

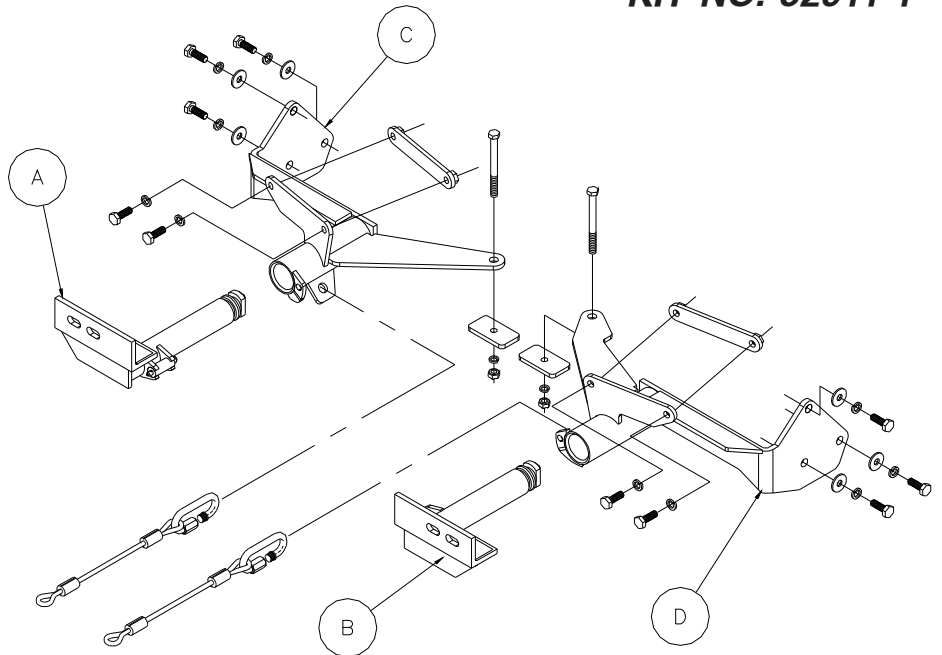
# BASEPLATE KIT INSTALLATION INSTRUCTIONS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 1-800-669-9690 fax 360-735-9300 www.roadmasterinc.com

## PARTS LIST:

- 1- FRONT BRACE (A) - Passenger side
- 1- FRONT BRACE (B) - Driver side
- 1- MAIN BRACE (C) - Passenger side
- 1- MAIN BRACE (D) - Driver side

KIT NO. 52911-1



**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. This is one of our EZ lock bracket series, which allows the visible front portion of the brackets to be easily removed from the front of the car by rotating the front braces. The bracket kit consists of two main receiver braces, two tubular front braces and a hardware pack. The rear receiver braces mount to the bottom and side of the frame and protrude through the lower grill below the headlights and the bumper. The front tubular braces insert into the rear braces and rotate 90 degrees to lock in place. The lower grille will have to be trimmed to fit around the mounting portion of the main receiver braces. The lower gravel guard will be removed then reinstalled after trimming for clearance. The foam cover in front of the bumper core will also have to be inlet to fit over the receiver brackets. Before starting the installation, lay out the kit components as it is illustrated. This will give you a visual idea of how the components work and also confirm that everything is present and accounted for.
2. Begin by removing the lower center gravel guard (5- 12mm head bolts, 2-10mm head screws).
3. Remove the front fascia, starting with the top and side plastic fasteners, then two screws in the fender wells and two on the bottom
4. Working on both sides, remove the front tie down plates (3- 14mm head bolts each).
5. Hold the driver side receiver brace under the bumper core and to the side of the frame. The receiver brace should be lined up with the original mounting holes and ready to bolt through.
6. Bolt through the side of the brace with the supplied 10mm x 1.25 x 35mm bolts, fender washers and lock washers. Align the brace then tighten these bolts. The front mounting plate should be flush against the front of the bumper core with the lower mounting arm lined up beneath the radiator frame with a existing hole which we will bolt through, with a 3/8" x 4" bolt, 1/4" x 1 1/2" x 2 3/4" backing plate lock washer and nut. Temporarily install the front brace in the receiver brace and twist 90 degrees to lock. Check behind the receiver brace and make sure that the end of the cam does not contact the radiator. Realign before proceeding, if necessary.
7. Locate the remaining mounting holes in the top of the brace and drill two 7/16" holes in the front of the bumper core using the brace as a drill template.
8. Bolt through the bumper core and the brace using two 10mm x 1.25 x 35mm bolts, lock washers and threaded backing plate inside the bumper core. Insert the backing plate through the open side of the bumper core.
9. Repeat steps 5 through 8 for the passenger side receiver brace.
10. Torque all remaining mounting bolts to the specifications below.
11. Hold the Styrofoam shock absorber to the front of the bumper core and mark the area that will have to be removed around the brace to allow the Styrofoam to fit flush. Trim the foam to fit then refit.
12. Make sure the passenger side towing cover is installed in the bumper fascia, then trial fit on the vehicle. The rear sides and front of the air opening under the bumper core will have to be trimmed for clearance around the bracket. The way to do this is slowly and carefully, trial fitting as you go. Be careful to leave as much material as possible between the cover and the trim area. This area is quite flexible and we want to leave as much material as possible. If this part of the job is done with care, the trimming will be barely noticeable. Trim until you can comfortably pull the fascia into position and the front of the fender wells line up with the ends of the fascia without stretching the fascia.

### 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			METRIC BOLTS			METRIC BOLTS		
Thread Size	Grade	Torque	Thread Size	Grade	Plated/Unplated	Thread Size	Grade	Plated/Unplated
5/16	5	13 ft./lb.	8mm-1.0	8.8	20 ft./lb. 18 ft./lb.	12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
3/8	5	23 ft./lb.	8mm-1.25	8.8	19 ft./lb. 18 ft./lb.	12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
7/16	5	37 ft./lb.	10mm-1.25	8.8	38 ft./lb. 36 ft./lb.	12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
1/2	5	56 ft./lb.	10mm-1.5	8.8	37 ft./lb. 35 ft./lb.	14mm-2.0	8.8	104 ft./lb. 97 ft./lb.
5/8	5	150 ft./lb.						



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13. Once the trimming is done, reinstall the fascia, reversing step 3 with the exception of replacing three of the rear plastic fasteners with three 3/4" spacers, 8mm x 1.25 x 35mm bolts, fender washers, lock washers and nuts. Fit the
14. Reinstall the bottom gravel guard, trimming to fit around the two front backing plates.
15. Install the front braces by inserting with front braces vertical to the ground, push in and twist down 90 degrees to lock in place.
16. Mount the tow bar according to the tow bar manufacturer's instructions. Install the 8" safety cables to the side of the main receiver portion of the bracket with the quick links provided. Attach the other end to the tow vehicle's safety cables and the tow bar.

### Hardware list

- 10- 10mm x 1.25 x 35mm bolts
- 10- 10mm lock washers
- 6- 10mm fender washers
- 2- 1/4" x 1" x 6" threaded backing plates
- 3- 8mm x 1.25 x 35mm bolts
- 6- 8mm fender washers
- 3- 8mm lock washers
- 3- 8mm nuts
- 3- 1" O.D. x 3/4" spacers
- 2- 3/8" x 4" bolts
- 2- 1/4" x 1 1/2" x 2 3/4" backing plates
- 2- 3/8" lock washers
- 2- 3/8" flat washer
- 2- 3/8" nuts
- 2- nylon cable ties
- 2- 8" safety cables
- 2- quick links

**2-27-02**

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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.