

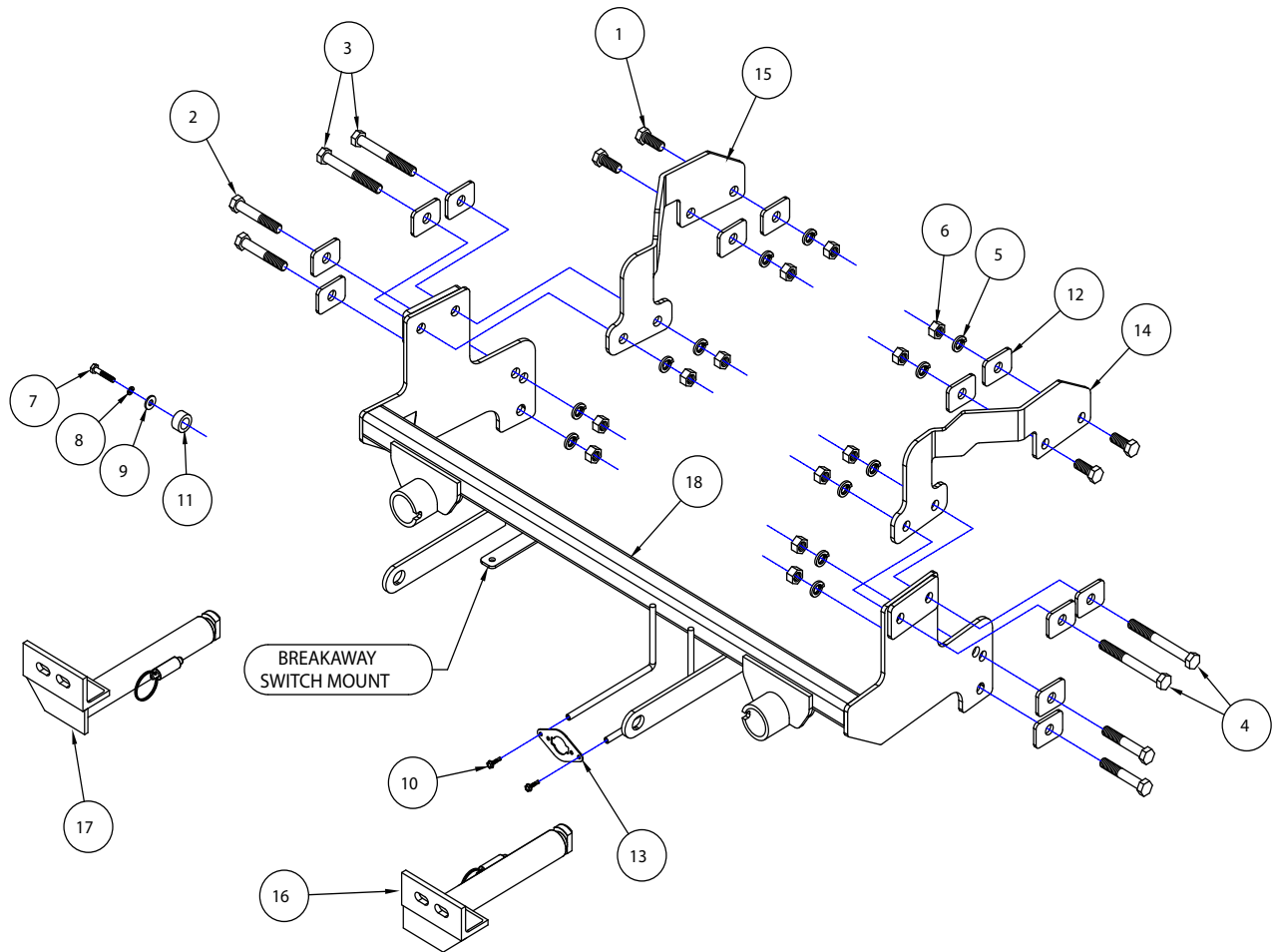


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52358-4

07/09/20
KS

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ITEM	QTY	NAME	PART #
1.....	4	1/2" x 1 1/2" BOLT	350095-00
2.....	4	1/2" x 3" BOLT	350101-00
3.....	2	1/2" x 4" BOLT	350105-00
4.....	2	1/2" x 4 1/2" BOLT	350106-00
5.....	12	1/2" LOCK WASHER.....	350309-00
6.....	12	1/2" NUT	350258-00
7.....	1	6mm x 1.0 x 35mm BOLT	355896-00
8.....	1	6mm LOCK WASHER	355761-00
9.....	1	1/4" FLAT WASHER	350300-00
10.....	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
11.....	1	1" O.D. x 1/2" TUBE SPACER.....	A-000061
12.....	12	1 1/2" x 2" BACKING PLATE.....	A-000122
13.....	1	WIRE PLUG PLATE	A-003801
14.....	1	DRIVER SIDE REAR MOUNTING PLATE.....	B-003174
15.....	1	PASSENGER SIDE REAR MOUNTING PLATE	B-003175
16.....	1	DRIVER SIDE ARM	C-003071
17.....	1	PASSENGER SIDE ARM.....	C-003072
18.....	1	MAIN RECEIVER BRACE.....	C-003073
19.....	2	ZIP TIE	300140-10



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This is one of our crossbar-style 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 main receiver brace, two rear braces, two removable front braces, and a hardware pack.

The main receiver brace mounts to the bumper core mounts, rear braces and the frame rails. 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.

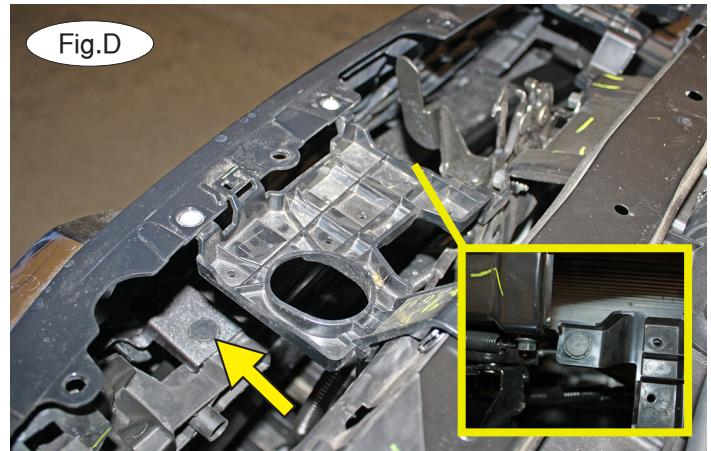
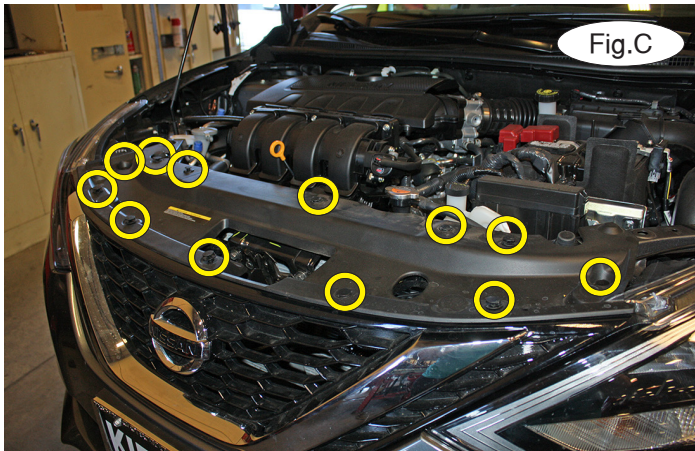


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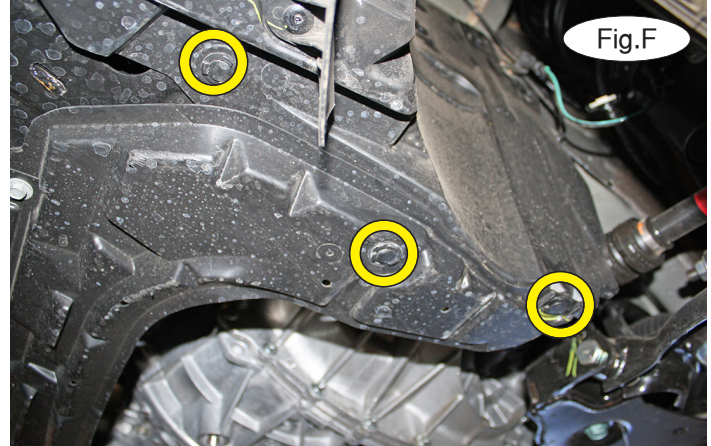
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation by removing 12 plastic fasteners attaching the radiator cover to the core support (Fig.C).

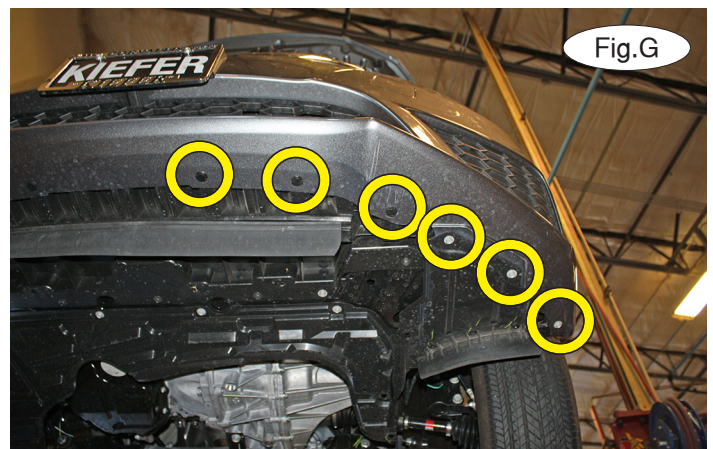
2. On each side, remove two plastic fasteners attaching the fascia to the headlight (Fig.D) and the fascia to the core support (Fig.D, inset).

3. On each side, remove four plastic fasteners attaching the fender liner to the frame (Fig.E – driver's side). *Note:* the driver's side has five fasteners.



4. On each side, remove three plastic fasteners attaching the fender liner to the lower splash shield (Fig.F).

5. On each side, remove three 10mm (head) bolts and three plastic fasteners attaching the bottom of the fascia to the splash shield (Fig.G – driver's side)





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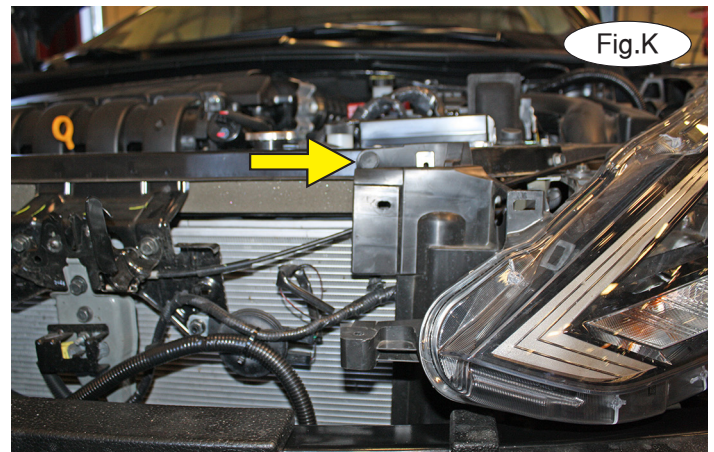
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6. On each side, pull back the fender liner and remove one 10mm (head) screw attaching the corner of the fascia to the fender (Fig.H).

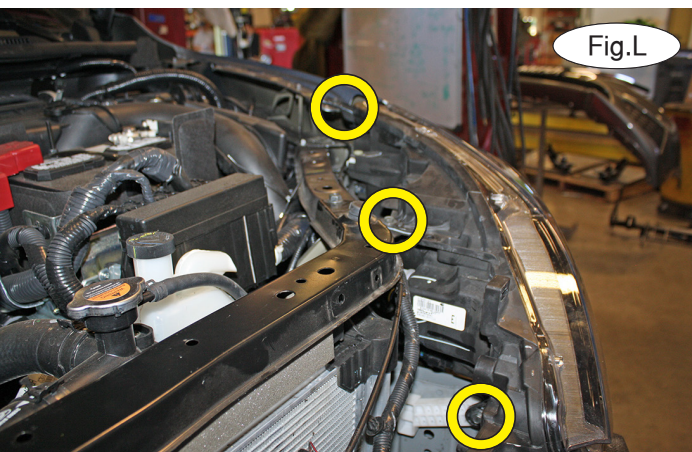
7. On each side, locate the square access hole in the upper grille. Using a flathead screwdriver, insert it into the square access hole and twist the fastener to release the upper grille from the core support (Fig.I – driver's side).



8. On each side, pull out to release the fascia from its locking strip (Fig.J).

9. On each side, remove the air dam by removing one plastic fastener (Fig.K – driver's side). Pull them out from under the bumper core to remove each one. *Note:* the air dams will not be replaced. Retain the air dams and their fasteners in case the bracket is ever removed from the vehicle.

10. On each side, remove the headlight by releasing four 10mm (head) bolts (Fig.L and M).



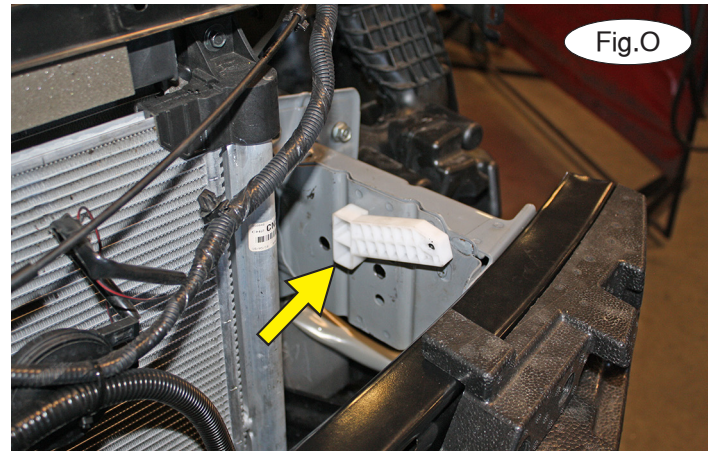
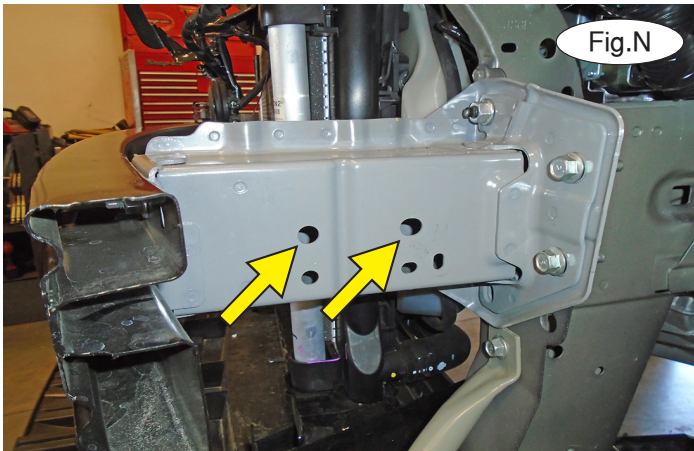


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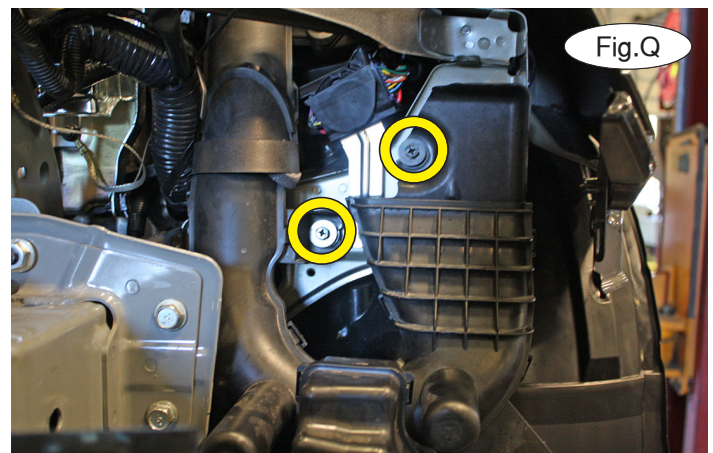
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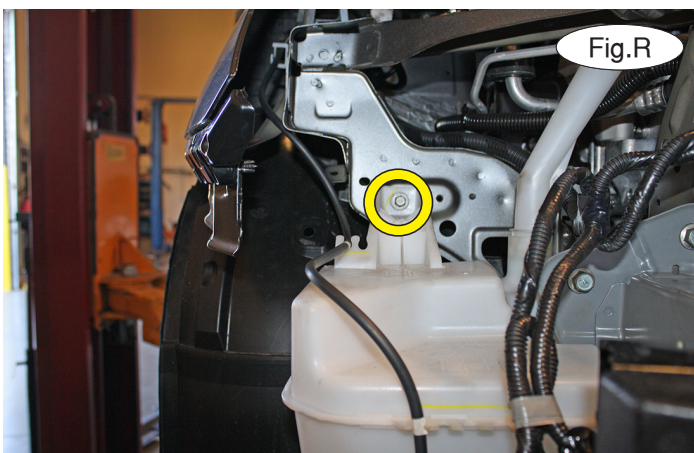
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11. On each side, use a ½" drill to enlarge the existing holes in the side of the bumper core (Fig.N).
12. On each side, pry off the plastic mount indicated in Figure O. *Note:* it will not be replaced.



13. On the driver's side only, remove three 10mm (head) bolts attaching the air box to the frame (Fig.P and Fig.Q). Set it aside for now.



14. On the passenger side only, remove two 10mm (head) bolts attaching the washer bottle to the frame (Fig.R and Fig.S). Disconnect it and set it aside for now.

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.

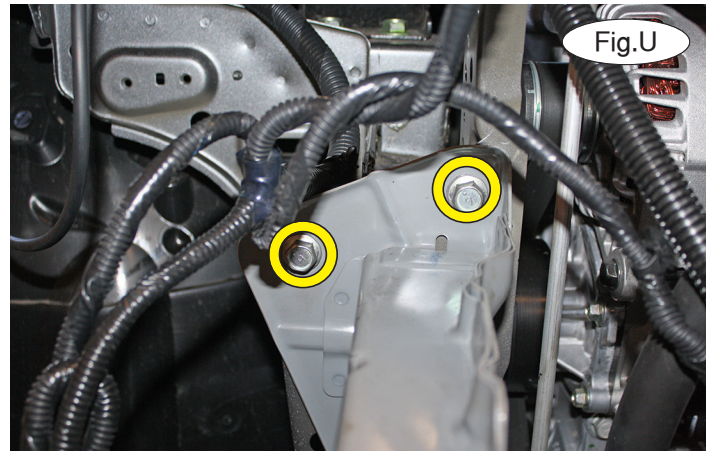
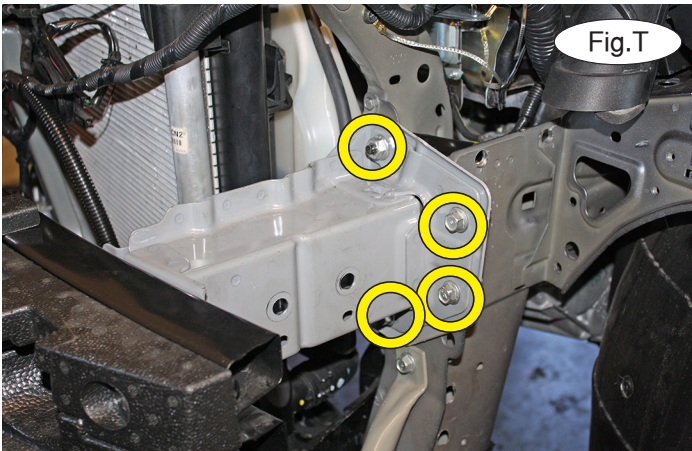


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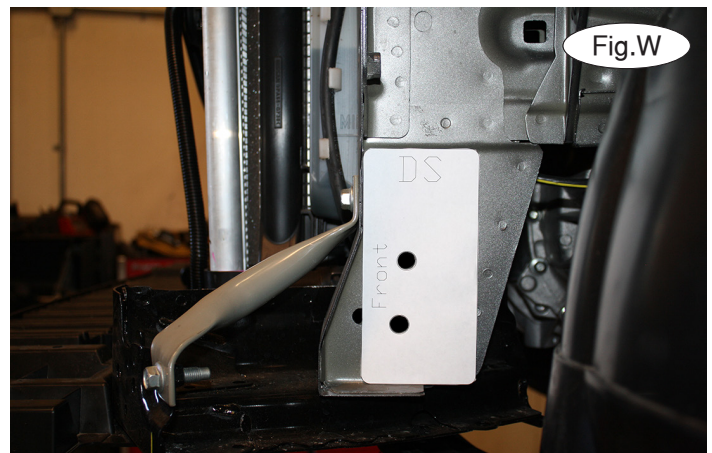
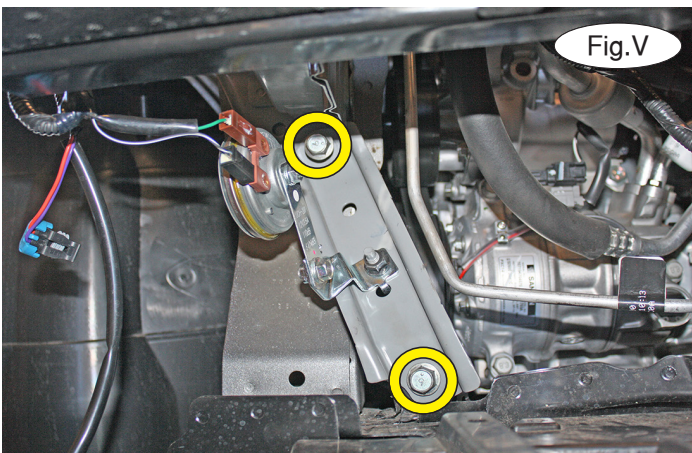
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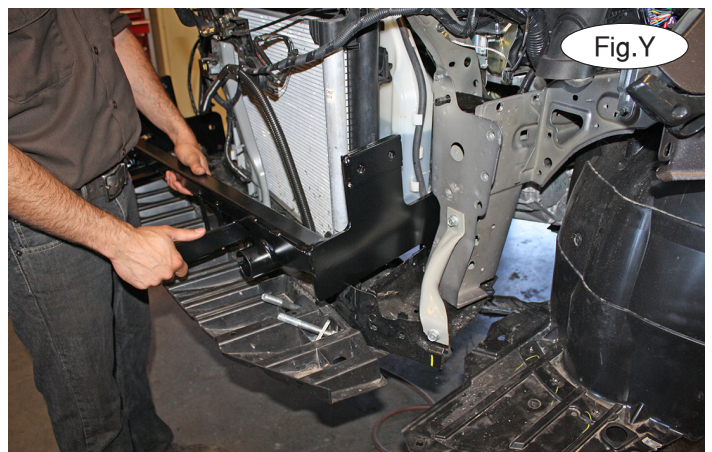
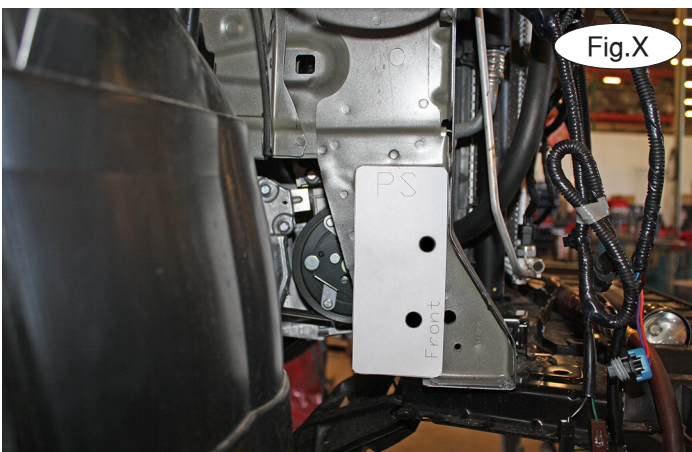


15. On the driver's side, remove three 14mm (head) bolts and one 16mm (head) nut (Fig.T) attaching the bumper core to the frame. On the passenger side, remove two 14mm (head) bolts attaching the bumper core to the frame (Fig.U) and two 14mm (head) bolts attaching the brace to the frame (Fig.V).



16. Cut out the two templates included on the last page of these instructions and place each one over its corresponding side and mark the holes for drilling (Fig.W – driver's side, Fig.X – passenger side). Drill two ½" holes through then marked holes on each side, through both layers of the frame. *Note:* use caution to avoid drilling into engine components.

17. Starting with the driver's side, place the main receiver brace between the supports. You will need to maneuver it around the wiring, cooling lines and framing (Fig.Y). Then, align the pre-existing holes in the main receiver brace with the holes you enlarged in step 16 on each side of the vehicle.



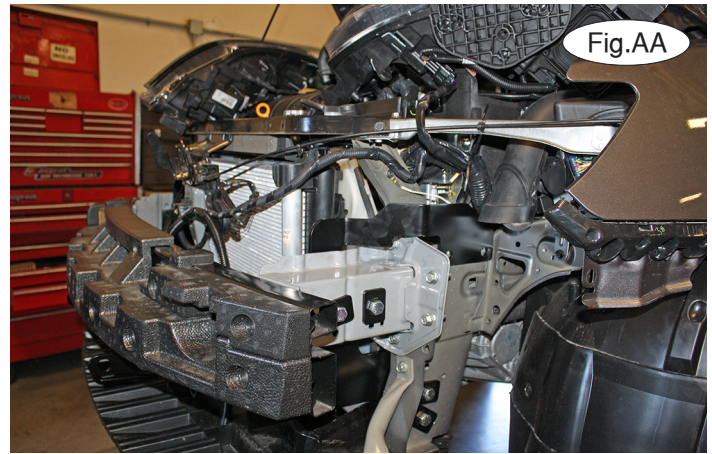
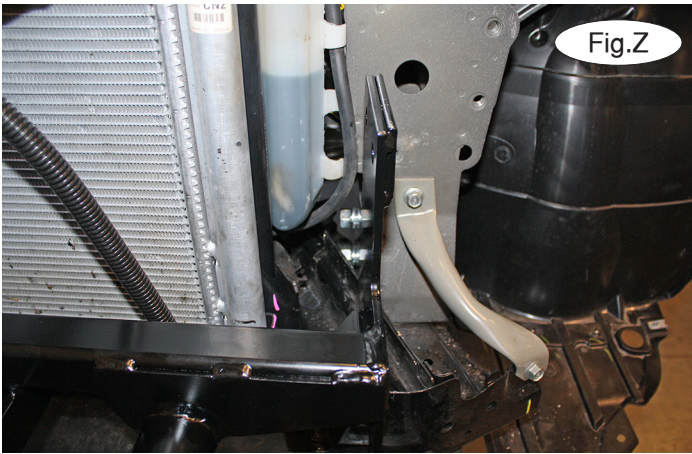


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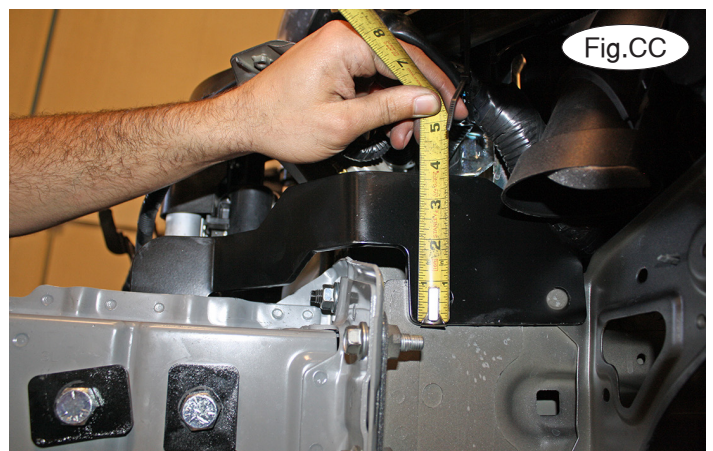
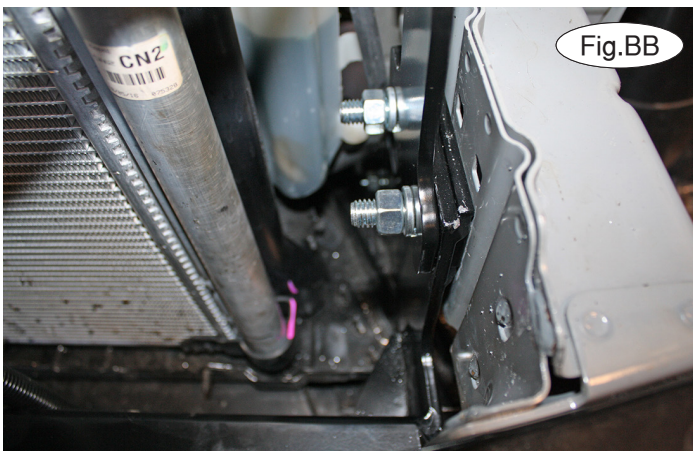
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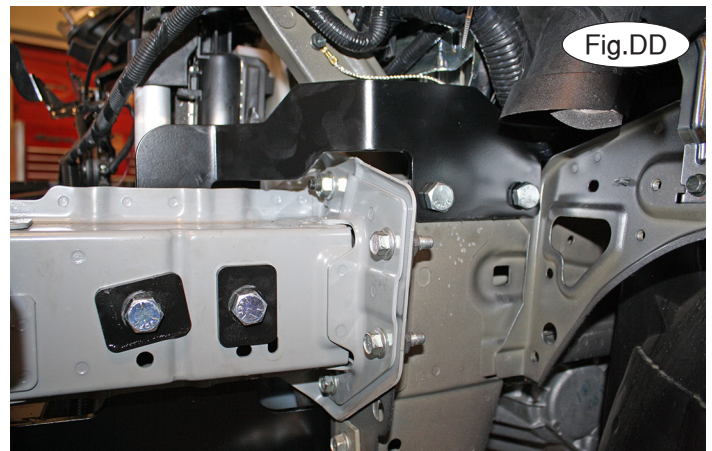
18. On each side, bolt through the frame and the main receiver brace using the two supplied $\frac{1}{2}$ " x 3" bolts and $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 2" backing plates. Finish with a $\frac{1}{2}$ " lock washer and nut (Fig.Z – driver's side). Leave the hardware loose for now.



19. Now, reinstall the bumper core, reversing step 15. On the driver's side, align the holes in the forwardmost mount of the main receiver brace and the rear brace with the holes enlarged in step 11. Then, on the driver's side only, bolt through the side of the bumper core and the main receiver brace using the supplied $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 2" backing plates, $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolts. Finish with $\frac{1}{2}$ " lock washers and nuts (Fig.AA and Fig.BB).

Repeat this process for the passenger side but use the supplied $\frac{1}{2}$ " x 4" bolts instead.

20. On each side, use the two pre-existing holes in the upper mount of the rear brace as templates for drilling. Ensure that there is at least 1- $\frac{1}{8}$ " between the bottom of the plate and the top of the frame flange (Fig.CC). Then, use a $\frac{1}{2}$ " drill to drill through the frame. Bolt through the holes using the supplied $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolts and finish with $\frac{1}{2}$ " lock washers and nuts (Fig.DD).



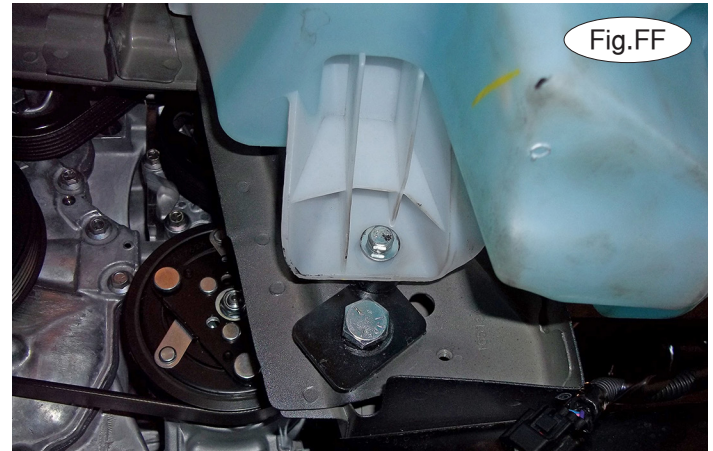


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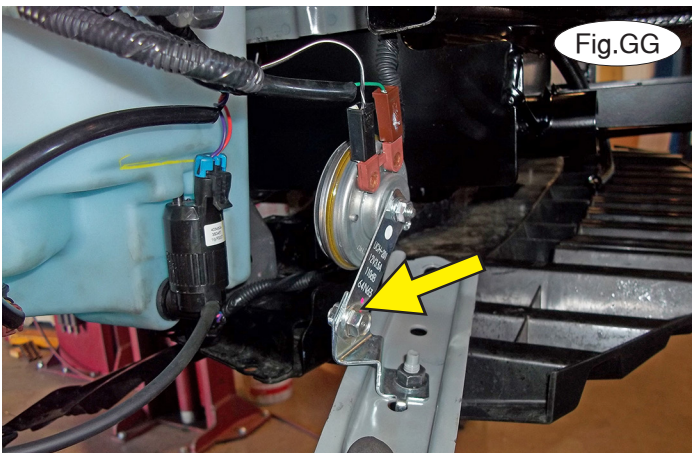
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21. On the driver's side, remove the plastic fastener attaching the wiring loom to the frame. Then, pull up on it and zip tie it to the crossmember (Fig.EE).

22. Reverse step 13 and 14 to reinstall the air box and washer bottle but on the washer bottle use a $\frac{1}{2}$ " x 1" O.D. tube spacer on the bottom mount, between the washer bottle and the frame. Let the tube spacer sit on top of the backing plate you installed in a previous step and then bolt through the washer bottle mount and tube spacer using the supplied 6mm x 1.0 x 35mm bolt, 6mm lock washer and $\frac{1}{4}$ " flat washer (Fig.FF).



23. Remove the middle bolt from the horn bracket (Fig.GG). Then, reinstall the horn to the lower brace mount using one of the 14mm (head) bolts you removed from the horn bracket in step 15 (Fig.HH).

24. Reinstall the fascia, reversing steps 1 through 8. Torque all bolts to the bolt torque specifications found at the end of these instructions.

25. 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.**



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Fig.II

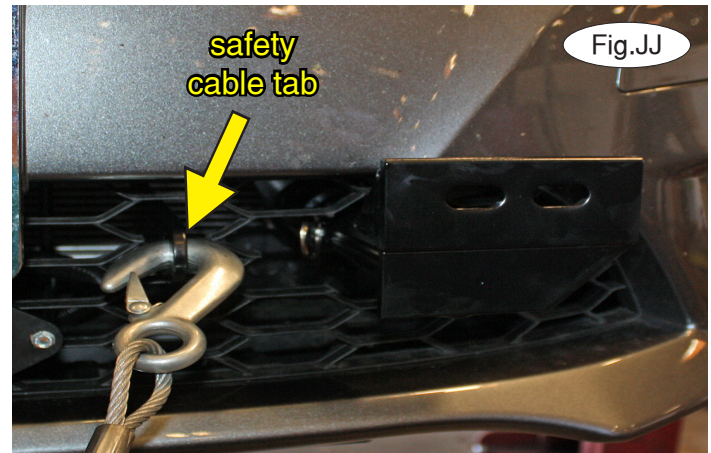


Fig.JJ

26. Trim the fascia as shown in Figure II.

27. 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 JJ. 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.

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

For six-wire plugs: use the two supplied $\frac{3}{4}$ " 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 $\frac{3}{4}$ " 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.KK). Use the two supplied $\frac{3}{4}$ " self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

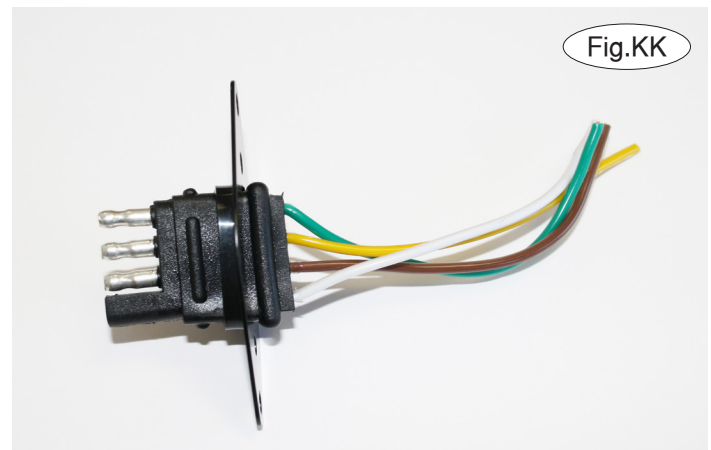


Fig.KK

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
3/8.....	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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Driver's side and passenger side drilling templates

