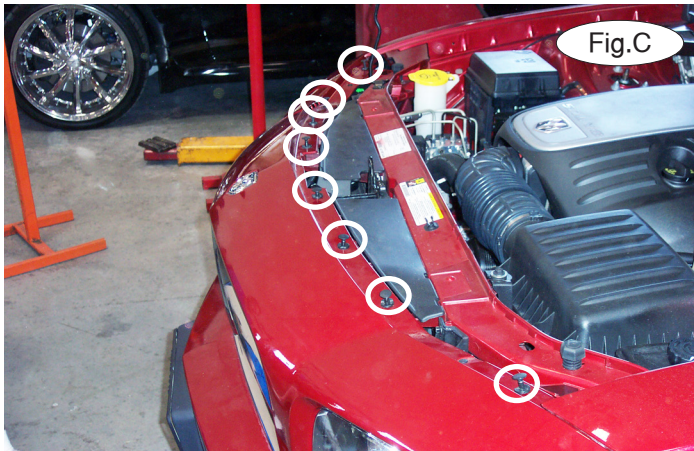


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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing eight plastic fasteners attaching the top of the fascia to the core support (Fig.C).

2. On each side, using a pair of side cutters, remove three plastic pop rivets attaching the fender liner to the edge of the fascia (Fig.D).



3. On each side, remove three plastic fasteners attaching the center splash shield to the fender liner (Fig.E).
4. Remove ten 7mm (head) bolts attaching the center splash shield to the bottom of the fascia (Fig. F – driver's side).
5. Remove two 10mm (head) bolts attaching the center splash shield to the rear splash shield (Fig.G). Temporarily remove the center splash shield.
6. Unplug the fog lights, if the vehicle is so equipped.





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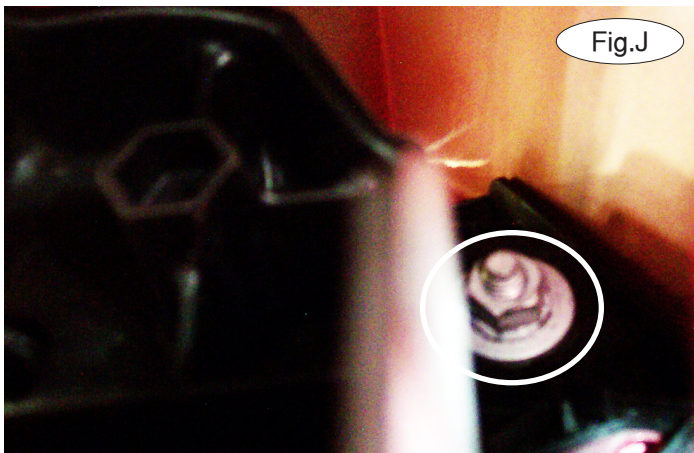
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7. On each side, remove two 10mm (head) bolts attaching the fascia to the corner of the fender (Fig.H – driver's side).  
*Note:* the bolts are located behind the fender liner.

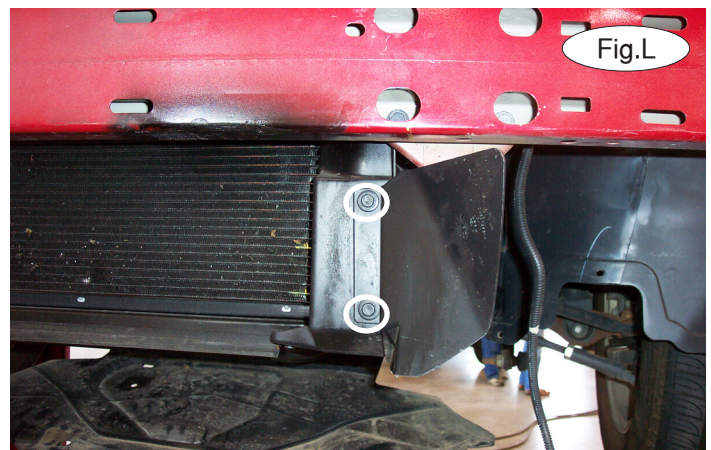
8. To remove the front marker lights, reach in behind the headlights and push out on the release tab (Fig.I).



9. On each side, remove one 10mm (head) bolt attaching the fascia to the edge of the fender (Fig.J). Figure K shows the location of the bolt on the passenger side.

10. Pull out and forward on the fascia to remove.

11. On each side, remove two plastic fasteners attaching the two air deflectors to the front of the radiator shroud (Fig.L). The air deflectors will not be replaced. *Note:* retain the air deflectors and attachment hardware so they can be replaced if the bracket is ever removed.



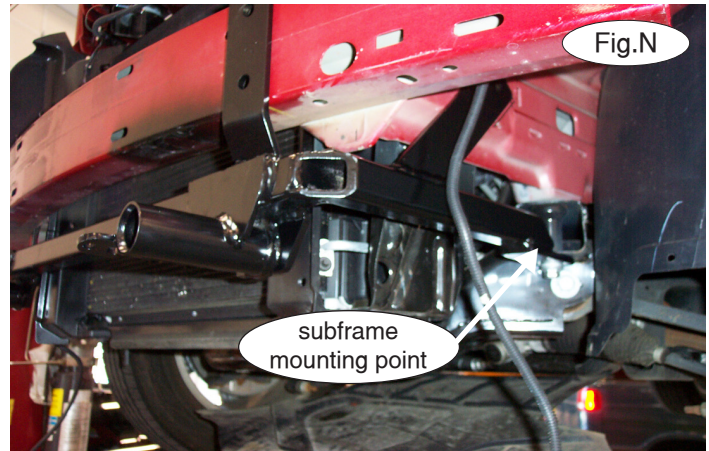


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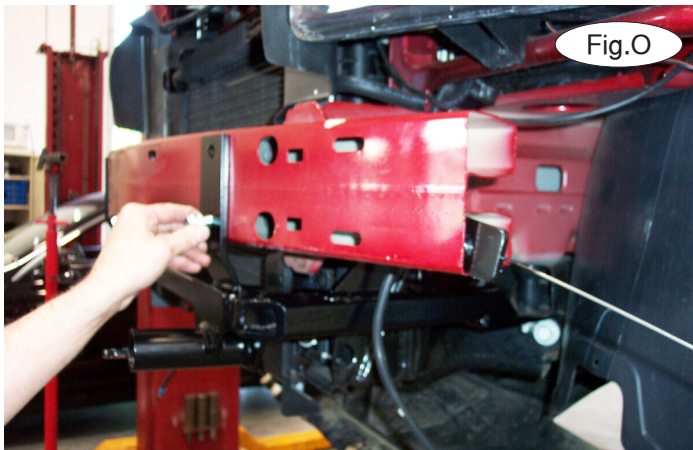
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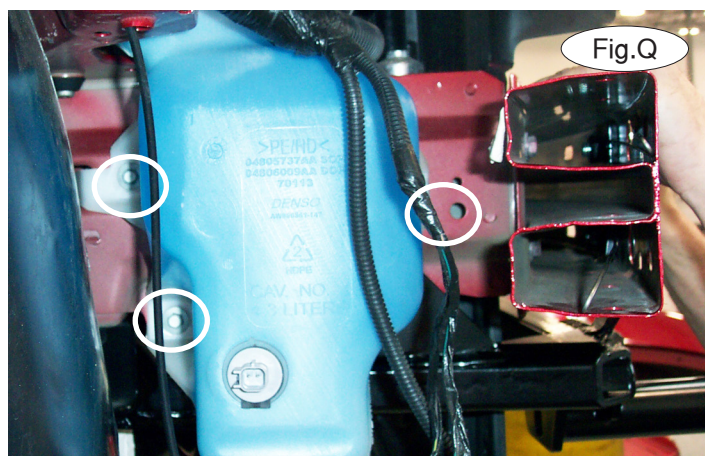


12. Support the subframe with a jack stand. On each side, remove one 14mm x 2.0 subframe bolt (Fig.M – driver's side).
13. Put thread lock on the bolts that were removed in the previous step, and place the bolts in the existing holes to the rear of the main receiver brace. Position the main receiver brace so it aligns with the subframe mounting points (Fig.N), and tighten the bolts to 104 ft./lbs. Remove the jack stand.



14. Place one of the 1/4" x 1 1/2" x 2 1/2" backing plates with wire inside the bumper core. Using the supplied 1/2" x 1 1/2" bolt and lock washer, bolt through the main receiver brace, bumper core and into the nutted backing plate (Fig.O). Repeat the process for the remaining three upper mounting points.

15. On the passenger side, unplug the two electrical plugs from the side of the washer bottle, and unplug the washer fluid line (Fig.P). Remove three 10mm (head) bolts attaching the washer bottle to the side of the frame rail (Fig.Q). *Note:* either drain or plug the hole before removing the washer bottle.



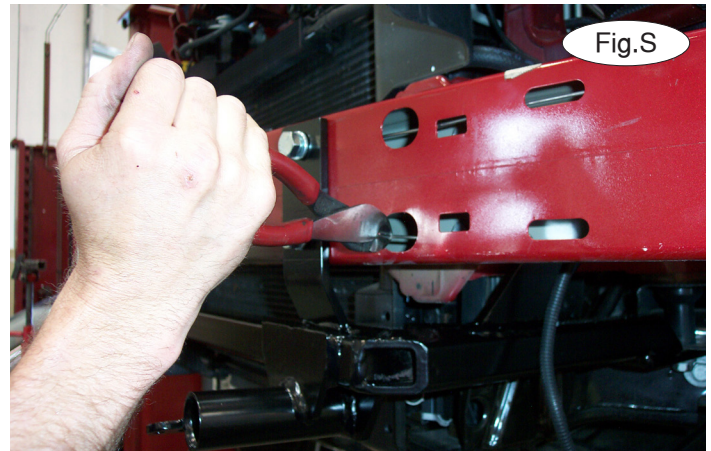


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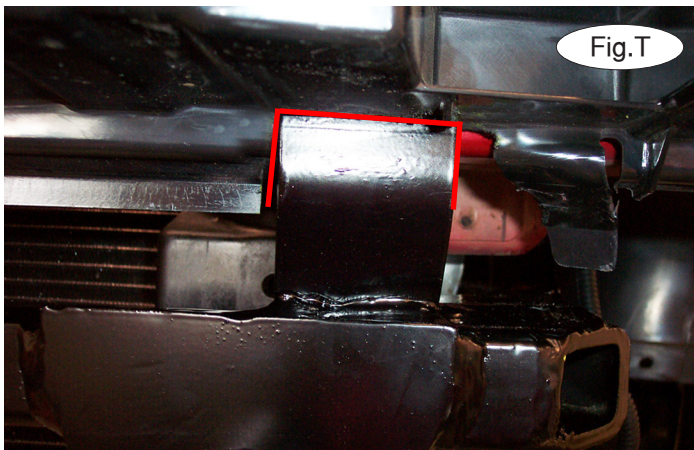
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16. Working on the passenger side, using a  $\frac{1}{2}$ " drill bit – and the center mounting point of the main receiver brace as a template – drill through the existing hole in the outside of the frame rail and through the inside of the frame rail. *Note:* place a piece of metal behind the frame rail to protect the engine components.

17. Place one of the supplied  $\frac{1}{2}$ " lock washers on one of the  $\frac{1}{2}$ " x 4" bolts. Bolt through the main receiver brace and both sides of the frame rail. Place a  $\frac{1}{4}$ " x 2" x 2" nutted backing plate on the inside of the frame rail and secure it in place.



18. Repeat steps 16 and 17 for the driver's side. Tighten all bolts to the bolt torque requirements found at the end of this document.

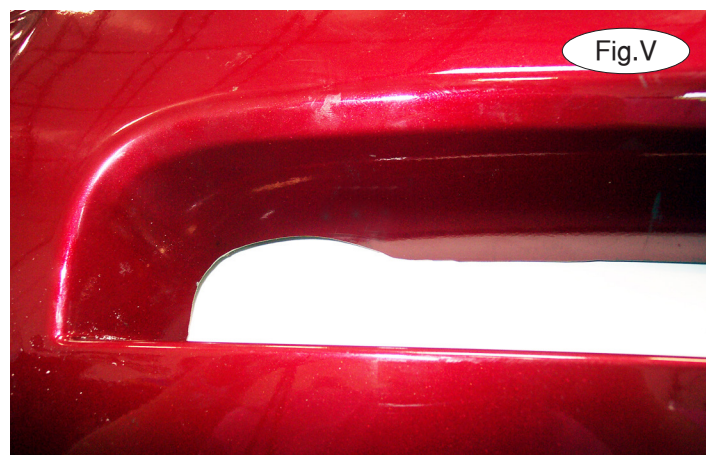
Using a pair of side cutters, remove the wires on the backing plates that were installed in step 14 (Fig.S).

19. Replace the washer bottle, reversing step 15.

20. Trim the shock absorption pad using the red lines in Figure T as a guide.

21. Trim the fascia to allow for clearance of the main receiver brace. Use the white lines in Figure U as a reference for trimming. Figure V shows the completed trimming.

22. Reassemble the fascia, reversing steps 1 through 10. *Note:* for step 2, replace the pop rivets with the new ones included in this hardware kit.





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23. Insert the removable front bracket arms into the front receiver braces, and secure them in place with the supplied 5/8" draw pins and spring pins.

24. Attach the 8" safety cables with the cable connectors (Q-Links) to the front of the receiver braces (Fig.W).

25. Attach the ends of the safety cables to the tow vehicle's safety cables.

26. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



## 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.

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