



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 522207-5**

11/09/22  
KS

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

### Important

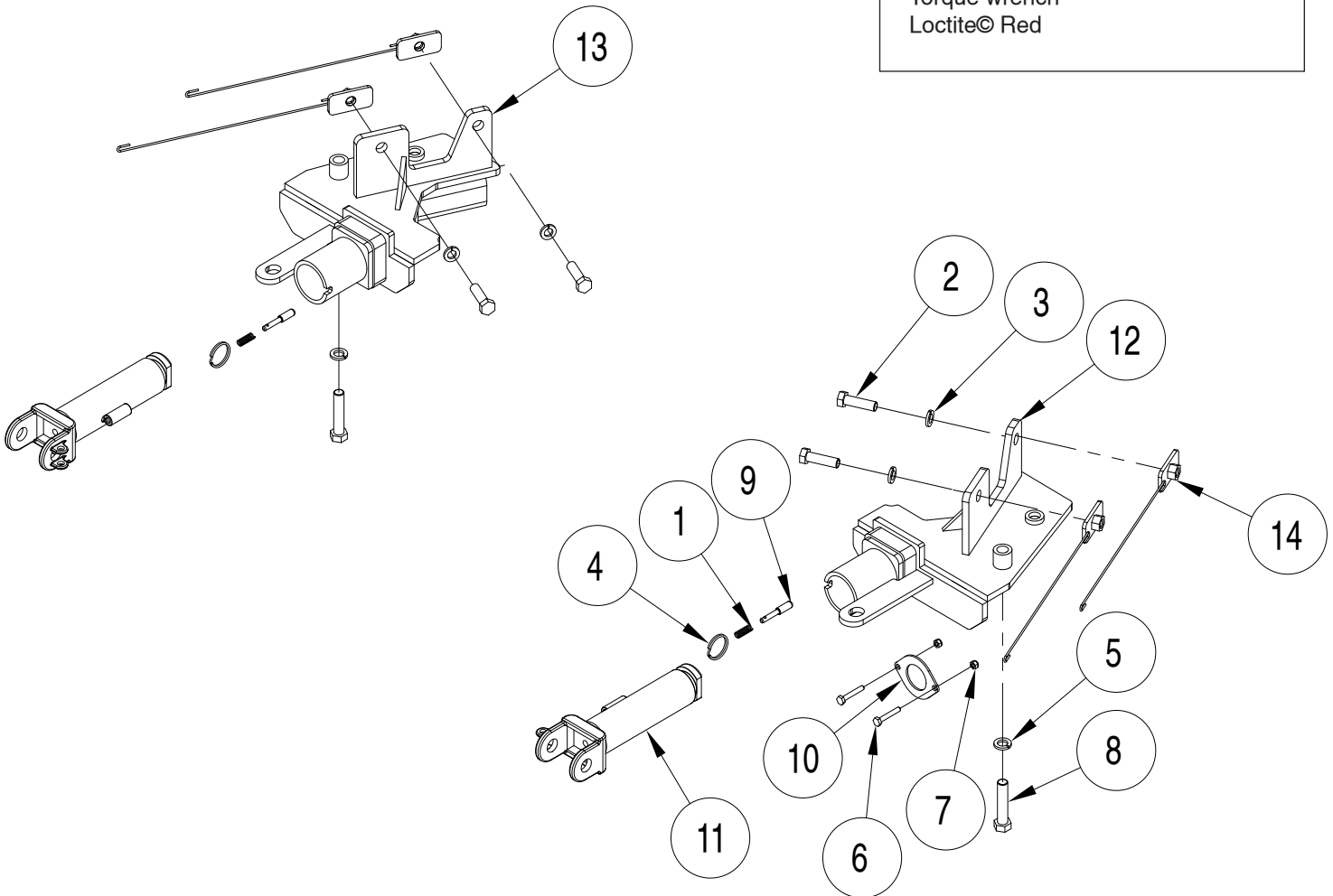
Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or any StowMaster tow bar.

### ⚠ WARNING

Only for use with tow bars rated at or above 10,000 lbs. GVWR. Using a lower rated tow bar may result in non-warranty failure, property damage, personal injury or death.

### What's Needed

Panel tool  
8, 13, 18, 21, 22mm sockets  
3/4" socket  
Ratchets  
17/32" bit and drill  
Cutting wheel or reciprocating saw  
Torque wrench  
Loctite© Red



ITEM	QTY	DESCRIPTION	PART NUMBER
1.....	2.....	SPRING .....	200146-00
2.....	4.....	1/2" x 1 3/4" BOLT .....	350096-00
3.....	4.....	1/2" LOCK WASHER.....	350309-00
4.....	2.....	RING .....	350520-00
5.....	2.....	M14 LOCK WASHER.....	355740-00
6.....	2.....	M6 x 1.0 x 40 mm BOLT.....	355751-00
7.....	2.....	M6 x 1.0 NYLON INSERT LOCK NUT.....	355760-00
8.....	2.....	M14 x 2.0 x 60 mm BOLT.....	356242-00
9.....	2.....	LOCK PIN .....	A000008
10.....	1.....	WIRE PLUG PLATE.....	A006575
11.....	2.....	LARGE ARM .....	C003674
12.....	1.....	DRIVER SIDE RECEIVER.....	C003685
13.....	1.....	PASSENGER SIDE RECEIVER.....	C003686
14.....	4.....	1 1/4" x 2 1/2" THREADED BACKING PLATE W/ 12" ROD .....	C003711



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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.

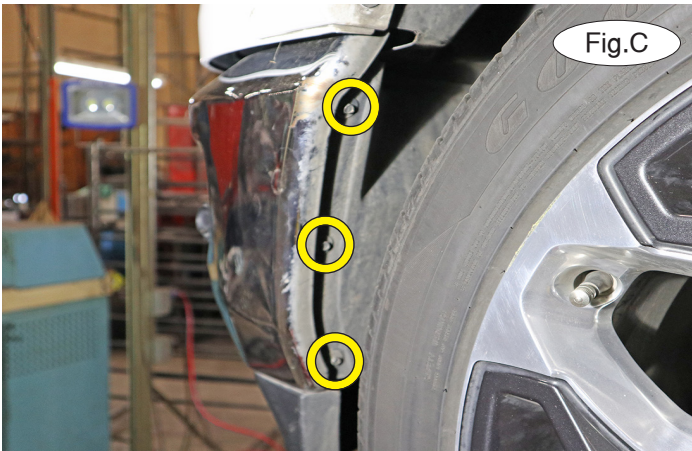


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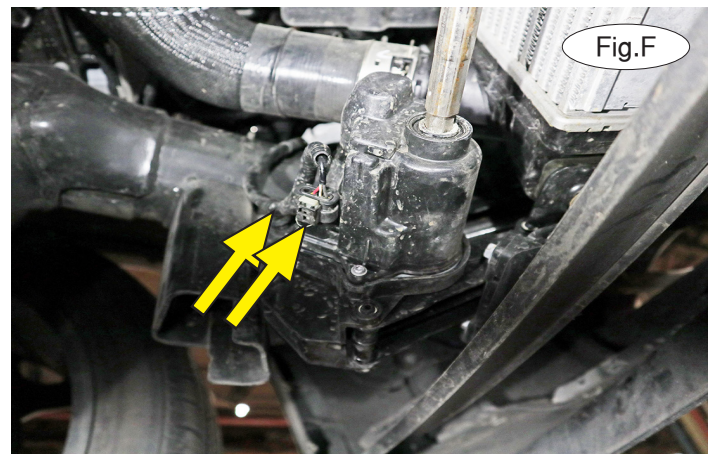
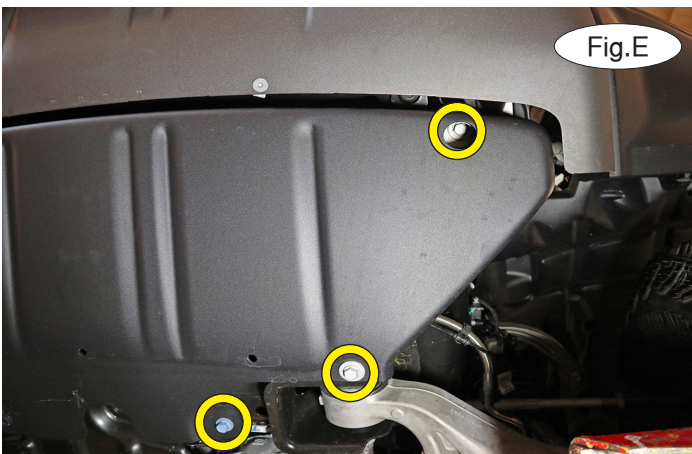
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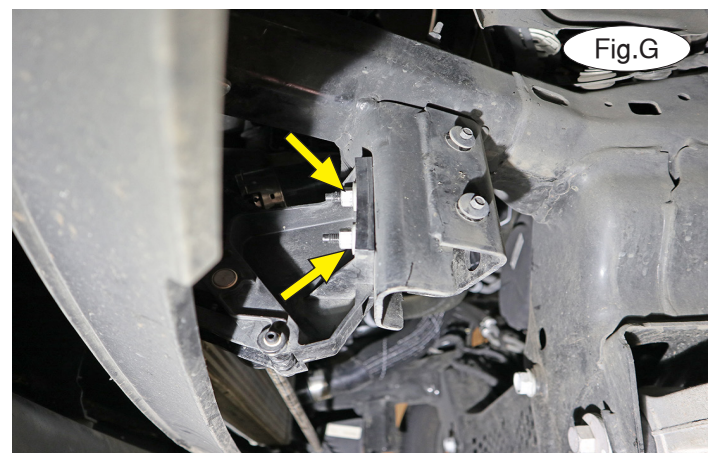
**Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. On each side, remove three 8mm screws attaching the lower fender well to the rear of the bumper (Fig.C). Then, loosen two 8mm bolts attaching the lower fender well to the frame (Fig.D). Pull out on the lower fender well and then up to remove it. Set it aside for now.



2. **For TRX models only:** On each side, remove three 16mm bolts attaching the skid plate to the frame (Fig.E). Let it down carefully and set it aside for now.

3. **If the vehicle is equipped with a lower air dam:** On the driver's side only, unplug the wiring connector and one wiring retainer attached to the air dam (Fig.F). Then, on each side, remove two 13mm nuts attaching the lower air dam to the frame (Fig.G). Set it aside for now.



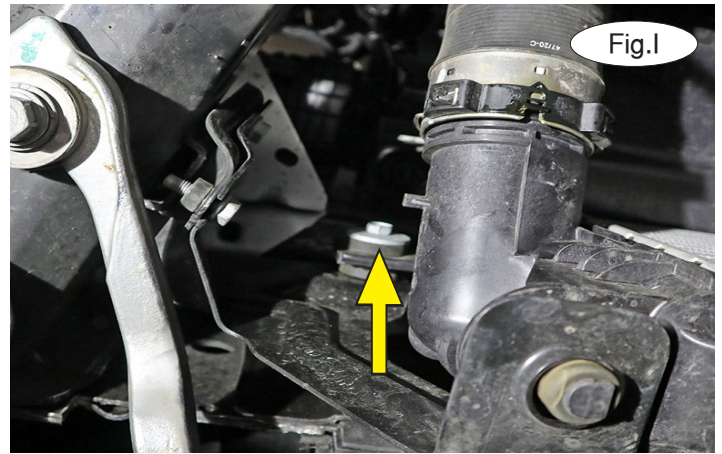


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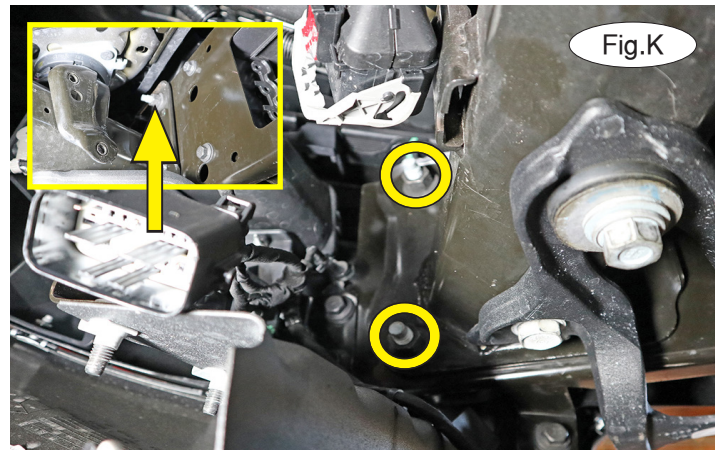
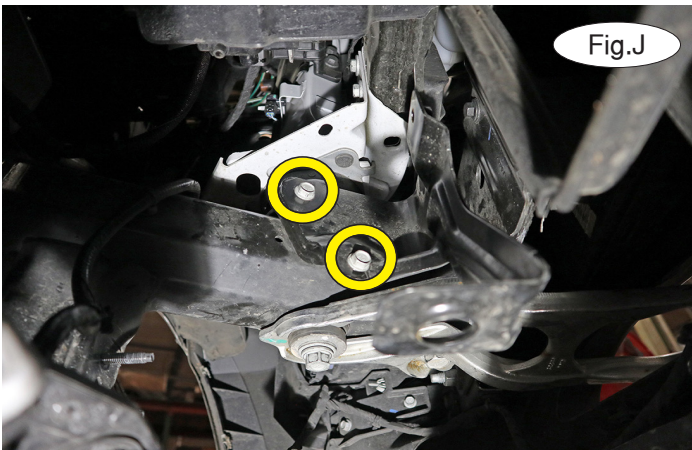
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4. On the driver's side only, unplug the wiring harness located on the outside of the frame (Fig.H).

5. **If the vehicle is equipped with an intercooler or lower filler panel:** On each side, remove one 13mm bolt on each side (Fig.I) attaching the intercooler to its mount. Then, grasp on each side and lift up to release the bottom mounts and let it hang down for now. If you have a filler panel, remove it and set it aside for reinstallation later in these instructions.



6. On each side, remove two 13mm bolts attaching the intercooler mounts to the frame (Fig.J). Set it aside.

7. On each side, with the assistance of a second person, remove three 18mm nuts attaching the bumper to the frame (Fig.K and Fig.K – inset). Lower the bumper carefully and set it aside for now (Fig.L).



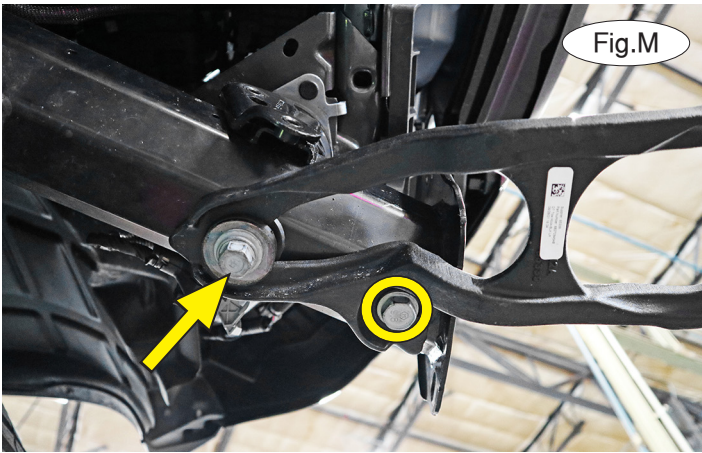


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8. On each side, remove one 21mm bolt attaching the tow hook to the bottom of the frame (Fig.M – circle). Then, remove one 18mm bolt attaching the rear of the tow hook to the frame (Fig.M – arrow). *Note: Use downward pressure on the bolt and tow hook in order to completely remove it (Fig.N).* The tow hook and 21mm bolt will not be replaced.

9. Starting on the driver's side, use the drawing on page 1 to locate the driver's side main brace. Hold it against the bottom of the frame and loosely replace the 18mm bolt removed in the previous step (Fig.O). *Note: Use Loctite on the bolt.*



10. Place an M14 lock washer and Loctite over an M14 x 2.0 x 60mm bolt. Then, place the prepared bolt up through the baseplate and into the forward tow hook mount (Fig.P).

11. Ensure that the upper mounting plate is flush with the side of the frame (Fig.Q). Torque the bolts you installed in steps 9 and 10 to the bolt torque requirements found at the end of these instructions.



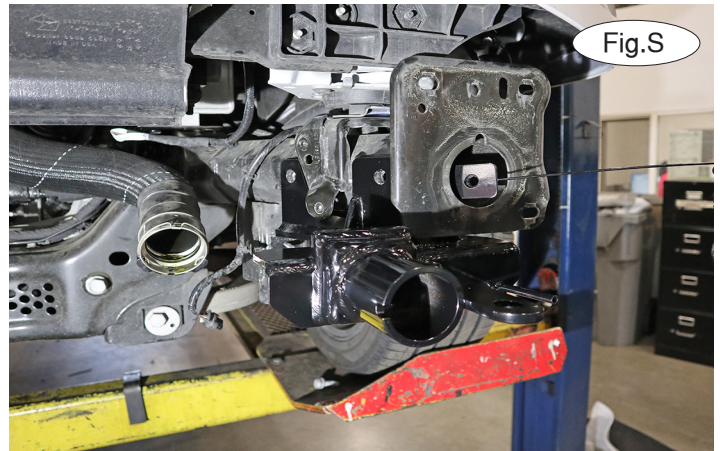


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12. Using the existing holes in the inside mount of the baseplate as a template, drill a pilot hole through the first layer of the frame. Then, use a 17/32" drill bit to enlarge the openings (Fig.R).



13. Place a 1/2" lock washer and Loctite over two 1/2" x 1 3/4" bolts. On each side, place a 3/16" x 1 1/4" x 2 1/2" threaded backing plate with 12 inch rod into the frame (Fig.S) and over the rearmost hole you drilled in the previous step and bolt into it using one of the prepared bolts. Then, use a second backing plate with rod over the front mount (Fig.T). Ensure that the backing plates are sitting flat on the side of the frame and then tighten the bolts to the torque specifications. Bend the rods out of the way (Fig.U).

14. Repeat steps 9 through 13 for the passenger side.

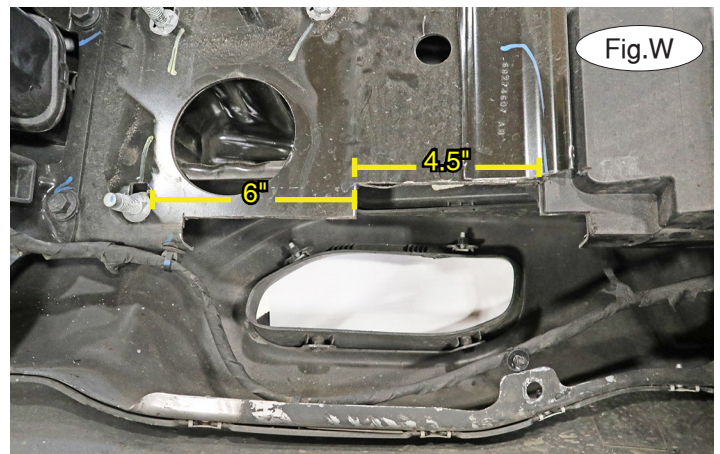
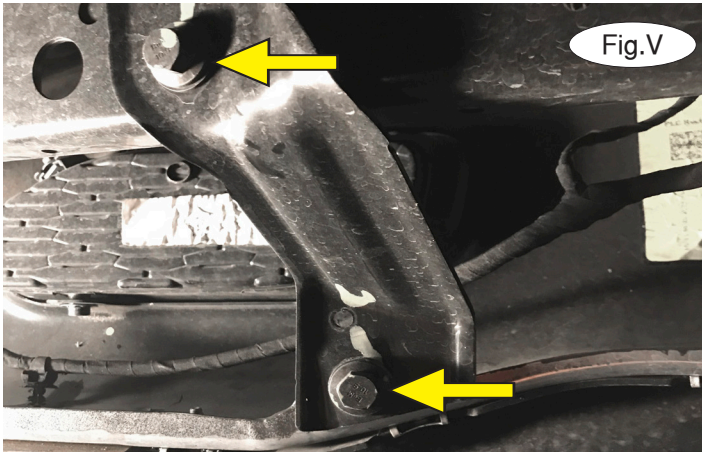


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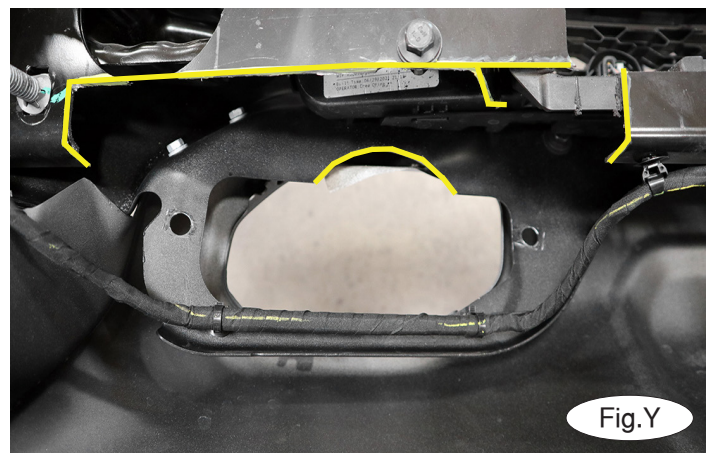
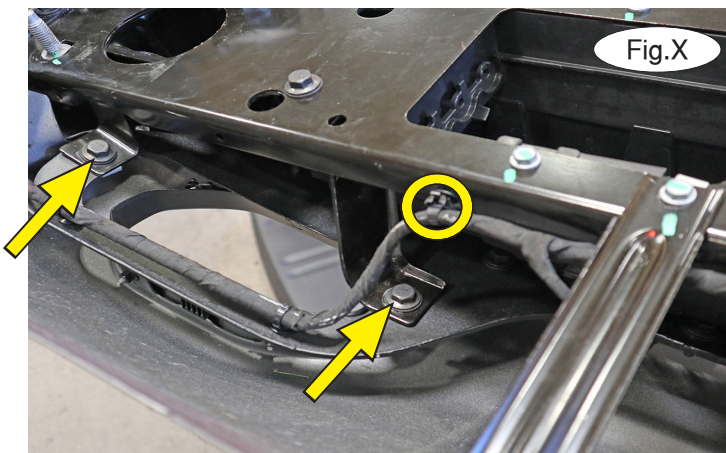
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15. **For all models except TRX:** On each side, remove two 13mm bolts attaching the bumper support bracket and wiring harness retainer to the back of the fascia (Fig.V). Then, use a cutoff wheel or reciprocating saw to trim the bumper bracket and material indicated with yellow lines (Fig.W). **For TRX models only:** On each side, remove two 13mm bolts attaching the bumper support bracket and wiring harness retainer to the back of the fascia (Fig.X). You will need to trim the bumper bracket and material as well an arc as shown in Figure Y (yellow lines) to allow clearance for the baseplate arms.



16. If you are using our wiring plug plate, refer to the drawing on page 1 locate the pinch plate that came with your hardware kit. You can use it to mount the wiring plug plate to the grille as shown by pinching the grille between the two pieces. Secure it in place using the two supplied M6 x 1.0 x 40mm bolts and M6 x 1.0 Nylock nuts (Fig.Z).

17. Replace the bumper reversing steps 1 through 7. *Note: Be sure when replacing the bumper to keep it level with the frame to avoid hitting this indicated bracket on each side (Fig.AA).*





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18. 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.**

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



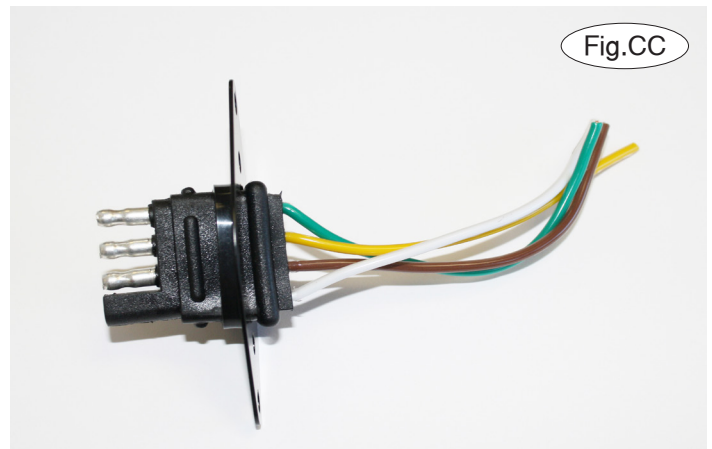
### IMPORTANT!

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