

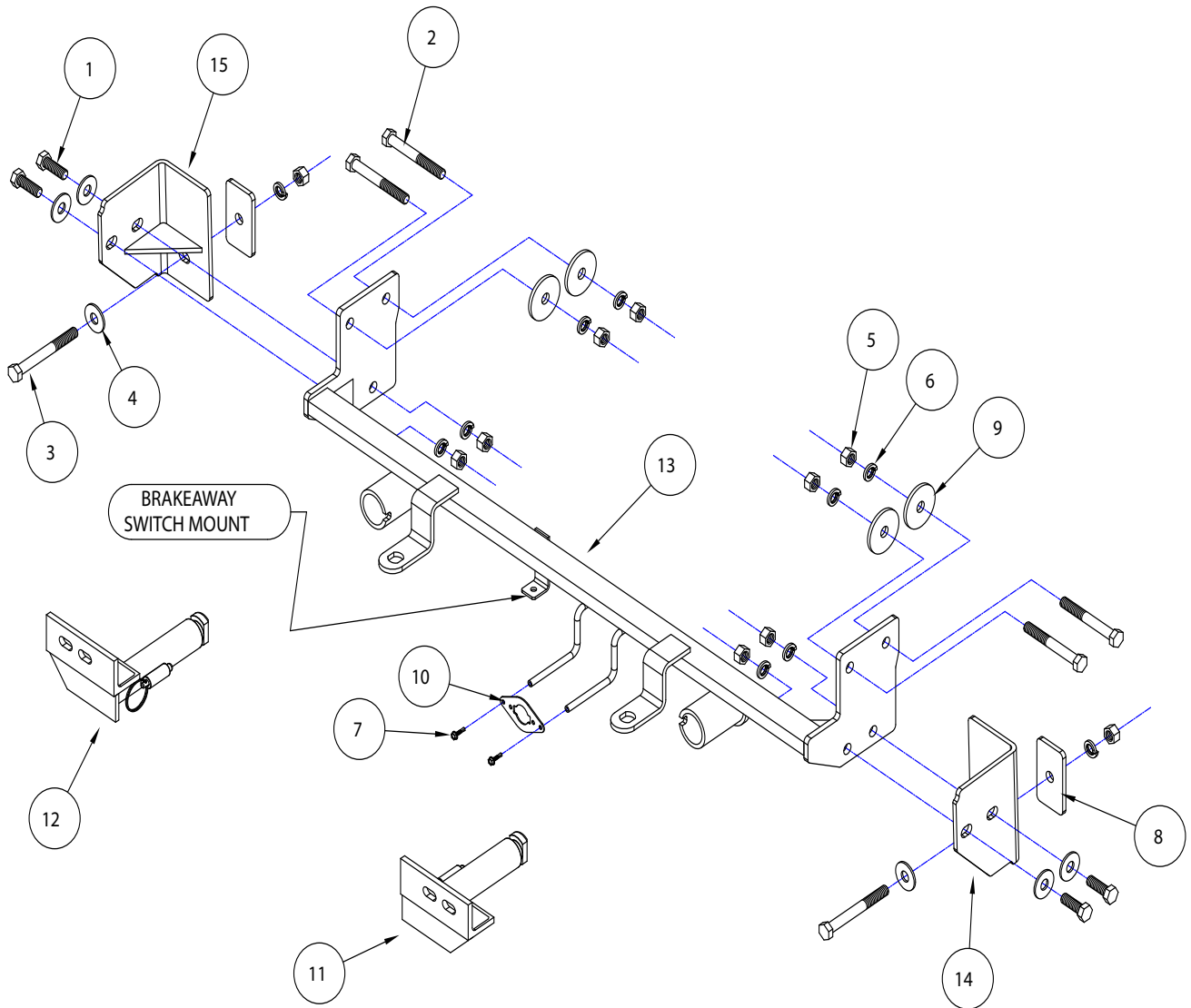


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523197-4

09/16/20
KS

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ITEM	QTY	NAME	MATERIAL
1.....	4.....	1/2" x 1 1/2" BOLT.....	350095-00
2.....	4.....	1/2" x 4" BOLT.....	350105-00
3.....	2.....	1/2" x 4 1/2" BOLT.....	350106-00
4.....	6.....	1/2" FLAT WASHER.....	350308-00
5.....	10.....	1/2" NUT.....	350258-00
6.....	10.....	1/2" LOCK WASHER.....	350309-00
7.....	2.....	#10-16 x 3/4" SELF DRILLING SCREW.....	350247-35
8.....	2.....	1/4" x 2" x 3 1/2" BACKING PLATE.....	A-000165
9.....	4.....	1/2" PLATE WASHER.....	A-003086
10.....	1.....	WIRE PLUG PLATE.....	A-003801
11.....	1.....	DRIVER SIDE ARM.....	C-003378
12.....	1.....	PASSENGER SIDE ARM.....	C-003379
13.....	1.....	MAIN RECEIVER.....	C-003380
14.....	1.....	DRIVER SIDE REAR BRACKET.....	C-003381
15.....	1.....	PASSENGER SIDE REAR BRACKET.....	C-003382



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This is one of our crossbar-style baseplates, 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 bracket consists of a main receiver brace, two rear braces, two removable front braces and a hardware pack.

The main receiver braces mount to the frame rails. The rear braces mount to the main receiver brace and 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.

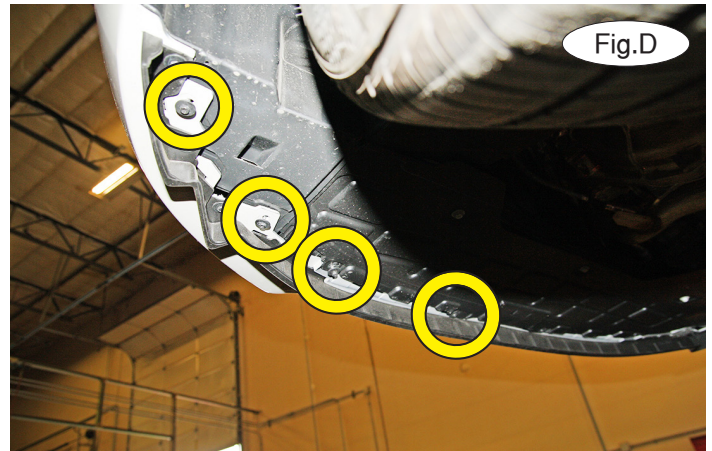
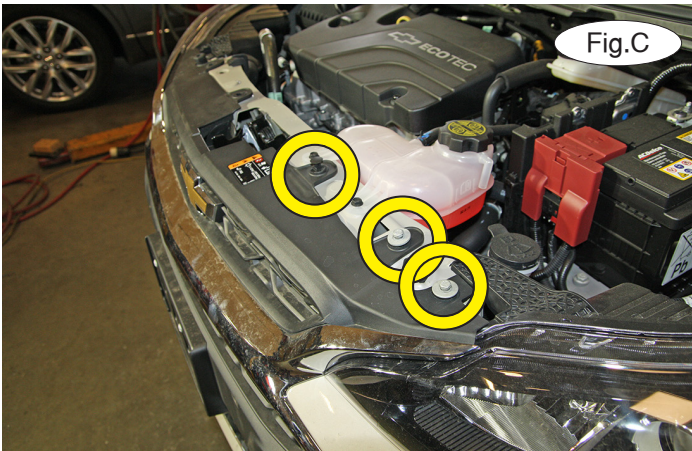


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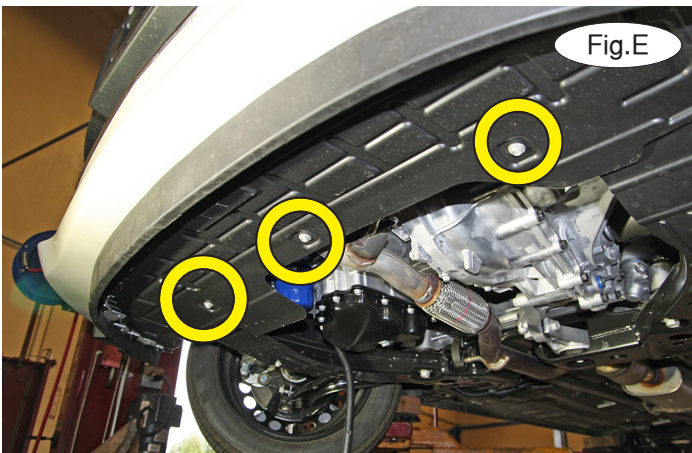
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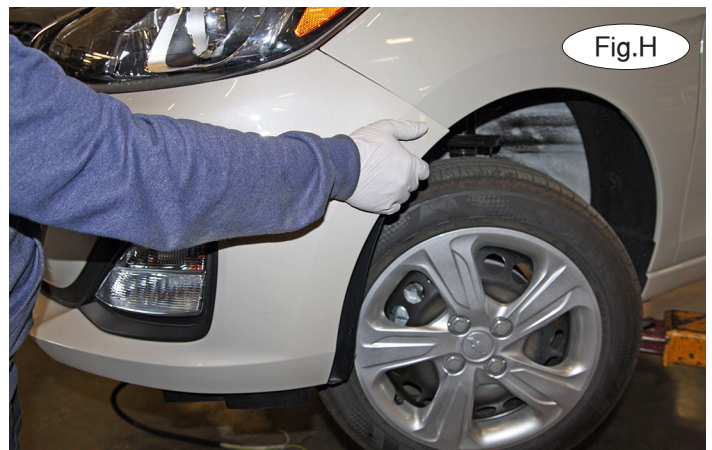
1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. On each side remove two 10mm head bolts and one plastic fastener attaching the fascia to the radiator core (Fig.C).

2. On each side, remove four 7mm (head) screws attaching the splash shielding to the fascia (Fig.D). Then, remove three 10mm head bolts attaching the splash shield to the subframe (Fig.E).



3. On each side, remove two plastic fasteners attaching the fender liner to the fascia (Fig.F), Then, remove one 7mm head (screw) attaching the corner of the fascia to the fender (Fig.G).

4. On each side, pull out on the corners of the fascia to remove it (Fig.H). Disconnect the fog lights.



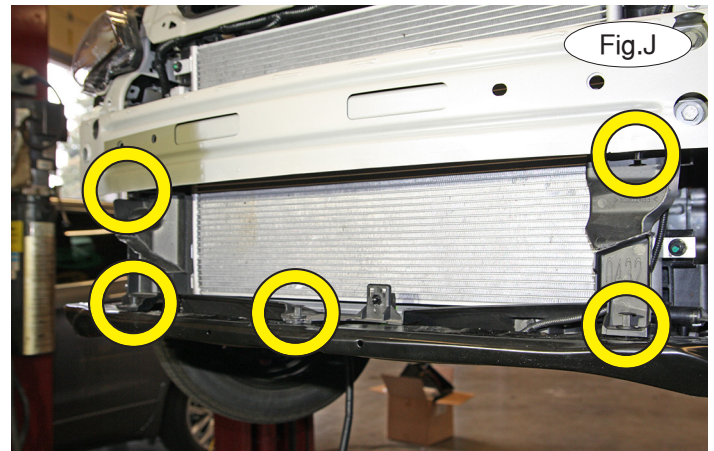
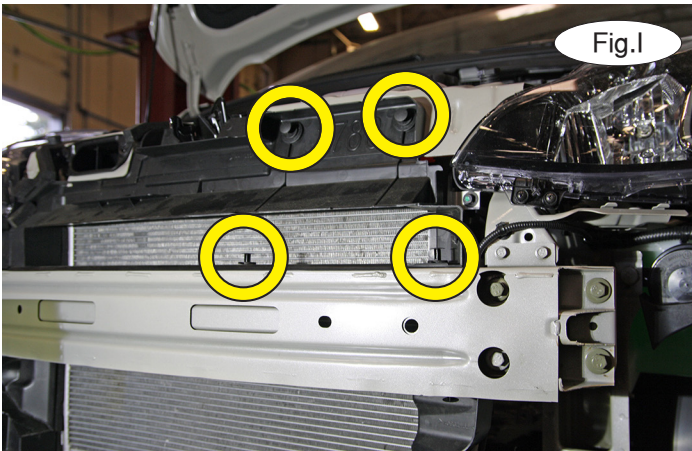


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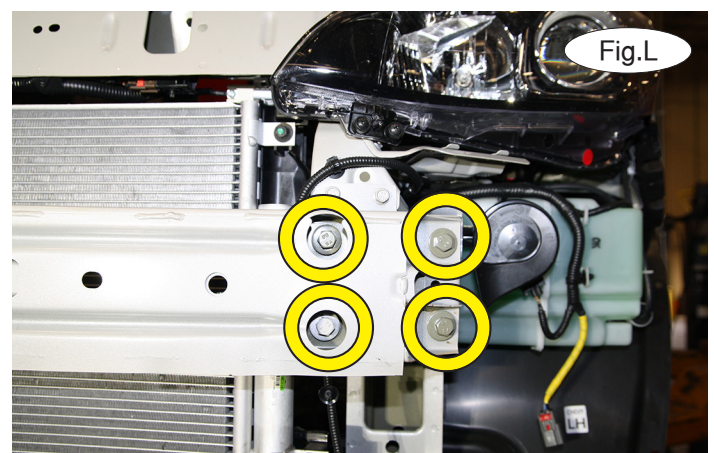
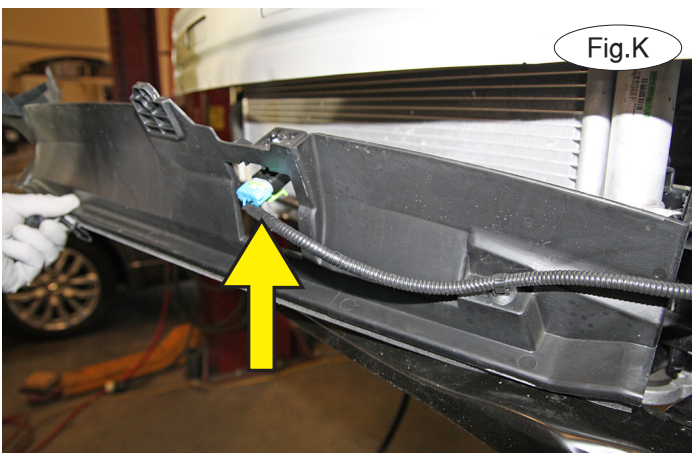
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5. On each side, remove four plastic fasteners attaching the upper air dam to the bumper core and radiator support (Fig.I). Pull out on the upper air dam to remove it.

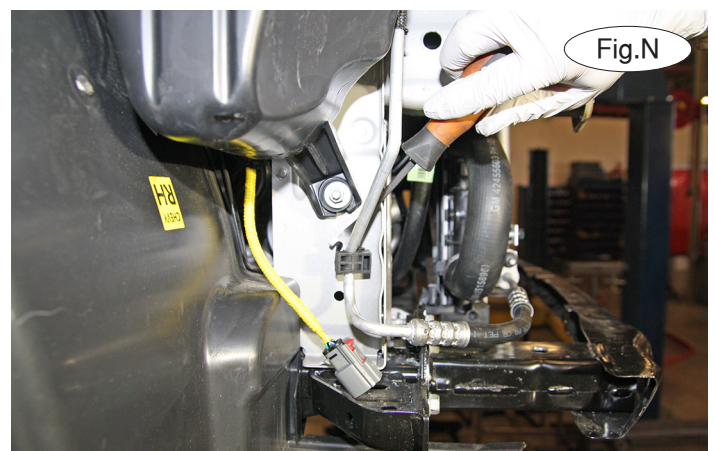
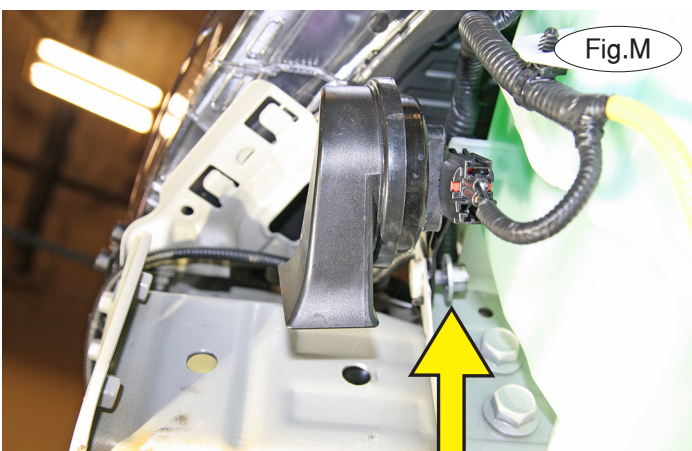
6. Remove five plastic fasteners attaching the lower air dam to the bumper core and subframe (Fig.J). Remove the air dam and then unplug the ambient temperature sensor and disconnect its harness from the air dam (Fig.K).



7. On each side, remove four 13mm (head) bolts attaching the bumper core to the frame (Fig.L). Remove it and set it aside for now.

8. On the driver's side only, remove one 13mm (head) nut attaching the horn to the frame (Fig.M).

9. On the passenger side only, release one plastic clip attaching the a/c hose to the frame of the vehicle (Fig.N).



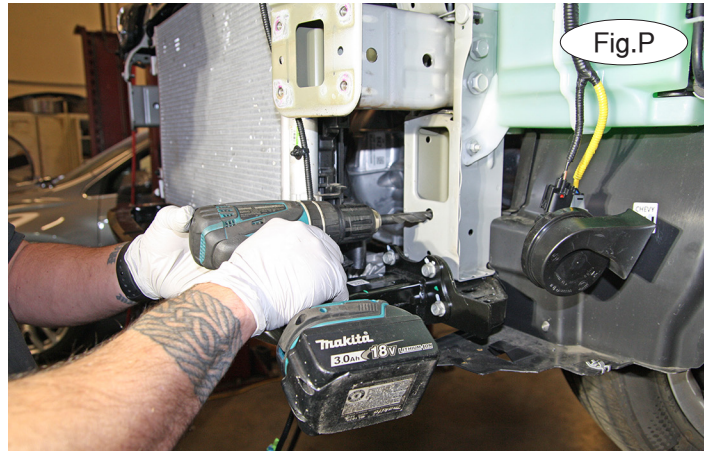


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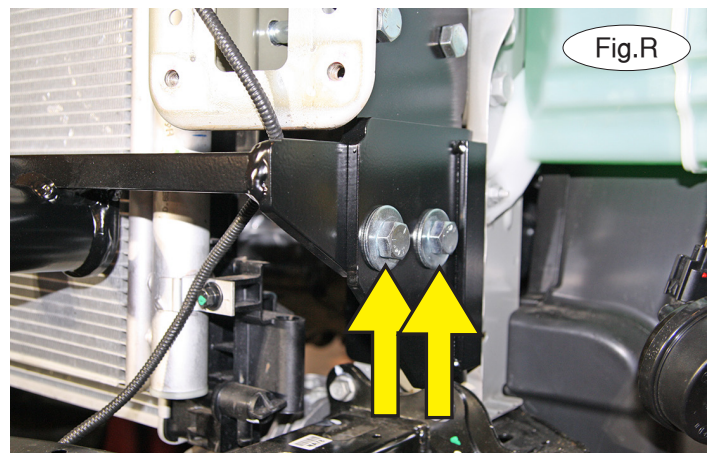
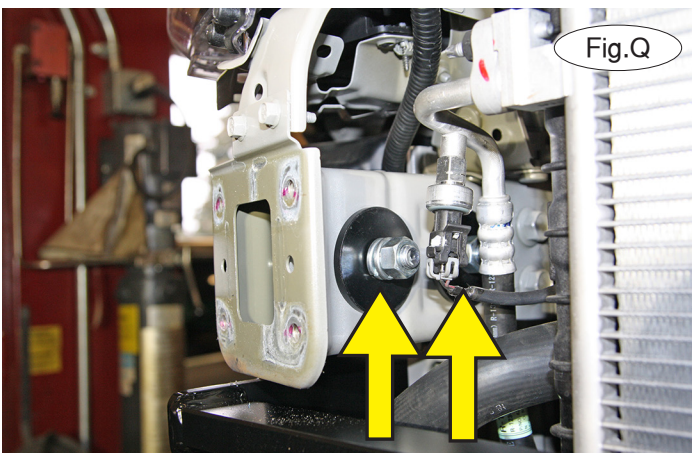
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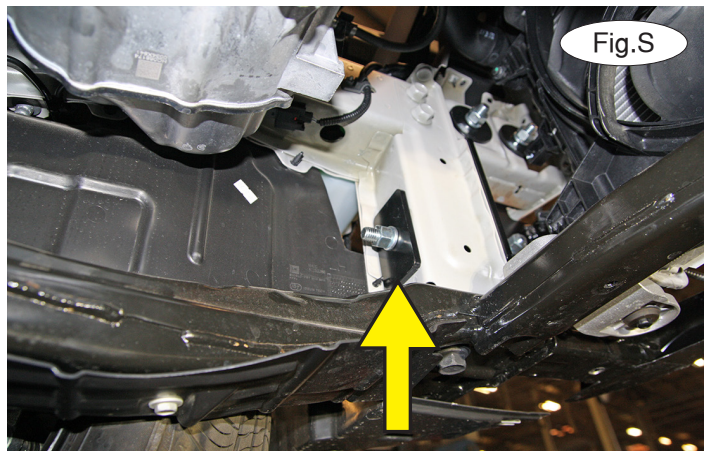
10. On each side, use a $\frac{1}{2}$ " drill to enlarge three existing holes – two on the frame horn (Fig.O) and one on the lower frame (Fig.P). Drill straight through both layers of the frame. **Warning! Use caution to ensure you don't drill through critical engine components.**



11. Slide the main receiver brace over the two upper holes enlarged in the previous step. Then, on each side, bolt from the outside of the frame to the inside using the two supplied $\frac{1}{2}$ " x 4" bolts, and finish with two $\frac{1}{2}$ " plate washers, $\frac{1}{2}$ " lock washers and $\frac{1}{2}$ " nuts (Fig.Q).

12. Use the drawing on page 1 to locate the side-specific rear brace and slide it in from the side of the vehicle, aligning its holes with the holes in the main receiver brace. In each of the side mounts, install a $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolt and $\frac{1}{2}$ " flat washer and then finish with $\frac{1}{2}$ " lock and nut (Fig.R). Finger tighten the bolts.

13. On the rear mount on each side, place a $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt and $\frac{1}{2}$ " flat washer through the frame and finish with a $3\frac{1}{2}$ " x 2" x $\frac{1}{4}$ " backing plate, $\frac{1}{2}$ " lock washer and $\frac{1}{2}$ " nut (Fig.S).





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Fig.T



Fig.U

14. Tighten all of the bolts to the bolt torque specifications found at the end of these instructions.

15. Trim the air dam as shown in Figure T. Trim the back side of the fascia (Fig.U – yellow lines) and trim off the fog light mounting bracket (Fig.U – red lines). Finally, trim the front of the fascia as shown in Figure V to allow clearance for the main receiver brace.

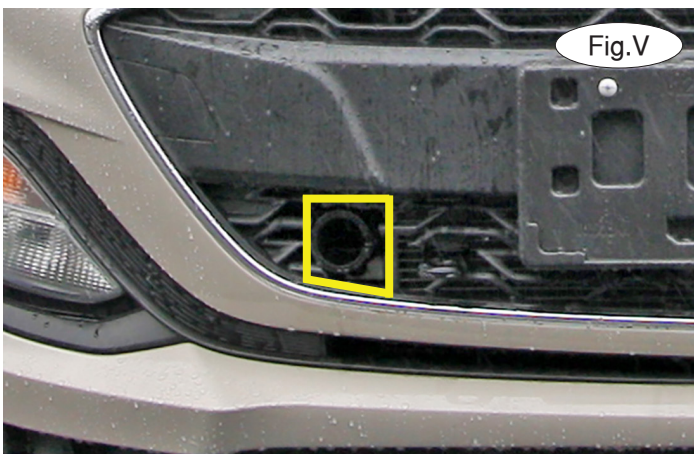


Fig.V

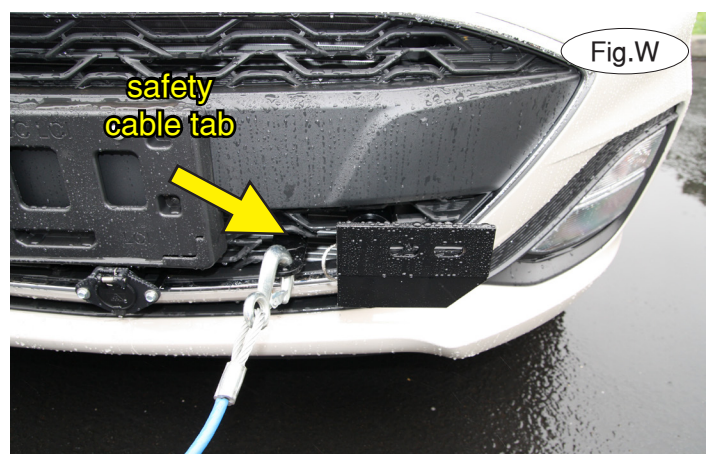


Fig.W

16. Reinstall the fascia, air dam, bumper core and horn, reversing steps 1 through 9.

17. 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.**

18. 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 first page and in Figure W. 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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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.X). 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.

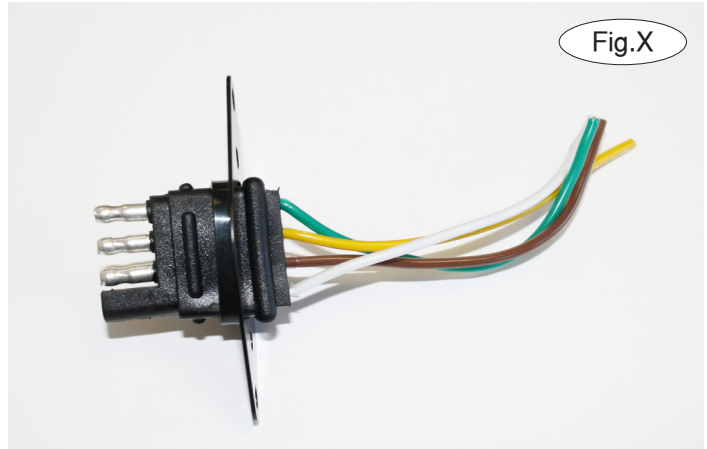


Fig.X

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.