

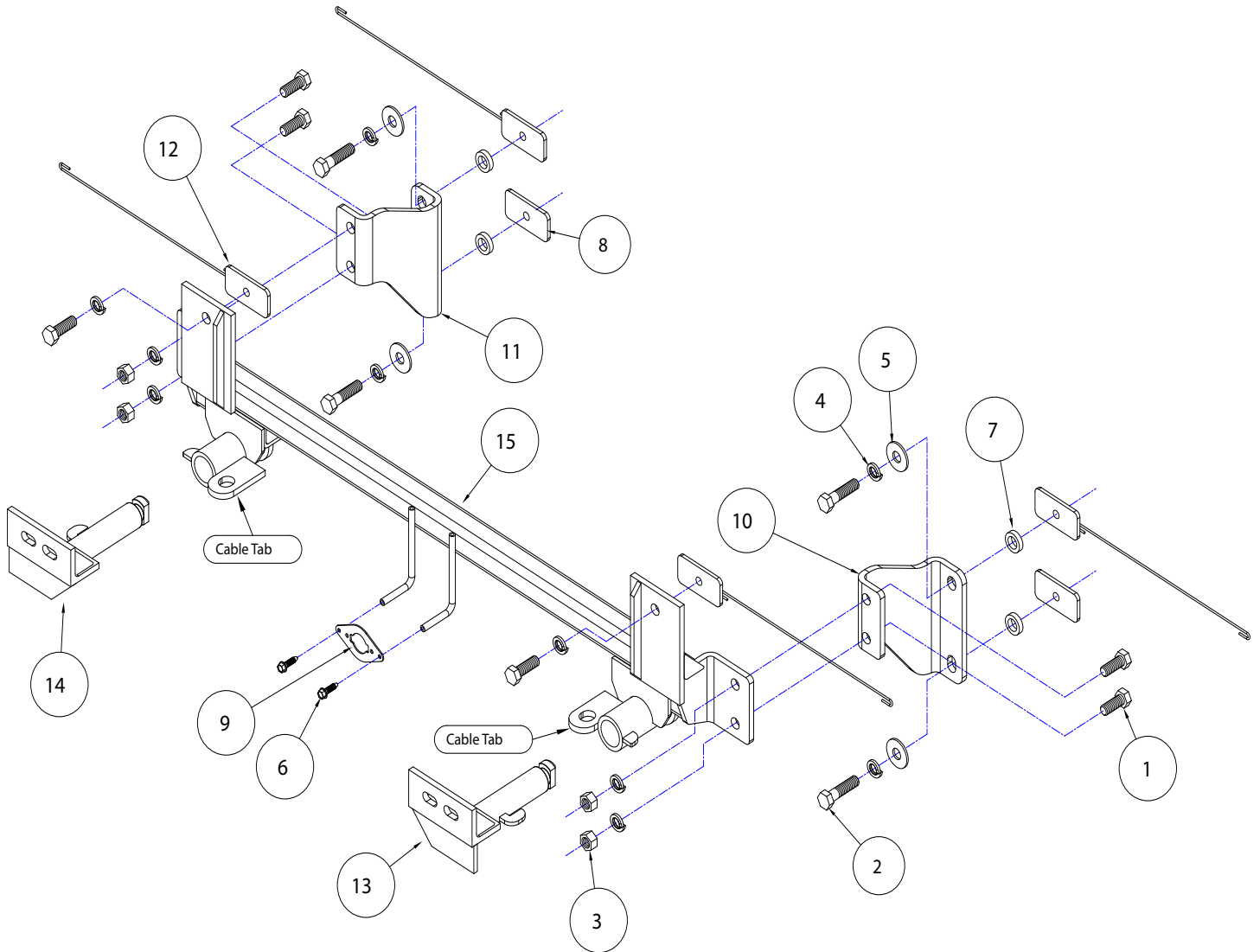


# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 524432-1**

07/16/20  
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	6	1/2" x 1 1/2" BOLT	.350095-00
2	4	1/2" x 2" BOLT	.350097-00
3	4	1/2" HEX NUT	.350258-00
4	10	1/2" LOCK WASHER	.350309-00
5	4	1/2" FLAT WASHER	.350308-00
6	2	#10 x 3/4" SELF DRILLING SCREW	.350247-35
7	4	1" O.D. x 0.188 x 1/4" TUBE SPACER	A-001022
8	2	3/16" x 1 1/2" x 3" THREADED BACKING PLATE	A-003079
9	1	WIRE PLUG PLATE	A-003801
10	1	DRIVER SIDE BRACE PLATE	B-002262
11	1	PASSENGERSIDE BRACE PLATE	B-002263
12	4	1 1/2" x 3" THREADED BACKING PLATE WITH 12" ROD	C-002006
13	1	DRIVER SIDE ARM	C-002511
14	1	PASSENGER SIDE ARM	C-002512
15	1	MAIN RECEIVER	C-002513



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This is one of our crossbar-style series baseplates, which allows the visible front portion to be easily removed from the front of the vehicle (Fig.A and Fig.B). The kit consists of a main receiver brace, two removable front braces and a hardware pack.

The main receiver brace mounts to the subframe and the bumper core. 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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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. Remove four plastic fasteners attaching the radiator cover to the upper grille (Fig.C).

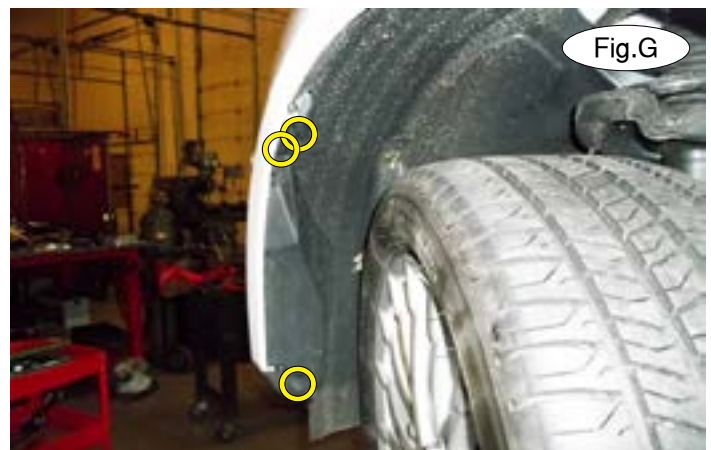
2. Pull back the upper grille to locate four clips attaching the upper grille to the fascia (Fig.D – driver's side).



3. Working from one side to the other, carefully pull the upper grille away from the fascia and slide a screwdriver under the upper grille to push down to release each of the four clips you located in step 2 (Fig.E and Fig.F). Remove the upper grille from the fascia.

4. Use a screwdriver to release five clips attaching the fascia to the fascia support (Fig.F – passenger side).

5. On each side, remove one plastic fastener and two T30 screws attaching the corner of the fascia to the fender liner (Fig.G).





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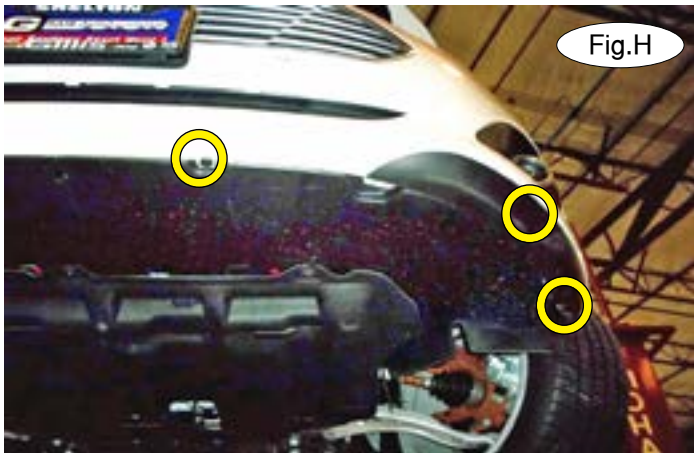


Fig.H



Fig.I

6. On each side, remove three plastic fasteners attaching the fascia to the splash shield (Fig.H – driver's side).
7. Pull out and forward to release the fascia from its locking strip (Fig.I). There are two large clips holding the fascia to the vehicle under each headlight. Use a large flathead screwdriver to release each one. Disconnect the fascia sensors and fog lights, if the vehicle is so equipped, and remove the fascia.



Fig.J

8. Disconnect the sensor wiring loom from the bottom of the shock absorption pad.
9. Using the yellow lines in Figure J as a reference, cut off the shock absorption pad. The dashed lines indicate cuts behind the protruding air snorkus.



Fig.K



Fig.L

10. Cut off the support tab on the driver's side (Fig.K) and remove an 8mm (head) bolt attaching the plastic bracket to the core support (Fig.L).



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11. On the passenger side, bend the horn bracket up and then temporarily remove the horns by removing one 10mm (head) bolt (Fig.M).

12. On each side, drill out the two pre-existing holes in the subframe using a 1/2" drill bit (Fig.N).



13. On each side, insert one of the supplied 3/16" x 1 1/2" x 3" threaded backing plates without rod into the bottom of the subframe (Fig.O). Arrange the hardware for the rear support plate for each side as shown in Figure P, with the 1/2" x 2" bolt, 1/2" lock washer, 1/2" flat washer, and finish with the 1" O.D. x 1/4" x .188 wall pipe spacer and loosely bolt into the threaded backing plate in the bottom hole of the subframe.

Now, place one of the supplied 1" O.D. x 1/4" x .188 wall pipe spacers between the upper mount of the rear support plate (Fig.Q). Ensure the pipe spacer (yellow arrow) is temporarily held in place between the plate and the upper mounting hole by tightening the lower bolt (Fig.R).





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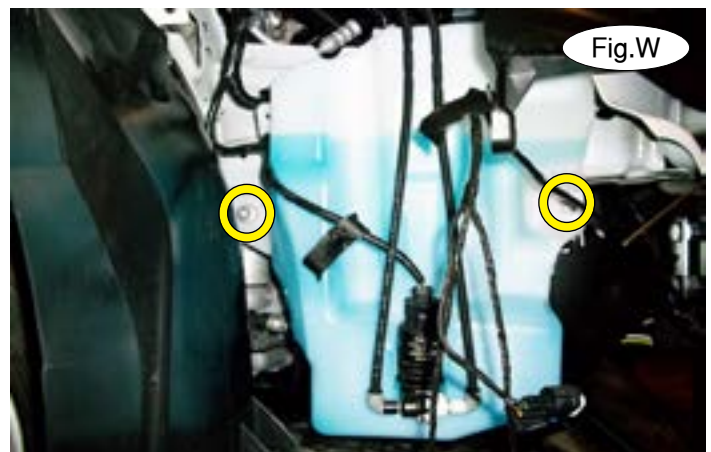
14. On each side, insert one of the 3/16" x 1 1/2" x 3" threaded backing plates with rod in the bottom of the subframe, aligning it with the holes in the upper mounting hole the rear support plate. Now, using the supplied 1/2" x 1 1/2" bolt, 1/2" flat washer and 1/2" lock washer, bolt through the upper mounting hole of the rear support plate, pipe spacer, upper mounting hole in the subframe and into the threaded backing plate with rod (Fig.S).



15. Working on one side at a time, place one of the supplied 3/16" x 1 1/2" x 3" threaded backing plates with rod inside the bumper core, aligning it with the pre-existing holes in the bumper core and bending the rod as necessary (Fig.T). Using a second person to help hold the bracket, lift the bracket under the bumper core and align the holes in the main receiver brace with the pre-existing holes in the face of the bumper core.

Now, using the supplied 1/2" x 1 1/2" bolts and 1/2" lock washers, bolt through the main receiver brace, bumper core and into the threaded backing plate with rod (Fig.U). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.

16. On the passenger side, pull the washer bottle neck up through the engine compartment to remove it (Fig.V). Now, remove two 10mm (head) bolts attaching the washer bottle to the subframe (Fig.W). Let it hang down for now. *Note:* due to manufacturing variances, some vehicles may not be equipped with the washer bottle in this particular spot. If that is the case, proceed to the next step to finish the installation.



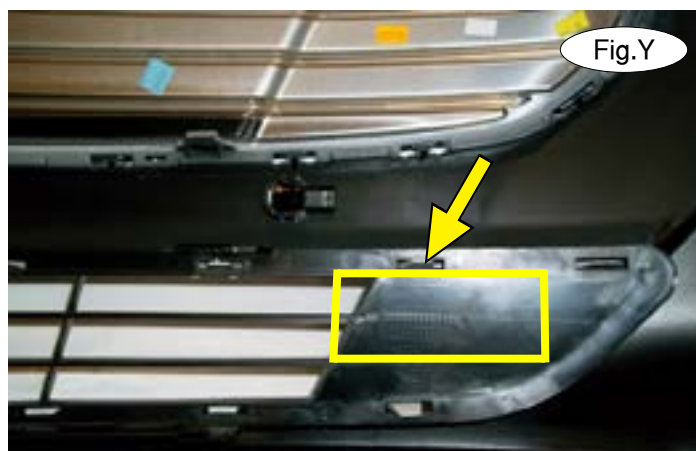


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17. Tighten the bolts to the bolt torque requirements found at the end of these instructions.
18. Replace the washer bottle, reversing step 16.
19. Reinstall the horns using the 10mm (head) bolt you removed in step 11. Bend the horn bracket to make certain it does not contact the mounting bracket.
20. Remove the duct shroud on the back side of the fascia (Fig.X). It will not be replaced. *Note:* retain the duct shroud in case the mounting bracket is ever removed.
21. Reference the yellow arrow and lines in Figure Y to trim off the tab and to trim the fascia on both sides. Figure Z shows the completed trimming.
22. Reinstall the fascia, reversing steps 1 through 7.
23. Insert the removable front bracket arms into the front receiver braces, and twist each one 90 degrees to lock.
24. 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 illustrated on page 1. 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.**

*Note:* if the bracket is so equipped, the holes in the alignment tabs which are welded to the arms and main receiver braces are for padlocks only. Under no circumstances should you bolt the alignment tabs together. Bolting the alignment tabs together may result in non-warranty damage to the bracket.



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

**For six-wire plugs:** use the two supplied 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 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.AA). Use the two supplied 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
5/16-18	5	13 ft./lb.
3/8-16	5	23 ft./lb.
7/16-14	5	37 ft./lb.
1/2-13	5	57 ft./lb.
5/8-11	5	112 ft./lb.

### METRIC BOLTS

Thread Size	Grade	Torque
6mm-1.0	8.8	6 ft./lb.
8mm-1.0	8.8	18 ft./lb.
8mm-1.25	8.8	16 ft./lb.
10mm-1.25	8.8	36 ft./lb.
10mm-1.5	8.8	31 ft./lb.

### METRIC BOLTS

Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.