



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 522206-5

01/27/21
KS

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

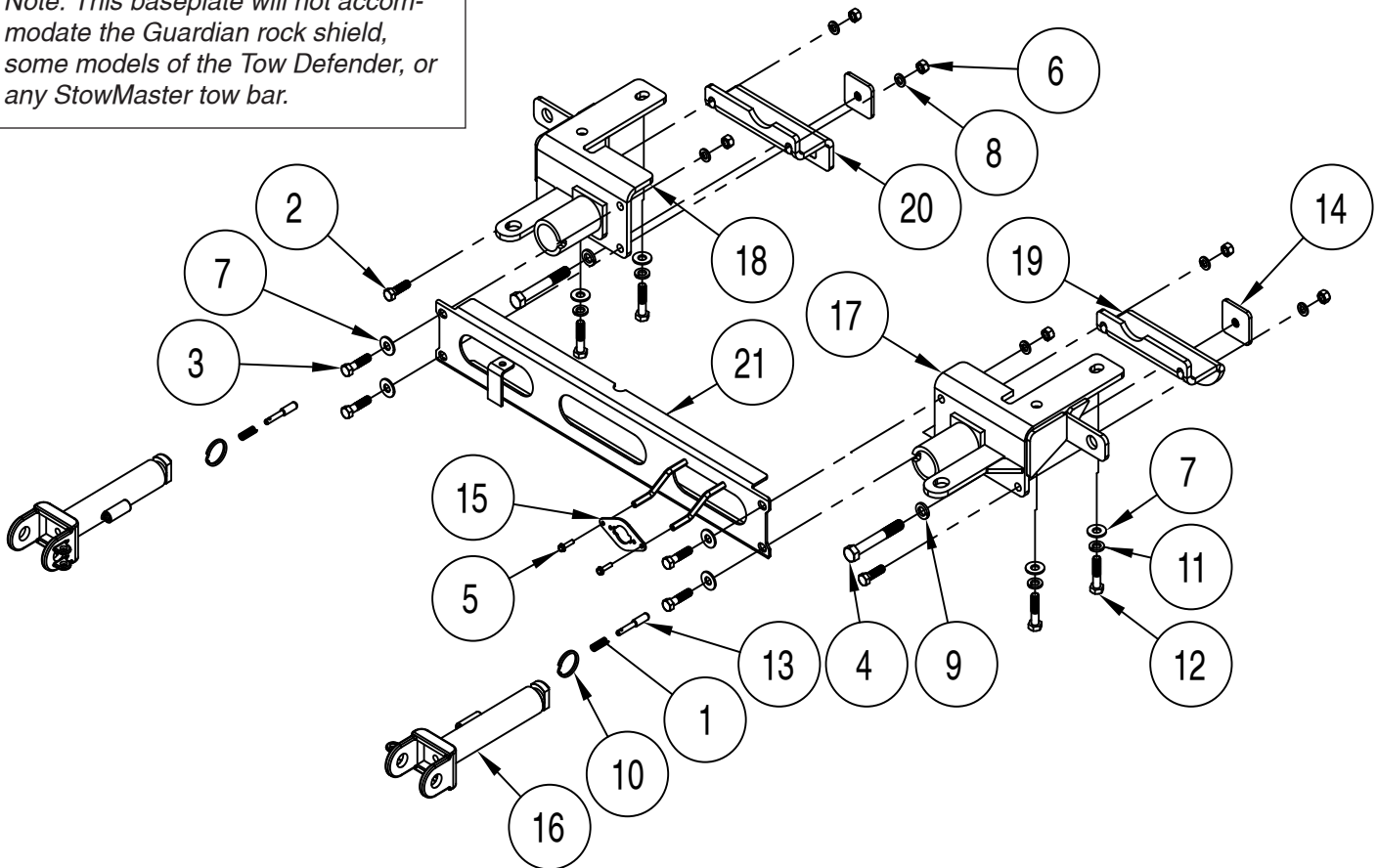
Ratchets
8, 10, 13, and 17mm sockets
18mm wrench
9/16", 3/4" sockets and wrenches

Recommended Tools
1/4", 17/32" bits and drill
36" straight edge ruler
Needlenose pliers

Reciprocating saw
Torque wrench
Loctite© Red or Blue
Panel tool

Important

Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, or any StowMaster tow bar.



ITEM	QTY	DESCRIPTION	PART NUMBER
1	2	SPRING	200146-00
2	2	3/8" x 1 1/4" BOLT	350056-00
3	4	3/8" x 1 1/2" BOLT	350057-00
4	2	1/2" x 3 1/2" BOLT	350103-00
5	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
6	6	3/8" HEX NUT	350254-00
7	8	3/8" FLAT WASHER	350304-00
8	6	3/8" LOCK WASHER	350305-00
9	2	1/2" LOCK WASHER	350309-00
10	2	RING	350520-00
11	4	M10 LOCK WASHER	355715-00
12	4	M10 x 1.5 x 35 mm BOLT	356102-00
13	2	LOCK PIN	A00008
14	2	2" x 2" THREADED BACKING PLATE	A003080
15	1	WIRE PLUG PLATE	A003801
16	2	ARM	C002383
17	1	DRIVER SIDE RECEIVER	C003594
18	1	PASSENGER SIDE RECEIVER	C003595
19	1	DRIVER SIDE BRACE	C003596
20	1	PASSENGER SIDE BRACE	C003597
21	1	WIRE PLUG BRACKET	C003598
22	4	PLASTIC POP RIVET	350431-00



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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.

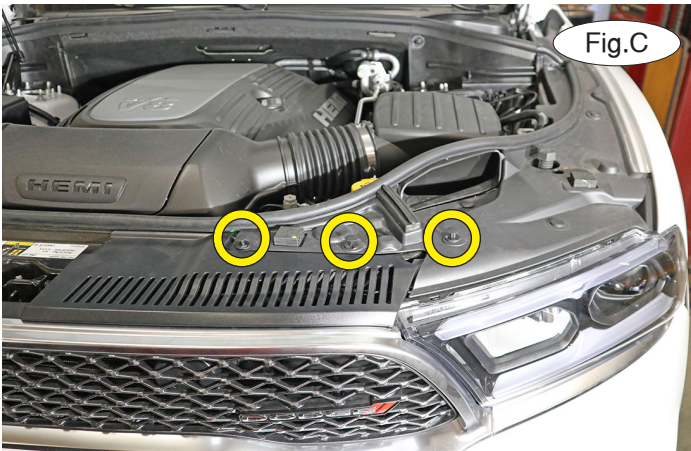


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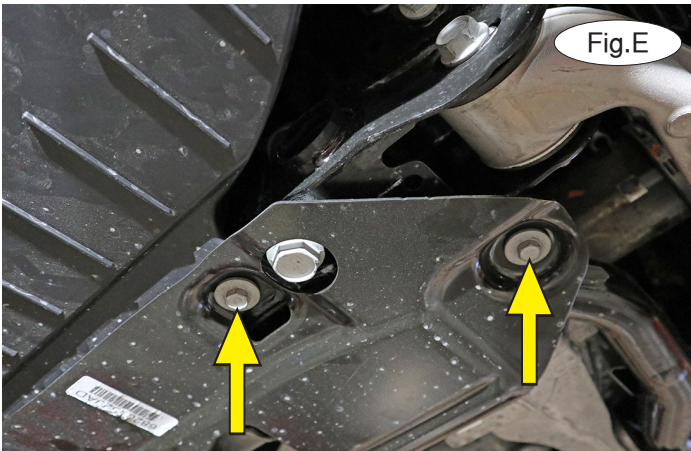
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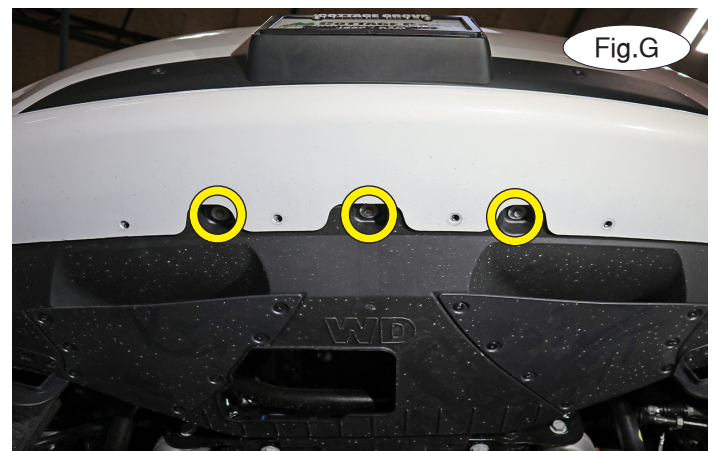


Important: please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. On each side, remove three plastic fasteners attaching the top of the fascia to the core support (Fig.C).
2. On each side, use a ¼" drill bit to drill out three aluminum or plastic rivets attaching the fender liner to the fascia (Fig.D – left) and the lower air dam to the bottom of the fascia (Fig.D – right).



3. On each side, use a 13mm socket to remove two bolts attaching the lower belly pan to the subframe (Fig.E). Set it aside for now.
4. On each side, remove five 10mm bolts attaching the lower fascia to the splash shield (Fig.F).
5. Remove three 10mm bolts attaching the splash shield to the lower air dam (Fig.G).



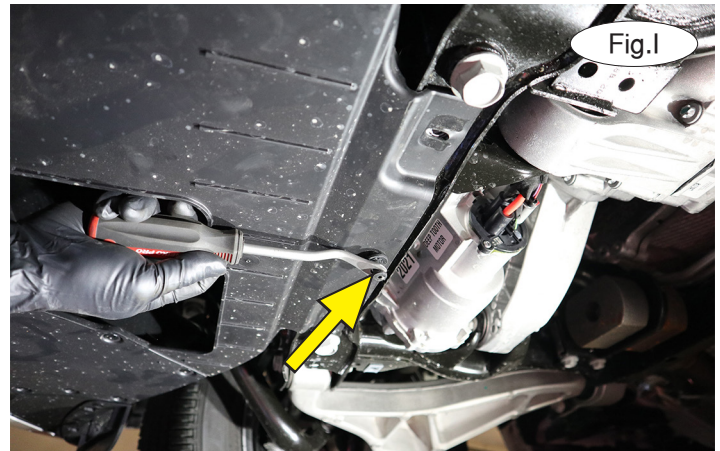
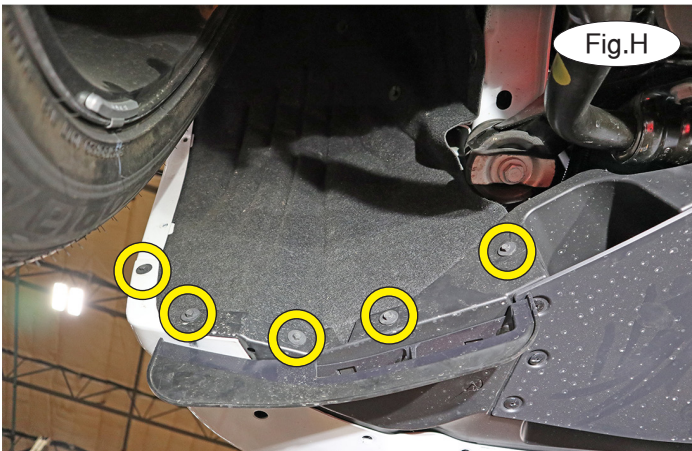


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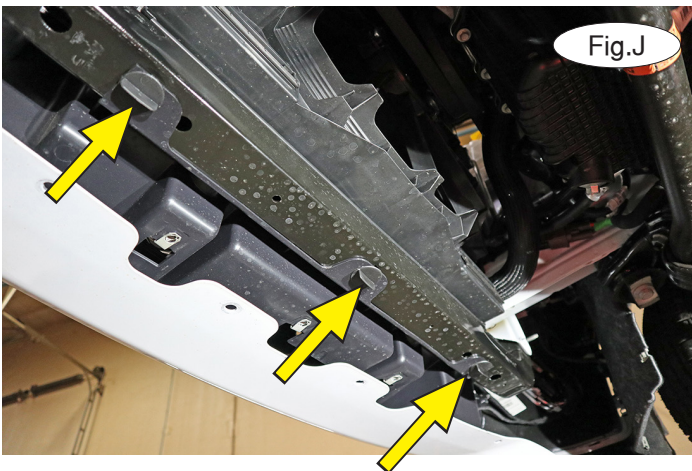
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6. On each side, remove five 8mm screws attaching the fender liner to the fascia and lower splash shield (Fig.H).
7. At the rear of the lower splash shield, remove one large plastic fastener attaching it to the subframe. Pull the splash shield toward the rear of the vehicle to remove it (Fig.I). Set it aside for now.



8. Remove three plastic twist fasteners attaching the lower air dam to the subframe (Fig.J). Rotate them one half turn counterclockwise to achieve this.
9. On each side, remove one 10mm screw and one plastic fastener attaching the fender liner to the bottom corner of the fascia (Fig.K).
10. On each side, peel down the fender liner to reach behind the wheel arch trim and push on the release tab to release three body-color fasteners (Fig.L – left). Then, use a pair of needlenose pliers to squeeze three blue arrow-head clips to release them (Fig.L – right). Use a soft, clean rag to hold the trim piece away from the fender.



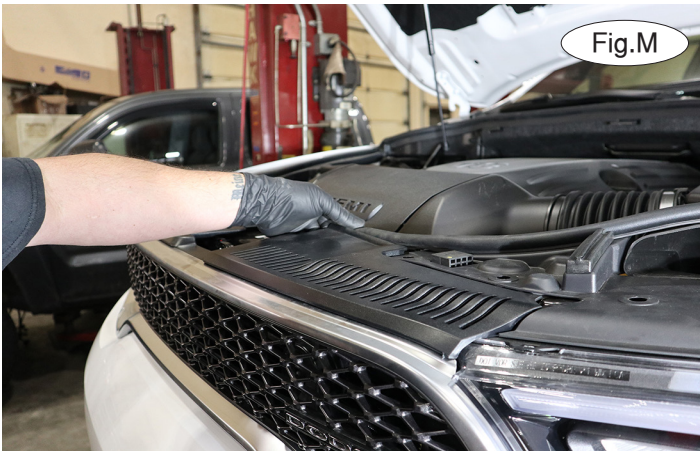


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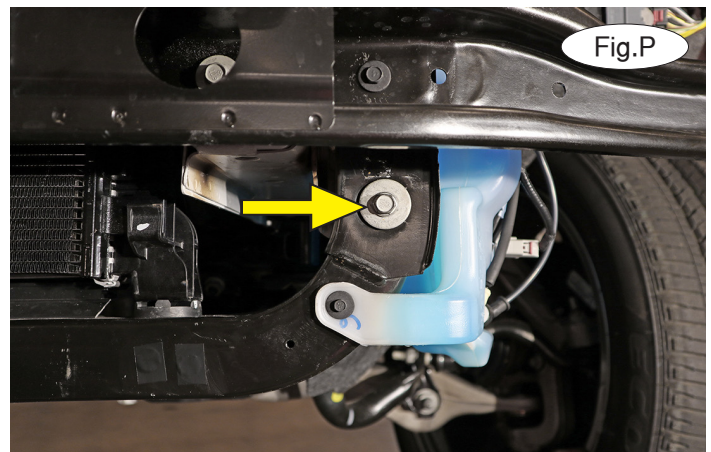
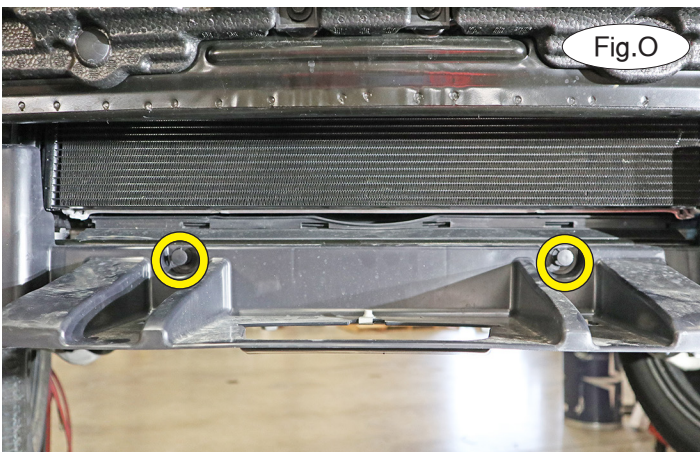
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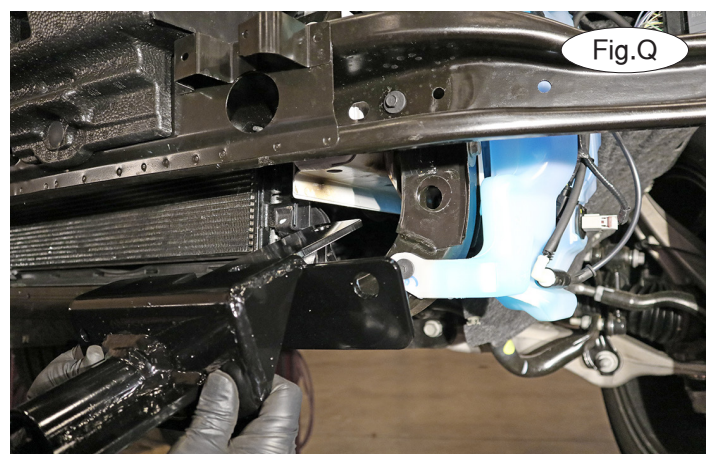
11. With the assistance of a second person, on each side, lift up on the top of the fascia to release three clips (Fig.M) while simultaneously pulling out on the fender seam to remove it (Fig.N). Unplug any wiring harnesses or fog lights, if the vehicle is so equipped.

12. Remove two large plastic fasteners attaching the lower air dam to the core support (Fig.O) and then set it aside for trimming and reinstallation at a later time.



13. Working on the driver's side only, remove one 13mm bolt with washer attaching the core support to the frame (Fig.P). Retain this bolt for reinstallation in a later step.

14. Place a M10 lock washer, 3/8" flat washer and Loctite over two M10 x 1.5 x 35mm bolts. Use the drawing on page 1 to locate the driver's side-specific upper brace and slide it through the opening between the radiator and the core support, up against the bottom of the frame (Fig.Q). Pass the prepared M10 bolts through the brace and into the factory nuts.



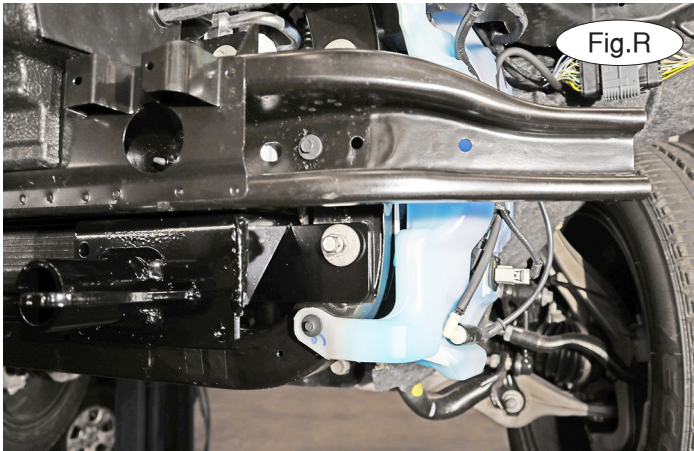


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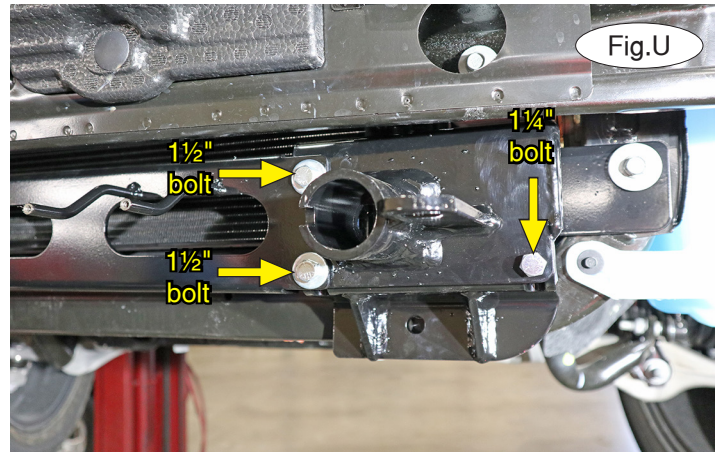
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15. Replace the 13mm bolt you removed in step 13 (Fig.R). Do not fully tighten this bolt down yet, as micro adjustments may be necessary in step 17.

16. Repeat steps 13-15 for the passenger side.

17. Using a straight edge ruler on the bottom of the braces, ensure that they are level with each other (Fig.S). Then, on each side, tighten the two 10mm bolts you installed in step 14 and the 13mm bolt you installed in step 15.



18. Working on the driver's side only at this time, place Loctite over a 3/8" x 1 1/4" bolt. Then, locate the driver's side-specific lower brace. Place it behind the upper brace, against the lower core support, aligning the holes with those in the upper brace. In the outermost hole, pass the 3/8" bolt through the upper and lower braces and finish with a 3/8" lock washer and nut (Fig.T).

19. Repeat step 18 for the passenger side of the vehicle.

20. On each side, place 3/8" lock washers and Loctite over two 3/8" x 1 1/2" bolts. Place the crossmember over the mounts in the upper brace, ensuring that the wiring rods are on the driver's side. Then, bolt the crossmember to the upper brace using the prepared bolts. Finish with 3/8" lock washers and nuts (Fig.U).



21. Ensure the crossmember is centered side-to-side and then tighten the upper 3/8" bolt on each side. Then, push up on the lower brace until it is as flush as possible with the bottom of the crossmember (Fig.V) and then tighten the lower 3/8" bolts.



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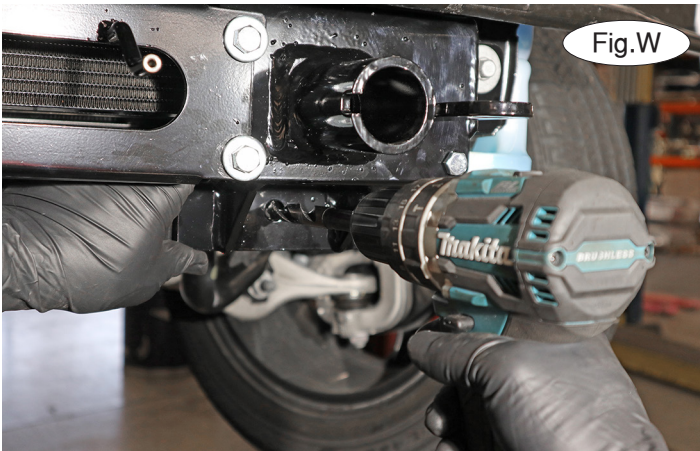


Fig.W

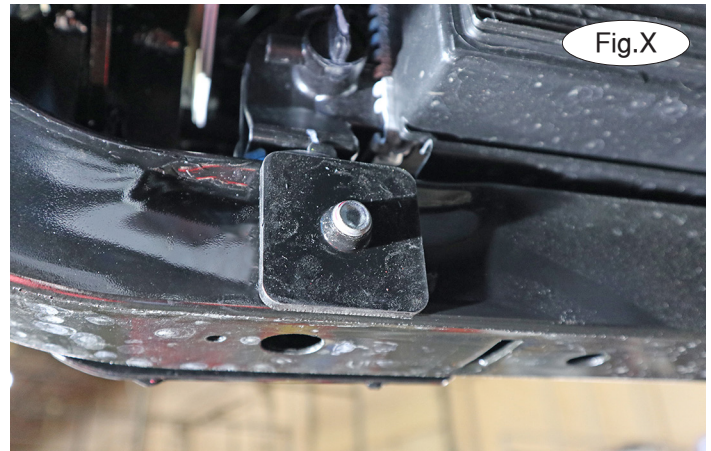


Fig.X

22. On each side, use a 17/32" drill bit and the hole in the lower brace as a guide to drill through both layers of lower core support (Fig.W). Then, place a 1/2" lock washer and Loctite over a 1/2" x 3/2" bolt and bolt through the lower brace, the lower core support and into a 3/16" x 2" x 2" threaded backing plate (Fig.X). Ensure that the backing plate is square to the lower core support and then tighten the bolt to the torque specifications found at the end of these instructions.

23. On each side, trim the air dam as shown in Figure Y and then reinstall it, reversing step 12.



Fig.Y



Fig.Z

24. Hold the fascia in place over the baseplate and trim it to allow clearance for the main receiver brace, wiring rods and/or our Brakeaway switch, if installing a braking system (Fig.Z). Reinstall it, reversing steps 1 through 11. Use the supplied pop rivets when you reverse step 2.

25. 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.**

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



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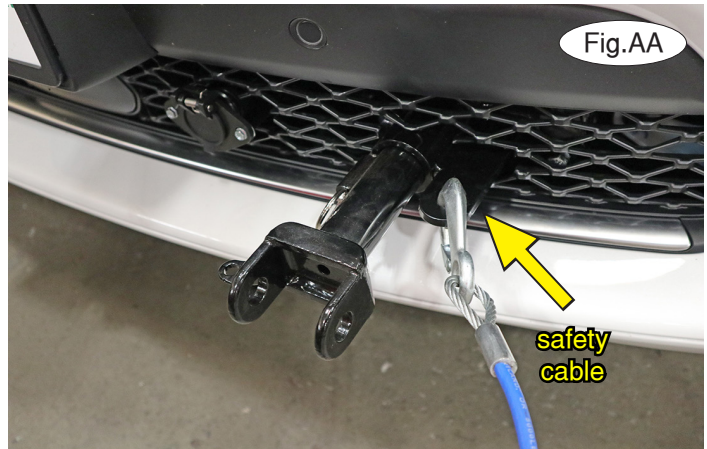
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IMPORTANT!

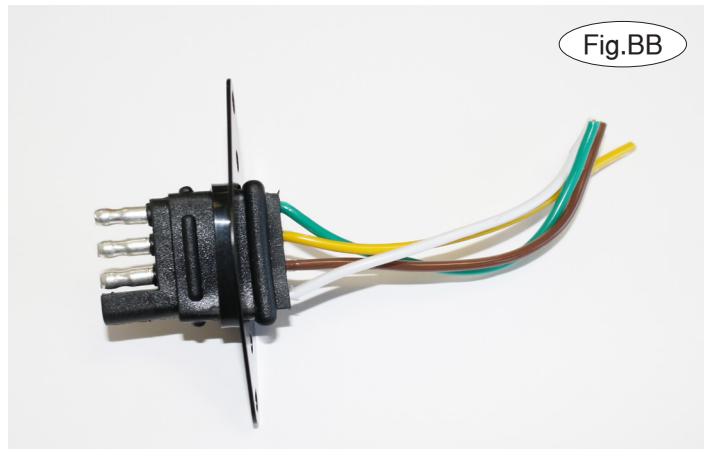
Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page and in Figure AA. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions 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.BB). 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.