

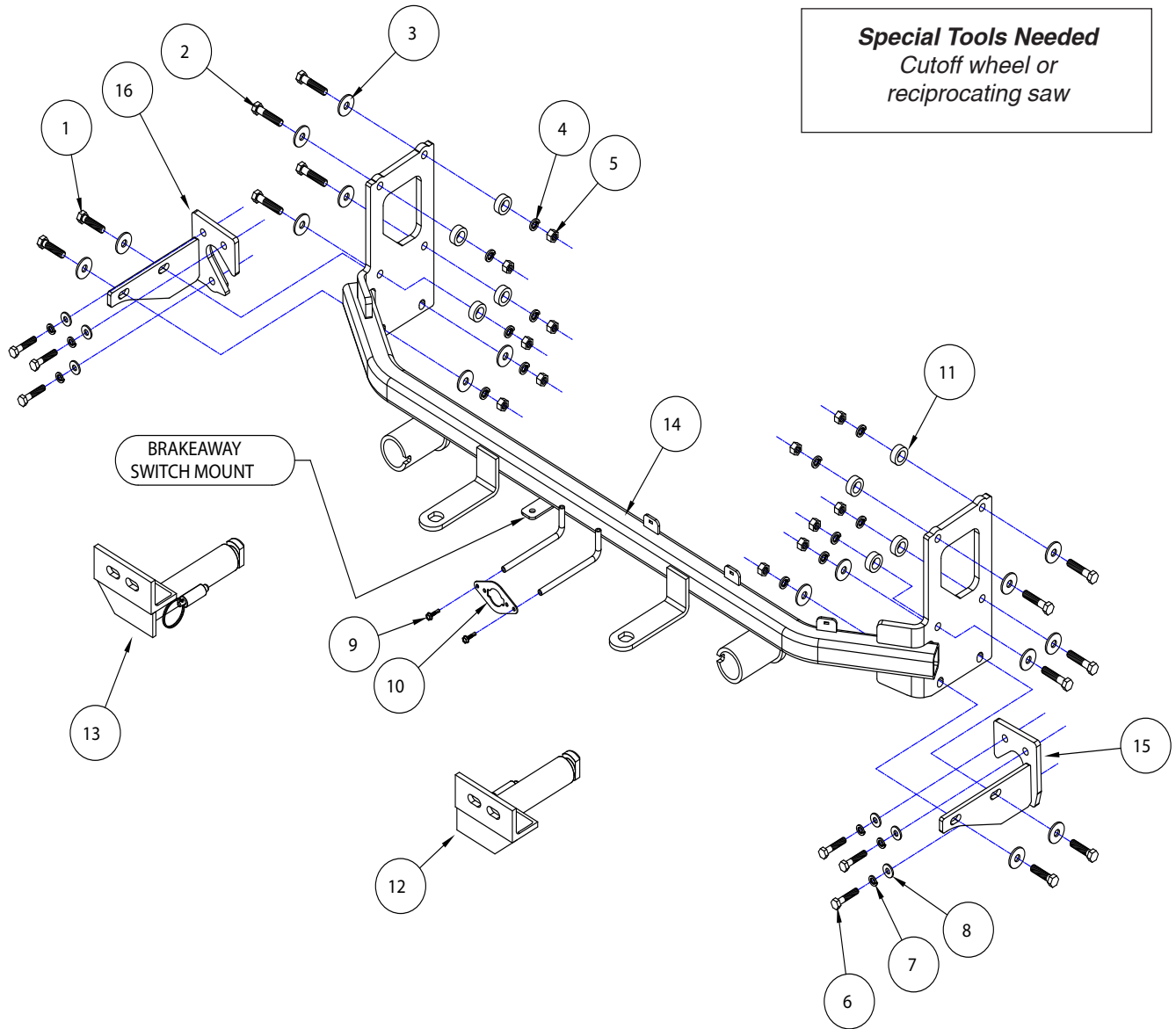


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523196-4

04/14/20
KS

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ITEM	QTY	NAME	MATERIAL
1	4	3/8" x 1 1/2" BOLT	350057-00
2	8	3/8" x 1 3/4" BOLT	350058-00
3	16	3/8" FLAT WASHER	350304-00
4	12	3/8" LOCK WASHER	350305-00
5	12	3/8" NUT	350254-00
6	6	8mm x 1.25 x 40mm BOLT	356003-00
7	6	8mm LOCK WASHER	355705-00
8	6	5/16" FLAT WASHER	350302-00
9	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
10	1	WIRE PLUG PLATE	A-003801
11	8	1" O.D. x 0.188 WALL x 3/8" TUBE SPACER	A-000187
12	1	DRIVER SIDE ARM	C-003057
13	1	PASSENGER SIDE ARM	C-003058
14	1	MAIN RECEIVER BRACE	C-003373
15	1	DRIVER SIDE REAR BRACE	C-003374
16	1	PASSENGER SIDE REAR BRACE	C-003375



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This is one of our crossbar-style baseplates, which allows the visible front portion to be easily removed from the front of the vehicle (Fig.A and Fig.B). The bracket consists of two main receiver braces, two removable front braces and a hardware pack.

The main receiver braces mount to the frame rails. 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.

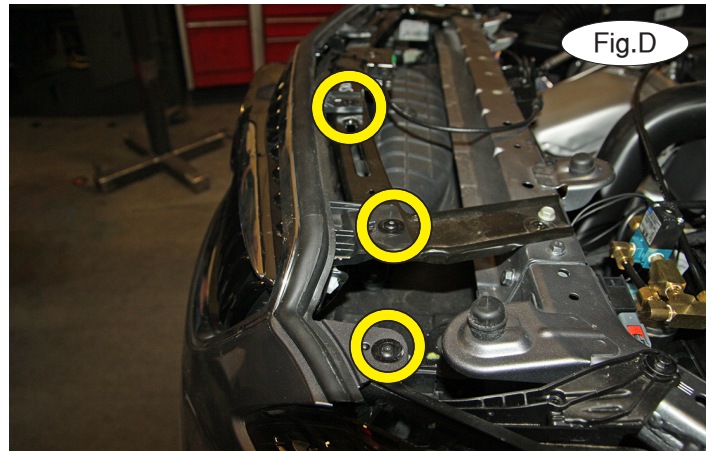
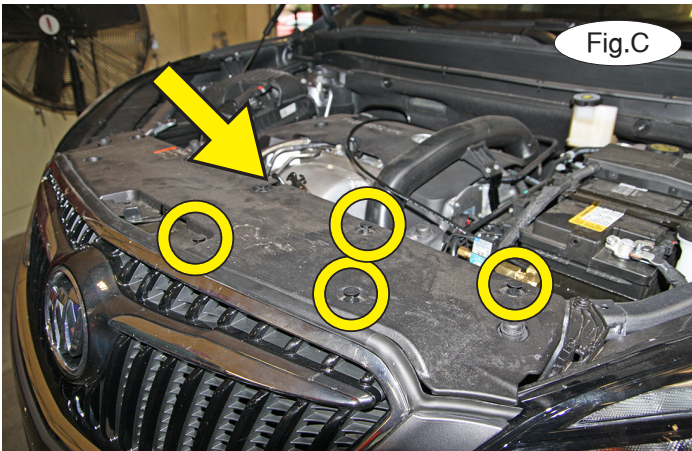


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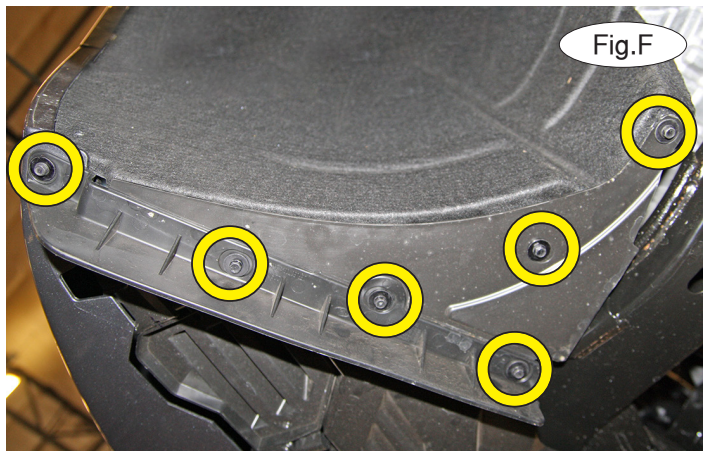
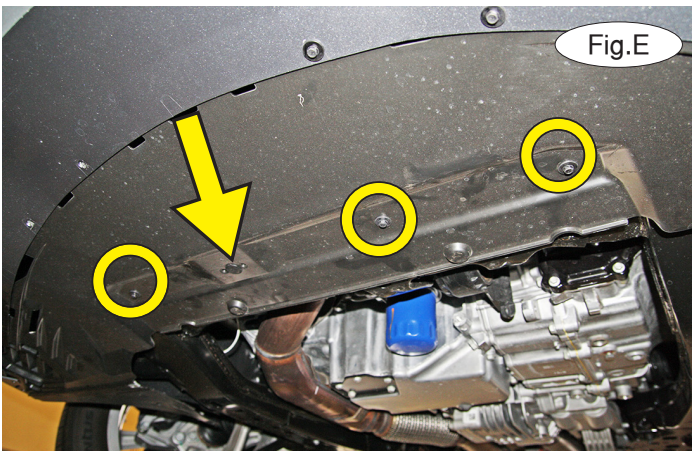
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side, remove four plastic fasteners (Fig.C – circles and one center fastener (Fig.C – arrow) attaching the radiator cover to the core support.

2. On each side, remove three T15 Torx screws attaching the fascia to the radiator support (Fig.D).

3. Remove three 7mm head screws (Fig.E – circles) and one plastic fastener attaching the splash shield to the sub-frame (Fig.E – arrow).



4. On each side, remove six 7mm screws attaching the splash shield to the fender liner (Fig.F).

5. On each side, remove four 7mm (head) screws attaching the splash shielding to the fascia (Fig.G). Pull the splash shielding toward the rear of the vehicle to remove it. Set it aside for now.



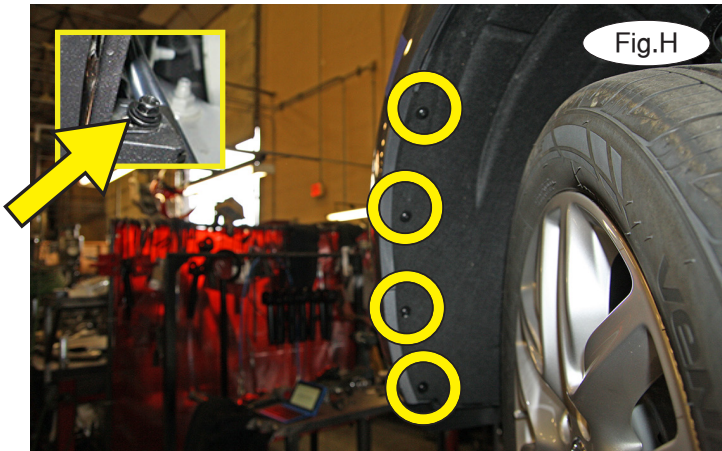


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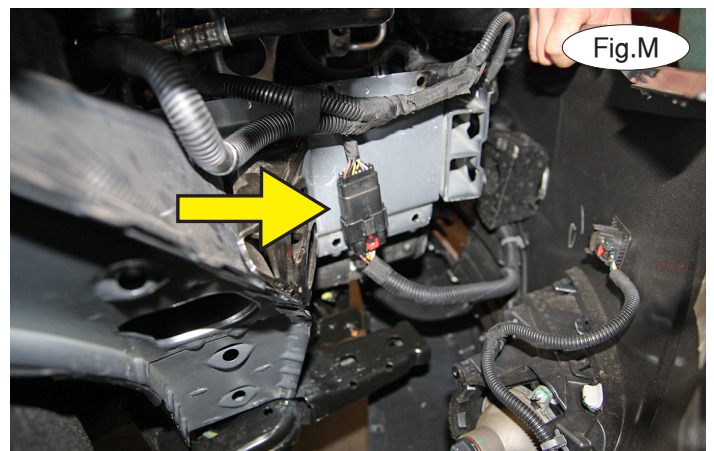
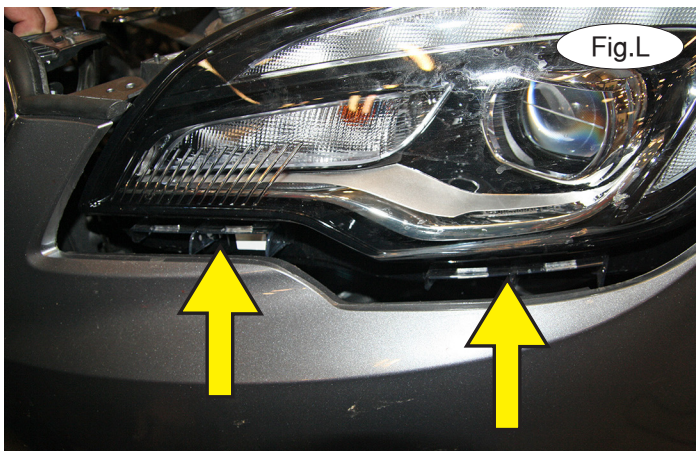


6. On each side, remove four T15 Torx screws attaching the fender liner to the fascia (Fig.H). Then, peel back the fender liner and remove one 7mm screw holding the fascia to the fender (Fig.H – inset).

7. On each side, pull up the bottom corner of the fender trim and carefully release the first four plastic fasteners (Fig.I).



8. On each side, lift up on the plastic retaining clips to release the fascia from the radiator support (Fig.J). Then, pull out on the corner of the fascia to release the locking strip (Fig.K) and then release the two locking strips under the headlight (Fig.L). On the passenger side only, disconnect the wiring harness (Fig.M) and set the fascia aside for now.



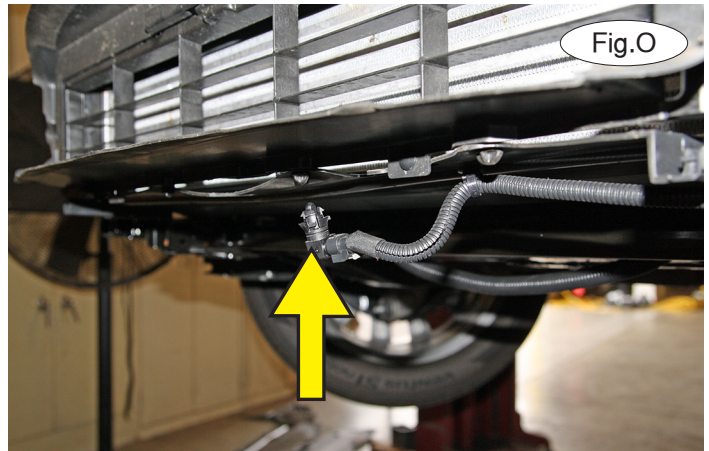
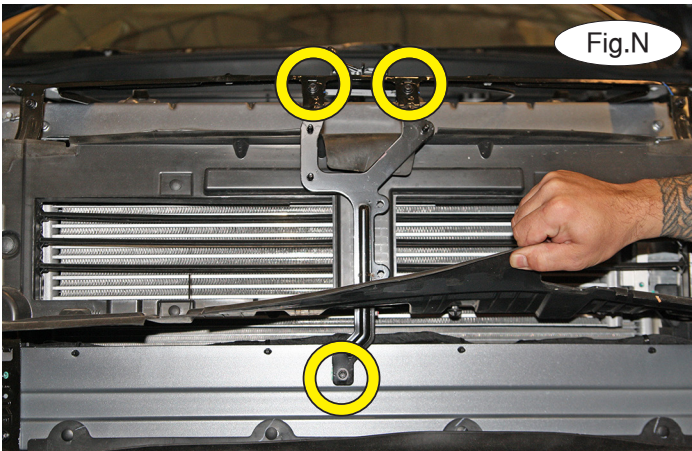


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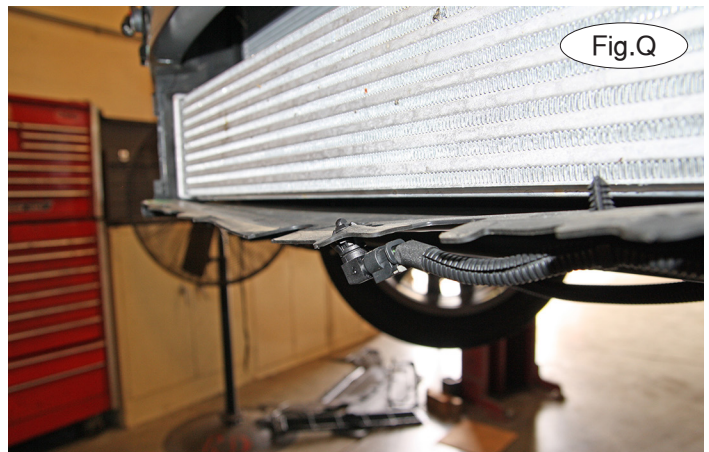
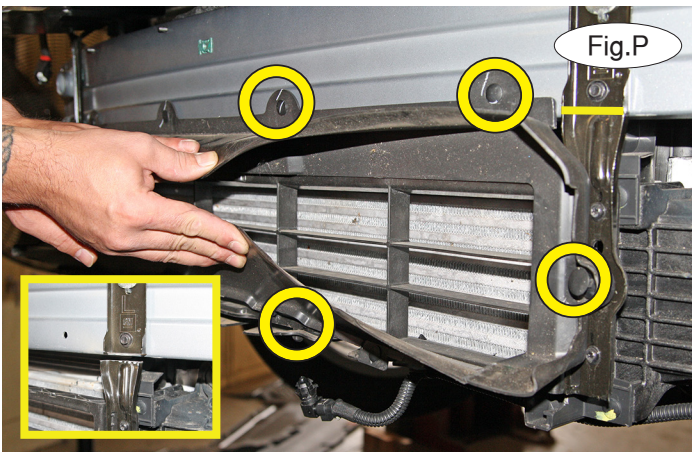
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9. Remove three 7mm (head) screws attaching the ACC mount to the frame (Fig.N). Unplug the ACC sensor and unclip the harness from the mount, if the vehicle is so equipped.

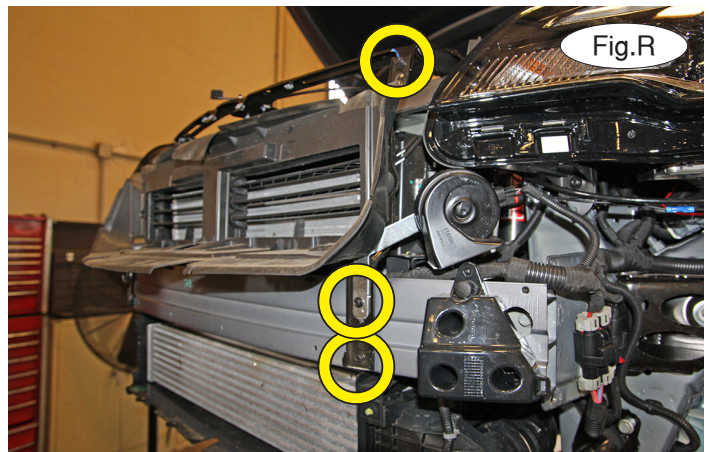
10. On the driver's side only, unclip the ambient temperature sensor from the air dam (Fig.O). Then, on each side, remove three plastic push pins and one plastic fastener attaching the air dam to the bumper core and subframe (Fig.P). It will not be replaced. *Note:* Retain the air dam for replacement in case the baseplate is ever removed from the vehicle.



11. On each side, use a cutting wheel or reciprocating saw to trim the air dam mounts flush with the bottom of the bumper core (Fig.P – yellow line, and inset). Then, unclip four rubber loops from the bottom of the air dam grille and remove it.

12. Reattach the ambient air sensor to one of the rubber loops you released in step 11 (Fig.Q). Then, remove the louvers, if the vehicle is so equipped.

13. On each side, remove three 7mm head screws holding the upper air dam to the bumper core and radiator support (Fig.R). *Note:* This will also loosen the horn mounts, allowing them to hang carefully to the side.



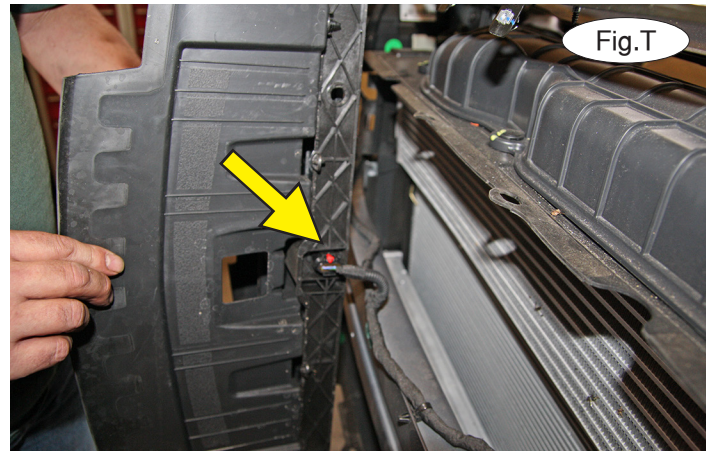


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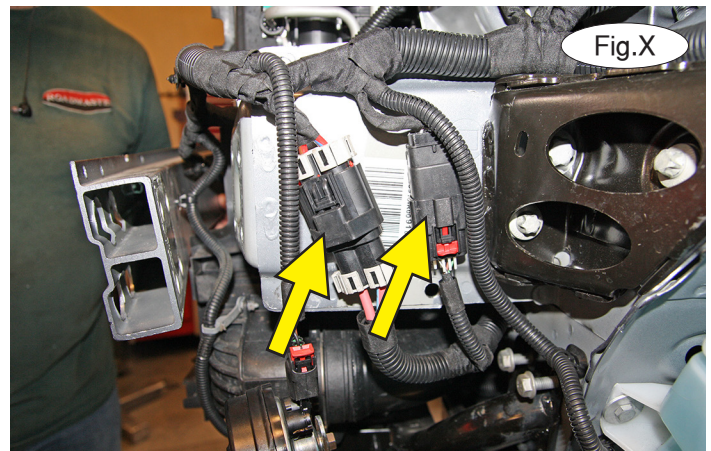
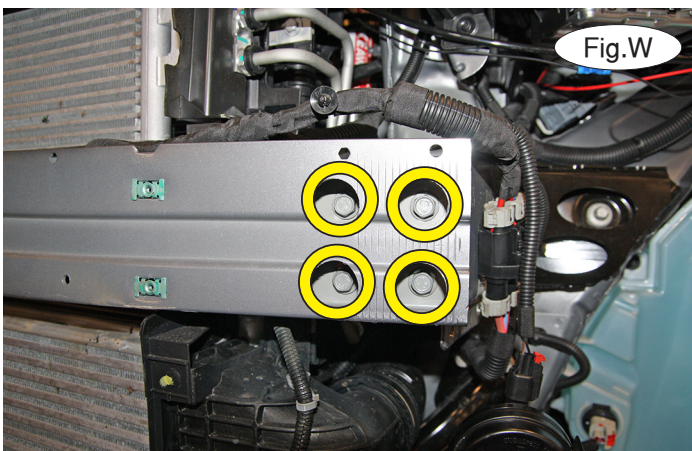
14. Unhook the two rubber loops from the upper air dam (Fig.S). Pull up and out to remove it and disconnect the louver motor, if the vehicle is so equipped (Fig.T).

15. On each side, remove one push pin fastener (Fig.U). Then, remove the plastic end cap of the bumper core. Now, unclip the four clips attaching the wiring harness to the bumper core (Fig.V).



16. On each side, remove four 13mm head bolts attaching the bumper core to the frame (Fig.W) and then remove it. *Note:* There is one plastic fastener attaching a wiring harness to the back of the bumper core that will also need to be removed.

17. On each side, unclip any wiring harness attached to the side of the frame (Fig.X – driver's side).



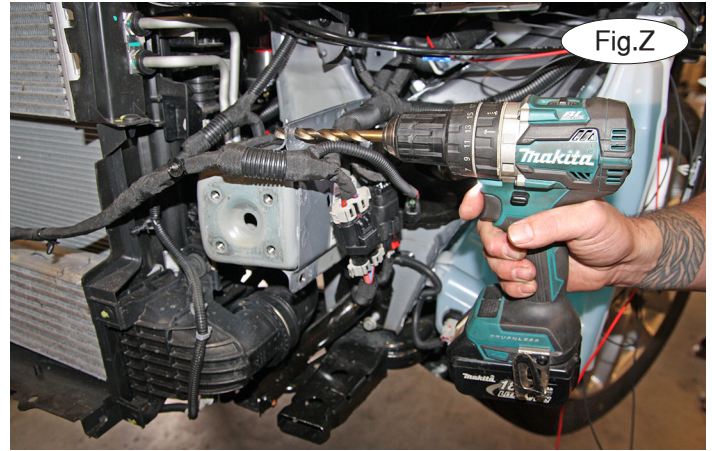
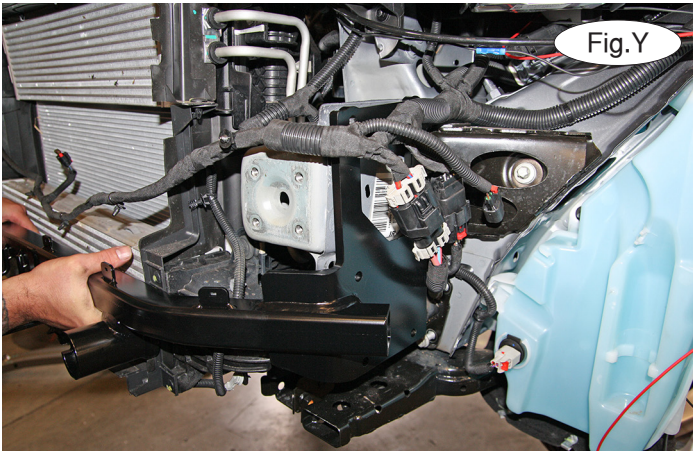


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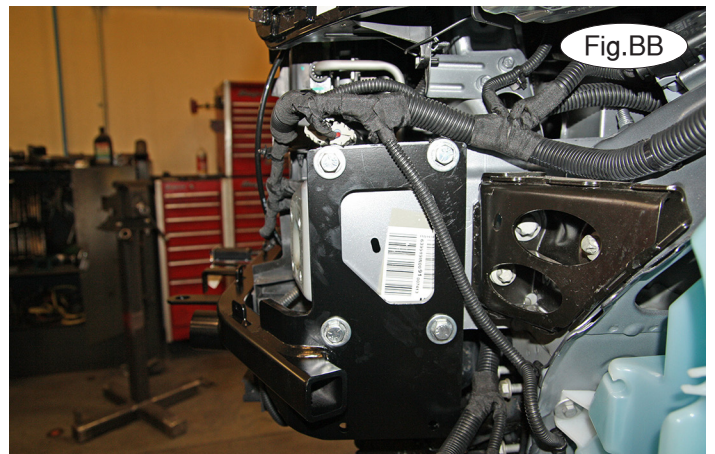
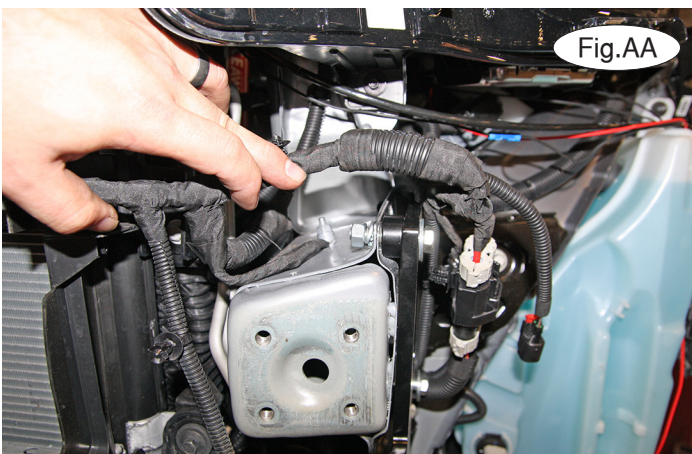
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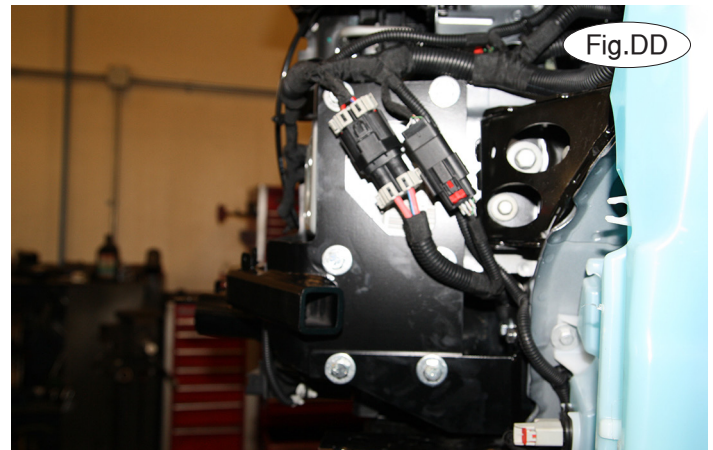
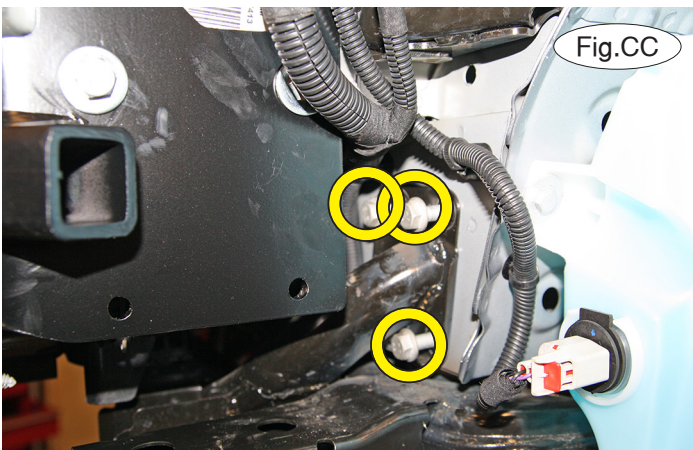


18. On each side, slide the main brace up over the sides of the frame and under the wiring harnesses, aligning the top of the pinch weld and the top of the side plate with the edge of the frame (Fig.Y) and then mark the holes along the edge of the plate for drilling. Now, drill four 3/8" holes, ensuring you use caution to not drill through engine components (Fig.Z).



19. On each side, replace the main brace and then starting with the uppermost holes, use one of the supplied 3/8" x 1 3/4" bolts and 3/8" flat washer to bolt through the main receiver brace, a 1" O.D. x .188 wall x 3/8" pipe spacer set between the bracket and pinch weld, and then finish with a 3/8" lock washer and nut (Fig.AA). Repeat the process on all four holes and then tighten them to the bolt torque requirements found at the end of these instructions (Fig.BB).

20. On each side, remove three 13mm (head) bolts attaching the bottom radiator support to the frame (Fig.CC) Use the drawing on page one to locate the side-specific bottom brace. Slide it over the mounts you just exposed and bolt it into place using the three supplied M8 x 40mm bolts, M8 lock washers and 1/4" flat washers. Torque them and then use a 3/8" x 1 1/2 bolt and 3/8" flat washer to bolt through each hole and finish with 3/8" flat washers, lock washers and nuts (Fig.DD).





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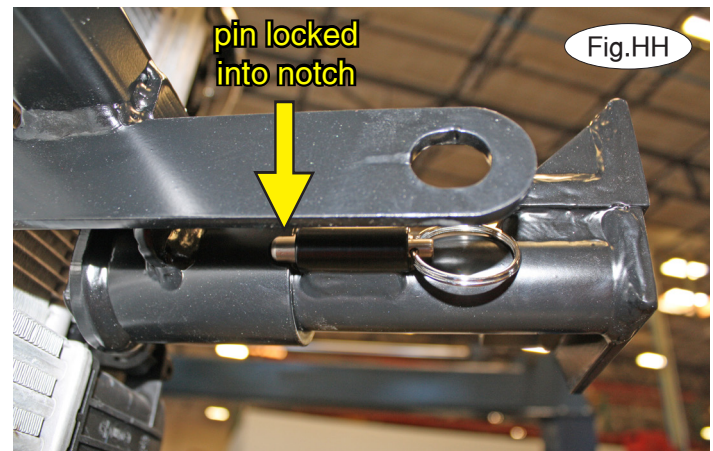
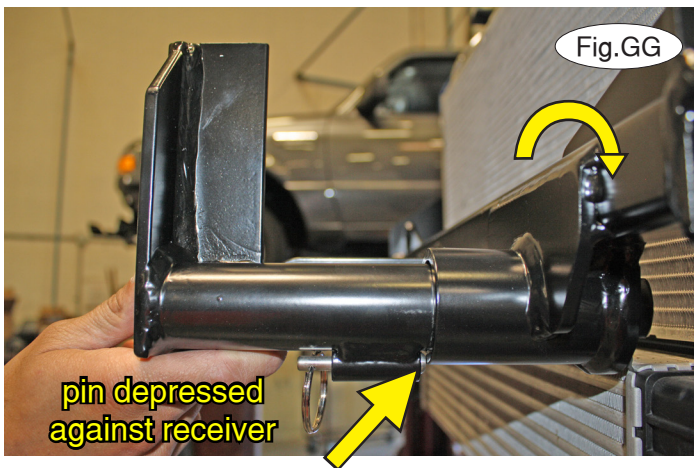
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21. Trim the center of the fascia (Fig.EE) and then on each side (Fig.FF – driver's side).
22. Reinstall the fascia, ACC mount, louver motor and bumper core by reversing steps 1 through 17.



23. **Note: the two images above are for illustration purposes only, as your specific application may be slightly different.** On each side, insert the removable front bracket arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver (Fig.GG). Now, 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 (Fig.HH).

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.

24. Install the tow bar to the mounting bracket according to the manufacturer's instructions.



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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 II. 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.



Fig.II

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.JJ). 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.

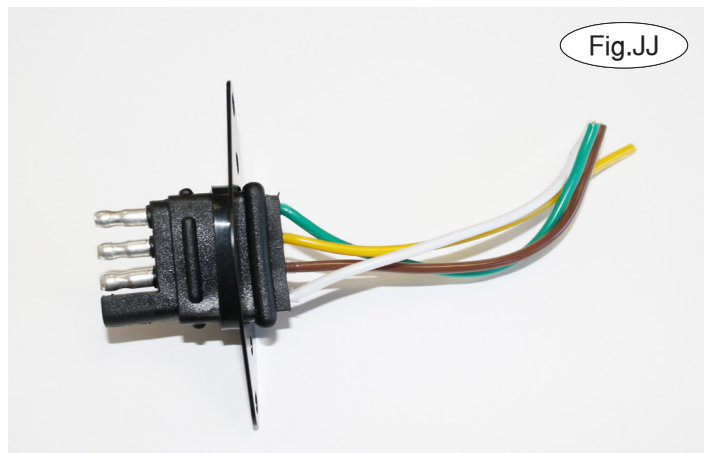


Fig.JJ

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.....	5.....	13 ft./lb.
3/8.....	5.....	23 ft./lb.
7/16.....	5.....	37 ft./lb.
1/2.....	5.....	56 ft./lb.
5/8.....	5.....	150 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
8mm-1.0	8.8	20 ft./lb. 18 ft./lb.
8mm-1.25	8.8	19 ft./lb. 18 ft./lb.
10mm-1.25	8.8	38 ft./lb. 36 ft./lb.
10mm-1.5	8.8	37 ft./lb. 35 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
14mm-2.0	8.8	104 ft./lb. 97 ft./lb.

All illustrations and specifications contained herein are based on the latest information available at the time of publication approval. ROADMASTER, INC. reserves the right to make changes at any time without notice in material, specification and models or to discontinue models.