



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 5231101-5

11/24
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

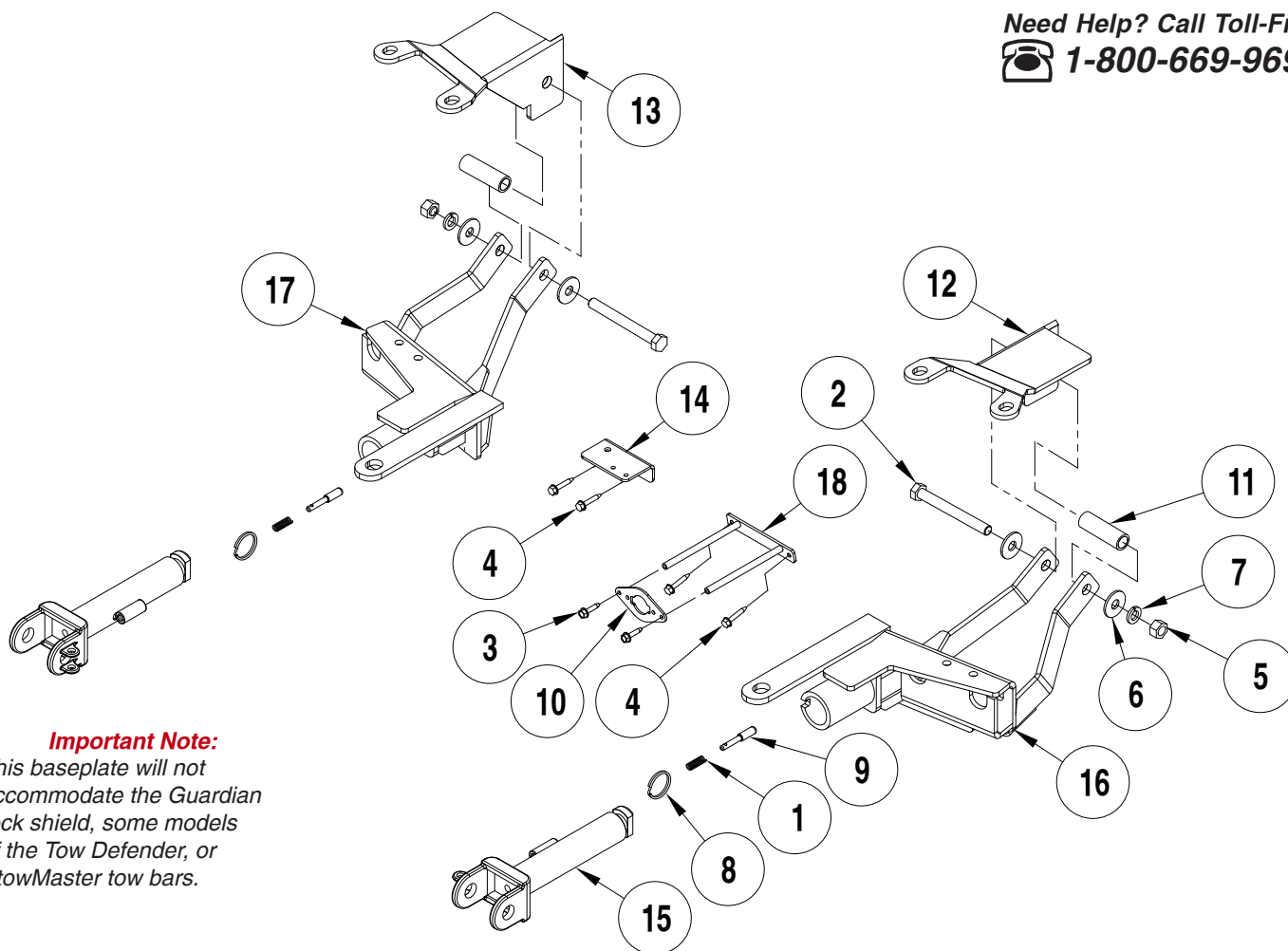
What You'll Need

A second person to help
Panel tool
Reciprocating Saw
2 3/4 Hole Saw
Ratchet

3/4, 14, 17 mm Wrenches
10, 14, 17 mm Socket
Tape Measure
Torque wrench

Needle Nose Pliers
3/4 Socket
Loctite® Red
Marker or paint pen

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



Important Note:

This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, or StowMaster tow bars.

ITEM	QTY.	DESCRIPTION	PART
1	2	SPRING	200146-00
2	2	1/2" x 4 1/2" BOLT	350106-00
3	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
4	4	#10-16 x 1" SELF DRILLING SCREW	350247-40
5	2	1/2" x 13" HEX NUT	350258-00
6	4	1/2" FLAT WASHER	350308-00
7	2	1/2" LOCK WASHER	350309-00
8	2	RING	350520-00
9	2	LOCK PIN	A000008
10	1	WIRE PLUG PLATE	A003801
11	2	7/8" O.D. x 2 5/8" SPACER	A006767
12	1	DRIVER SIDE BRACE	B004324
13	1	PASSENGER SIDE BRACE	B004325
14	1	BREAKAWAY BRACE	B004327
15	2	ARM	C002383
16	1	DRIVER SIDE BRACKET	C003851
17	1	PASSENGER SIDE BRACKET	C003852
18	1	WIRE PLUG BRACE	C003853



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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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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. From the top of the frame remove four 10mm bolts attach the fascia to the frame (Fig.C), on each side of the vehicle also remove two plastic clips (Fig.C - Inset).

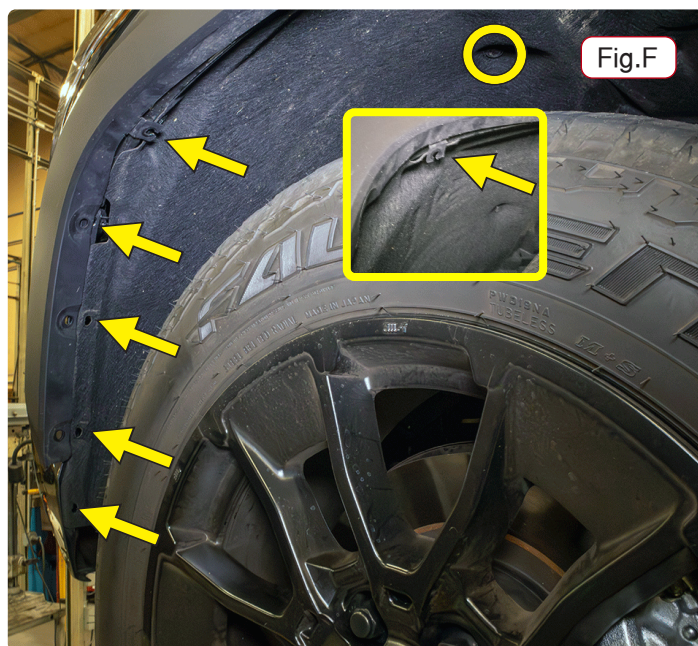
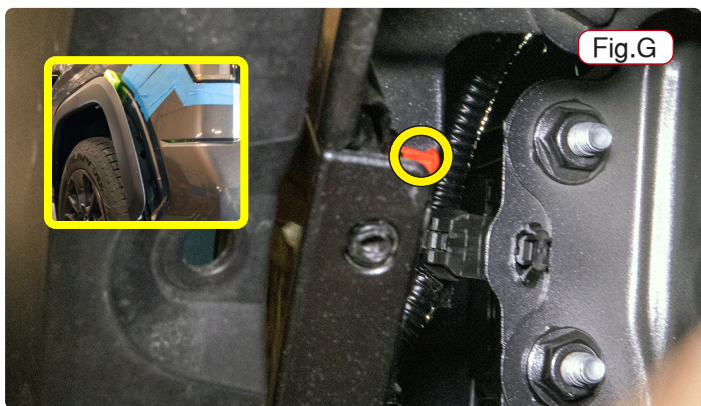
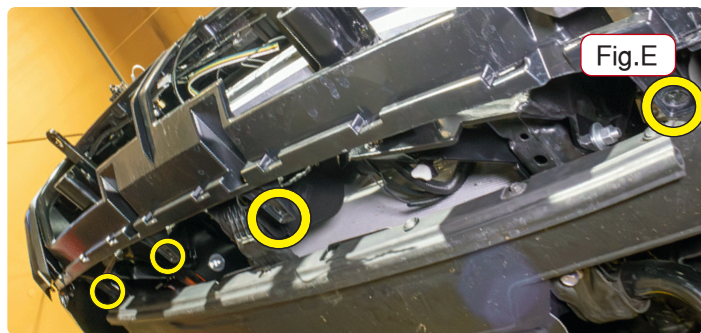
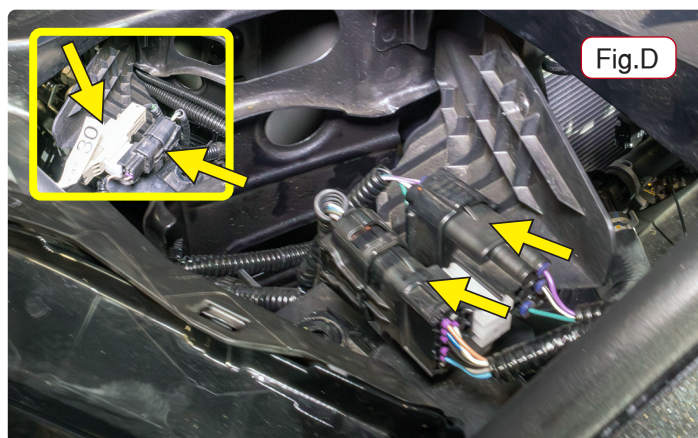
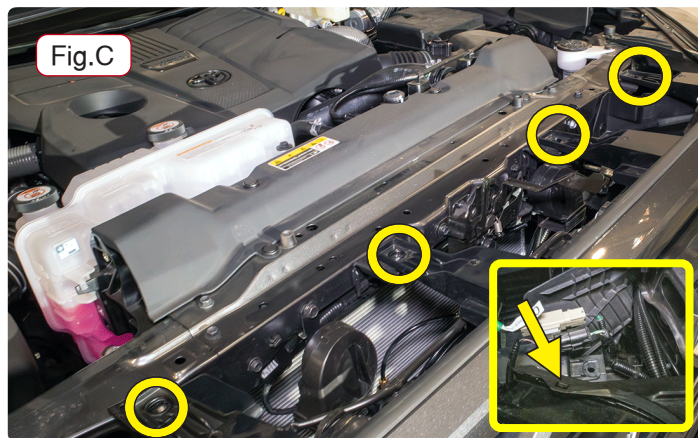
2. On each side of the top of the fascia, unplug two wire harnesses, letting them hang loose for now (Fig.D and Inset).

3. From the bottom of the fascia, remove four 10mm bolts (Fig.E).

4. On each side, remove six 10mm screws from the wheelhouse and one plastic clip along the top of the wheelhouse. Push gently to pop the plastic tabs holding the trim in place (Fig.F and Inset). *Note: It may be helpful to reach behind the fender and squeeze the clips with a pair of needle-nose pliers.*

5. On each side, inside of the wheelhouse along the fender trim, push in on the red plastic button. Then gently pop out and prop with a soft rag, the fender trim (Fig.G and Inset).

6. Now you may remove the fascia; push up and pull out on the fascia structure to detach it from the frame. Set it aside for now.





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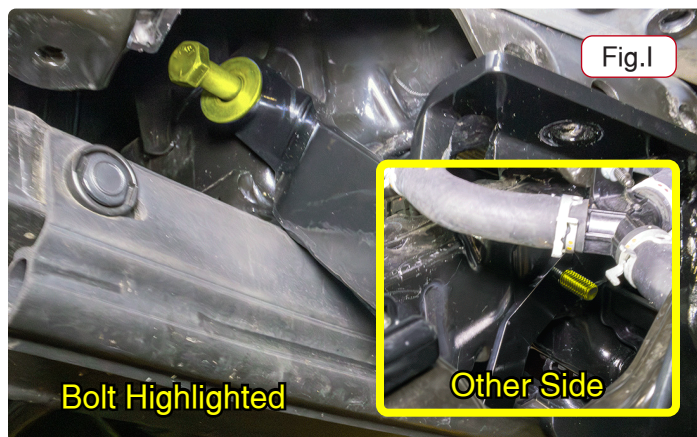
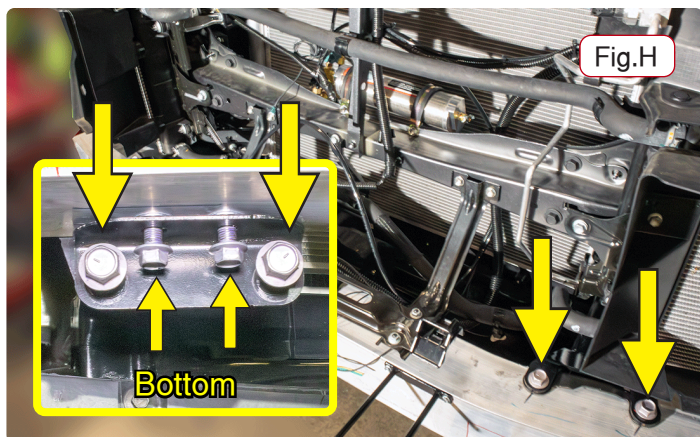
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7. Proceed with this step one side at a time. Remove two 10mm bolts from the top of the bumper core and four 10mm bolts from the bottom that attach a metal bracket to the bumper core. Then repeat for the other side of the bumper core. Remove the metal bracket, it will not be reused but save all other hardware (Fig.H). The baseplate and hardware will be installed into the bumper core.

8. Add to the top of the bumper core: parts 12 and 13 side specific braces, align with existing holes but do not bolt in yet.

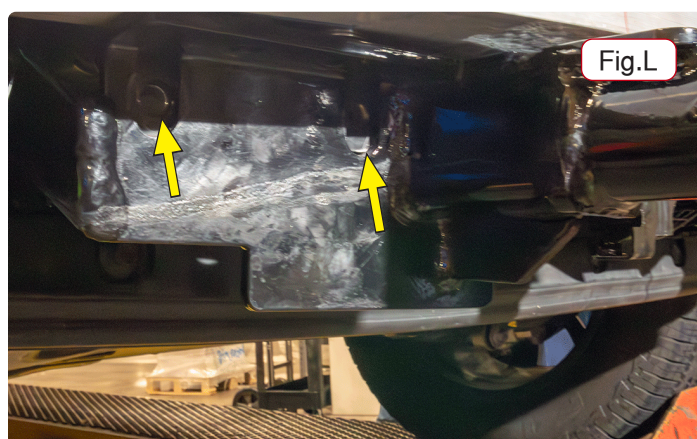
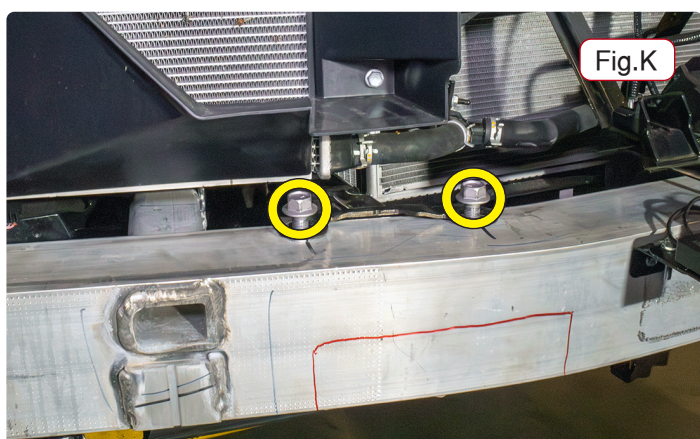
9. Starting with the driver's side: Align the side specific bracket (part 16 or 17) to the existing lower frame extension below the bumper core, then using a pair of pliers, carefully place a spacer behind the bumper core (Fig.I) to attach the bracket. The spacer goes through the frame.

10. Attach the side specific bracket to the spacer inside of the frame and through the mounting holes in the side specific brace using the 4 1/2" bolt and washer, capped off with a washer, lock washer, and 1/2" hex nut. Apply red loctite to the bolt. (Fig.J).

11. Repeat steps 10 and 11 for the passenger side. Then place the prior saved two 13mm bolts to attach the braces from step 9 fully to the bumper core, placing red loctite on the bolts (Fig.K).

12. On front of each brackets mounted in the last set of steps, use two 13mm bolts saved from prior steps to attach it into the bumper core, using red loctite and torquing to specification (Fig.L).

13. On each side, then insert two more 13mm bolts going





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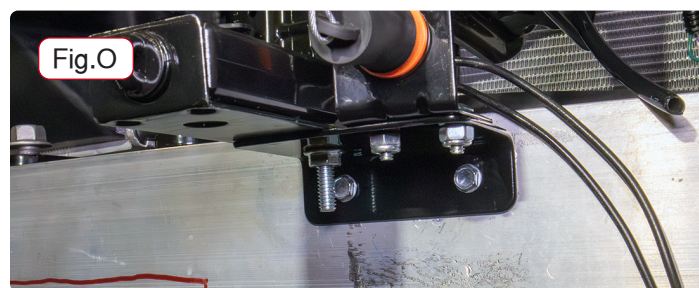
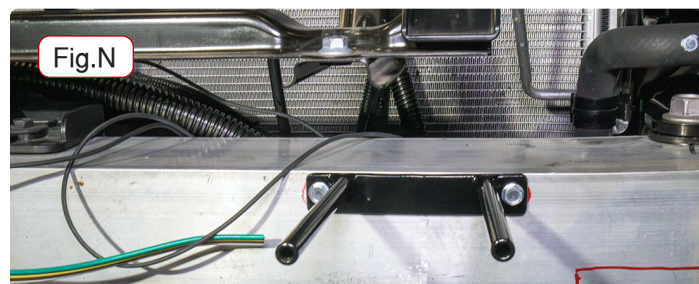
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into the frame from the side specific bracket (Fig.M).

14. Using a self tapping screw and an 1/8" drill bit, drill into the bumper core approximately 18 inches from the driver side and flush to the top for the wire plug bracket (Fig.N).

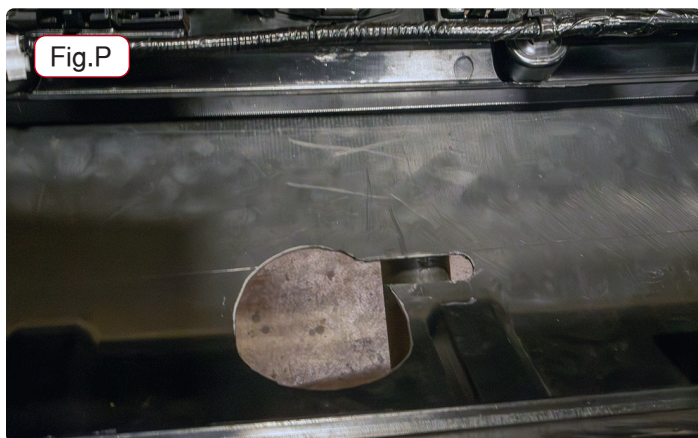
15. Using a self tapping screw and an 1/8" drill bit, drill into the bumper core again approximately 18 3/4 inch from the passenger side and roughly 1/4 inch down from the top to place the breakaway bracket (Fig.O).

16. Pop out the bottom panel of the fascia and make two cuts into the plastic to provide space for the receiver horns; as indicated in figures P and Q using the provided template at the end of this document.

17. Torque, to specifications at the end of this document, and place locktite onto all bolts.

18. Reverse the prior steps to reassembly the vehicle fascia.

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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REMOVE

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LINE UP THIS EDGE

LINE UP THIS EDGE



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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 $\frac{3}{4}$ " 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 $\frac{3}{4}$ " 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.Q) Use the two supplied $\frac{3}{4}$ " self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.

