



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 521200-5**

11/25  
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

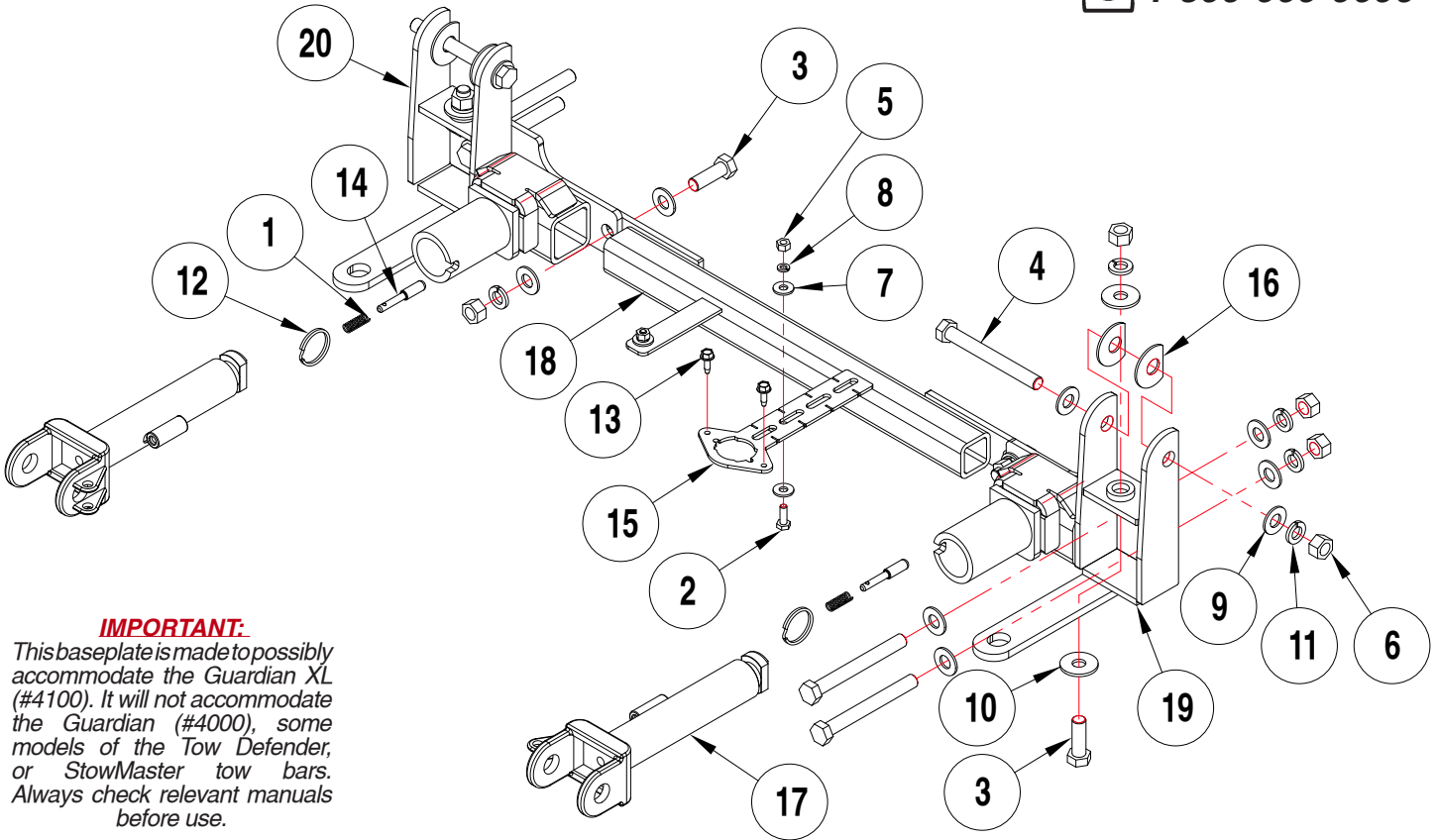
## What You'll Need

A second person to help  
Panel tool  
Flathead Screw Driver  
Phillips Screw Driver  
Ratchet

Torque wrench  
10mm socket  
12mm socket  
17mm socket  
3/4" socket

3/8", 7/16", 3/4" wrench  
Ratchets  
5/8" bit and drill  
Threadlocker Red

Need Help? Call Toll-Free  
 1-800-669-9690



**IMPORTANT:**

This baseplate is made to possibly accommodate the Guardian XL (#4100). It will not accommodate the Guardian (#4000), some models of the Tow Defender, or StowMaster tow bars. Always check relevant manuals before use.

| ITEM | QTY | DESCRIPTION                     | PART      |
|------|-----|---------------------------------|-----------|
| 1    | 2   | SPRING                          | 200146-00 |
| 2    | 2   | 1/4" x 3/4" BOLT                | 350003-01 |
| 3    | 4   | 1/2" x 1 1/2" BOLT              | 350095-00 |
| 4    | 6   | 1/2" x 4 1/2" BOLT              | 350106-00 |
| 5    | 2   | 1/4" HEX NUT                    | 350250-00 |
| 6    | 10  | 1/2" HEX NUT                    | 350258-00 |
| 7    | 4   | 1/4" FLAT WASHER                | 350300-00 |
| 8    | 2   | 1/4" LOCK WASHER                | 350301-00 |
| 9    | 16  | 1/2" SAE WASHER                 | 350308-20 |
| 10   | 4   | 1/2" FLAT WASHER                | 350308-00 |
| 11   | 10  | 1/2" LOCK WASHER                | 350309-00 |
| 12   | 2   | RING                            | 350520-00 |
| 13   | 2   | 1/4" x 3/4" SELF DRILLING SCREW | 357250-00 |
| 14   | 2   | LOCK PIN                        | A000008   |
| 15   | 1   | WIRE PLUG PLATE                 | A006808   |
| 16   | 4   | CLIPPED WASHER                  | A006881   |
| 17   | 2   | ARM                             | C002383   |
| 18   | 1   | CROSS BRACE                     | C003910   |
| 19   | 1   | DRIVER SIDE RECEIVER            | C003911   |
| 20   | 1   | PASSENGER SIDE RECEIVER         | C003912   |



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**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 Threadlocker 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" or more 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 the towing system's 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 check and 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.

### About this kit:






This is one of our direct connect-style series, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B).

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 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.



### Symbol Key:

-  - Clips
-  - Bolts
-  - Screws
-  - Nuts
-  - Unplugs

(Arrow denotes location and which direction to pull)



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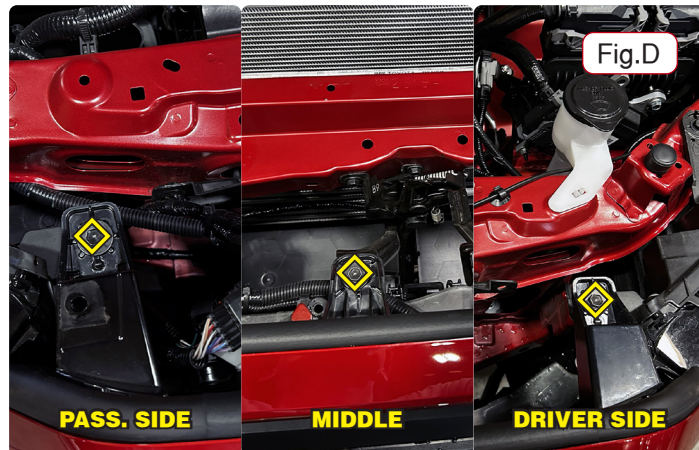
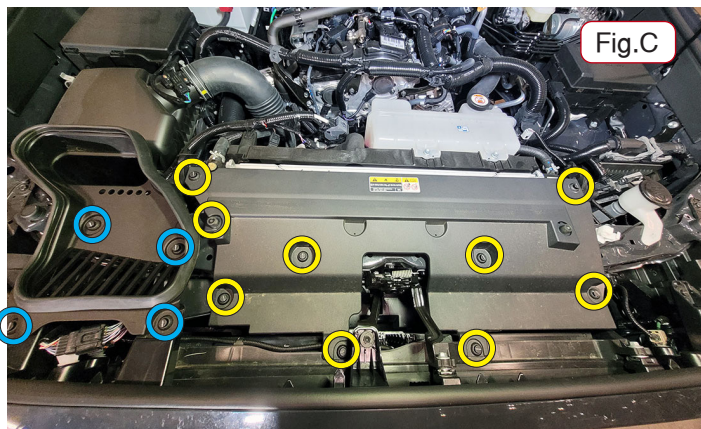
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**IMPORTANT:** Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.



1. Remove eight plastic clips holding in the radiator cover to the sub-frame (Fig.C, Yellow Circles).

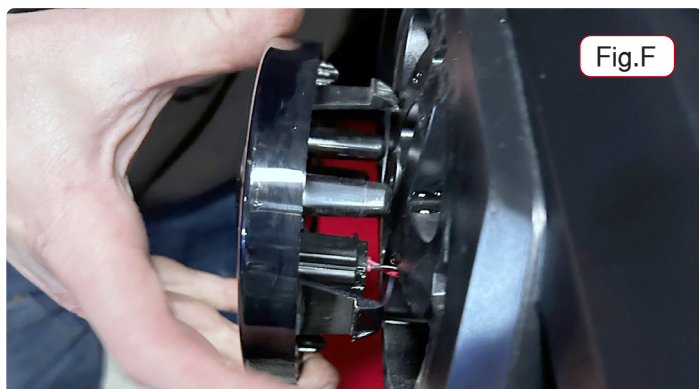
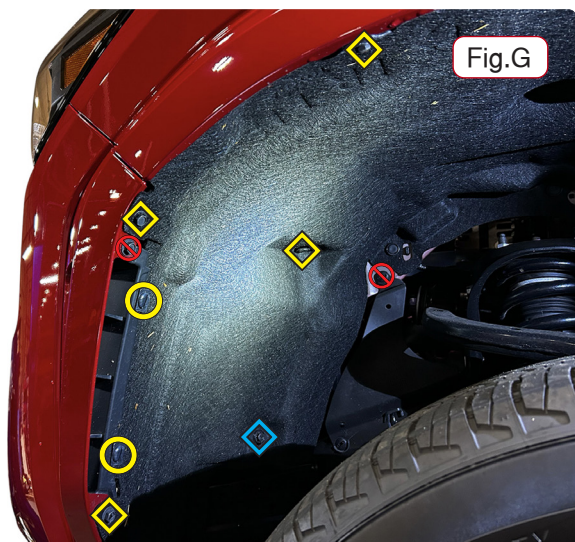
2. Remove four plastic clips holding in the air vent cover to the sub-frame (Fig.C, Blue Circles).

3. Remove three 10mm bolts holding the fascia to the sub-frame (Fig.D).

4. Disconnect the three plugs on the passenger's side (Fig. E1, E2).

5. Disconnect and detach the lighted center emblem by pushing in the tab on bottom and pulling forward, making sure to disconnect any cable plugs (Fig.F).

6. On each side, from the fender liner, remove three 10mm bolts (Yellow Diamonds), loosen two plastic screws (Yellow Circles), and one 10mm screw on the bottom (Blue Diamond) (Fig.G).





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7. On each side, from the bottom of the fender liner, remove two 10mm bolts, this will reveal a third 10mm bolt to remove (Fig.H, one shown removed).

8. On the bottom of the vehicle, remove two 13mm bolts and two 10mm bolts attaching the fascia and skid plate to the bumper core (Fig.I).

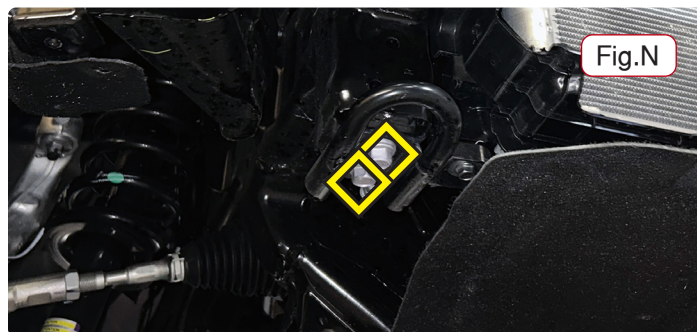
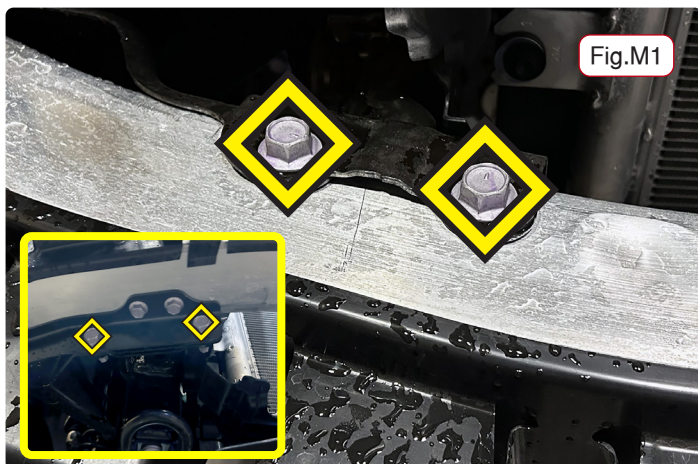
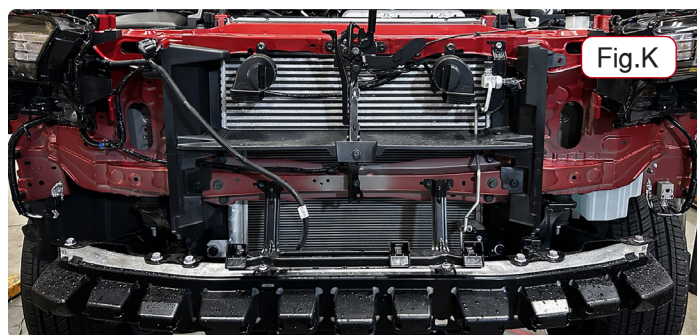
9. On each side, loosen the fascia by pulling towards the front and lifting out the tabs (in Fig.D), you will need to cut some zip ties attaching some wire loom to the fascia (Fig.J).

10. On each side, with the help of a second person, pop up and out the fascia to detach it from the sub-frame (Fig.K).

11. From behind the bumper core remove two plastic clips attaching the air dam to the bumper core (Fig.L).

12. On each side, remove two upper 17mm bolts and two lower 17mm bolts (Fig.M1). Then remove the bumper core and set aside for now.

13. On each side, remove two 17mm bolts holding the tow hooks on the frame horns, they will not be replaced but should be kept in case the baseplate is ever removed (Fig.N).





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14. On each side of the vehicle; remove three plastic push pins attaching the lower air dam to the frame; remove the air dam, it will not be reinstalled (Fig.O).

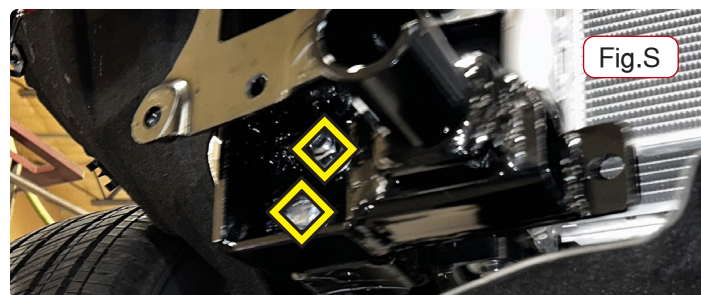
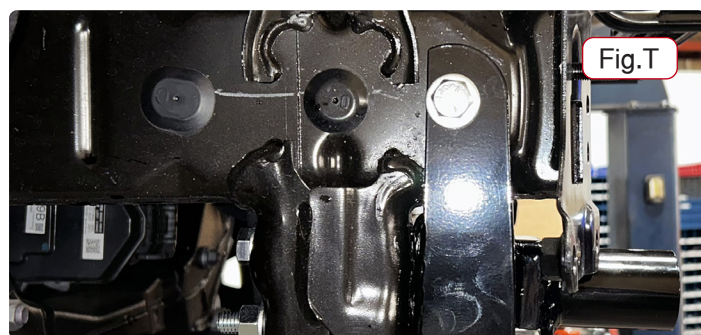
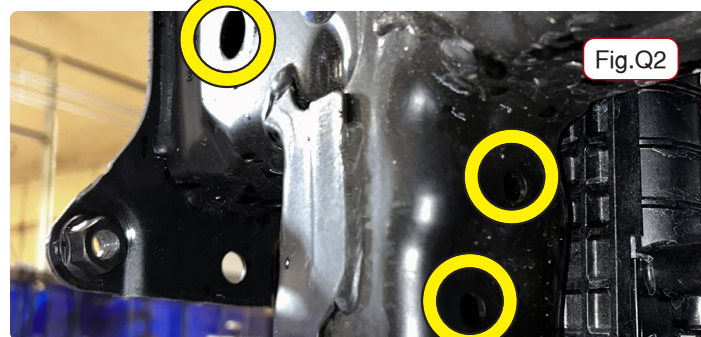
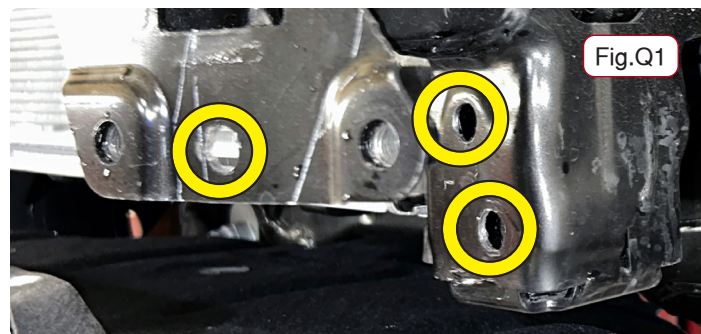
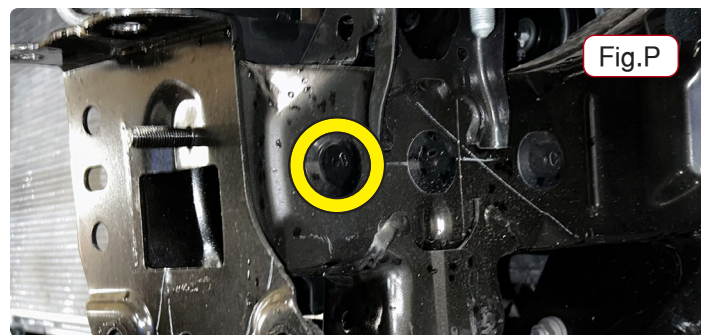
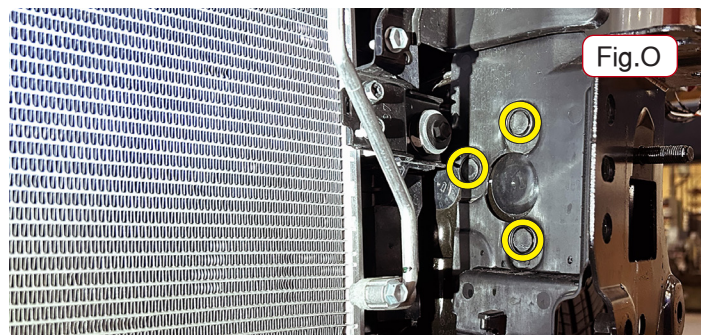
15. On each side of the vehicle; remove from each side of the frame rail, the front plastic hole caps (Fig.P).

16. On both sides of the frame; drill out the two lower frame horn mounting holes to 5/8" making sure to drill all the way through both sides. It may be needed to drill through the front frame plate to enlarge the horn hole. This will not effect the baseplate or the re-instillation of the fascia. You may need to drill from back and front (Fig.Q1, Q2).

17. Starting on the driver's side; attach the side specific frame receiver onto the frame horns, insert upwards from the overhead hole with a 1/2" x 1-1/2" bolt with washer under head through the receiver and horn, capping it off with a washer, locknut, and nut (Fig.R). Finger tighten this and all following hardware until end of the installation.

18. From the front of the receiver, with two 1/2" x 4-1/2" bolts with washer under head; insert the bottom bolt through the baseplate, the top bolt will go in from the horn side towards the front, capping them off in the back with a washer, lock washer, and nut (Fig.S).

19. From the side of the receiver, insert a 1/2" x 4-1/2" bolt





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with washer under head going from the 'inside' towards the outer side of the receiver, through the horn, as it passes through the horn place a clipped washer as it enters and exits the horn (Fig.T, prior page), then cap off the bolt with a washer, lock washer, and nut (Fig.U).

20. Repeat steps 17 to 19 for the passenger side.

21. Place the cross brace and bolt on each side from the back to forward with a 1/2" x 1-1/2" bolt with washer under head, cap off both bolts with a washer, lock washer, and nut (Fig.V).

22. Mount the wire plug plate as desired.

23. From inside of the fascia unscrew and remove the plastic plates covering adjacent to the tow hook holes (Fig.W).

24. Trim the fascia to accommodate the receivers as indicated in figures Y.

25. Tighten the bolts and nuts to torque specifications at the end of this document. Make sure hardware is aligned; due to manufacturing differences from the vehicle maker, it may not line up perfectly, adjust until satisfied and apply threadlocker to all added hardware. **IMPORTANT NOTE: Use threadlocker on all nuts and bolts.**

26. Repeat some prior steps in backwards order to reinstall the bumper core and fascia.

**IMPORTANT NOTE:** Please be aware it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.

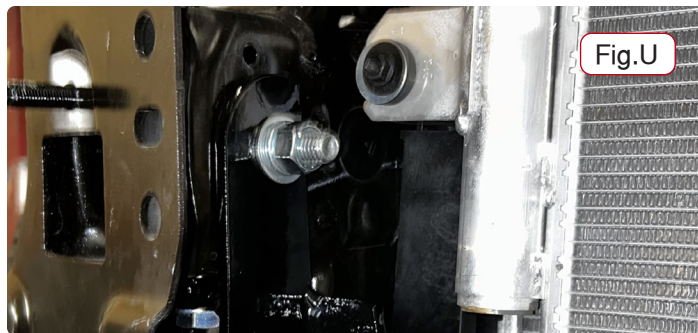


Fig.U



Fig.V

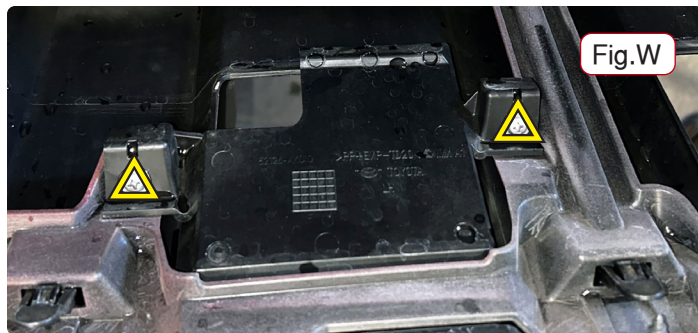


Fig.W

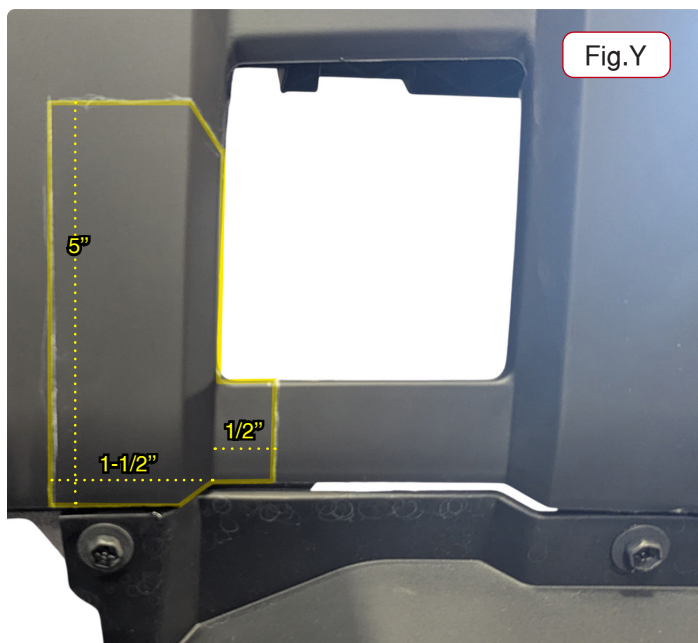


Fig.Y



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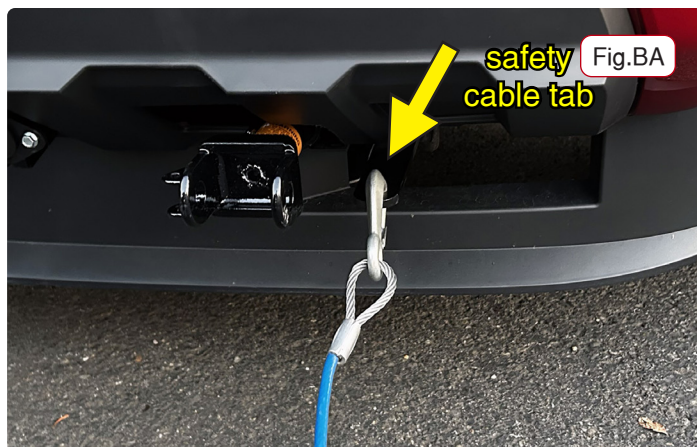
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## IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the separate insert with the drawing and parts list and in Figure BA. 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.

## WARNING!

If you do not use Threadlocker Red on all bolts in this kit and torque to the specified values, it could cause failure of the towing system.



## 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. |

## 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.??). 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.

