



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 52209-5**

10/25  
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

## What You'll Need

A second person to help  
Tape Measure  
Screwdriver  
Torque Wrench

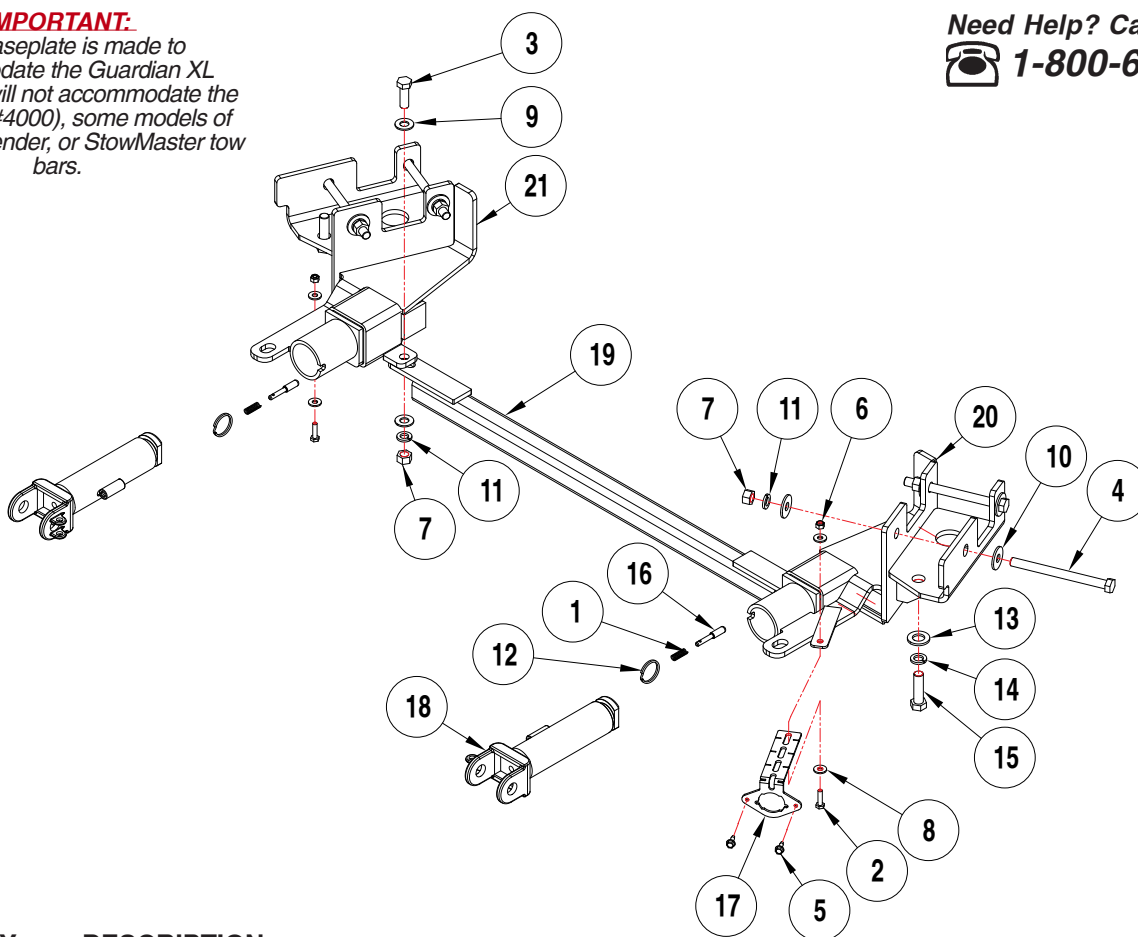
Pliers  
Utility Knife  
Loctite  
Cutting Wheel or Saw

Socket Set (1/4", 1/2",  
3/4", 5/8", M14)  
Wrenches (1/4", 1/2", 5/8",  
3/4", M14)

### IMPORTANT:

This baseplate is made to accommodate the Guardian XL (#4100). It will not accommodate the Guardian (#4000), some models of the Tow Defender, or StowMaster tow bars.

Need Help? Call Toll-Free  
 1-800-669-9690



ITEM	QTY.	DESCRIPTION	PART
1	2	SPRING	200146-00
2	2	1/4" x 1" BOLT	350005-00
3	2	1/2" x 1 1/2" BOLT	350095-00
4	4	1/2" x 6" BOLT	350109-00
5	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
6	2	1/4" NYLON INSERT LOCK NUT	350251-00
7	6	1/2" HEX NUT	350258-00
8	4	1/4" FLAT WASHER	350300-00
9	4	1/2" SAE WASHER	350308-20
10	8	1/2" FLAT WASHER	350308-00
11	6	1/2" LOCK WASHER	350309-00
12	2	RING	350520-00
13	2	5/8" FLAT WASHER	350731-00
14	2	M14 LOCK WASHER	355740-00
15	2	M14 x 2 x 50 mm BOLT	355910-50
16	2	LOCK PIN	A000008
17	1	WIRE PLUG PLATE	A006808
18	2	ARM	C003674
19	1	CROSS BRACE	C003859
20	1	DRIVER SIDE RECEIVER	C003860
21	1	PASSENGER SIDE RECEIVER	C003861



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**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.

## About this kit:

This is one of our direct connect-style series, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B).

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.





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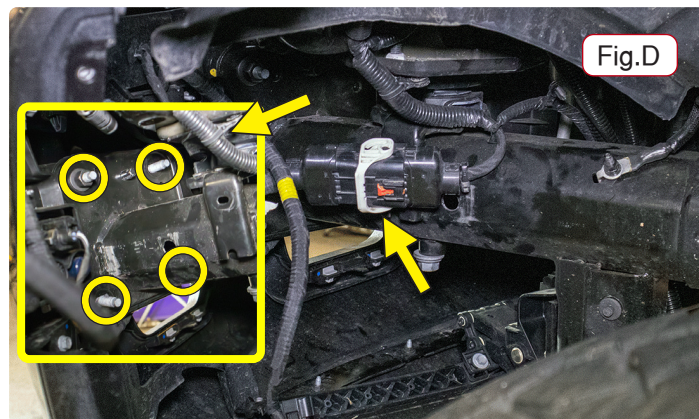
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**Important:** Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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



1. On each side, remove three 10mm bolts from the front of the wheelhouse and loosen two interior, these maybe obscured by the wheel (Fig.C).

2. On both sides, remove the inner plate from the wheelhouse and then disconnect a wire harness behind. The wire harness may differ depending on make/model/side of vehicle (Fig.D), then, still on each side, unscrew four nuts that connect the frame to the bumper (Fig.D, Inset; *two shown removed, one obscured behind frame, one still attached*).

3. Further on both sides; Remove nine bolts from the fender along the backside of the wheelhouse, then pop out and remove the fender (Fig.E). Remove one 10mm bolt from the inside of the wheelhouse now exposed to full remove the plastic side panel.

4. On both sides of the fascia, push inward on the loosened bolts from the inner wheelhouse to detach and pull out the fascia and bumper assembly.

5. On the driver side, detach the lower cable couplings from the automatic valance (Fig.G.) leave hanging for now.

6. Loosen two bolts on each side of the automatic valance to detach it from the frame (Fig.H). Remove the valance for now.





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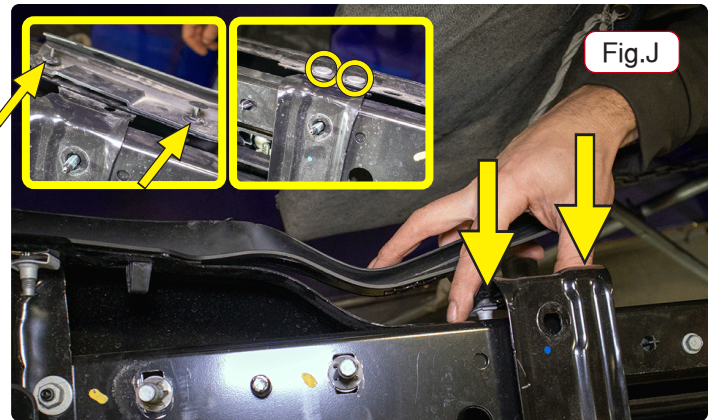
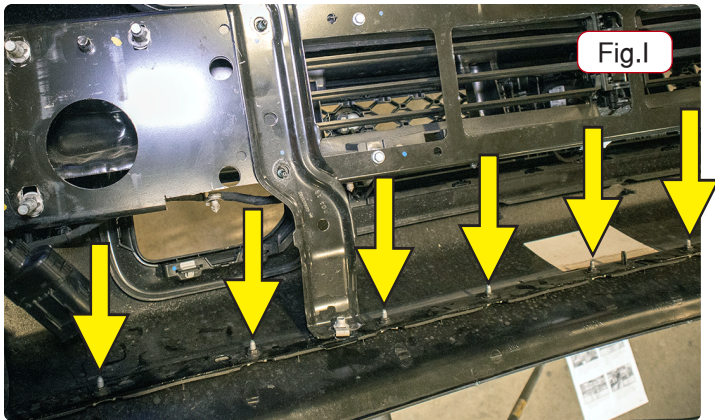
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7. Using a 10mm socket, remove all 14 lower bolts on the fascia to detach the lower bumper trim (Fig.I, not all shown).

8. On each side, remove two 10mm bolts from the braces, then pop two plastic clips to reveal two 40mm screws. Unscrew these and remove the braces (Fig.J, Insets).

**NOTE:** The braces will not be reused but should be retained if the baseplate is removed in the future.

9. Reassemble the fascia and bumper assembly by reattaching the top screws, plastic clips, and the bottom 14 bolts.

**NOTE:** Do not reattach the braces.

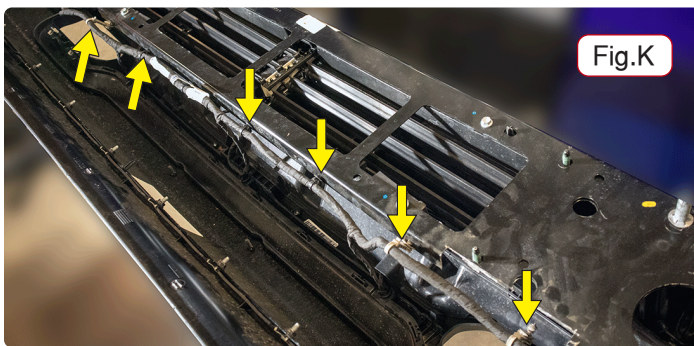
10. Still on the fascia; pop the eight plastic clips holding the electrical wire. Remount the clips inward and reposition the cable in front of the bumper (Fig.K).

11. Measure 16" from the center of the frame and cut a 6" long, 1/2" deep notch into the frame metal on both sides to provide clearance for the receivers (Fig.L). Make sure no plastic clips interfere before and after cutting.

12. On each side, from the wheelhouse facing away from the cabin, pop three plastic tabs holding a plastic plate on the fascia to create space for the baseplate (Fig.M). Remove this plate.

13. Starting on the driver side, align the side-specific assembly (part 20, part 21 for passenger) to the frame horn and mark the holes. Remove the hardware and drill two holes all the way through the frame horn using a 9/16" drill bit where marked (Fig.N).

**NOTE:** Some models came with built in tow-hooks, these will need to be removed before the baseplate can be installed fully.





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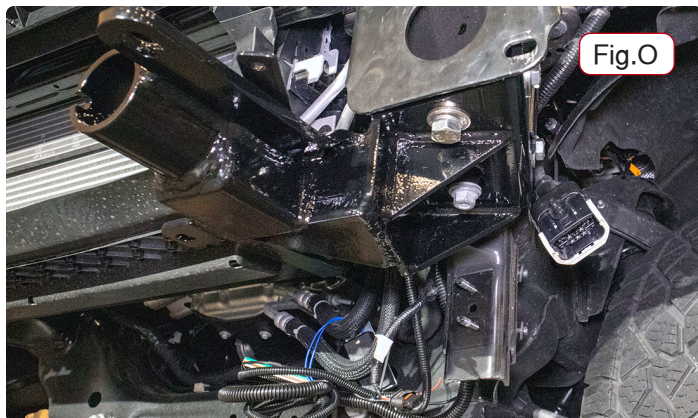
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14. Install the driver-side assembly (part 20) onto the frame horn using the supplied 14mm bolt in the front slot (bolt, washer, baseplate assembly, nut). Torque the bottom bolt first during later steps, finger tighten all bolts for now (Fig.O).

15. Insert a bolt and washer into the two drilled holes, then cap off the opposite side of the horn with a washer and nut (Fig.P).

16. Repeat for the passenger-side with the passenger baseplate assembly (part 21).

17. Install the crossmember between the two receivers using a 1/2" bolt, washer, and lock washer secured with a lock washer and nut (Fig.Q).

18. Attach the wire plug plate (part 17) as per the front page diagram, use pliers to bend the tab, along the first indented segment, ninety degree. Break off the extra segments at the second segment and discard. This is required to mount it to the tab on the baseplate; use a 1/4" x 1" bolt, washer through the tab and cap off with a washer then nut.

19. Apply Loctite, torque all hardware to the proper specifications, and fully reassemble the system.

**Important:** 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.





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## 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 Y. 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.

## WARNING!

If you do not use Loctite Threadlocker Red on all bolts in this kit and torque to the specified values, it could cause failure of the towing system.



## 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.

## 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.R). 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.

