



BASEPLATE KIT INSTALLATION INSTRUCTIONS

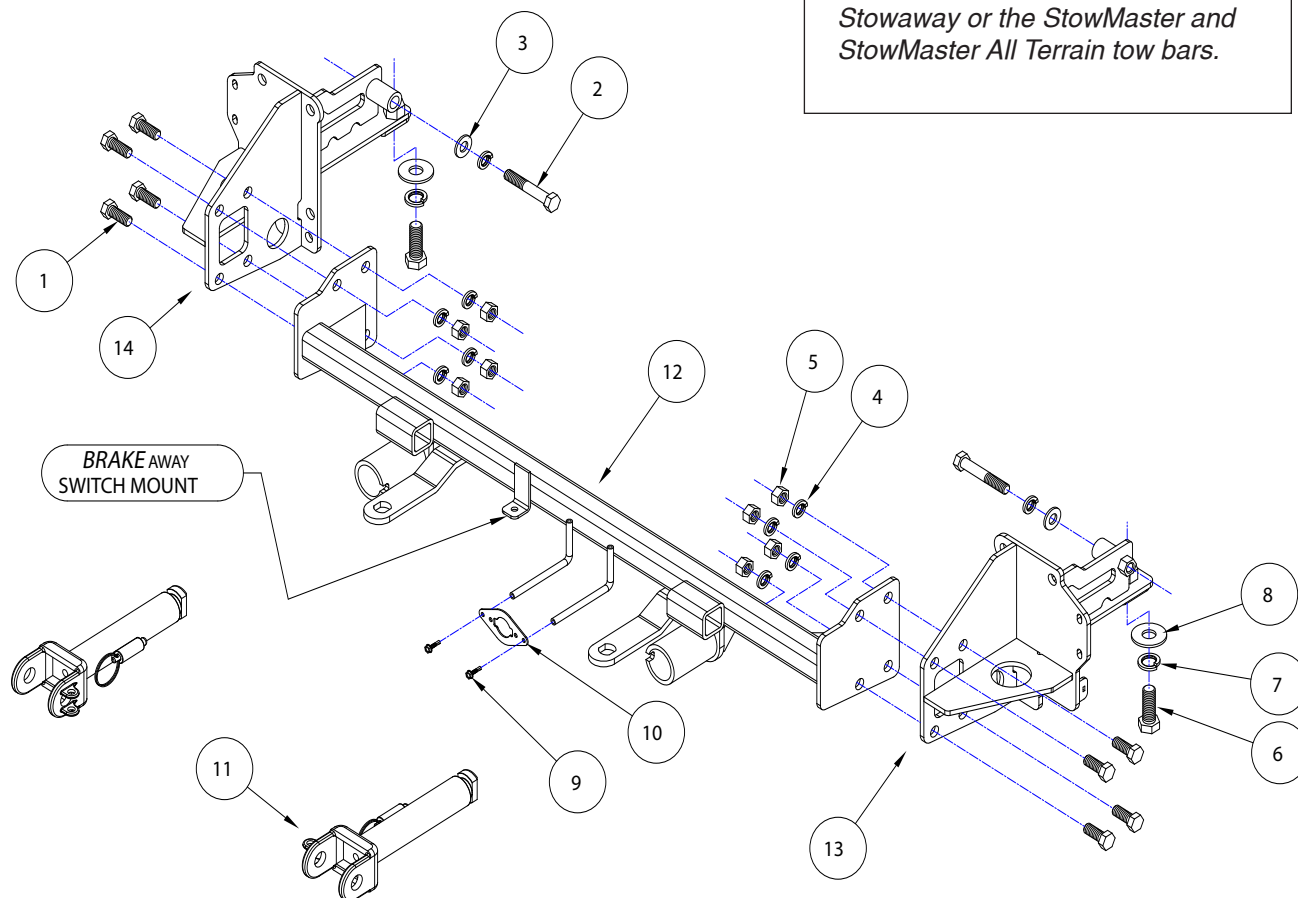
KIT# 521642-5

 11/18/19
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Important

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



ITEM	QTY	NAME	MATERIAL
1.....	8.....	1/2" x 1 1/4" BOLT.....	350094-00
2.....	2.....	1/2" x 3" BOLT.....	350101-00
3.....	2.....	1/2" FLAT WASHER SAE	350308-20
4.....	10.....	1/2" LOCK WASHER	350309-00
5.....	8.....	1/2" NUT	350258-00
6.....	2.....	5/8" x 1 3/4" BOLT.....	350149-00
7.....	2.....	5/8" LOCK WASHER	350313-00
8.....	2.....	5/8" FLAT WASHER	350731-00
9.....	2.....	#10 x 3/4" SELF DRILLING SCREW.....	350247-35
10.....	1.....	WIRE PLUG PLATE	A-003801
11.....	2.....	ARM.....	C-002383
12.....	1.....	MAIN RECEIVER	C-003489
13.....	1.....	DRIVER SIDE MAIN MOUNTING BRACE.....	C-003490
14.....	1.....	PASSENGER SIDE MAIN MOUNTING BRACE	C-003491



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

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

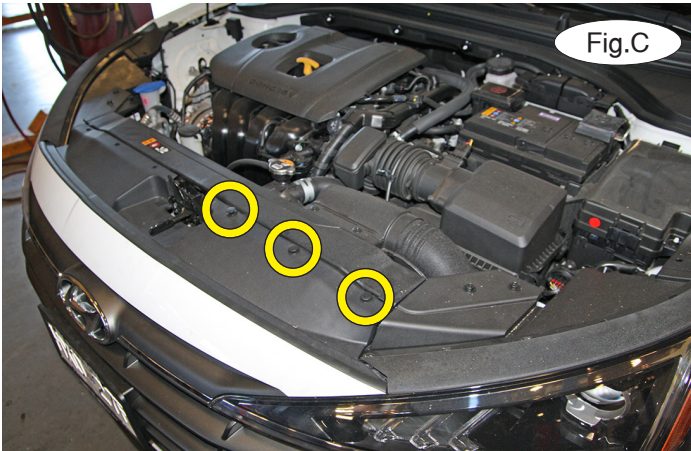


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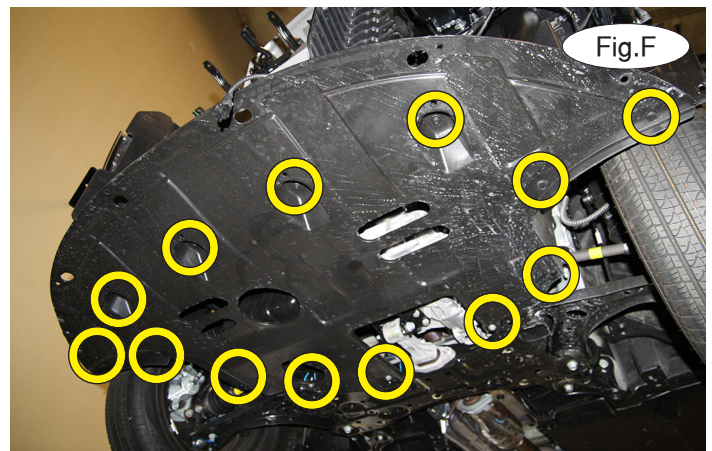
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

2. On each side, remove three plastic fasteners attaching the fender liner to the fascia (Fig.D) and one 8mm (head) screw attaching the top corner of the fascia to the fender (Fig.D – inset).

3. On each side, remove three plastic fasteners attaching the splash shield to the fascia (Fig.E).



4. Remove the lower splash shield by removing six plastic fasteners and seven 10mm (head) bolts attaching it to the subframe and fender liner (Fig.F).

5. On each side, release the locking tabs running along the fascia seam and below the headlight. Then, pull out to remove the fascia (Fig.G). Unplug any electrical connectors and set the fascia aside for now.



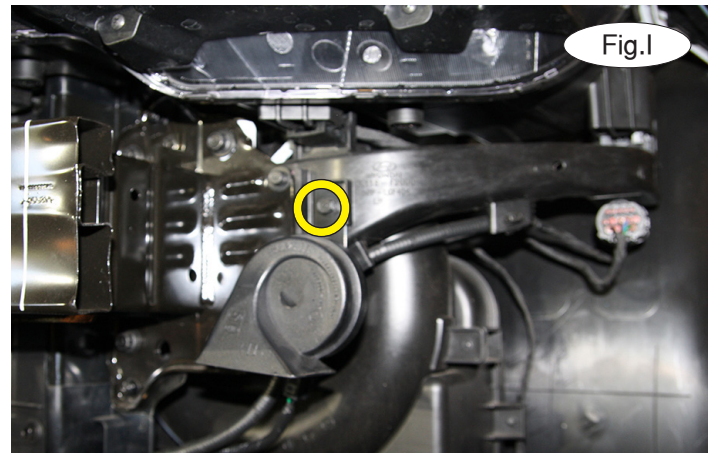
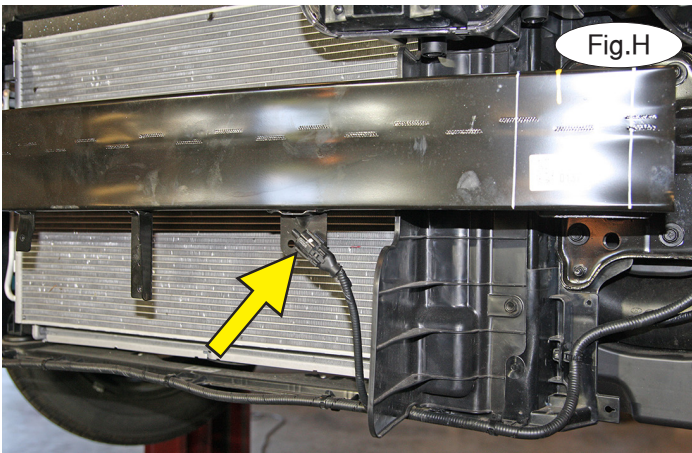


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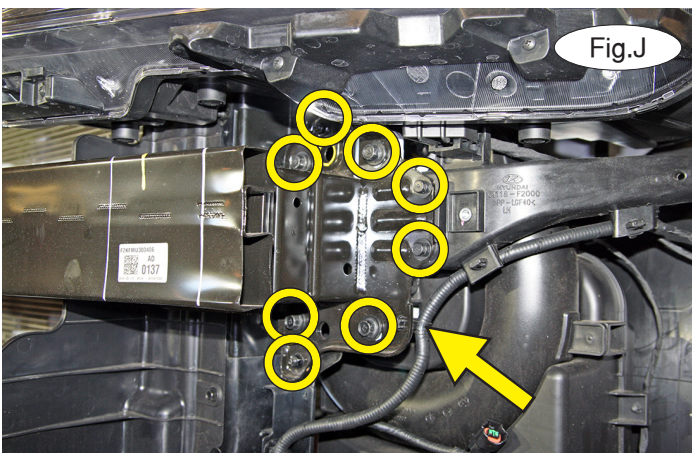
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6. On the driver's side, unclip the ambient temperature sensor from the bumper core and let it hang down for now (Fig.H).

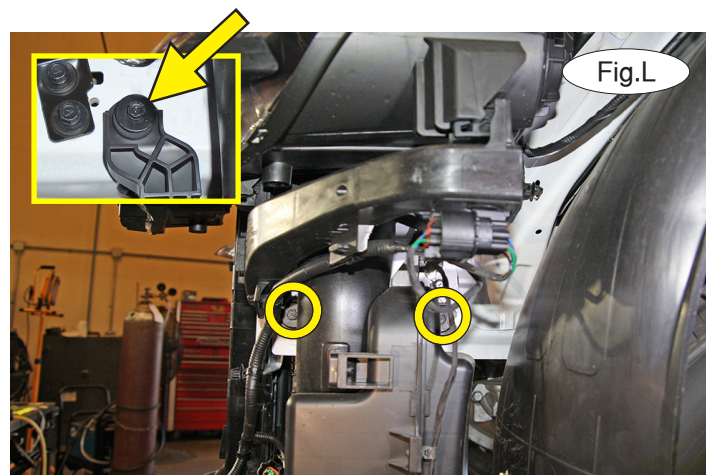
7. On each side, disconnect the horn and remove the 10mm (head) bolt attaching it to the headlight mount (Fig.I).



8. On each side, remove four 12mm (head) bolts, two 10mm (head) bolts, and two 10mm nuts attaching the bumper core to the frame and headlight mount (Fig.J – circles). *Note:* on the driver's side, you will also have to remove a plastic fastener attaching the wiring harness to the bumper core (Fig.J – arrow). *Note:* The bumper core will not be replaced but most of the hardware will be reused later.

9. On each side, remove one foam sticker on the inside of the frame (Fig.K) and one plastic plug in the bottom of the frame (Fig.K – inset).

10. On the driver's side, remove three 10mm (head) bolts attaching the lower air intake to the frame (Fig.L and Fig.L – inset). Disconnect any wiring harnesses that are attached to it. Pull straight down to release the lower air intake and set it aside for now.



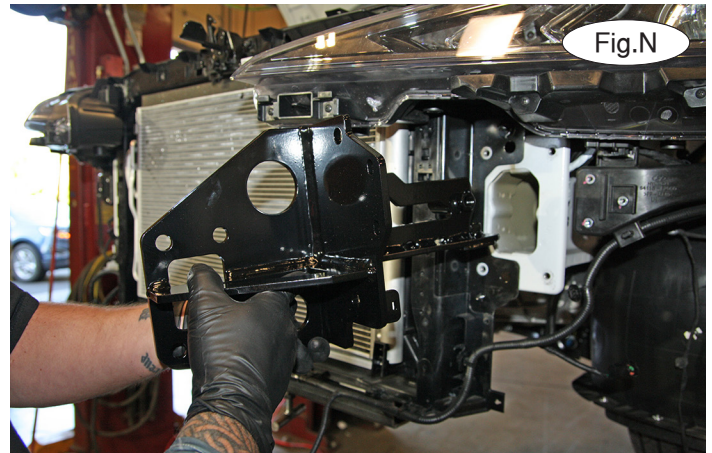
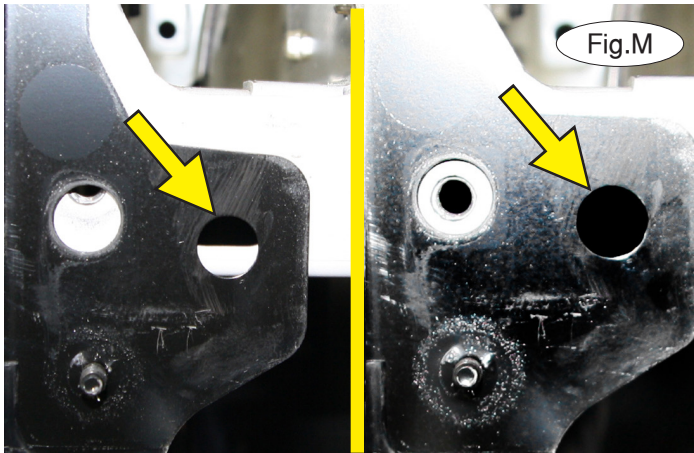


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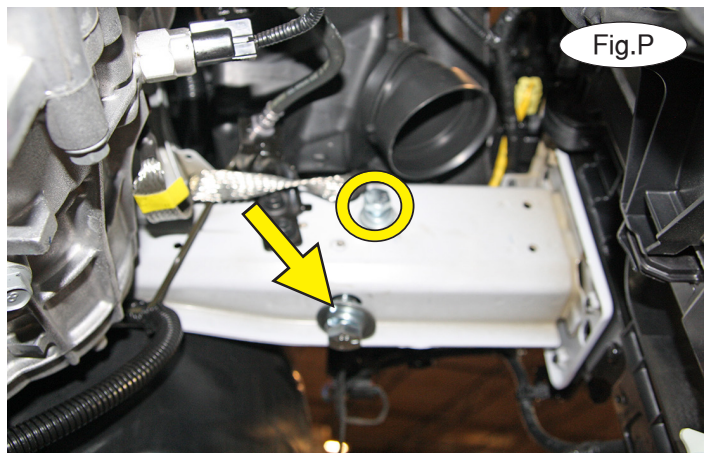
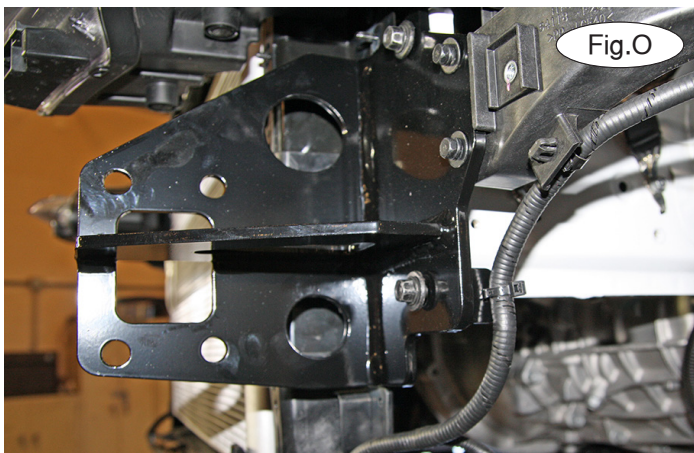
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11. Using a jack stand, raise the bottom of the radiator support to ensure that its holes align with those in the bumper mounting flange. Figure M shows before (left) and after (right). *Note:* The photos show the bottom hole only but when the bottom hole is aligned, the top one will be as well.



12. Using the drawing on page 1, locate the driver's side specific brace and slide it into the frame opening (Fig.N). Loosely reinstall all of the 12mm and 10mm (head) bolts you removed in step 8 (Fig.O). *Note:* The 10mm nuts will not be reinstalled.

13. Place a 5/8" lock washer and 5/8" flat washer over a 5/8" x 1 3/4" bolt and pass the bolt through the bottom plug hole you exposed in step 9 and into the nut welded onto the baseplate (Fig.P – arrow). Place a 1/2" lock washer and 1/2" small flat washer over a 1/2" x 3" bolt and pass the bolt through the side of the frame (using the hole you exposed in step 9) and into the baseplate (Fig.P – circle).

14. In this order, tighten the bolts to the torque requirements found at the end of these instructions: 12mm, 10mm, 5/8" and 1/2".

15. Repeat steps 12 through 14 for the passenger side.

16. On the driver's side, cut off the wiring harness fastener (Fig.Q) and then use the included zip tie to reattach the wiring harness to the tab on the baseplate (Fig.R).



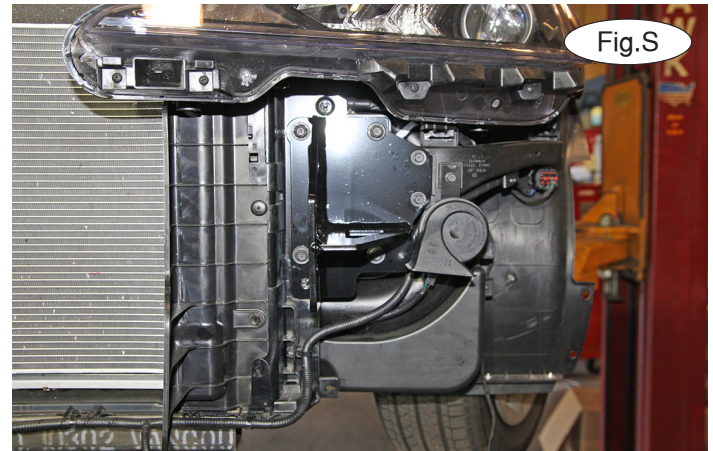
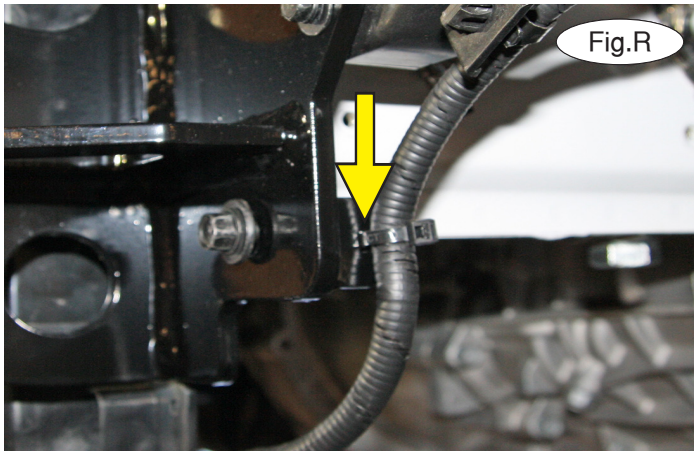


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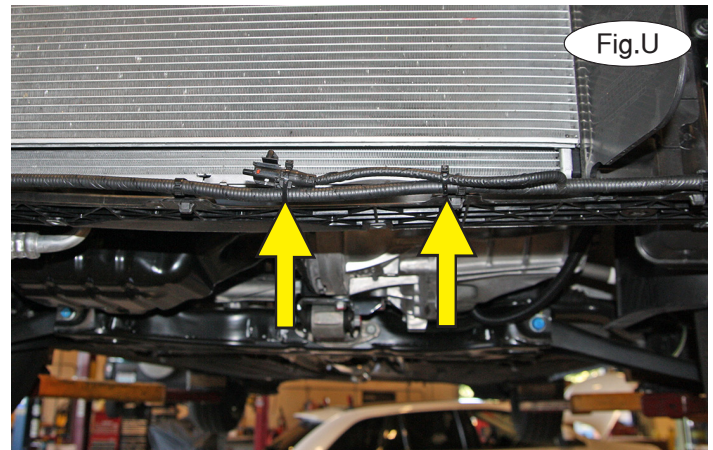
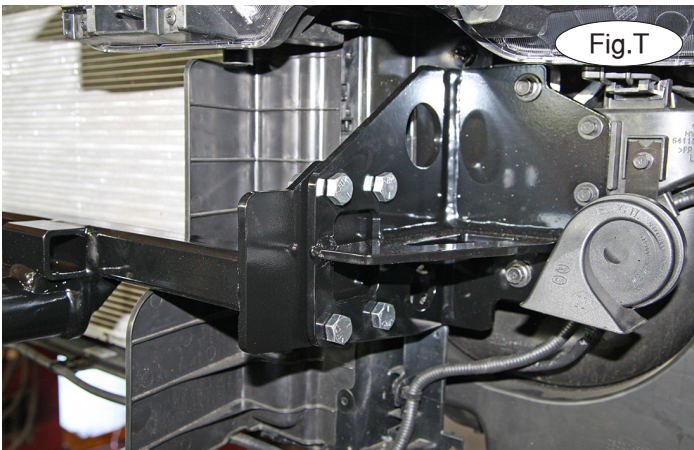
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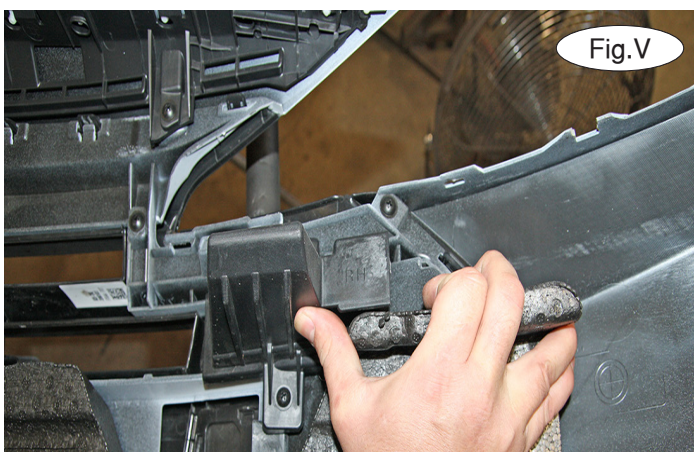
17. Reattach and reconnect horn on each side, reversing step 7. Then, reinstall the lower air intake on the driver's side, reversing step 10 (Fig.S).

18. With the help of another person, hold the crossbar in place and bolt it to the side-specific brace on each side using four $\frac{1}{2}$ " x $1\frac{1}{4}$ " bolts. Finish each bolt with $\frac{1}{2}$ " lock washers and nuts (Fig.T). Then, use two of the included zip ties to attach the ambient temperature back onto the main harness (Fig.U).



19. Remove the foam shock absorption pad from the back of the fascia by releasing it from its clips. Pull down on the top clip (Fig.V) and then roll it forward to release it (Fig.W). Then, trim the fascia on each side (Fig.W – yellow lines).

20. Reinstall the fascia, reversing steps 1 through 5.





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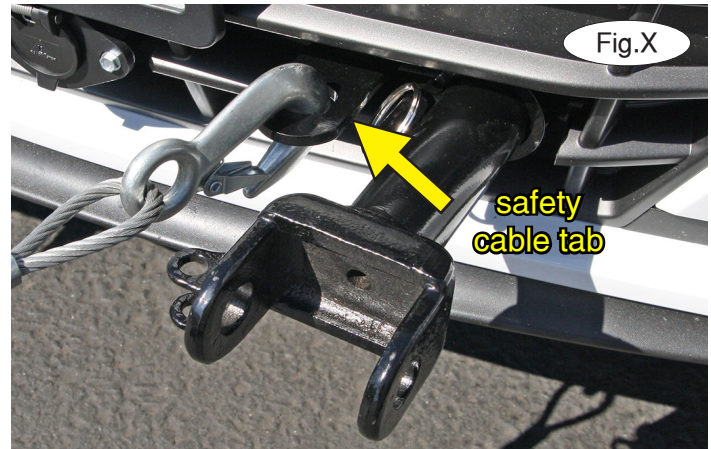
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21. On each side, insert the removable front arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver. Twist back 90 degrees until the spring-loaded pin snaps into place in the notch 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.**

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



IMPORTANT!

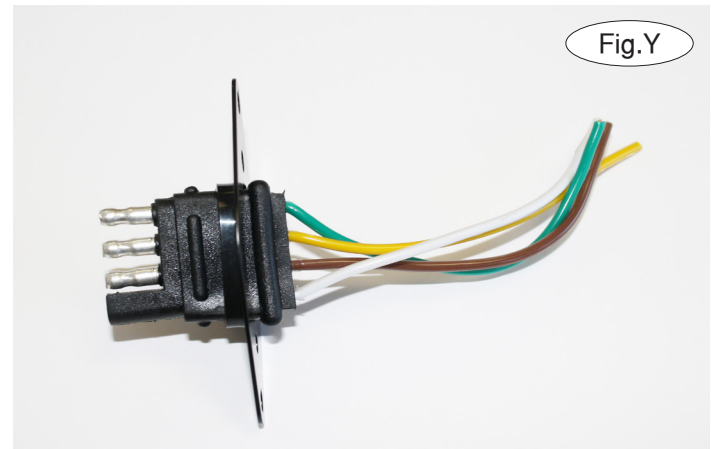
Safety cables are required by law. When towing, connect safety cables to the safety cable tab shown in Figure X. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

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.Y). 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.
ROADMASTER, INC. reserves the right to make changes at any time without notice in material, specification and models or to discontinue models.