



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 522208-5**

11/16/22  
KS

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

### Important

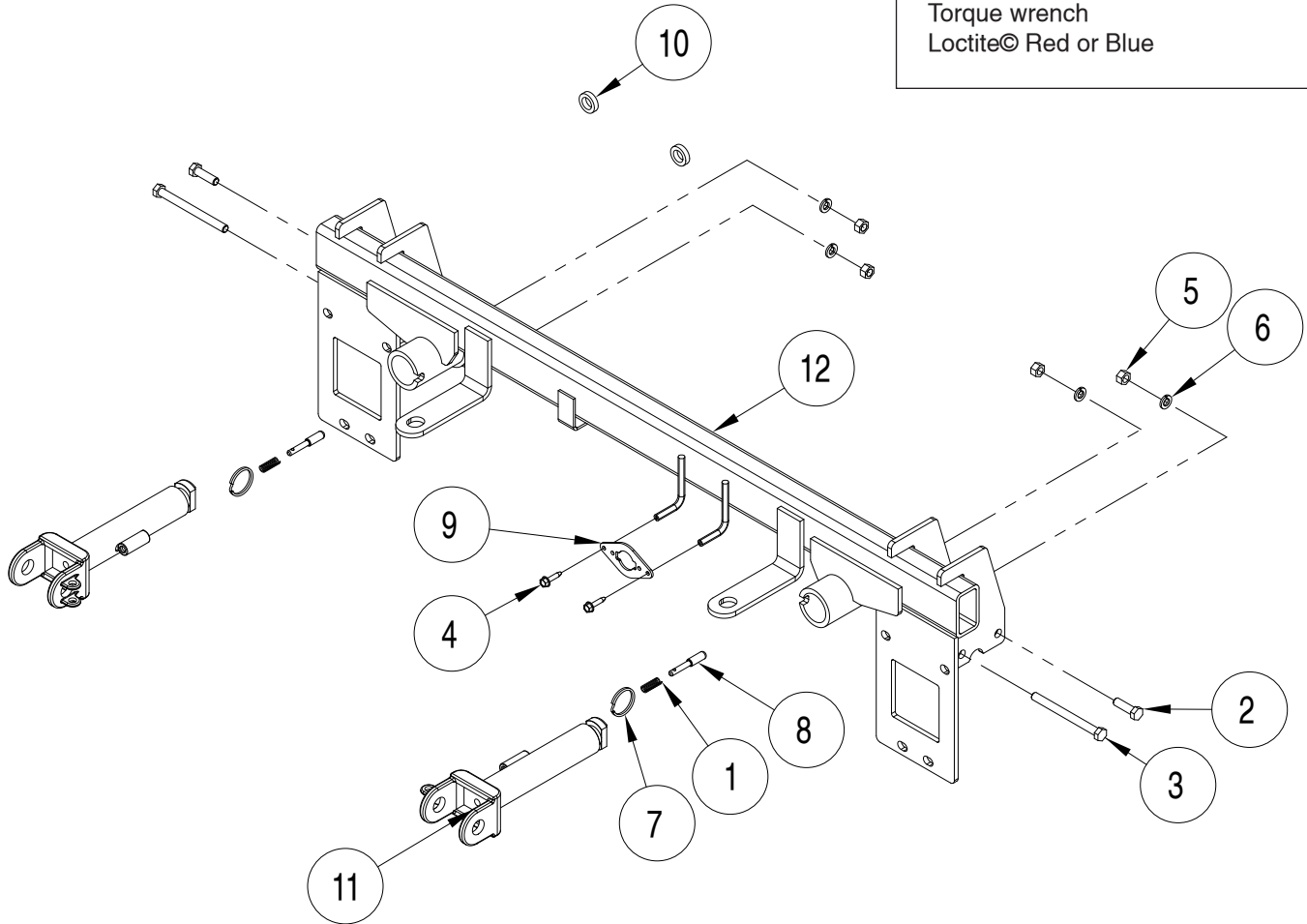
Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or any StowMaster tow bar.

### ⚠ 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
- 13mm, 5/16" and 9/16" sockets
- 9/16" wrench
- T25, T27 and T45 driver
- Ratchets and extensions
- 13/32" bit and drill
- Reciprocating saw
- Torque wrench
- Loctite® Red or Blue



ITEM	QTY	DESCRIPTION	PART NUMBER
1.....	2.....	SPRING.....	200146-00
2.....	2.....	3/8" X 1 1/4" BOLT.....	350056-00
3.....	2.....	3/8" x 4 1/4" BOLT.....	350067-10
4.....	2.....	#10 x 3/4" SELF DRILLING SCREW.....	350247-35
5.....	4.....	3/8" HEX NUT.....	350254-00
6.....	4.....	3/8" LOCK WASHER.....	350305-00
7.....	2.....	RING.....	350520-00
8.....	2.....	LOCK PIN.....	A000008
9.....	1.....	WIRE PLUG PLATE.....	A003801
10.....	2.....	1" O.D. x 0.188" WALL x 1/4" SPACER.....	A001022
11.....	2.....	ARM.....	C002383
12.....	1.....	MAIN RECEIVER.....	C003712



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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 bumper core, 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.

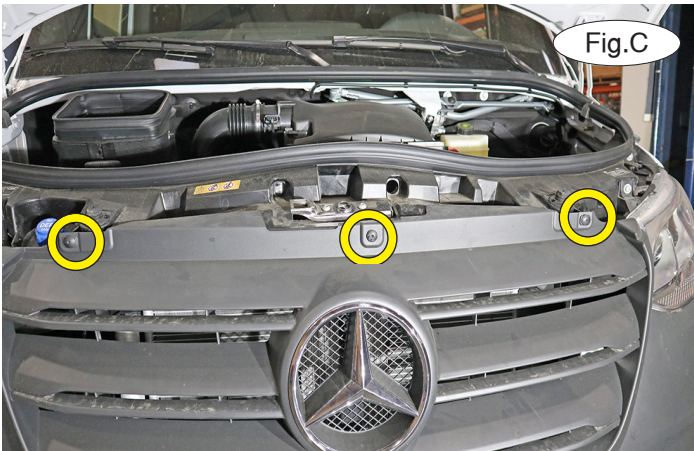


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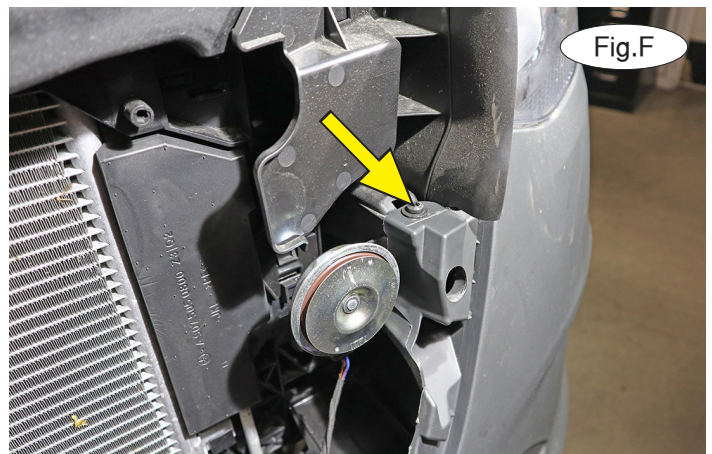
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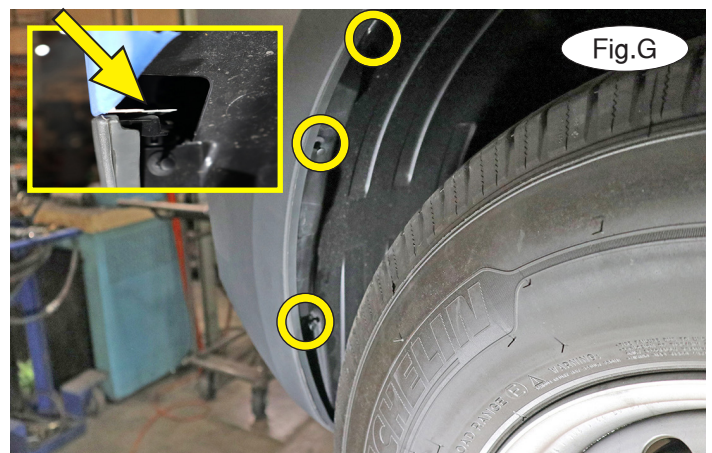


**Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. Remove three T25 Torx screws attaching the top of the center grille to the core support (Fig.C). Pull firmly on each end of the center grille to remove it (Fig.D).
2. On the driver's side only, pull up on the ambient temperature sensor to release it from the fascia (Fig.E).



3. On each side, remove one T27 Torx screw attaching the fascia to the core support (Fig.F).
4. On each side, remove four plastic fasteners attaching the wheel well to the fascia (Fig.G and Fig.G – inset).



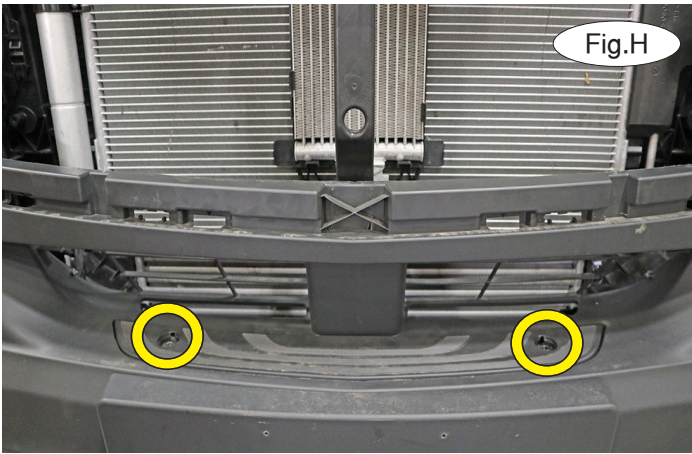


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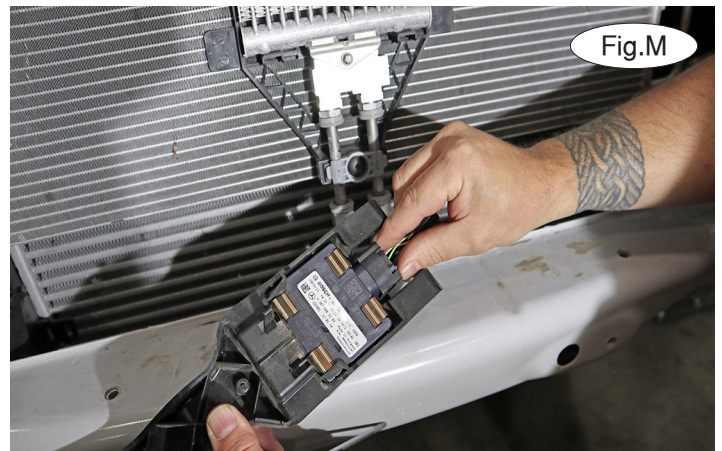
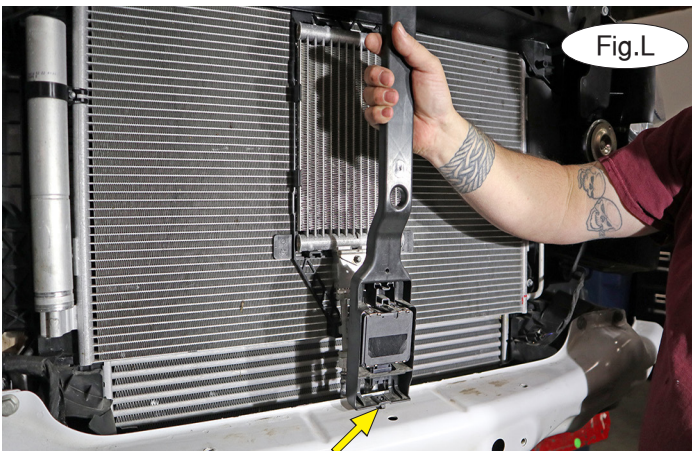
5. Remove two T45 Torx bolts attaching the front step to the bumper core (Fig.H). *Note: Due to manufacturing variances, they may be under plastic covers.*

6. On each side, remove two plastic fasteners attaching the lower fascia to the fender well (Fig.I).



7. On each side, pull out on the seam to release the retaining clips attaching the fascia to the fender (Fig.J). Set it aside for now.

8. Remove two T25 Torx screws attaching the top of the ACC sensor mount to the core support (Fig.K). Lift up to remove the mount from the bumper core, unplug it and set it aside for now (Fig.L and Fig.M).



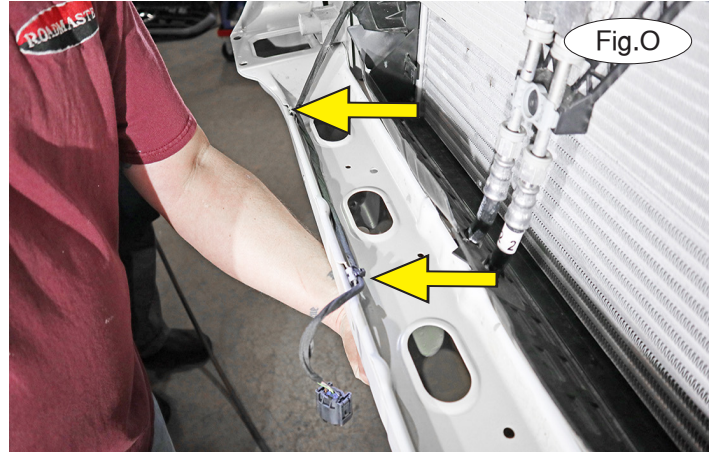
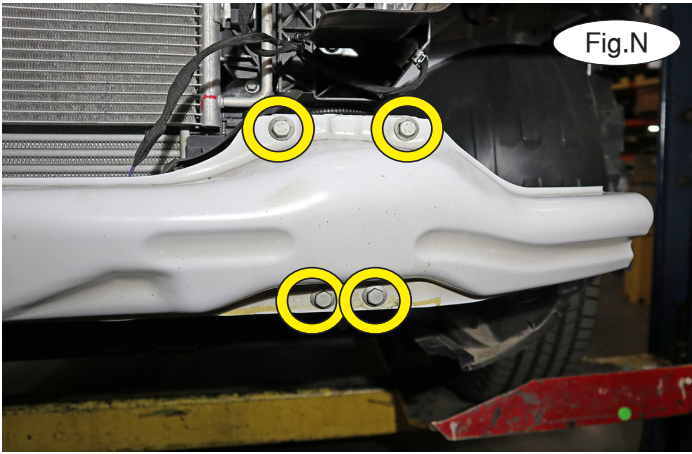


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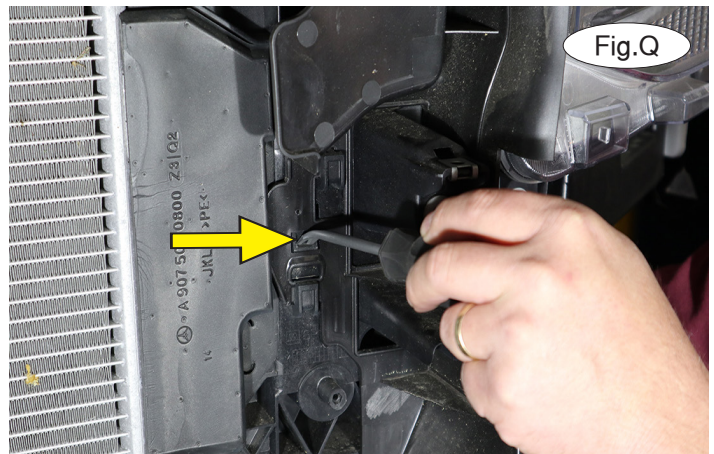
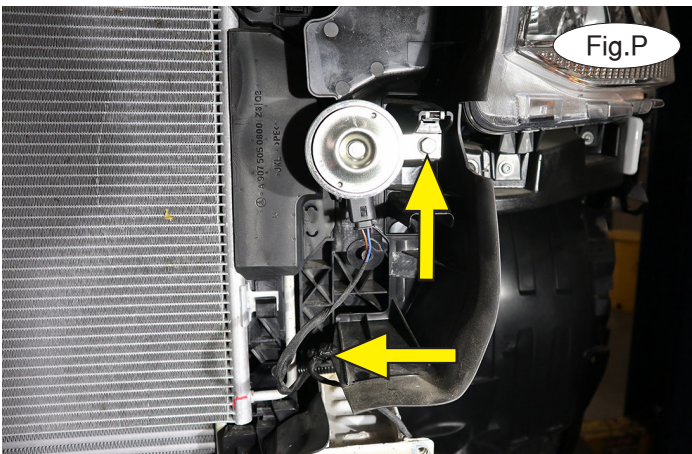
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9. On each side, remove four 13mm bolts attaching the bumper core to the ends of the frame (Fig.N). Then, detach the wiring harness from the back of the bumper core as you remove it (Fig.O).



10. On the driver's side only, remove one 13mm bolt attaching the horn to the core support and release one clip holding the wiring harness to the air dam (Fig.P). Let it hang down for now.

11. On the driver's side only, using a panel tool, push in on the indicated clip (Fig.Q) and pull up on the air dam to release it. Set it aside for now.

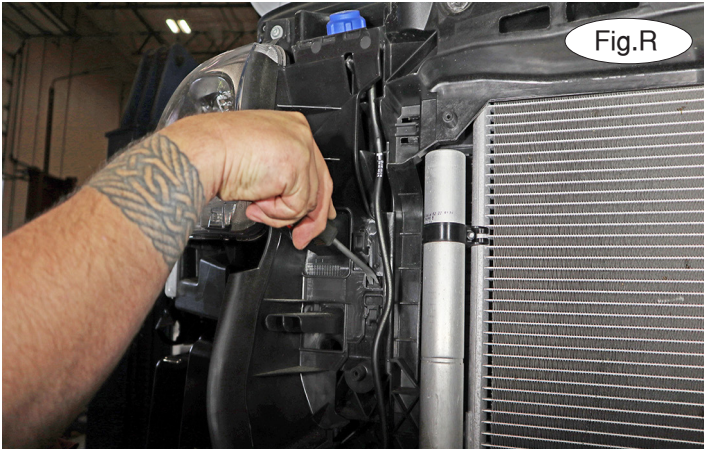


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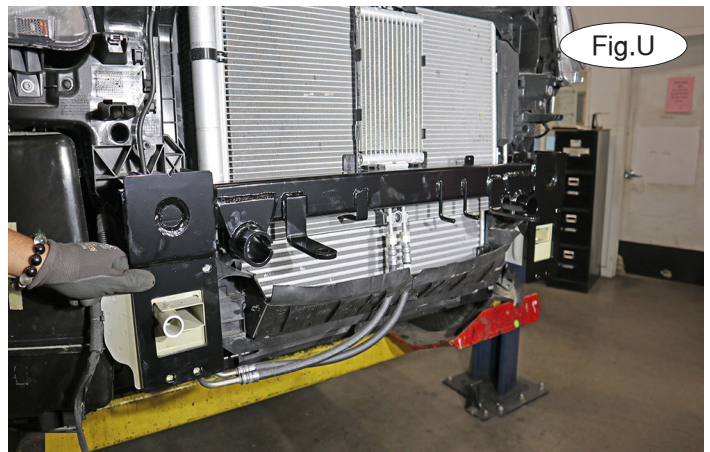
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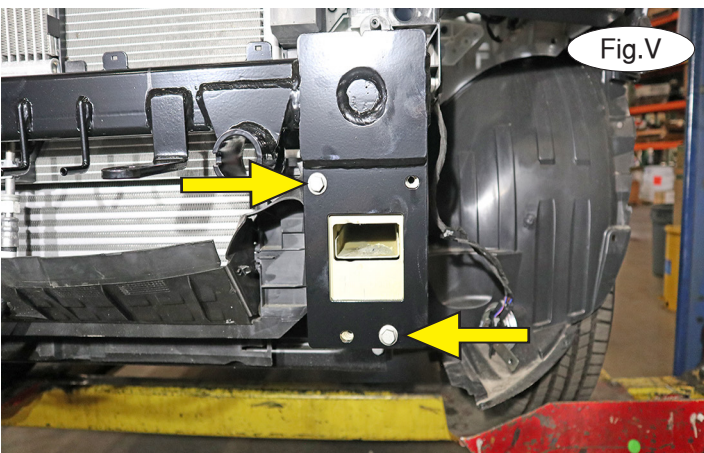
12. Repeat step 11 for the passenger side (Fig.R). *Note: Diesel models will also need to unclip the DTF drain tube from the air dam.* Unclip the wiring harness from the top of the frame and let it hang down for now (Fig.S).

13. On each side, push the end of the lower air dam down against the frame as shown (Fig.T).



14. With the assistance of a second person, place the main receiver over the frame rails (Fig.U). On each side, temporarily reinstall two of the 13mm factory bolts from step 9 (Fig.V).

15. Working on one side at a time, using a 13/32" short bit, drill through the FRONT hole and both sides of the frame rail (Fig.W). Then, on the REAR hole, drill only through the outer layer of the frame rail.



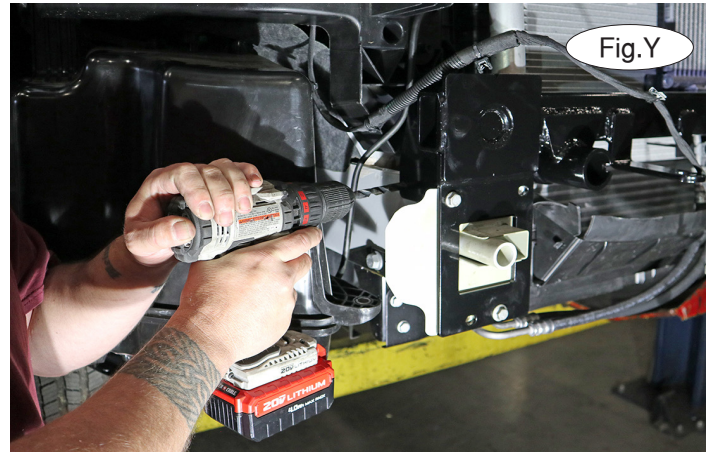
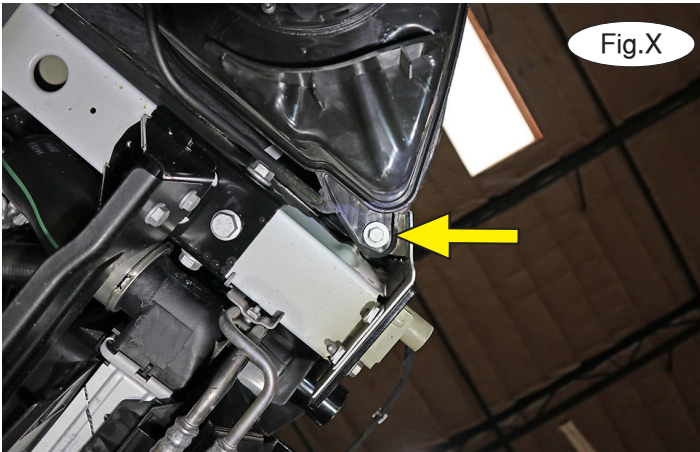


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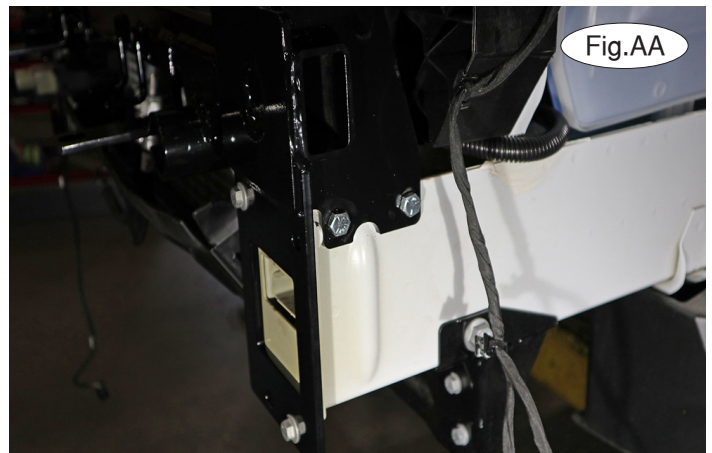
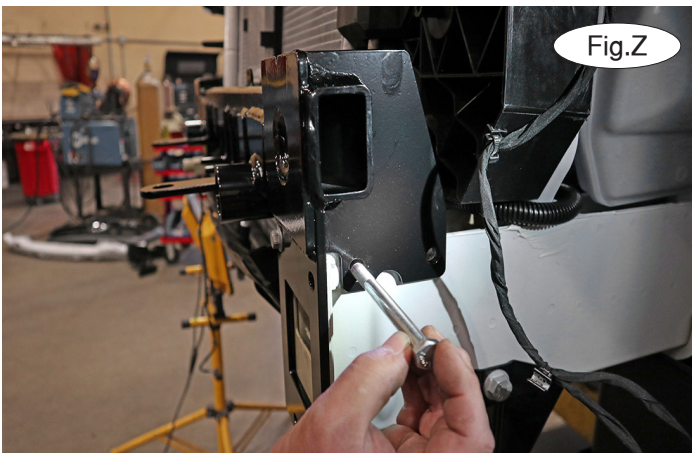
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16. **For non-diesel models:** Repeat step 15 for the passenger side. Then, proceed to the next step. **For diesel models only:** Repeat step 15 for the passenger side but you will also need to remove the indicated 13mm bolt (Fig.X) and push the DEF tank out of the way before drilling (Fig.Y).

17. Working on the driver's side only, prepare your 3/8" x 4 1/4" bolt with Loctite and bolt through the forwardmost mount of the baseplate and the frame (Fig.Z). Finish the bolt with a 3/8" lock washer and 3/8" nut. Then, prepare a 3/8" x 1 1/4" bolt with Loctite and bolt through the rear mount and the frame. Finish the bolt with a 3/8" lock washer and 3/8" nut (Fig.AA).



18. Repeat step 17 for the passenger side. **For diesel models only:** Replace the DEF tank in its original mounting location and then replace the 13mm bolt you previously removed in step 16.

19. Remove the bolts you temporarily installed in step 14. Now, place Loctite on all of the 13mm bolts and replace the bumper core and wiring harness, reversing step 9.

20. Trim the ACC sensor mount locking tabs as shown (Fig.BB – yellow lines).



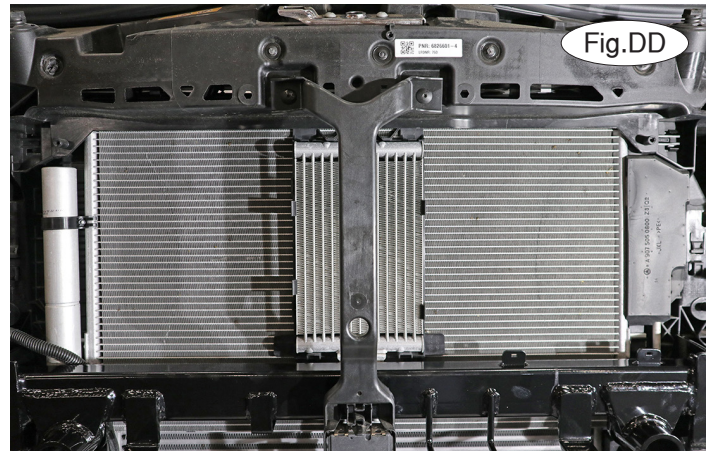


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21. Place two 1" O.D. x .188 wall x ¼" pipe spacers between the core support and the ACC mount (Fig.CC). Then, reinstall the two T25 Torx screws removed in step 8 to secure it (Fig.DD).

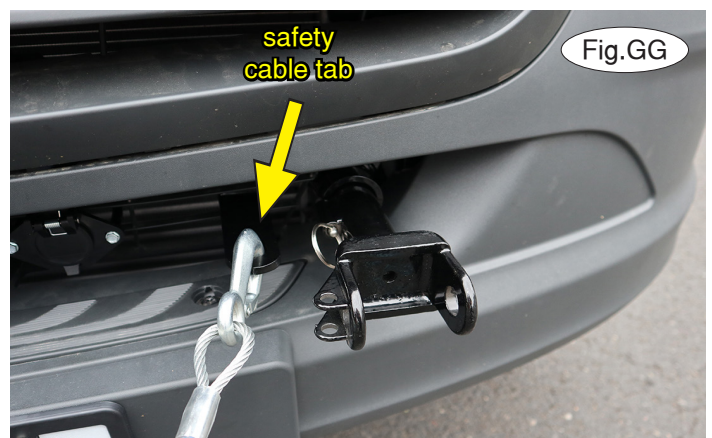
22. On each side, mark the air dam as shown (Fig.EE – red lines). Trim the air dams and then reinstall them, reversing steps 10 and 11.



23. On each side, trim the fascia as shown (Fig.FF). Then, reinstall the fascia and reattach the ambient temperature sensor, reversing steps 1 through 7.

24. 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.**

25. Install the tow bar to the mounting bracket 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 separate insert with the drawing and parts list and in Figure GG. 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.**



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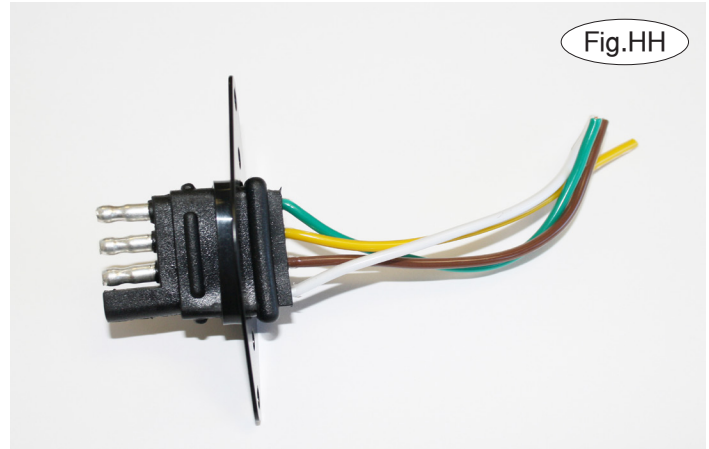
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## Three options for attaching the wiring plug to the main receiver brace

**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.HH). 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.



## 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.