



BASEPLATE KIT INSTALLATION INSTRUCTIONS

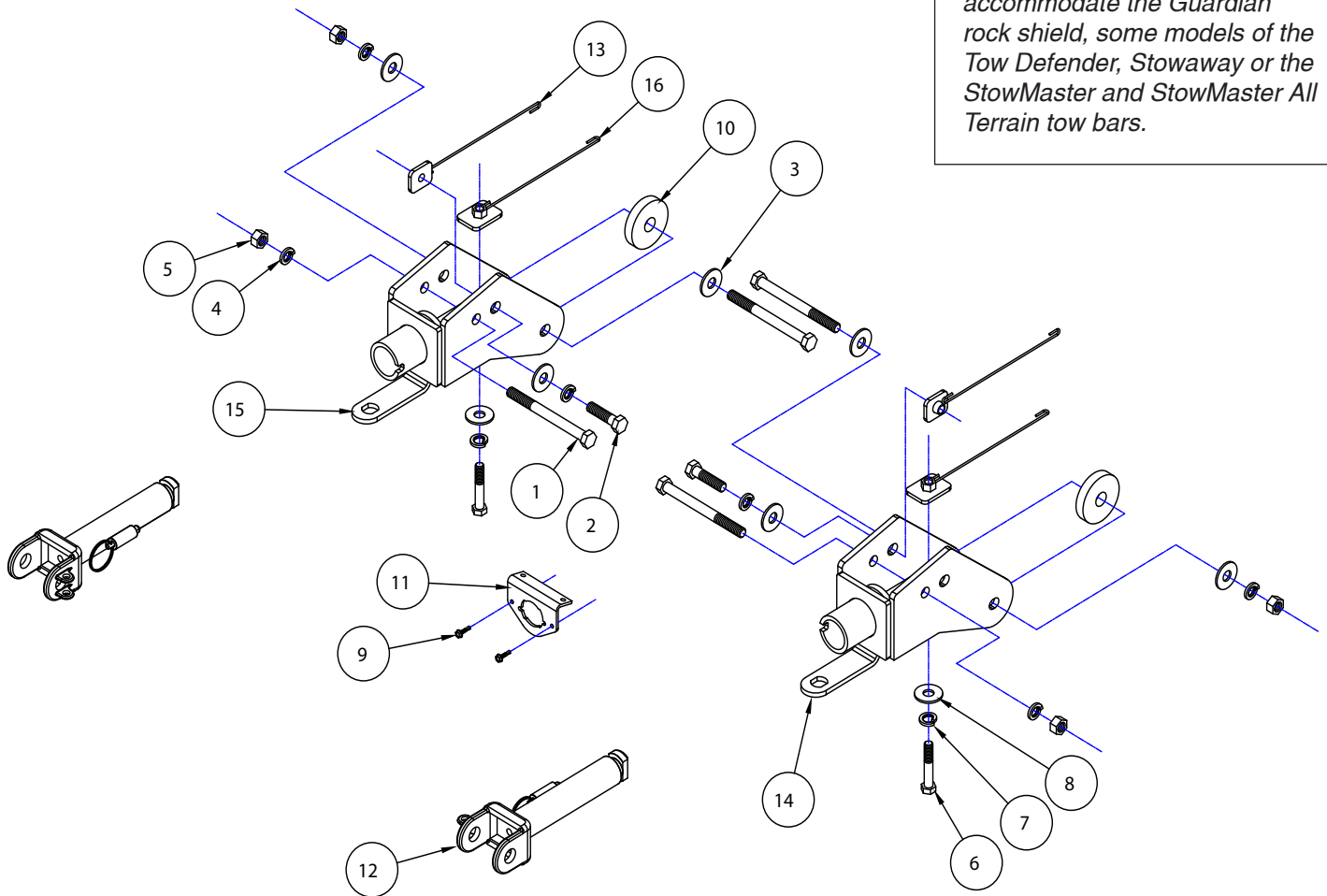
KIT# 523198-5

06/14/22
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Important

Note: This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, Stowaway or the StowMaster and StowMaster All Terrain tow bars.



ITEM	QTY	NAME	MATERIAL
1.....	4	1/2" x 5" BOLT	350107-00
2.....	2	1/2" x 2" BOLT	350097-00
3.....	6	1/2" FLAT WASHER	350308-00
4.....	6	1/2" LOCK WASHER	350309-00
5.....	4	1/2" NUT	350258-00
6.....	2	7/16" x 2 1/2" BOLT	350078-00
7.....	2	7/16" LOCK WASHER	350307-00
8.....	2	7/16" FLAT WASHER	350306-00
9.....	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
10.....	2	1/2" SPACER WASHER	A006137
11.....	1	WIRE PLUG CONNECTOR BRACKET	B003659
12.....	2	ARM	C002383
13.....	2	3/16" x 1 1/4" x 1 1/2" THREADED BACKING PLATE WITH ROD	C003372
14.....	1	DRIVER SIDE RECEIVER	C003389
15.....	1	PASSENGER SIDE RECEIVER	C003390
16.....	2	3/16" x 1 1/2" x 2" BACKING PLATE WITH ROD WITH 7/16" NUT	C003437



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This is one of our direct-connect 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 two main receiver braces, two removable front braces and a hardware pack.

The main receiver braces mount to the frame rails and tow hook mounts. 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.

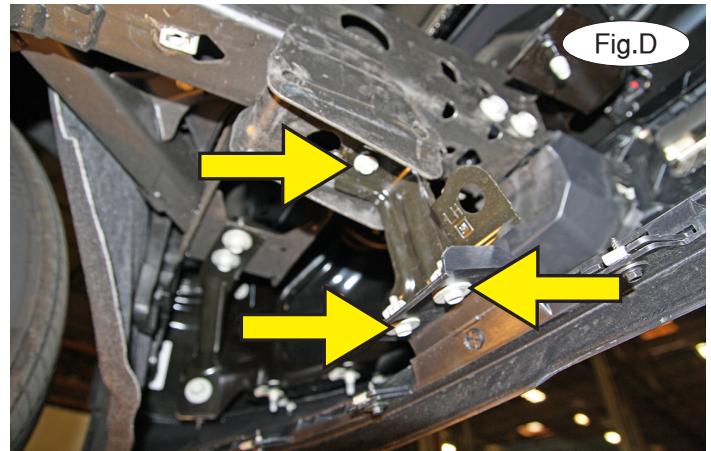
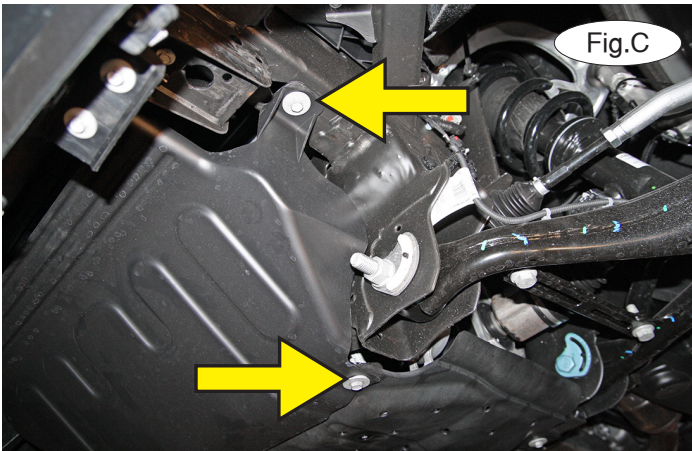


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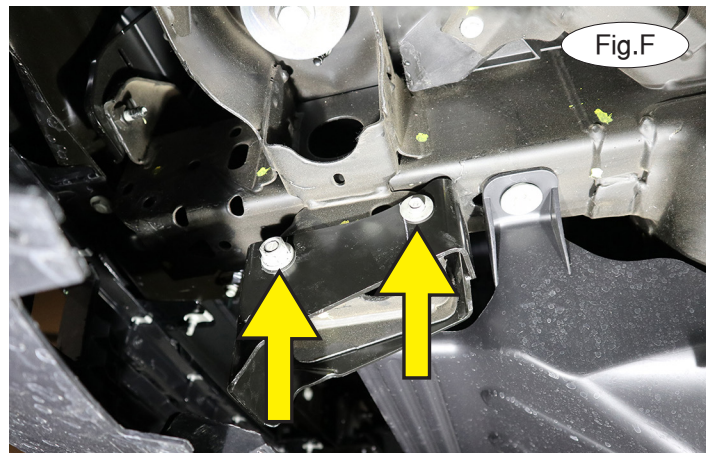
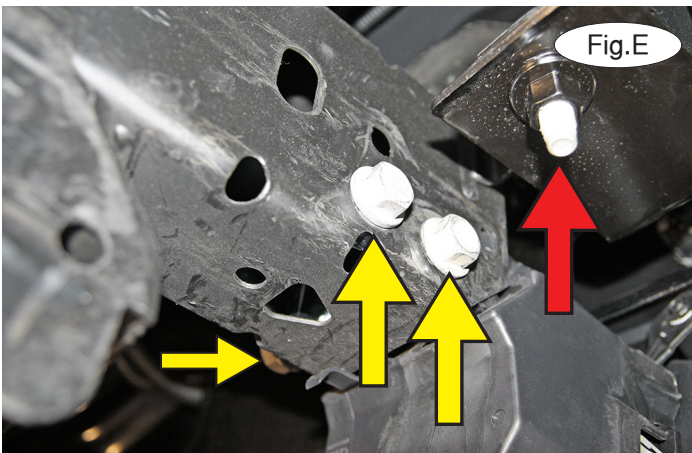
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Important: please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

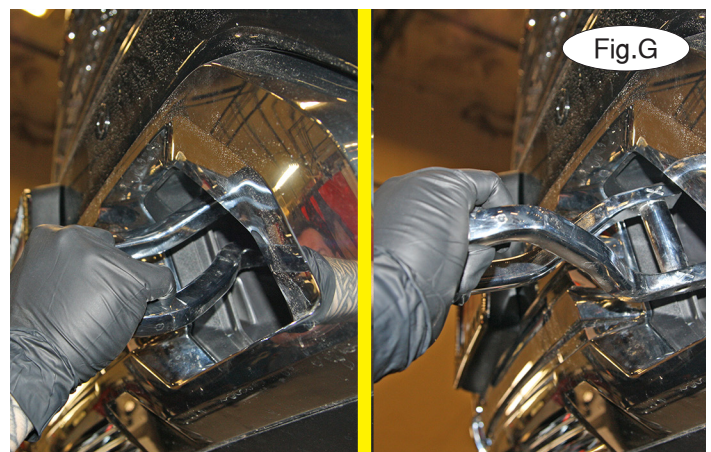
1. For Diesel engines, 2.7 Turbo engines, or models with Maximum Towing Package: Proceed to the supplement for the installation instructions. For all other models: On each side, remove two 13mm bolts attaching the splash shield to the frame. Set it aside for now (Fig.C).



2. On each side, remove three 10mm bolts attaching the bumper support to the frame (Fig.D). Set the bumper supports aside for now.

3. On each side, remove an 18mm bolt attaching the bumper support to the frame (Fig.E – red arrow). Then, remove two 18mm bolts attaching the tow hook to the frame (Fig.E – large yellow arrows). The forwardmost bolt also has a nut (Fig.E – small yellow arrow). *Note: Some models will need to remove one 18mm bolt and a 6mm bolt attaching the bumper stiffener to the frame (Fig.F).*

Now, pull forward to remove the tow hook from the opening (Fig.G – left), turning it 90 degrees toward the outside of the vehicle (Fig.G – right). The tow hooks will not be replaced.



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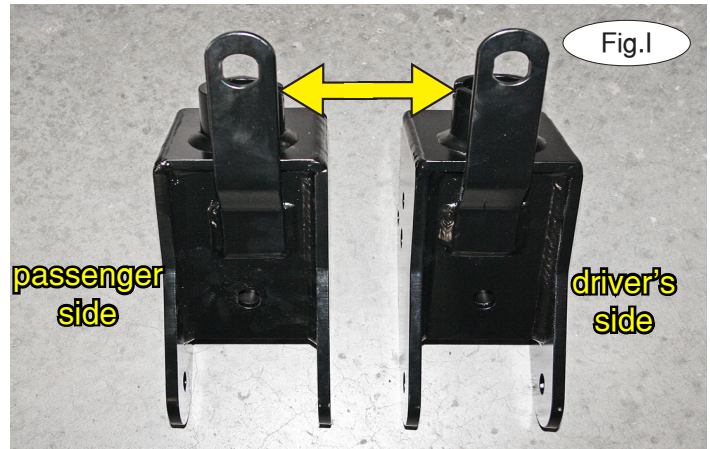
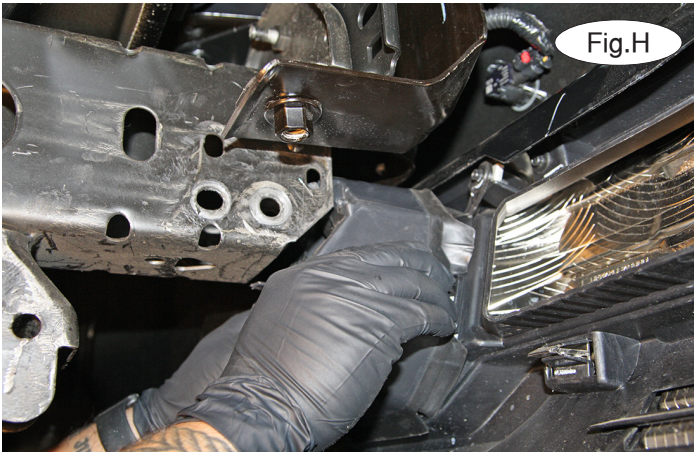


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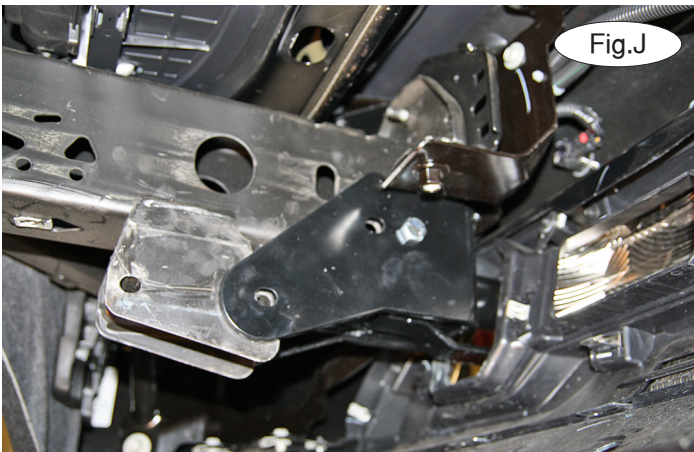
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4. On each side, remove the rubber tow hook cover by pushing it toward the front of the vehicle to release the hooks (Fig.H) and then down to remove it. They will not be replaced. *Note: Retain the tow hooks, their hardware and the covers for replacement in case the baseplate is ever removed.*

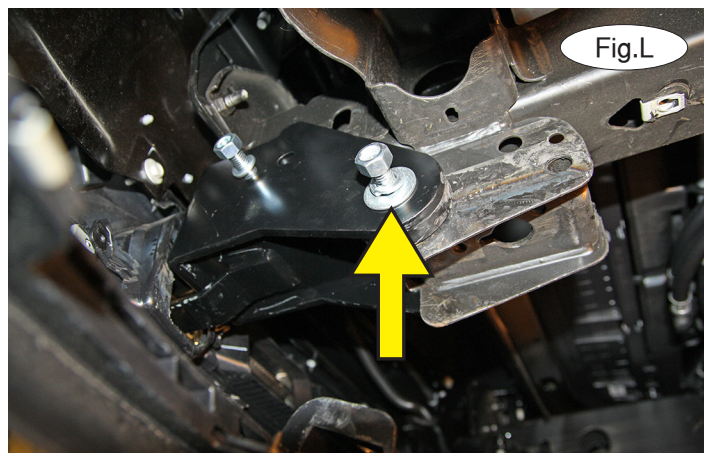


5. Use the drawing on page 1 to locate the side-specific braces. When looking at the bottom of the brace, the braces should be installed so that the safety tabs are inset to the inside of the vehicle (Fig.I). The notch on the receiver opening will also face to the inside of the vehicle (Fig.I – arrows).

6. Working on the driver's side only, pull down on the bottom of the bumper and slide the brace over both sides of the frame, aligning the holes with the tow hook mounts you exposed in step 3. In the forwardmost hole, use a 1/2" x 5" bolt to bolt toward the outside of the vehicle through the brace, frame and brace. Then, finish with a 1/2" lock washer and 1/2" nut (Fig.J).

7. Toward the outside of the vehicle, place a 2" x 1/2" plate washer between the brace and the frame (Fig.K).

Then, bolt toward the outside of the vehicle using a 1/2" x 5" bolt and 1/2" flat washer. Finish with a 1/2" flat washer, 1/2" lock washer and a 1/2" nut (Fig.L).



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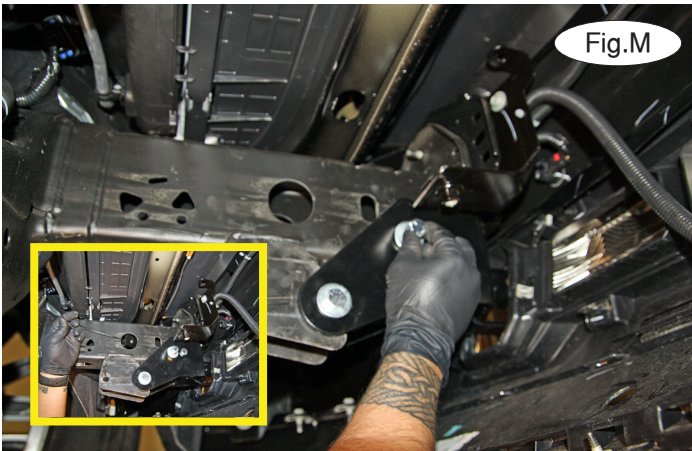


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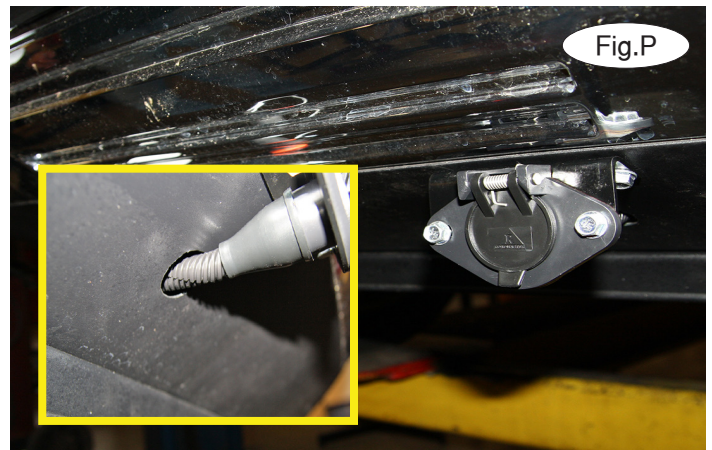
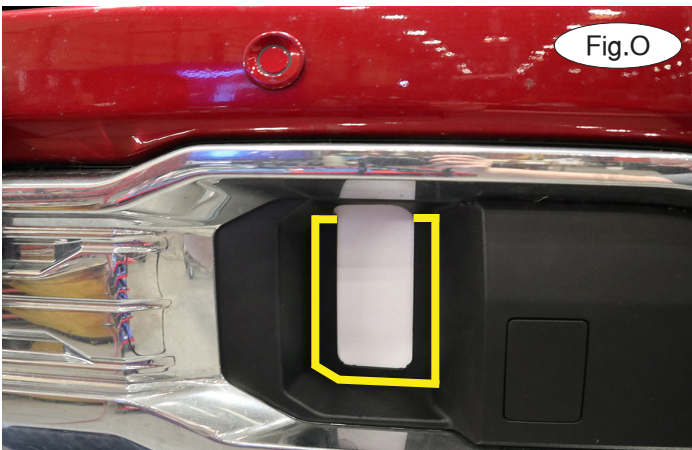
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8. Place a 1¼" x 1½" x 3/16" threaded backing plate with rod through the access hole (Fig.M – inset) and over the mount in the main receiver brace. Using a ½" x 2" bolt, ½" lock washer and ½" flat washer, bolt through the remaining side mount of the main receiver brace and into the threaded backing plate (Fig.M).

9. Using a 7/16" x 2½" bolt, 7/16" lock washer and 7/16" flat washer, bolt through hole in the bottom of the brace, through the frame and into a 3/16" x 1½" x 2" backing plate with 7/16" nut and rod placed through the access hole (Fig.N).



10. Torque all bolts to the bolt torque requirements. *Note: Use Loctite® Red on all nuts and bolts.*

11. Repeat steps 5 through 10 for the passenger side of the vehicle.

12. **If your tow hook opening appears as shown in Figure O:** Trim the profile on each side as indicated with yellow lines to ensure clearance for the main receiver brace.

13. Reinstall the splash shield and bumper mounts by reversing steps 1 and 2. Then, reverse step 3, reinstalling all hardware except the tow hook bolts.

14. If you choose to use the provided wiring mount, we suggest trimming as little of the fascia as possible to allow wiring access (Fig.P and Fig.P – inset). Then, mount the connector bracket using two of the four supplied self-drilling screws. Then, use the remaining two self-drilling screws to mount the wiring plug.



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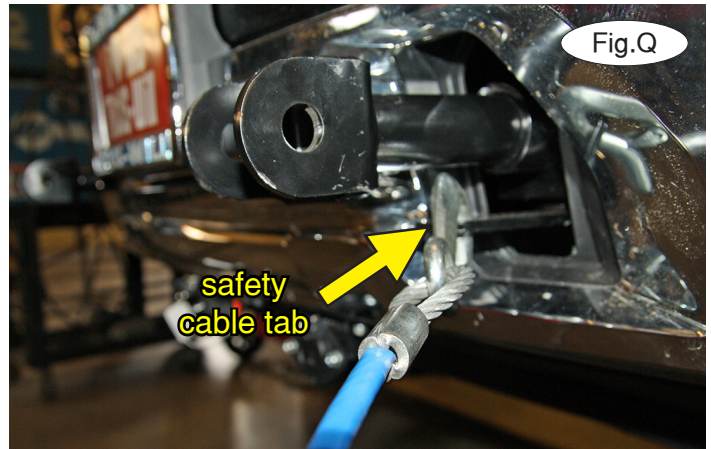
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15. On each side, insert the removable front arm into the front receiver 90 degrees from its final towing position, depressing the spring-loaded pin against the receiver. Twist back 90 degrees until the spring-loaded pin snaps into place in the notch 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.**

16. Install the tow bar to the baseplate according to the manufacturer's instructions.



IMPORTANT!

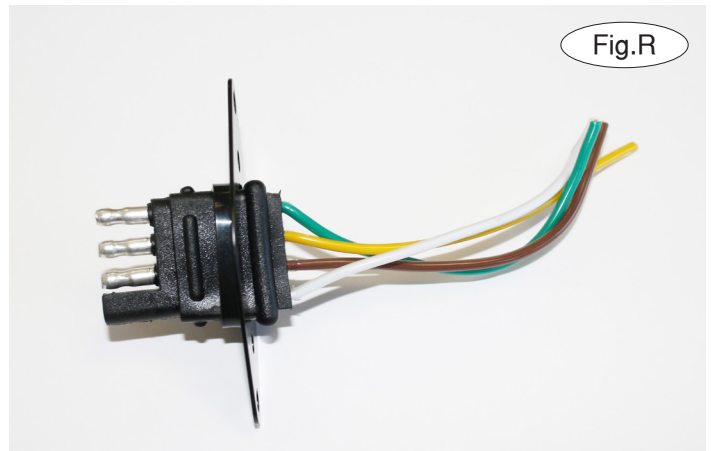
Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated in Figure Q. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

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.



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.

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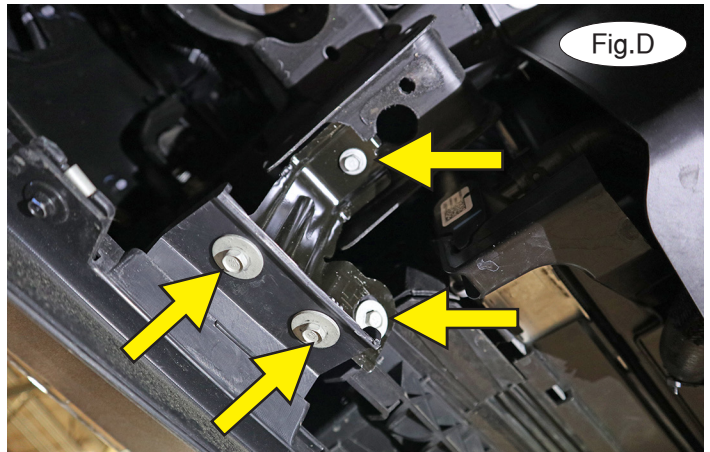
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Instructions for Diesel Engines, 2.7 Turbo Engines, or Maximum Towing Package



1. Remove two T15 Torx screws attaching the hood release handle to the latch itself. Slide forward to remove the handle (Fig.A).

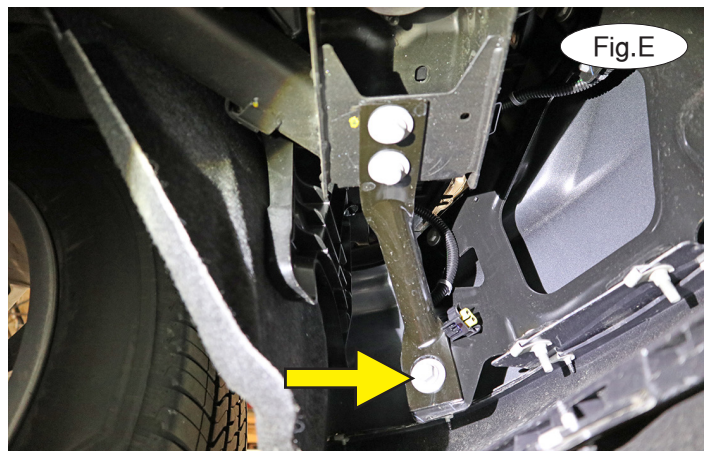
2. On each side, remove five plastic fasteners attaching the upper radiator shroud to the fascia and core support (Fig.B – green circles). Lift straight up to remove the shroud and set it aside for now.



3. On each side, remove two 10mm bolts attaching the top of the front grille to the core support (Fig.C).

4. On each side, remove four 10mm bolts attaching the stiffener bracket between the frame and the bumper (Fig.D). Set them aside for now.

5. On each side, remove one 15mm bolt attaching the outer bumper support arm to the bumper framing (Fig.E).





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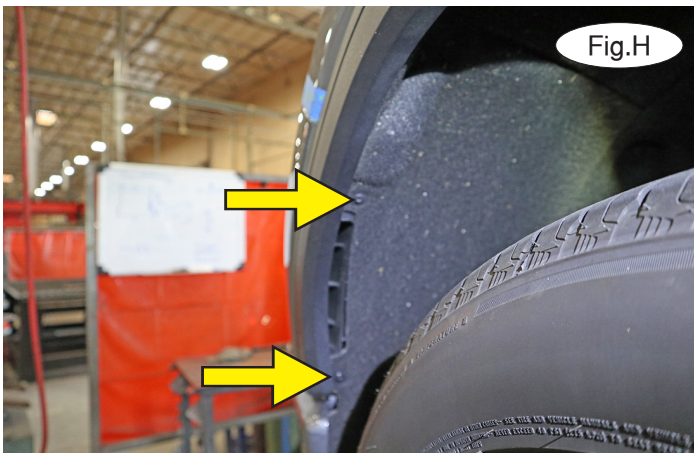
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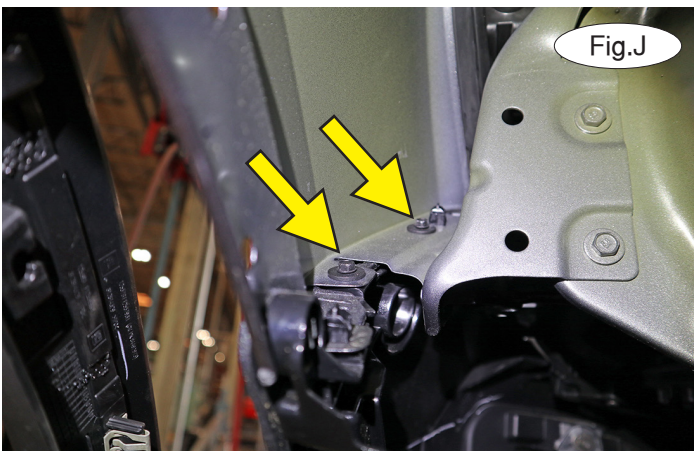
6. On each side, pull out on the fender trim piece (Fig.F) and remove the 7mm screw attaching the fascia to the fender (Fig.G).

7. On each side, remove three T15 screws attaching the fender liner to the fender and fascia (Fig.H and Fig.I).



8. On each side, pull back the fender liner and loosen (but do not remove) two 7mm screws attaching the fascia locking strip to the fender (Fig.J).

9. With one person on each side of the vehicle, pull gently – but firmly and consistently – on the fascia seam to release the fascia (Fig.K and inset). **Note: Do not turn the vehicle on at any point once the fascia has been removed, as it may trigger a check engine light on the dash.**





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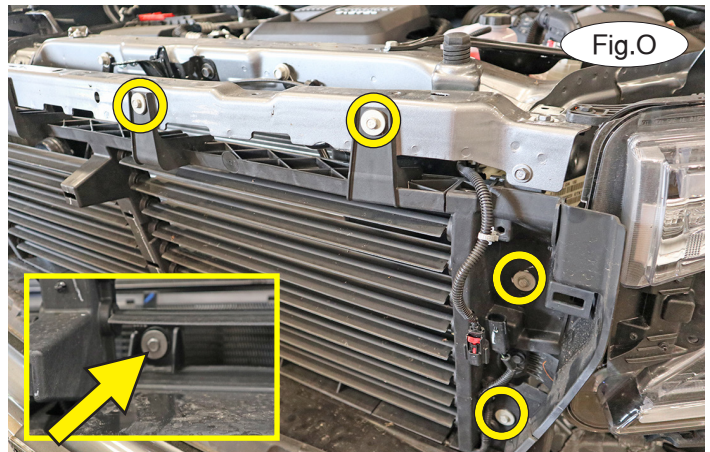
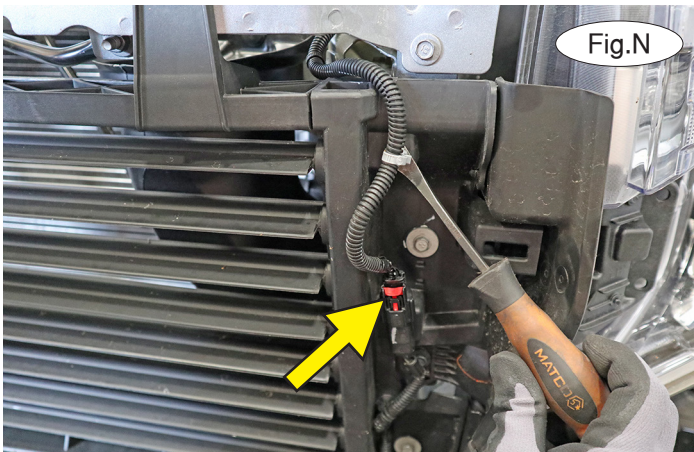
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10. On each side, remove one 10mm bolt attaching the lower part of the grille to the core support (Fig.L – circle), and one in the center (Fig.L – arrow).

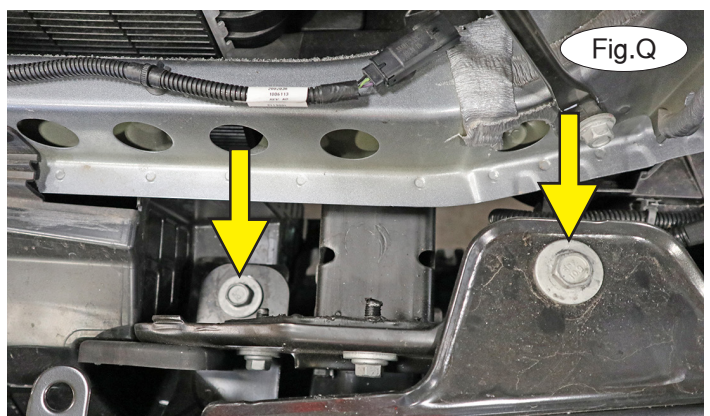
11. On each side, use a panel tool to release the clips on the top of the grille (Fig.M). Then, pull up on the corner of the grille and forward to remove it. Disconnect any wiring harnesses and set the grille aside.



12. On the driver's side only, disconnect the wiring plug and cable attachment point (Fig.N).

13. On each side, remove four 10mm bolts (Fig.O) and one in the center attaching the upper shutter housing to the core support (Fig.O – inset). Pull forward to remove the upper shutter housing, disconnecting any wiring harnesses (Fig.P).

14. With one person on each side of the vehicle, remove two 18mm bolts attaching the bumper to the frame (Fig.Q). Disconnect any remaining wiring harnesses and set the bumper aside.





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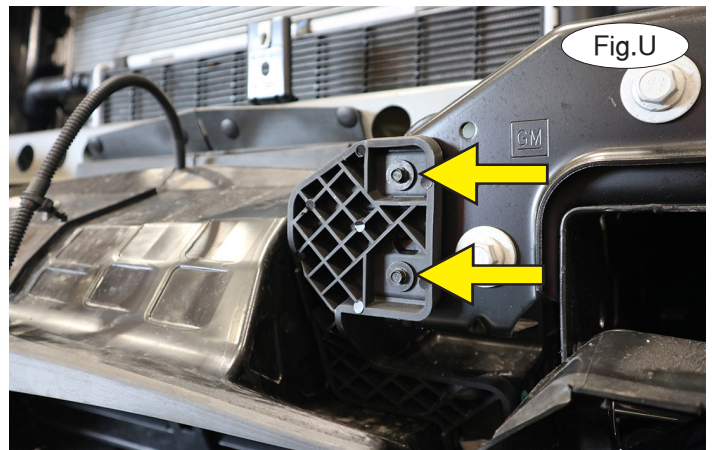
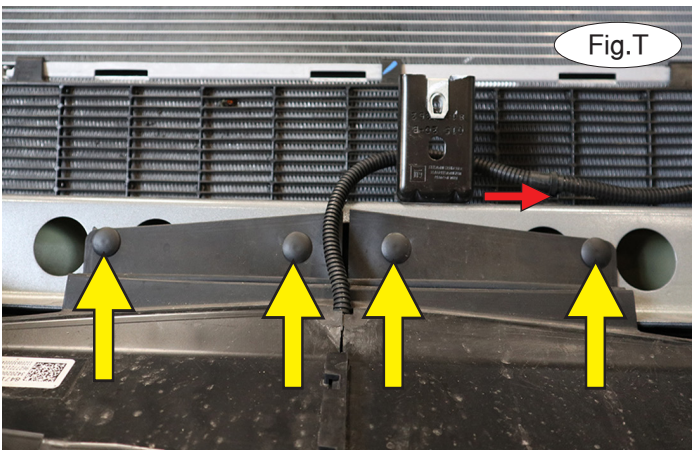
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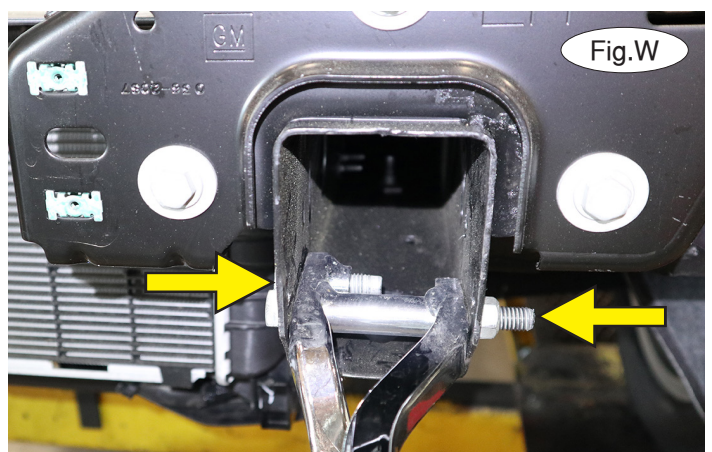
15. Using a flathead screwdriver, carefully release the three clips attaching the bottom of the lower shutter housing to the bottom of the radiator (Fig.R). Then, gently pull toward the rear of the vehicle in order to release it (Fig.S).

16. Loosen the four plastic fasteners attaching the top of the shutter housing to the core support (Fig.T). Disconnect the wiring harness (Fig.T – red arrow) and its plug, if the vehicle is so equipped. Let it hang down for now.



17. On each side, remove two 7mm screws attaching the shutter housing to the bumper mounts and set it aside (Fig.U).

18. On each side, pull forward to remove the tow hook cover (Fig.V). Then, use an 18mm socket and wrench to remove the tow hook bolts (Fig.W). They will not be reinstalled. *Note:* Retain the tow hooks, their hardware and the covers for replacement in case the baseplate is ever removed from the vehicle.



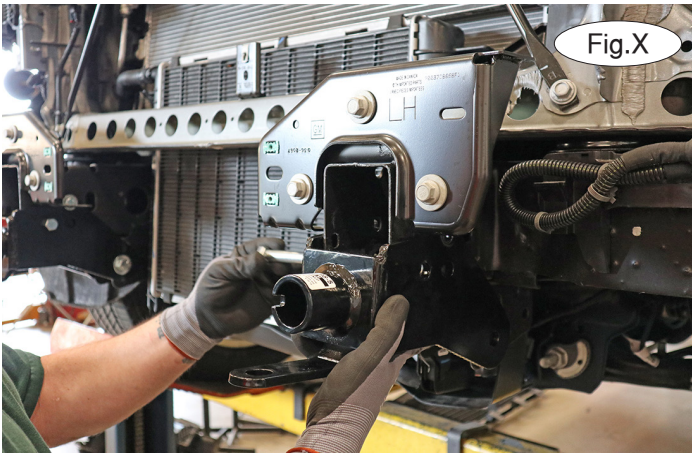


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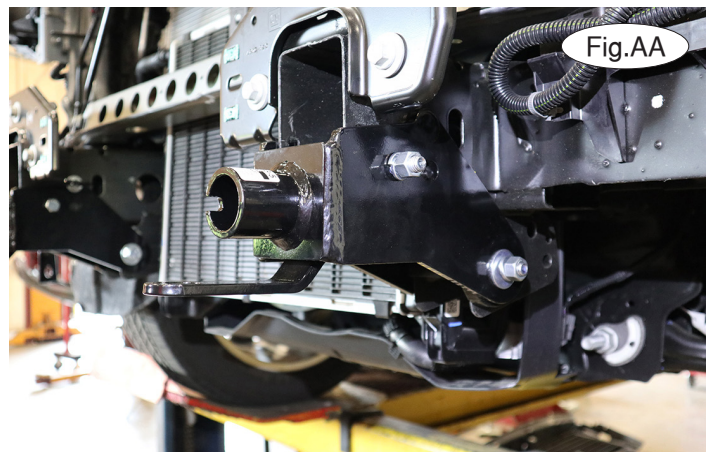
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19. Use the drawing on page 1 to locate the driver's side brace. Slide the side-specific brace over the frame and align the forwardmost hole in the brace with the holes exposed in the previous step (Fig.X). Pass a $\frac{1}{2}$ " x 5" bolt through the tow hook mount and the brace. Finish the bolt with a $\frac{1}{2}$ " lock washer and nut (Fig.Y).

20. Place a $\frac{1}{2}$ " flat washer over a $\frac{1}{2}$ " x 5" bolt, and place the $\frac{1}{2}$ " x $2\frac{1}{2}$ " O.D. spacer over the rearmost hole (Fig.Z) and pass the bolt through it. Finish the bolt with a $\frac{1}{2}$ " flat washer, lock washer and nut (Fig.AA).



21. Place a $\frac{7}{16}$ " lock washer and flat washer over a $\frac{7}{16}$ " x $2\frac{1}{2}$ " bolt and insert a $\frac{3}{16}$ " x $1\frac{1}{2}$ " x 2" nutted backing plate with rod over the existing hole in the bottom of the frame (Fig.BB). Place Loctite® Red on the bolt and pass it up through the baseplate and frame and into the nutted backing plate (Fig.CC).





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22. Place a 1/2" lock washer and flat washer over a 1/2" x 2" bolt. Place a 3/16" x 1 1/4" x 1 1/2" threaded backing plate with rod into the frame and bolt into it (Fig.DD).

23. Repeat steps 19 through 22 for the passenger side.

24. Tighten the 7/16" bolts to the bolt torque requirements, and then tighten the 1/2" hardware. *Note:* Use Loctite® Red on all nuts and bolts.

25. Bend the threaded backing plate rods back into the frame.

26. Reverse steps 1 through 17 to reinstall the bumper and shutter housing.



Now, return to step 13 in the regular instructions to finish the installation.

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.