



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

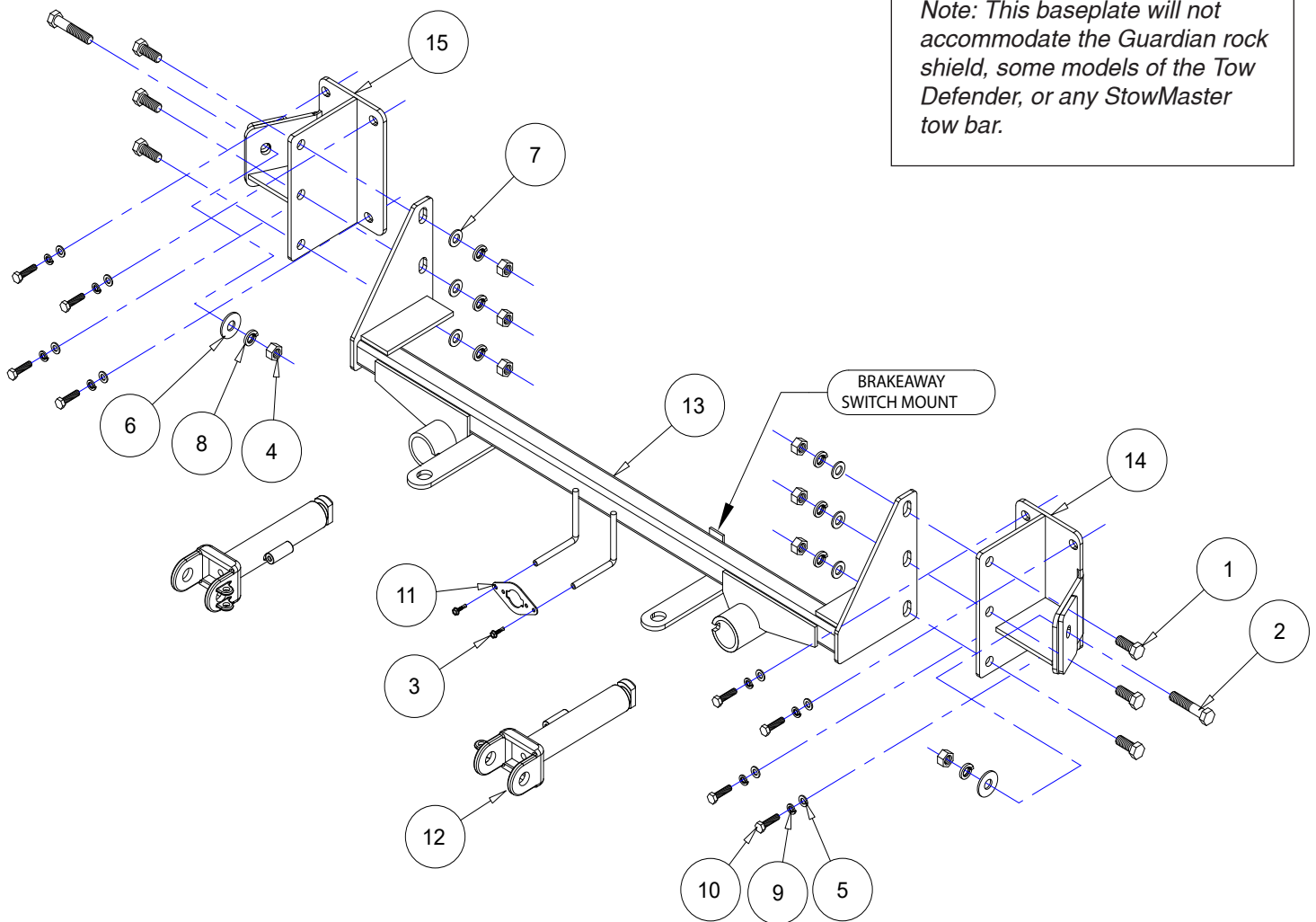
**KIT#52927-5**

12/01/23  
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 any StowMaster tow bar.



ITEM	QTY	MATERIAL	MATERIAL#
1.....	6 .....	1/2" x 1 3/4" BOLT.....	350096-00
2.....	2 .....	1/2" x 2 1/2" BOLT.....	350099-00
3.....	2 .....	#10 x 3/4" SELF DRILLING SCREW.....	350247-35
4.....	8 .....	1/2" HEX NUT .....	350258-00
5.....	8 .....	5/16" FLAT WASHER .....	350302-00
6.....	2 .....	1/2" FLAT WASHER .....	350308-00
7.....	6 .....	1/2" SAE WASHER.....	350308-20
8.....	8 .....	1/2" LOCK WASHER .....	350309-00
9.....	8 .....	M8 LOCK WASHER .....	355705-00
10.....	8 .....	M8 x 1.25 x 30 mm BOLT .....	356001-00
11.....	1 .....	WIRE PLUG PLATE .....	A003801
12.....	2 .....	ARM.....	C002383
13.....	1 .....	MAIN RECEIVER .....	C003153
14.....	1 .....	DRIVER SIDE BRACE .....	C003154
15.....	1 .....	PASSENGER SIDE BRACE.....	C003155



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This bracket kit is one of our direct-connect 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, rear support braces, removable front braces and a hardware pack.

The main receiver brace mounts to the rear support braces and the rear support braces mount to the frame 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.



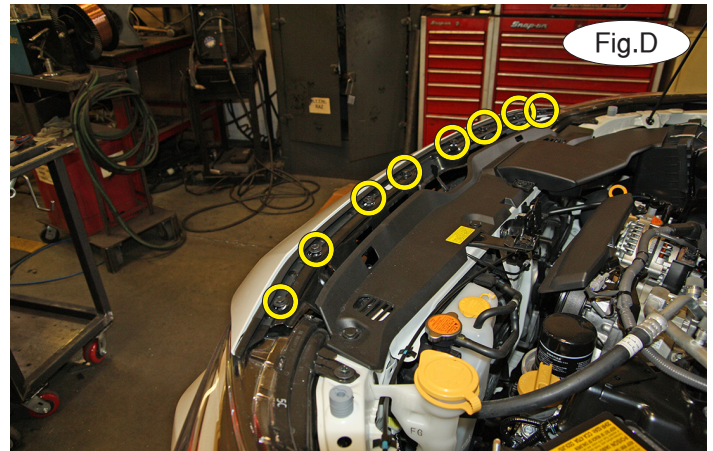
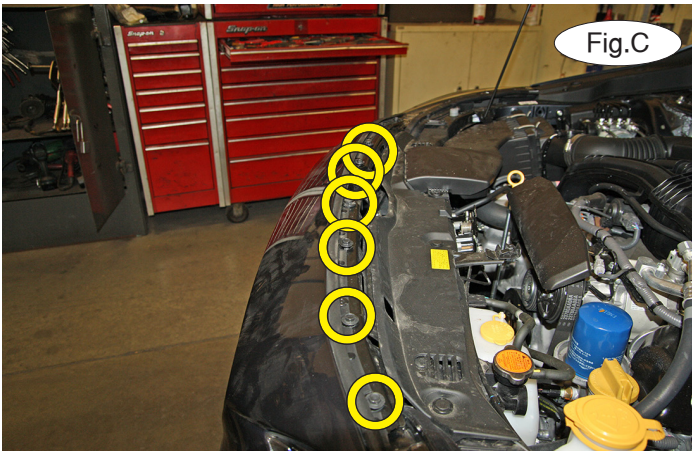


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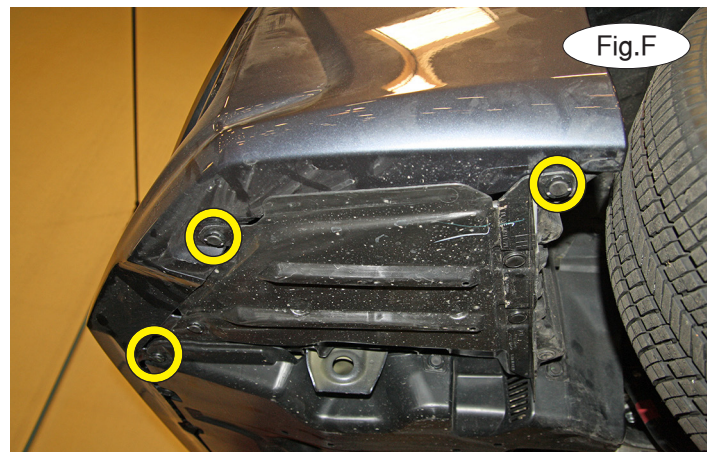
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. **For Impreza models:** Remove six 10mm bolts attaching the top of the fascia to the core support (Fig.C). **For Crosstrek models:** Remove six 10mm bolts and two plastic fasteners (Fig.D). *Note: Due to manufacturing variances, some models may have a different combination of plastic fasteners and bolts instead.*



2. On each side, remove one plastic fastener attaching the corner of the fascia to the fender liner (Fig.E).
3. On each side, remove three plastic fasteners attaching the fender liner to the fascia (Fig.F) and two plastic fasteners attaching the splash shield to the fascia (Fig.G).
4. Pull out and forward on the corners of the fascia to release the locking strip (Fig.H). Disconnect the fog lights, if the vehicle is so equipped. Set the fascia aside.





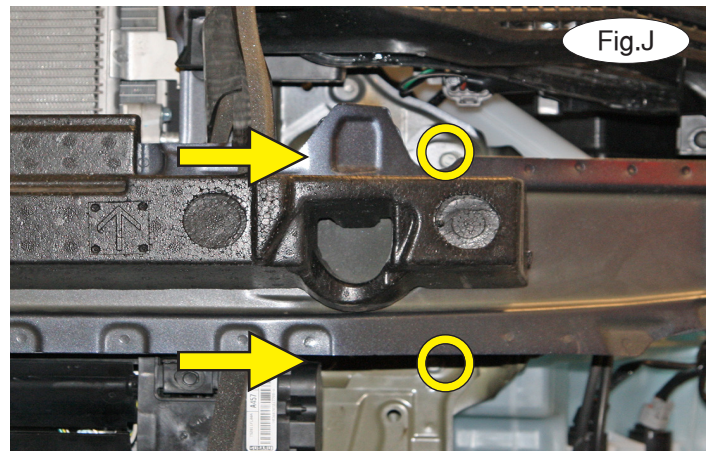
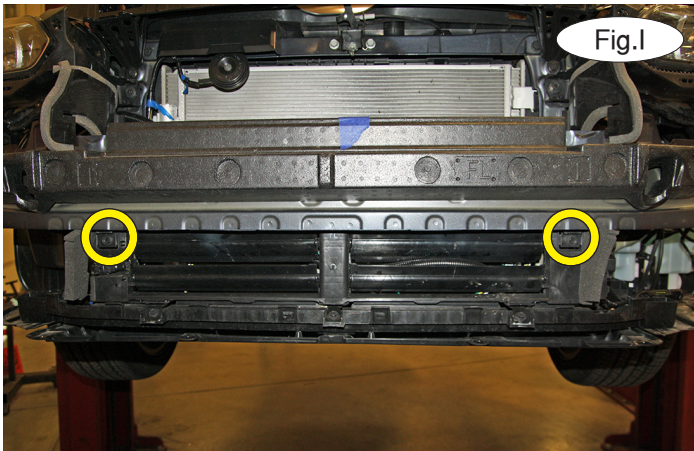


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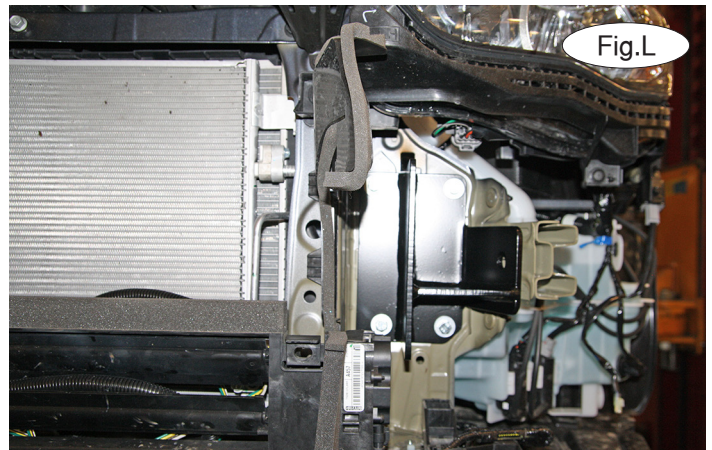
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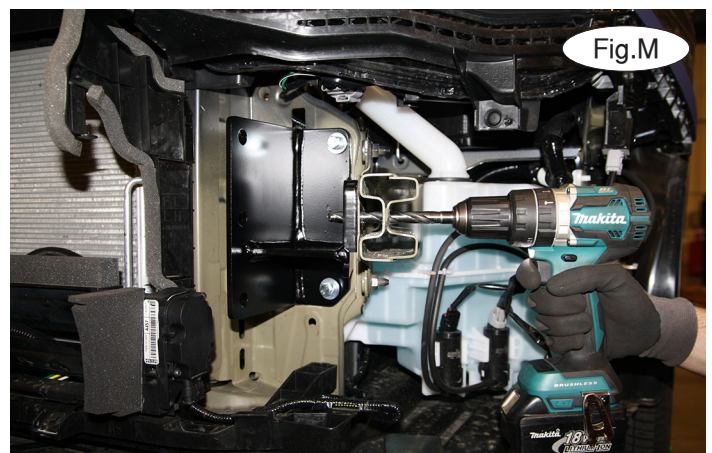
5. On each side, remove one 10mm bolt attaching the louver housing (or, air dam) to the bumper core (Fig.I) and four 12mm bolts attaching the bumper core to the frame rail (Fig.J). Remove the bumper core. The bumper core will not be replaced. *Note:* retain the bumper core and attachment hardware so that it can be replaced if the bracket is ever removed.

6. **For Impreza models:** Proceed to the next step. **For Crosstrek models:** On each side, trim the air dam foam flush with the face of the air dam (Fig.K).



7. On each side, put the rear support brace over the bumper core mounts and bolt it into place using the supplied 8mm x 1.25 x 30mm bolts, 8mm lock washers and 5/16" flat washers (Fig.L).

8. On each side, use a 1/2" drill to enlarge the existing holes on both sides of the frame rail, drilling out through the side mount of the main receiver brace (Fig.M).





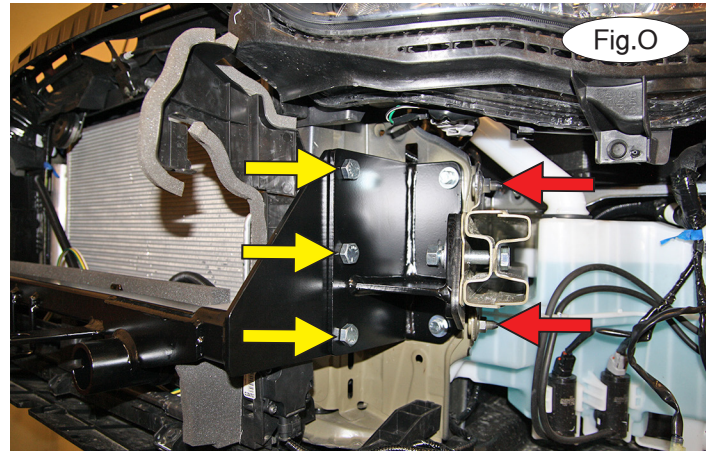
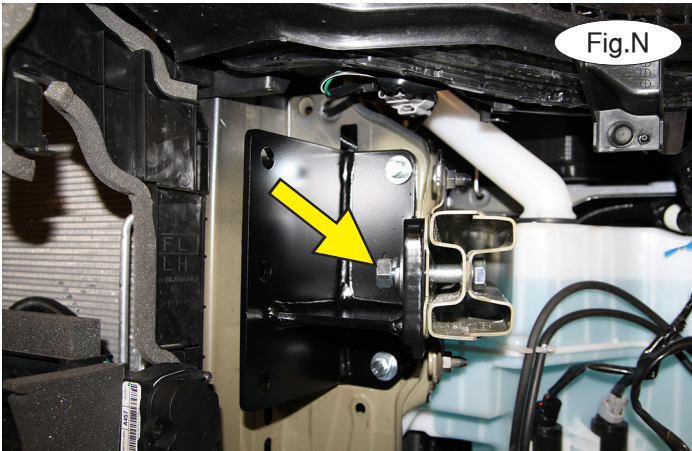


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9. On each side, using the supplied  $\frac{1}{2}$ " x  $2\frac{1}{2}$ " bolt, bolt through the side of the frame rail and finish with a  $\frac{1}{2}$ " flat washer, lock washer and nut (Fig.N).

10. Place the main receiver brace between the rear support braces, aligning the holes. On each side, bolt them together using the three supplied  $\frac{1}{2}$ " x  $1\frac{3}{4}$ " bolts,  $\frac{1}{2}$ " small flat washers,  $\frac{1}{2}$ " lock washers and  $\frac{1}{2}$ " nuts (Fig.O – yellow arrows).

*Note:* If you are experiencing trouble installing the crossbar between the two braces, loosen these two nuts on each side (Fig.O – red arrows). Then, once you have inserted the crossbar, retighten them.

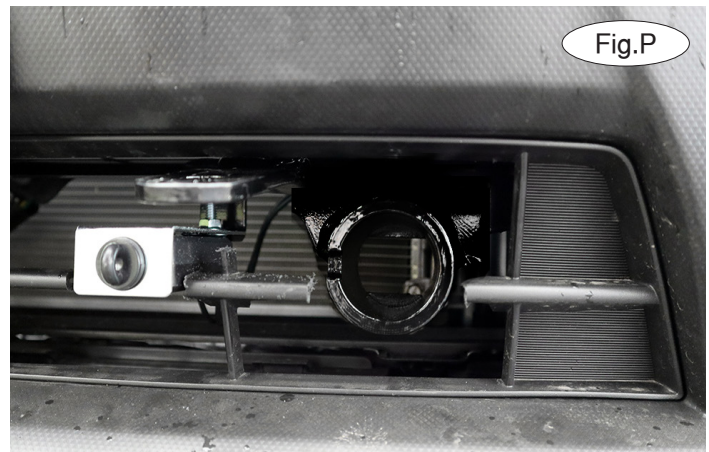
11. Hold the fascia in place over the braces. Ensure that the receivers are centered in the grille opening, as shown in Figure P, and trim it as shown. If it isn't centered, adjust the crossmember up or down as necessary to achieve this. Once it is centered, tighten the bolts to the torque specifications found at the end of these instructions. *Note:* Due to manufacturing and model variances, your trimming may look slightly different.

12. Reinstall the fascia, reversing steps 1 through 4.

13. 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.**

14. Install the tow bar to the baseplate according to the manufacturer's instructions.





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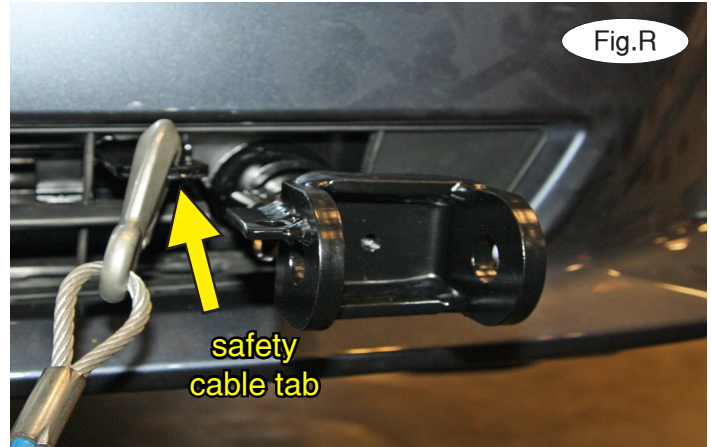
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## IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tab shown in Figure R. 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.

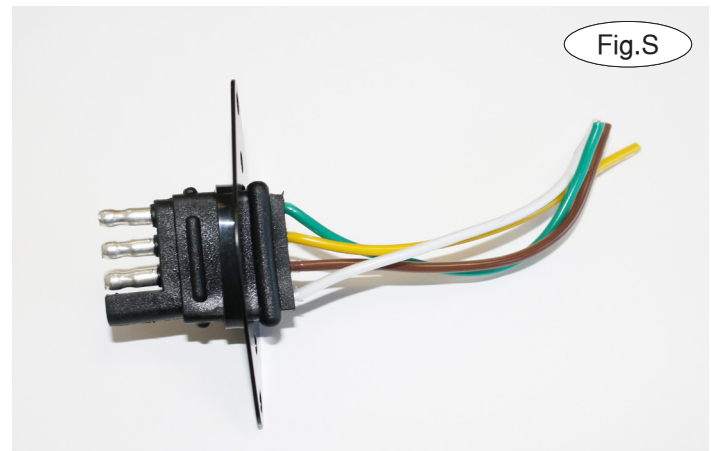


## Three options for attaching the wiring plug to the main receiver brace

**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.S). 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.



## 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.  
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