



BASEPLATE KIT INSTALLATION INSTRUCTIONS

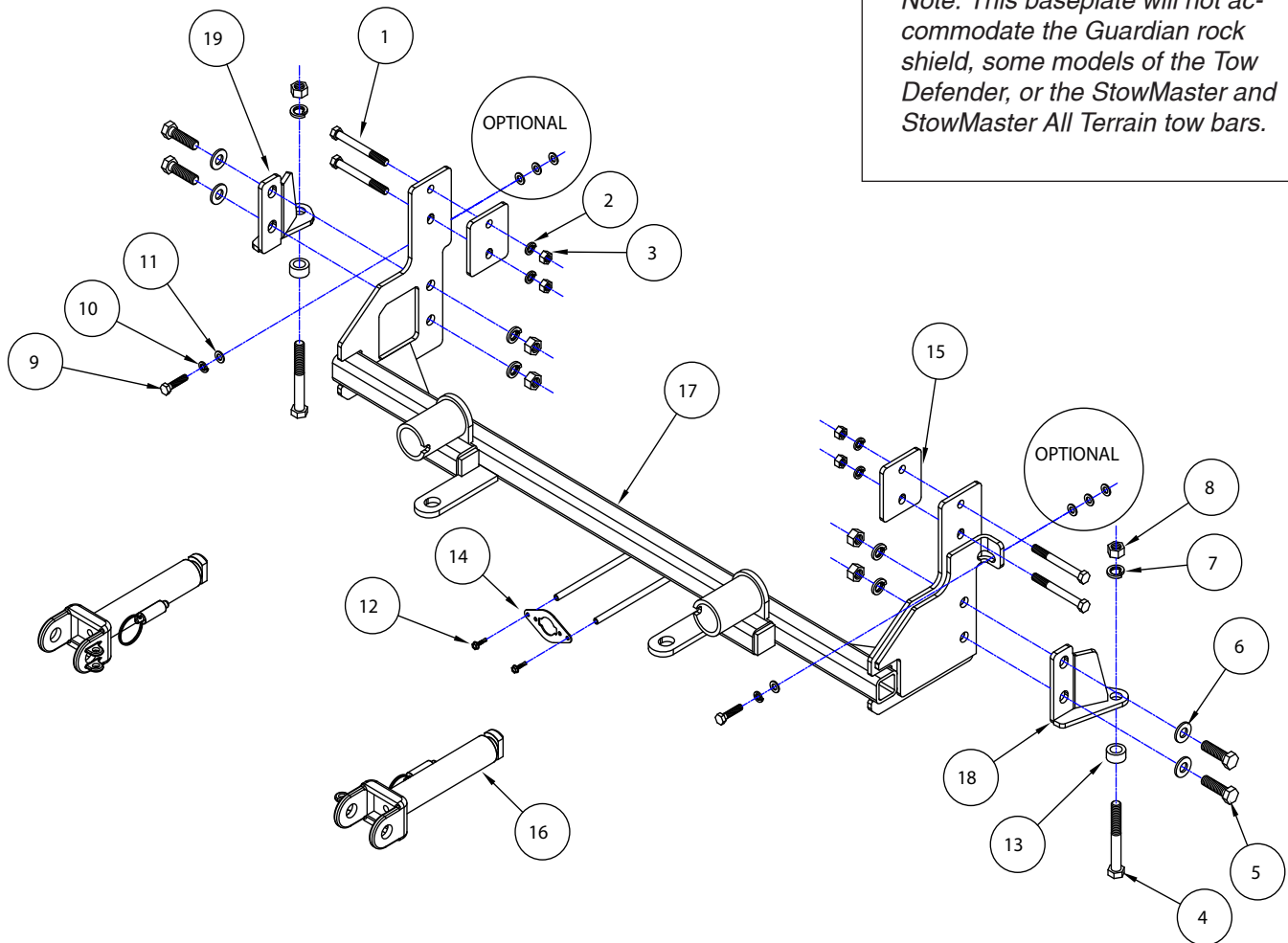
KIT# 52360-5

07/02/20
KS

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

Important

Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, or the StowMaster and StowMaster All Terrain tow bars.



ITEM	QTY	NAME	MATERIAL
1.....	4.....	3/8" x 3 1/2" BOLT	350065-00
2.....	4.....	3/8" LOCK WASHER.....	350305-00
3.....	4.....	3/8" NUT	350254-00
4.....	2.....	1/2" x 4" BOLT	350105-00
5.....	4.....	1/2" x 1 3/4" BOLT	350095-00
6.....	4.....	1/2" FLAT WASHER SAE	350308-20
7.....	6.....	1/2" LOCK WASHER.....	350309-00
8.....	6.....	1/2" NUT	350258-00
9.....	2.....	8mm x 1.25 x 35mm BOLT	356002-00
10.....	2.....	8mm LOCK WASHER	355705-00
11.....	8.....	5/16" FLAT WASHER	350302-00
12.....	2.....	#10 x 3/4" SELF DRILLING SCREW	350247-35
13.....	2.....	1" O.D. x 0.188 WALL x 1/2" TUBE SPACER	A-000061
14.....	1.....	WIRE PLUG PLATE	A-003801
15.....	2.....	BACKING PLATE	A-006292
16.....	2.....	ARM.....	C-002383
17.....	1.....	MAIN RECEIVER.....	C-003505
18.....	1.....	DRIVER SIDE SIDE BRACE.....	C-003506
19.....	1.....	PASSENGER SIDE SIDE BRACE	C-003507



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

07/02/20
KS

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

This is one of our direct-connect series baseplates, 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 kit consists of a main receiver brace, two rear braces, two removable front braces, and a hardware pack.

The main receiver brace mounts to the frame rails and the side-specific braces. 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 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.

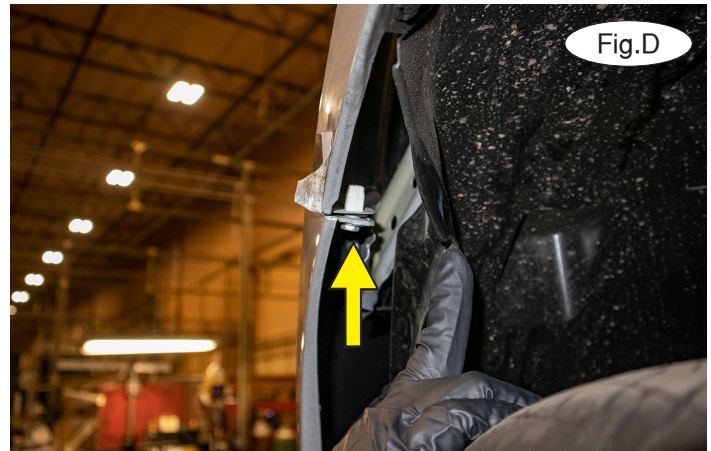


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

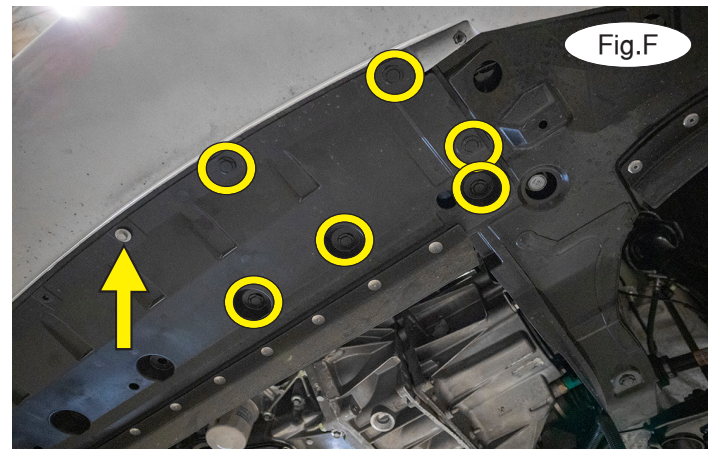
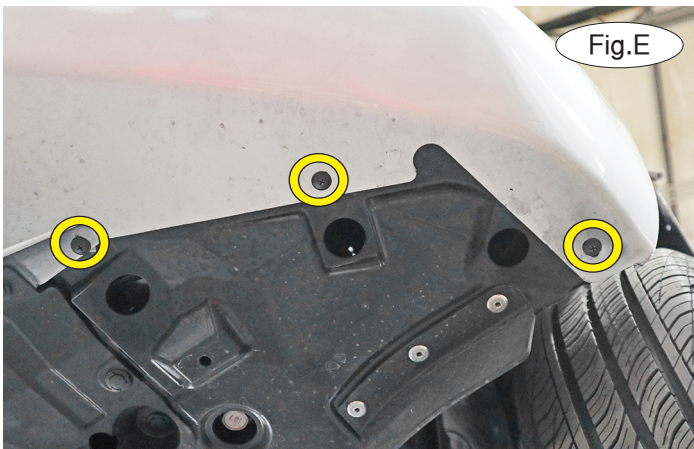
07/02/20
KS

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



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.

1. On each side, remove two plastic fasteners and one 10mm (head) bolt attaching the top of the fascia to the radiator support (Fig.C).
2. On each side, peel back the fender liner and remove one 10mm (head) screw attaching the top corner of the fascia to the fender (Fig.D).



3. On each side, remove three Philips (head) screws attaching the bottom of the fender liner to the fascia (Fig.E).
4. On each side, remove six plastic fasteners and one 10mm (head) bolt attaching the splash shield to the fascia and subframe (Fig.F). Set it aside for now.
5. On each side, remove the fascia by releasing the clips along the fender joint (Fig.G).





BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

07/02/20
KS

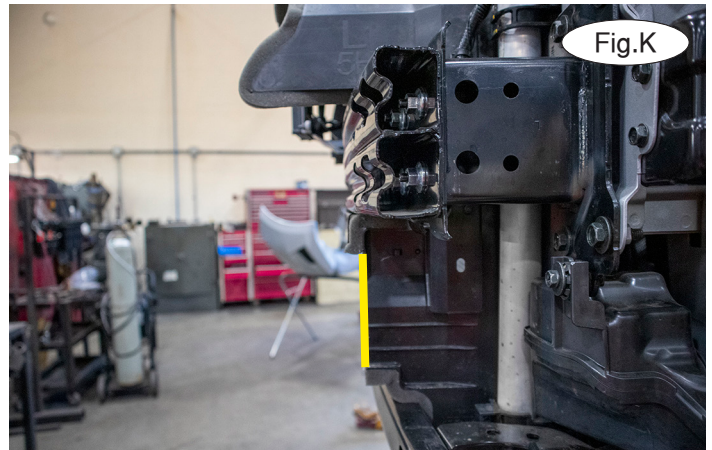
ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



6. On each side, remove three 10mm (head) bolts attaching the headlight to the fender and radiator support (Fig.H and I). Disconnect all plugs and wiring harness attachment points and set the headlight aside for now.

7. Remove the upper and lower shock absorption pads by pulling them straight out (Fig.J). Set them aside for now.

Note: It may be helpful to mark the top side of the lower air deflector as shown to ensure proper reinstallation.



8. On each side, trim the lower air deflectors so they are flush with the bumper core (Fig.K – yellow line).

9. On each side, remove the bottom outside 13mm (head) bolt attaching the bumper core to the frame (Fig.L).



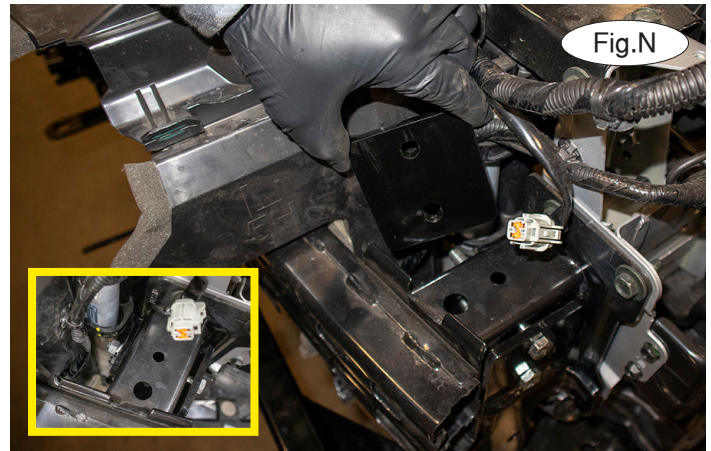
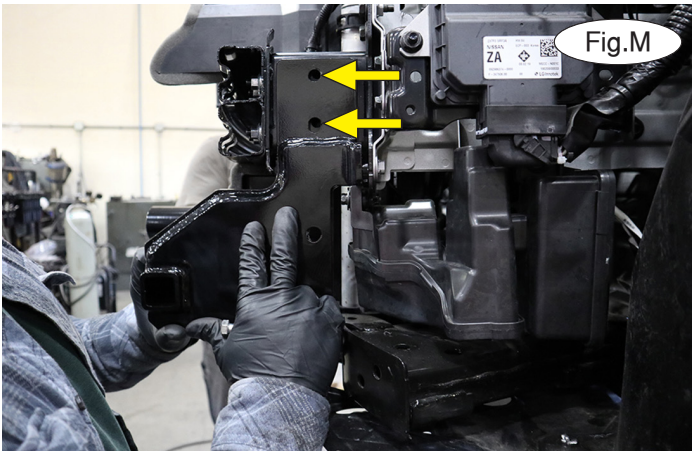


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

07/02/20
KS

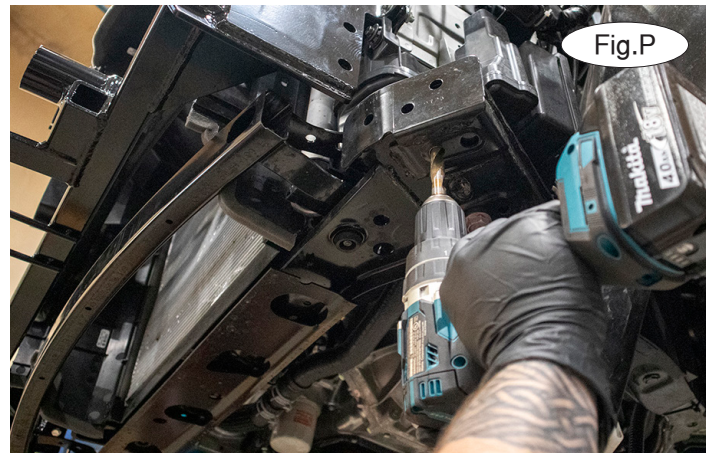
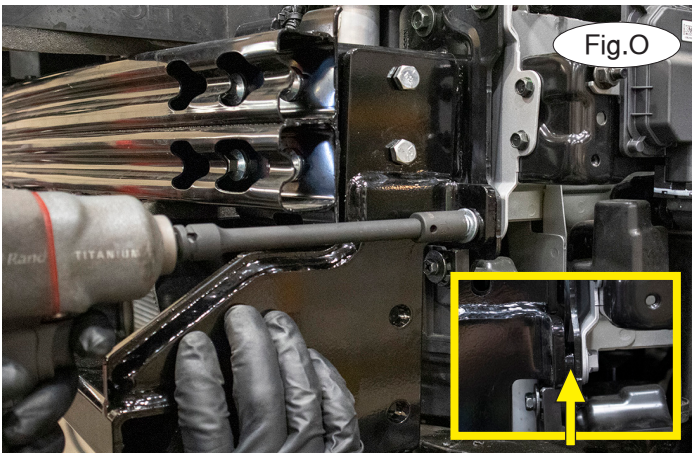
ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



10. Slide each end of the baseplate up alongside the outside of the bumper core mount, aligning the upper mounts with the existing holes in the bumper core (Fig.M).

11. On each side, insert a 3/8" x 3 1/2" bolt into each of the upper mounts. Place a two-holed backing plate over the ends of the bolts, ensuring that the slotted hole is on the bottom (Fig.N). Finish with 3/8" lock washers and nuts (Fig.N – inset).

12. On each side, bolt into the factory nut you exposed in step 9 using the supplied M8 x 1.25 x 35mm bolt, M8 lock washer and 5/16" flat washer. *Note:* Due to manufacturing variances, you may need to use up to three of the supplied 5/16" flat washers between the baseplate and the bumper flange in order for the baseplate to sit level (Fig.O – inset). Then, push up on the end of the baseplate and tighten the bolt (Fig.O).



13. Tighten the 3/8" hardware to the bolt torque requirements found at the end of the instructions.

14. On each side, pull down the fender well and enlarge the existing hole with a 17/32" drill bit (Fig.P).

15. On each side, place a 1" x .188 wall x 1/2" pipe spacer over the top of the hole you enlarged in the previous step (Fig.Q). Use the drawing on page 1 to locate the side-specific brace and place it over the pipe spacer and, using a 1/2" x 4" bolt, bolt up through the frame rail, pipe spacer and the side-specific brace. Loosely finish with a 1/2" lock washer and nut (Fig.R – next page).

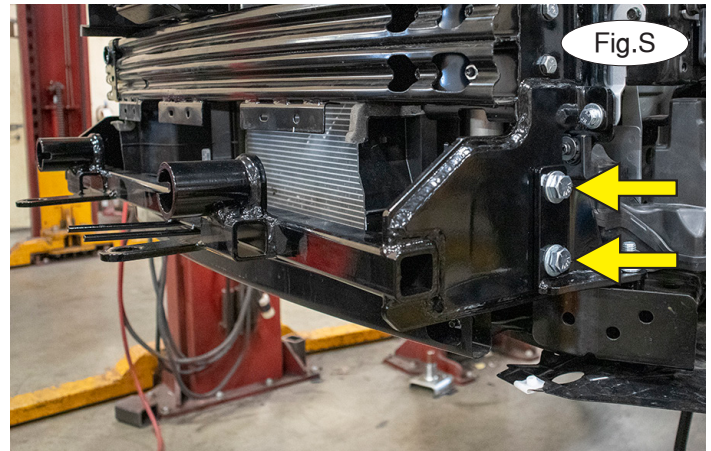
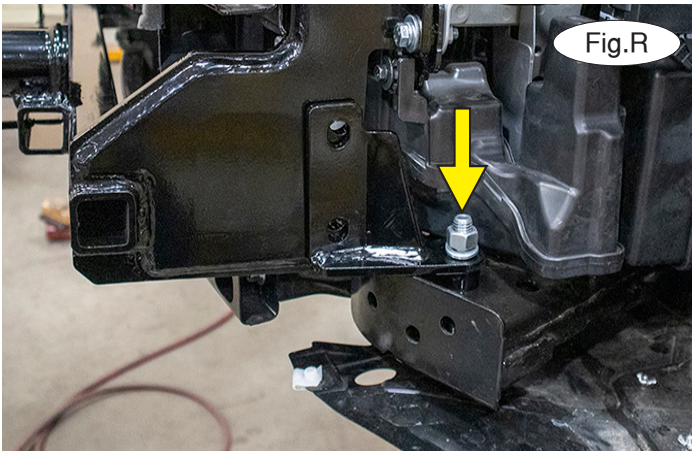


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

07/02/20
KS

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



16. On each side, place $\frac{1}{2}$ " small flat washers over two $\frac{1}{2}$ " x $1\frac{3}{4}$ " bolts and bolt through each of the remaining side mounts to fasten the side-specific brace to the main brace (Fig.S). Finish the bolts with $\frac{1}{2}$ " lock washers and nuts.
17. Tighten the bolts to the bolt torque requirements, starting with the 4" bolts. Then, tighten all of the remaining bolts.
18. Reinstall the headlights by reversing steps 5 and 6. Then, reinstall the shock absorption pads by reversing step 7.
19. On each side, trim the fascia as shown in Figure T. Reinstall it by reversing steps 1 through 4.
20. 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.**
21. Install the tow bar to the mounting bracket according to the manufacturer's instructions.





BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 52360-5

07/02/20
KS

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

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated in Figure U. 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.



Fig.U

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.V). 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.

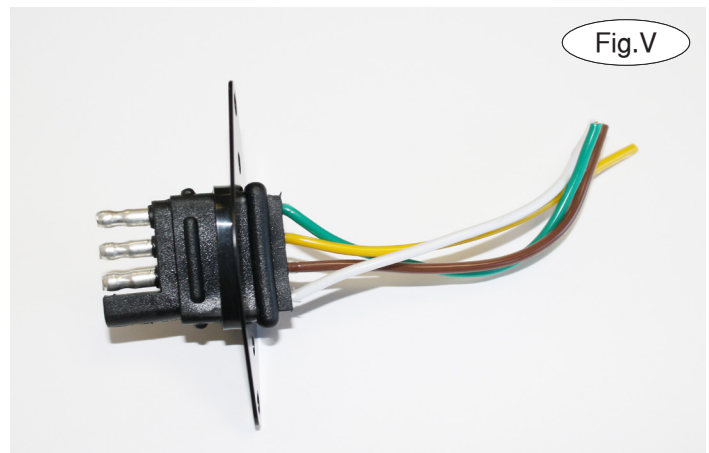


Fig.V

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.

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.