



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 522205-5**

10/15/19  
KS

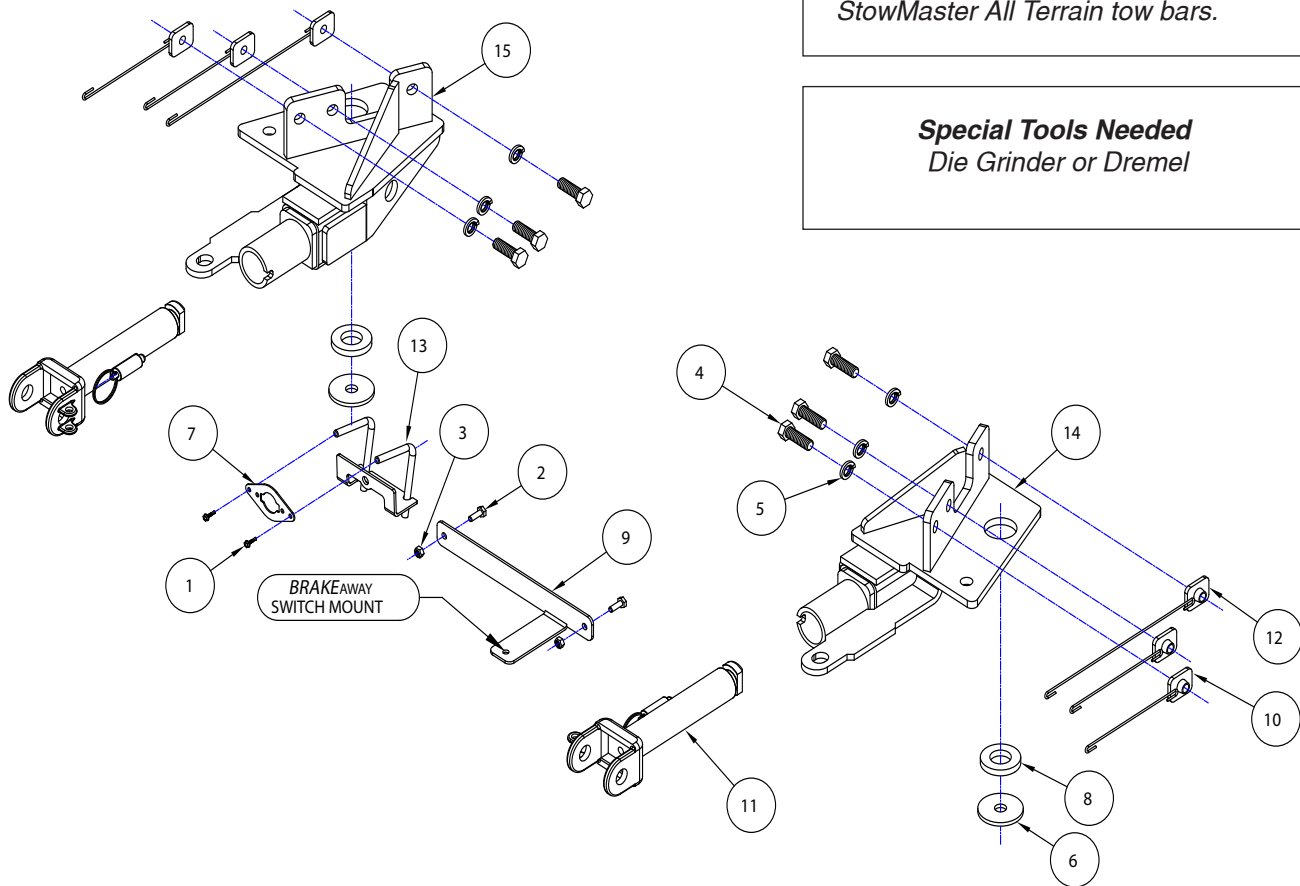
ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

**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.

**Special Tools Needed**

Die Grinder or Dremel



ITEM	QTY	DESCRIPTION	PART #
1	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
2	2	1/4" x 1" BOLT	350005-00
3	2	1/4" WHIZLOCK HEX NUT	350251-20
4	6	1/2" x 1 1/2" BOLT	350095-00
5	6	1/2" LOCK WASHER	350309-00
6	2	1/2" PLATE WASHER	A-003086
7	1	WIRE PLUG PLATE	A-003801
8	2	2" O.D. x 1" I.D. x 5/16" SPACER	A-006240
9	1	BRAKEAWAY MOUNT	B-003806
10	4	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE W/ 6" ROD	C-002077
11	2	ARM	C-002383
12	2	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE W/ 10" ROD	C-002501
13	1	WIRE PLUG BRACKET	C-003478
14	1	DRIVER SIDE RECEIVER	C-003479
15	1	PASSENGER SIDE RECEIVER	C-003480



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This is one of our direct-connect baseplate kits, 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 the two main receiver braces, two removable front braces, and a hardware pack. The main receiver braces mount to the frame rails, and 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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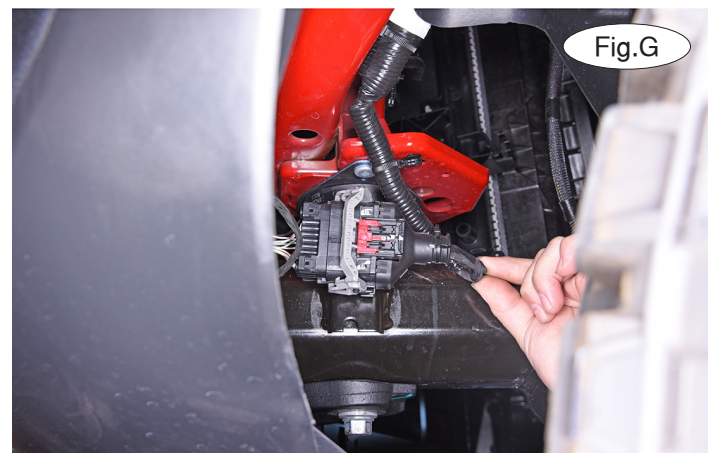
1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side, loosen the two 8 mm (head) bolts attaching the fender liner to the frame (Fig.C).

2. On each side, remove three 8mm (head) screws attaching the fender liner to the bumper (Fig.D and Fig.E).



3. On each side, pull out to release the fender liner from the frame (Fig.F). Set it aside for now.

4. On the driver's side only, unplug the wiring harness connecting the bumper to the frame (Fig.G).



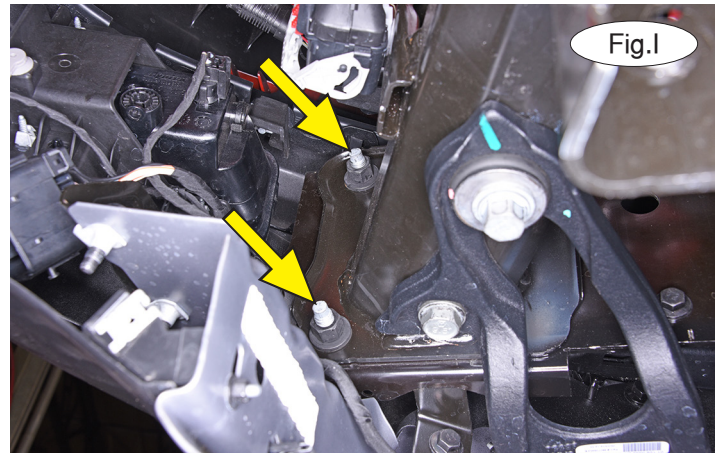
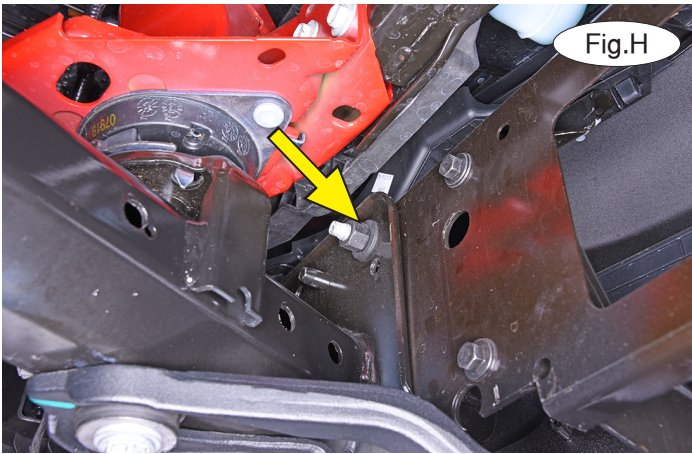


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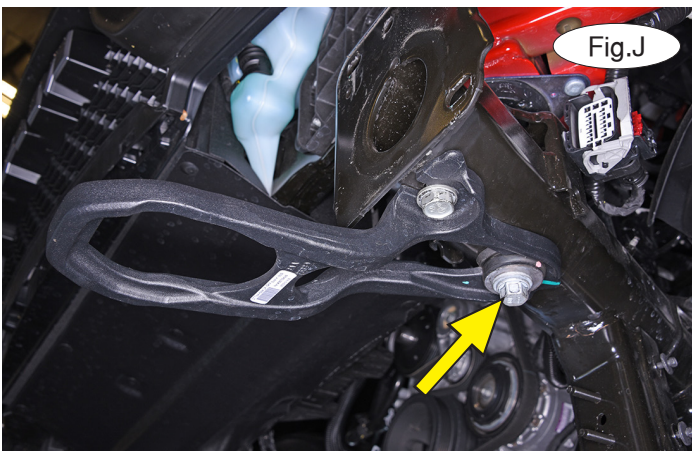
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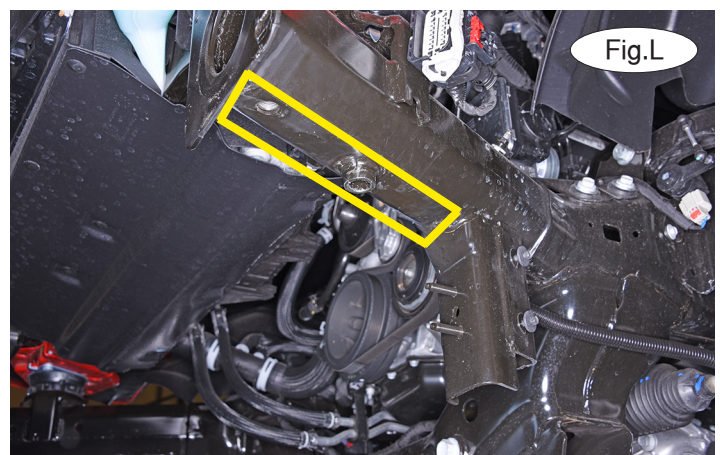
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5. On each side, remove three 18mm (head) nuts attaching the bumper to the frame (Fig.H and Fig.I). With the help of another person, remove the bumper and set it aside for now.



6. Working on the driver's side only, remove an 18mm (head) bolt (Fig.J – arrow) attaching the tow hook to the frame. *Note:* It is secured by a retaining clip as well. After the bolt is loosened, continue to slowly turn it while pulling downward to remove it from frame (Fig.K). Then, remove the front 21mm (head) bolt (Fig.K – circle). Pull out the tow hook. It will not be replaced. Retain the tow hook for replacement in case the baseplate is ever removed from the vehicle.



7. Before proceeding, ensure that the surface where the tow hook was mounted is clean and free of dirt and debris. If it is not, scuff or scrape the surface smooth to achieve a clean, flat surface. Figure L shows an outline of the surface in question.



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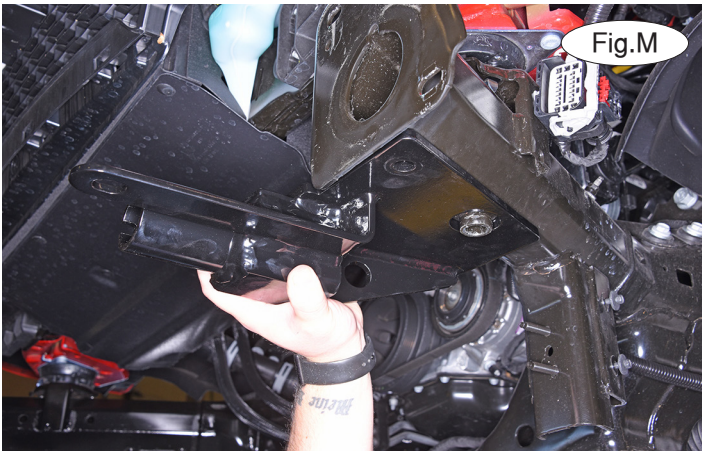


Fig.M

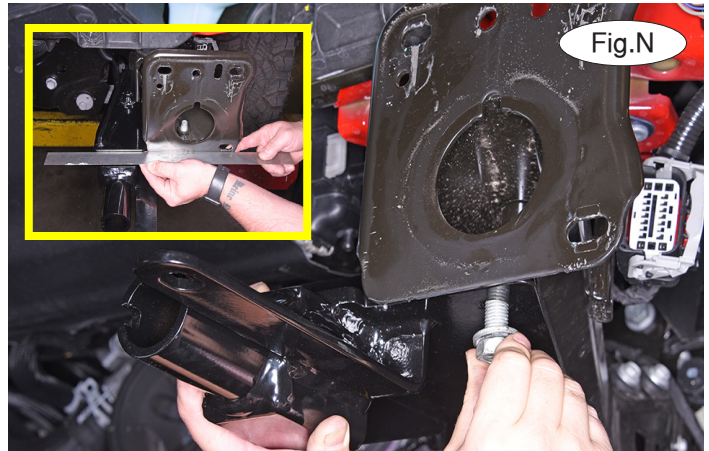


Fig.N

8. Use the drawing on page 1 to locate the driver's side-specific brace. Align it with the tow hook mounts (Fig.M) and then use the 21mm (head) bolt removed in step 6 to bolt it to the frame (Fig.N). Use Loctite on the bolt. *Note:* Before proceeding, ensure that the top edge of the baseplate is not protruding beyond the end of the bumper mount or you will not be able to reinstall the bumper. Figure N (inset) indicates the necessary alignment. Then, tighten the bolt to the torque requirements found at the end of these instructions.

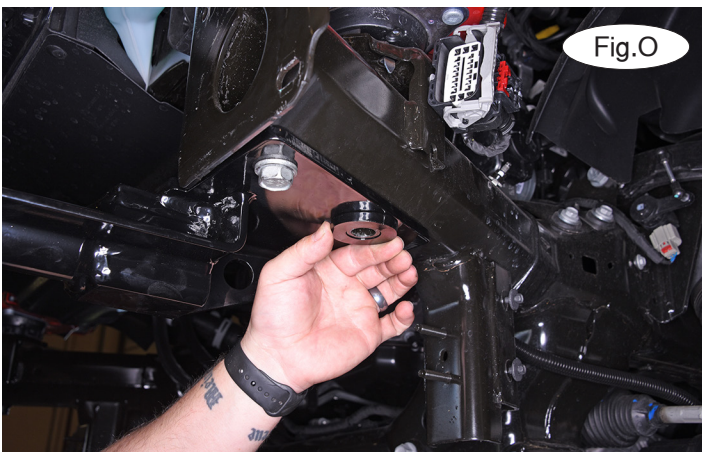


Fig.O

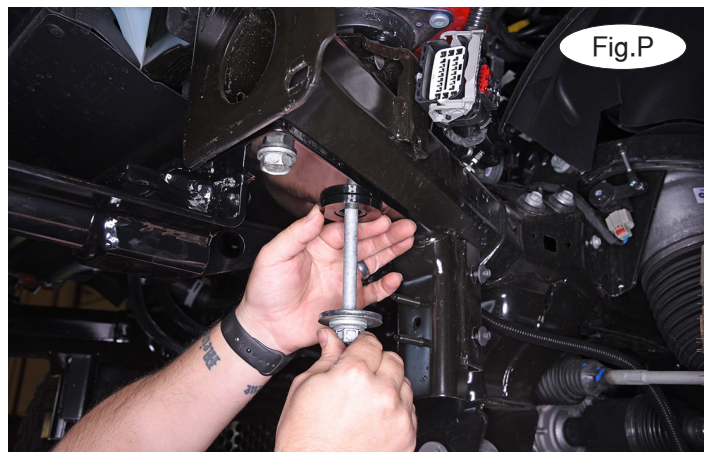


Fig.P

9. On each side, place a 1/2" plate washer over the 18mm (head) bolt removed in step 6. Then, place one of the supplied spacer rings over the rear tow hook mount (Fig.O). Place Loctite on the 18mm (head) bolt and then pass it up through the spacer ring, the rear tow hook mount, and into the frame (Fig.P). Ensure that the plate washer and spacer ring are correctly aligned with one another (Fig.Q) and then tighten the bolt to the torque requirements found at the end of these instructions.

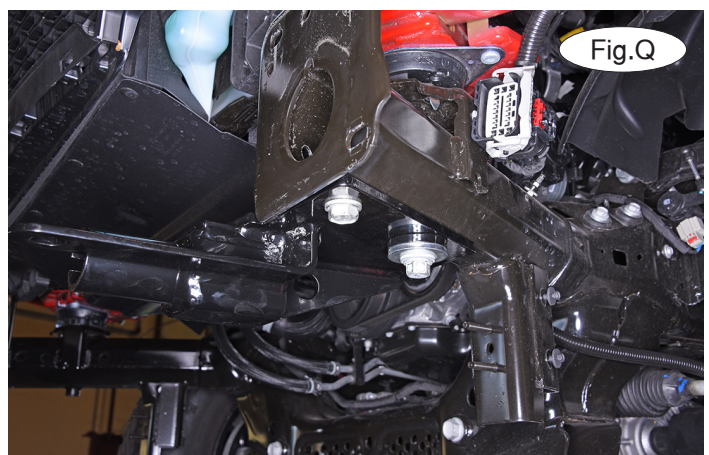


Fig.Q



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Fig.R



Fig.S

10. Using the three holes in the side of the baseplate as a template, use a 17/32" bit to drill through the inside of the frame for each mount (Fig.R).

11. Place 1/2" lock washers over three 1/2" x 1 1/2" bolts. Insert the bolts through the holes you just drilled, passing them through the side of the baseplate and the frame. Insert each bolt through a threaded backing plate with rod (Fig.S). Finger tighten each bolt. *Note:* The threaded backing plate with the short rod should be used on the forwardmost hole. Tighten the bolts to the bolt torque requirements found at the end of these instructions. Snap off or bend the rods out of the way (Fig.T).

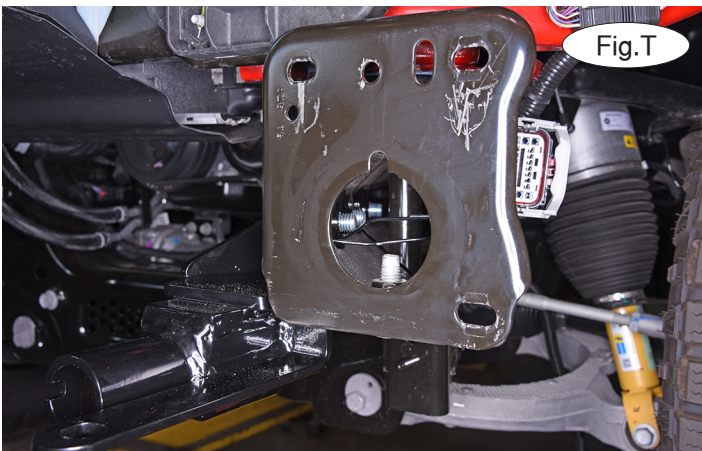


Fig.T

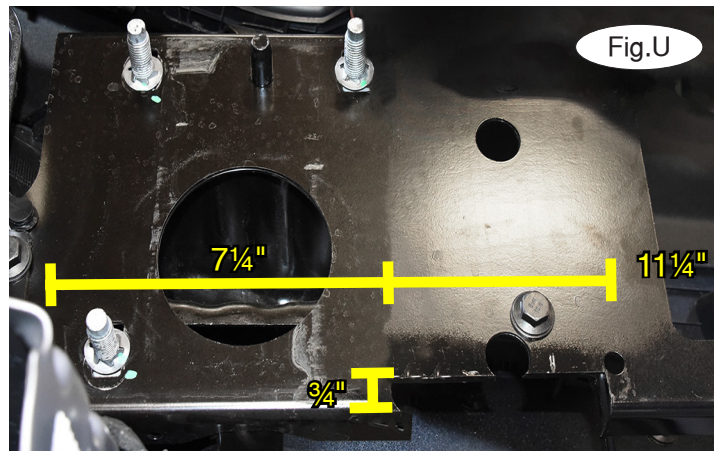


Fig.U

12. Repeat steps 6 through 11 for the passenger side.

13. On the back of the bumper, on each side, measure 7 1/4" and then over another 4" from the edge of the bumper mount plate toward the center of the bumper. Mark each spot for trimming to allow clearance for the main receiver brace. Then, measure up 3/4" and trim out the 3/4" x 4" section between the marks (Fig.U).

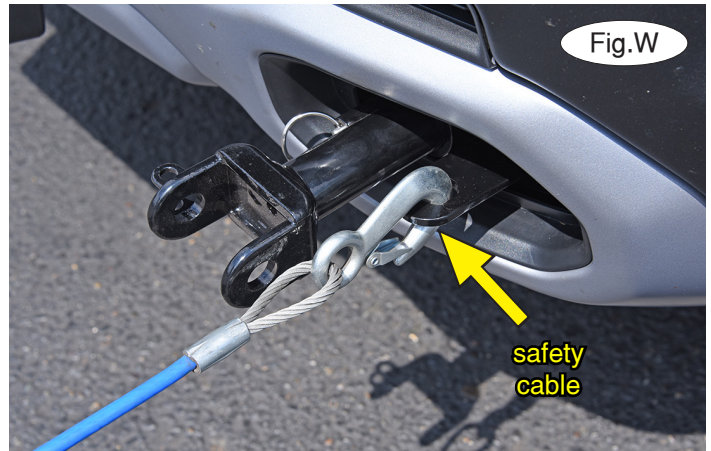
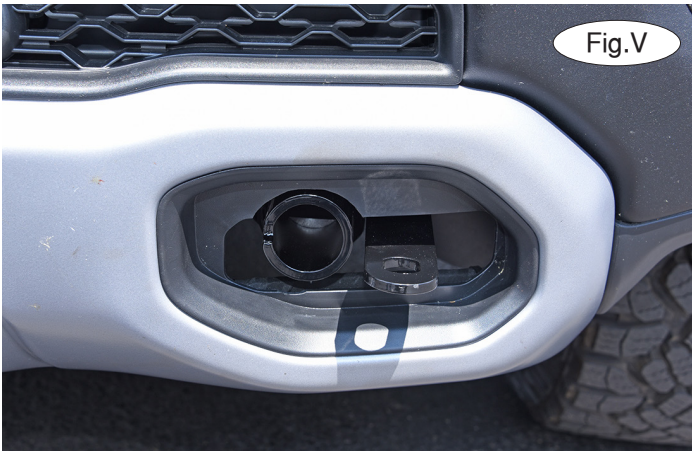


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14. On each side, trim the fascia as shown in Figure V.

15. 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.**

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

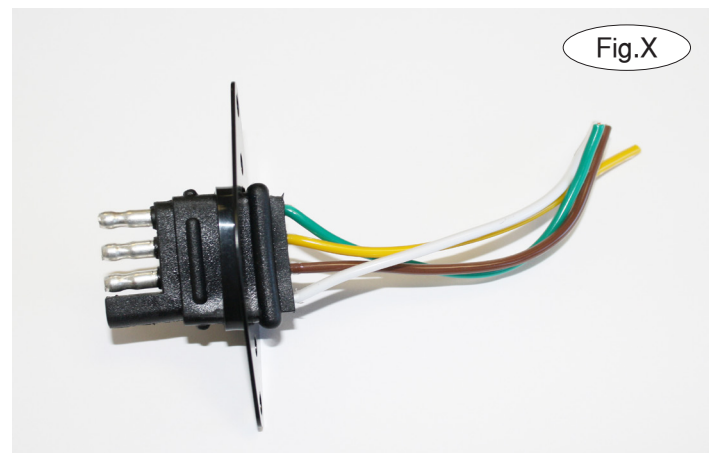
### **IMPORTANT!**

**Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page and in Figure W. 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 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 grille.

**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.X). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the grille 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.