



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 523200-5**

11/2025  
MS

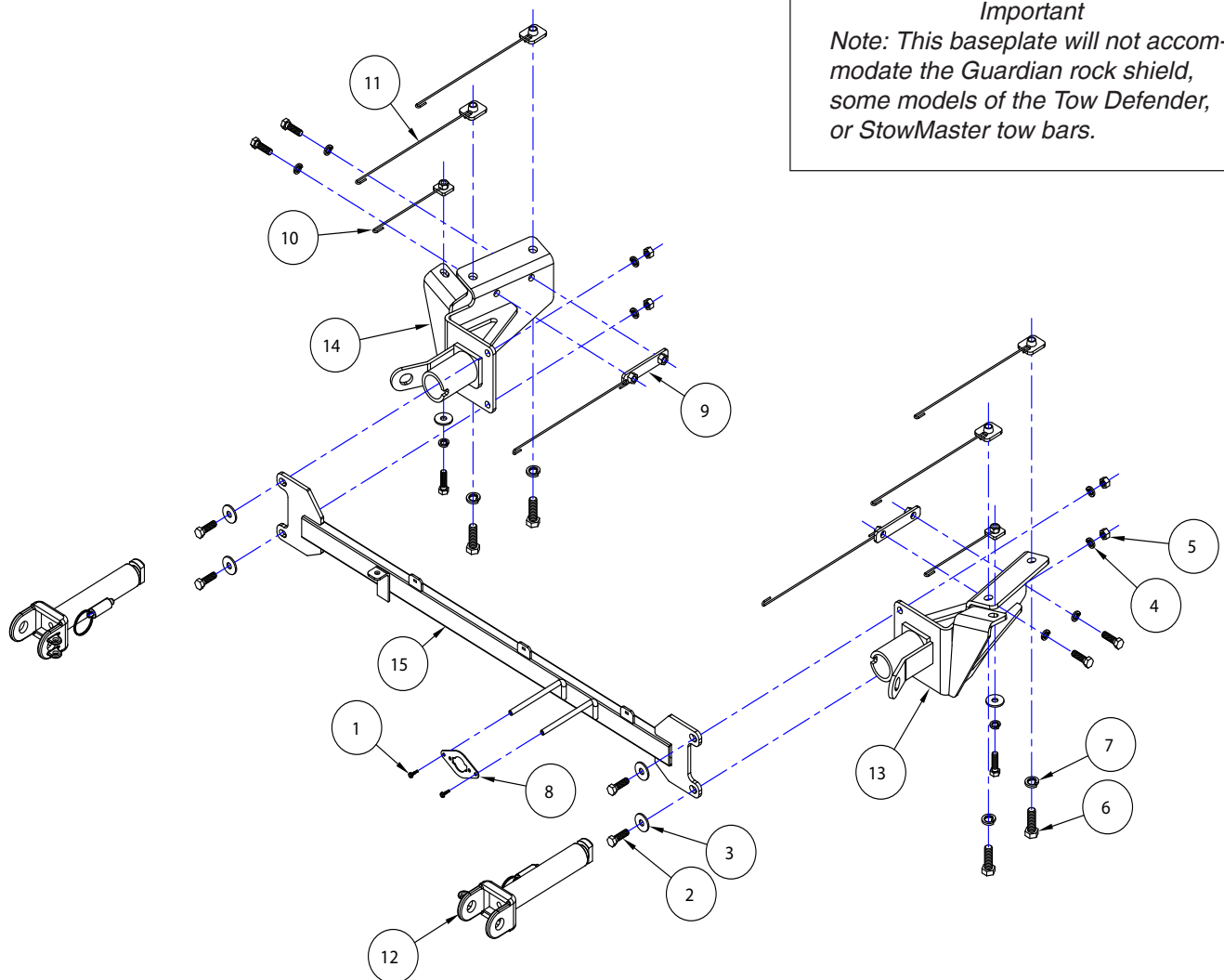
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Vancouver, WA 98682

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

ITEM	QTY	DESCRIPTION	MATERIAL#
1	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
2	10	3/8" x 1 1/4" BOLT	350056-00
3	6	3/8" FLAT WASHER	350304-00
4	10	3/8" LOCK WASHER	350305-00
5	4	3/8" HEX NUT	350254-00
6	4	1/2 x 1 1/2" BOLT	350095-00
7	4	1/2" LOCK WASHER	350309-00
8	1	WIRE PLUG PLATE	A003801
9	2	3/4" x 4" BACKING PLATE WITH 3/8" NUTS AND 10" ROD	C003438
10	2	1" x 1" BACKING PLATE WITH 3/8" NUT AND 6" ROD	C001948
11	4	1 1/4" x 1 1/2" THREADED BACKING PLATE W/ 10" ROD	C002501
12	2	MX ARM	C002383
13	1	DRIVER SIDE RECEIVER	C003434
14	1	PASSENGER SIDE RECEIVER	C003435
15	1	CROSS BRACE	C003436



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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 baseplate mounts to the frame of the vehicle and consists of a main receiver brace, two rear support braces, two removable front braces, and a hardware pack.

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.



Fig.A



Fig.B

**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 Threadlocker 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" or more 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 the towing system's 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 check and 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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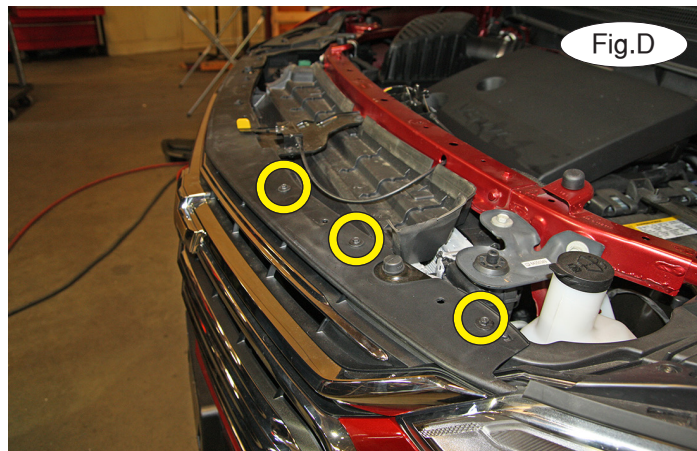
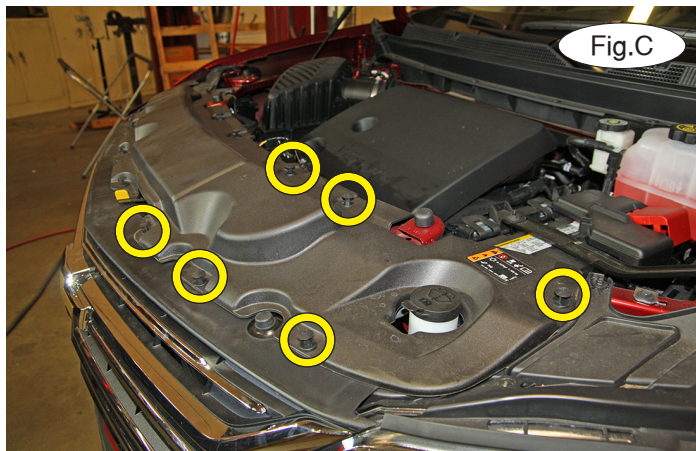
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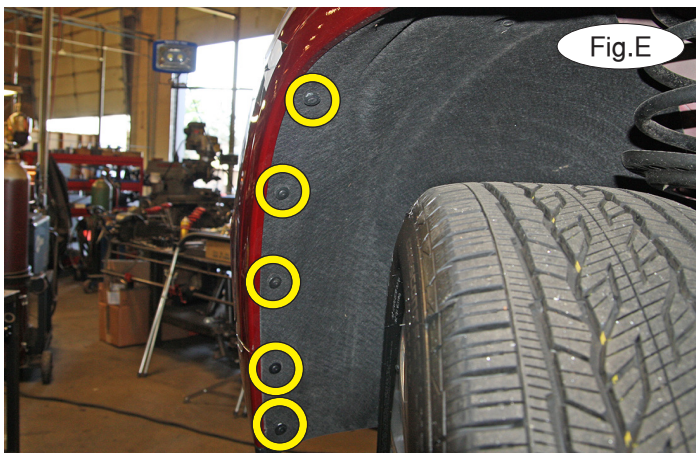
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. On each side, remove six plastic fasteners attaching the radiator cover to the fascia and core support (Fig.C). Set it aside for now.

2. On each side, remove three 7mm (head) screws attaching the fascia to the core support (Fig.D).

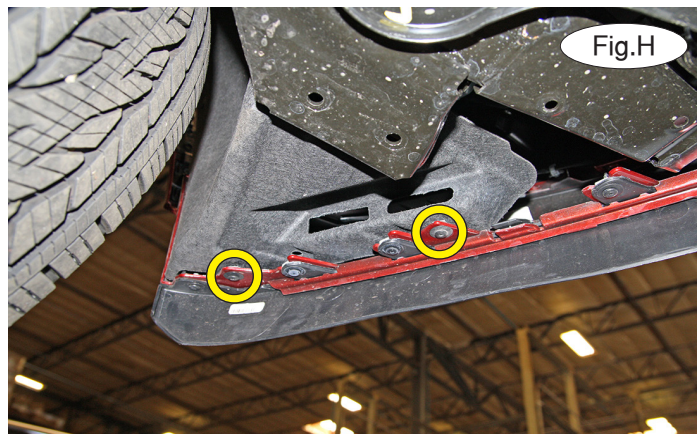
3. On each side, remove five T15 (head) screws attaching the fender liner to the fascia (Fig.E).



4. On each side, pull out on the bottom of the fender well trim to release the first five clips attaching it to the fender and fascia (Fig.F). *Note:* It may be helpful to release the top two clips from inside the fender.

5. On each side, peel back the fender liner at the seam to remove one 7mm (head) screw (Fig.G).

6. On each side, remove two T15 Torx (head) screws attaching the bottom of the fender well to the fascia (Fig.H).





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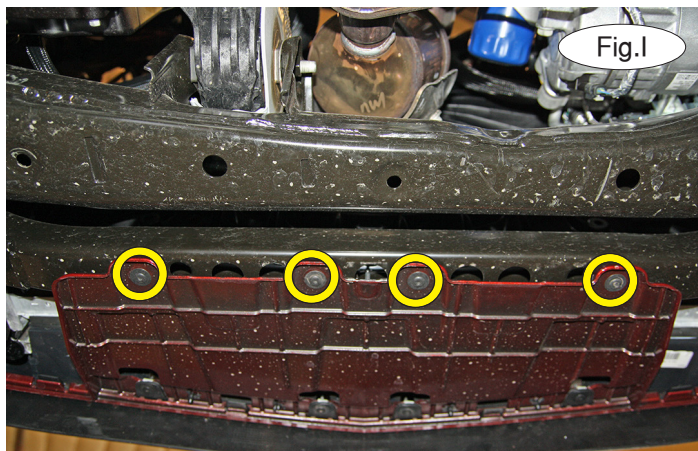
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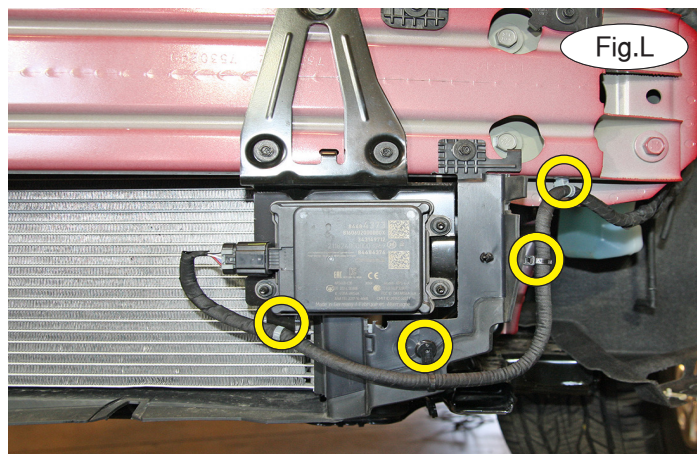
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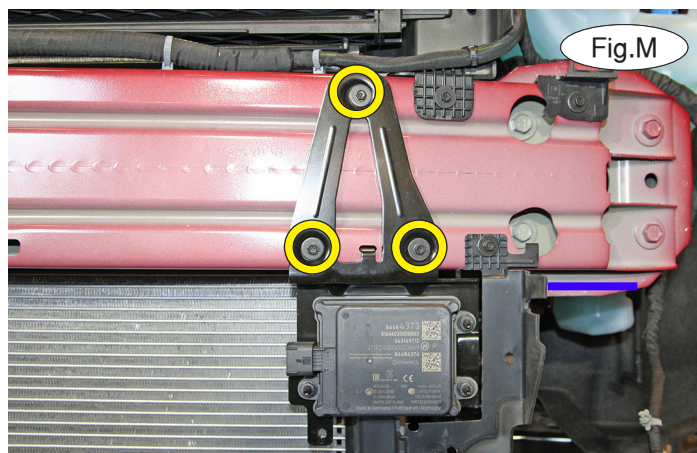
7. Remove four T15 Torx (head) screws attaching the bottom of the fascia to the subframe (Fig.I).
8. On each side, lift up on the top of the grille (Fig.J) and pull out on the corner to release the fascia (Fig.K). Disconnect any wiring harnesses and set the fascia aside for now.



**For vehicles with Active Air Shutters:** Proceed to the supplement found at the end of these instructions. **For all other models:** Proceed to step 9.

9. On the driver's side only, release four wiring clips attaching the ACC harness to the frame, if the vehicle is so equipped. Unplug it (Fig.L). **Note: Turning the vehicle on at any point during which the ACC unit is unplugged will trigger a check engine light.**

10. Remove three 7mm (head) screws attaching the ACC bracket to the bumper core. Set it aside for now (Fig.M). Now, on each side, trim the bottom of the bumper core flange using the blue line in Figure M as a guide for trimming.





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Fig.N

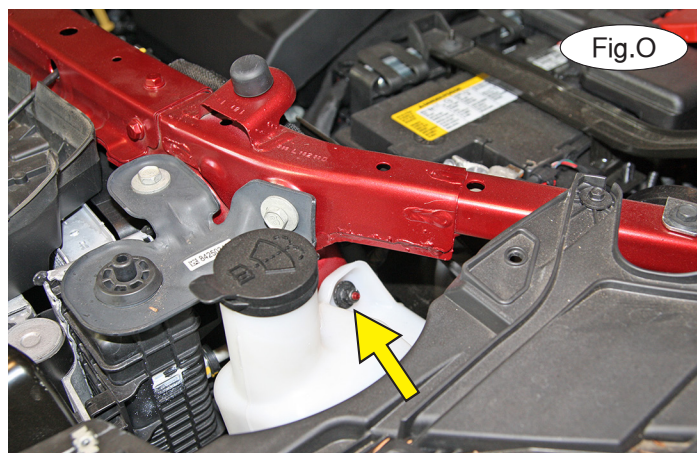


Fig.O

11. On each side, remove one 7mm (head) screw (Fig.N – circle) attaching the end of the air deflector to the bumper core and then trim it off using the yellow line indicated in Figure N.

12. On driver's side only, remove one 10mm nut attaching the washer bottle to the core support (Fig.O). Unclip and disconnect all washer bottle wiring harnesses and then remove two 10mm (head) bolts attaching the washer bottle to the bumper core (Fig.P). Now, detach and disconnect the fluid lines from the reservoir and temporarily cap the release valves to avoid fluid loss (Fig.Q). Then, gently maneuver it out of the framing and set it aside for now.

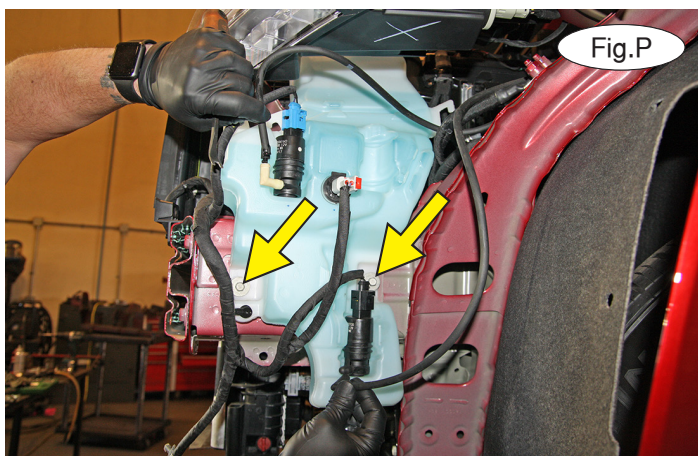


Fig.P

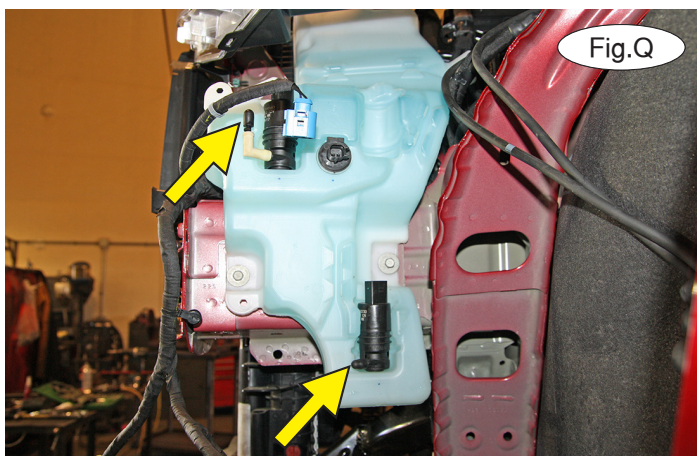


Fig.Q

13. Continuing on the driver's side only, use the drawing on page 1 to locate the driver's side-specific brace and hold it in place under the bumper core and alongside the pinch weld. Place the brace so that the forwardmost hole aligns with the existing hole in the frame (Fig.R – small arrow). Mark the holes and then drill them out – the upper holes are 1/2" (Fig.R – circles) and the lower ones are 3/8" (Fig.R – large arrows).

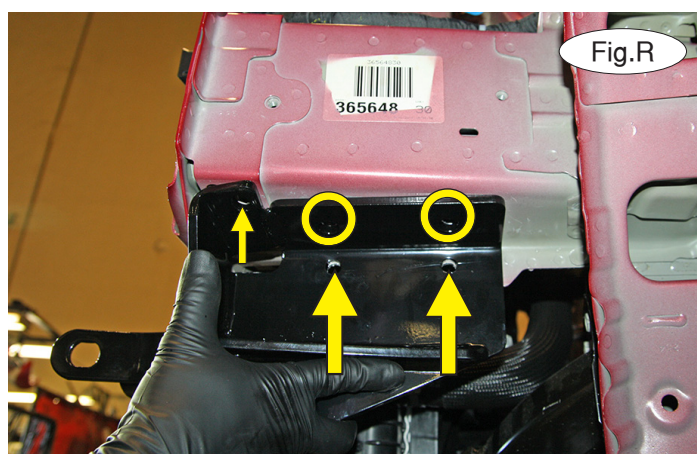


Fig.R



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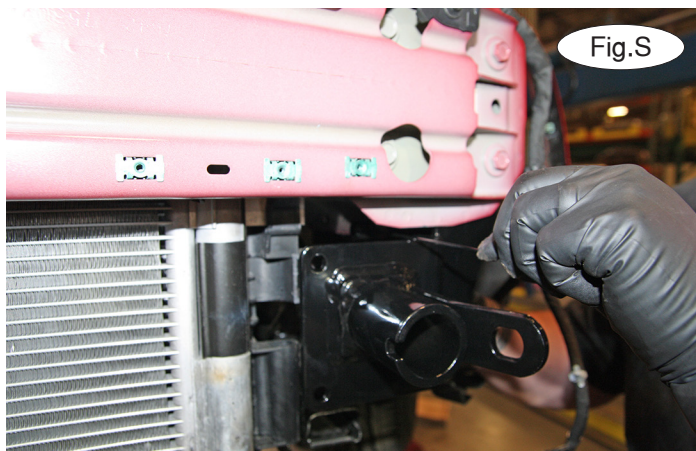


Fig.S

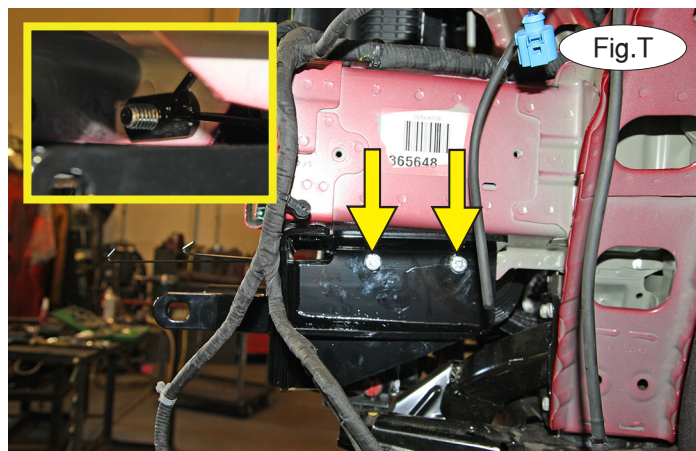


Fig.T

14. Hold the brace in place over the holes you just drilled. Place two 3/8" lock washers over two 3/8" x 1 1/4" bolts. Then, place a double-nutted backing plate with 10" inch rod on the inside of the frame (Fig.S) and bolt through the lower holes of the brace (Fig.T) and into the threaded backing plate (Fig.T – inset).

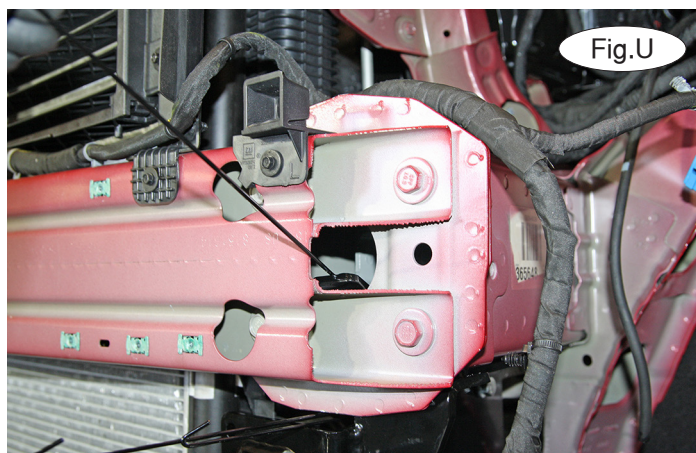


Fig.U

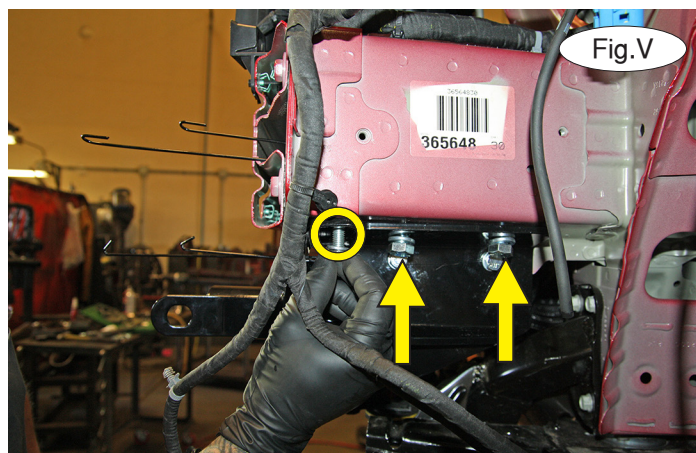


Fig.V

15. Place two 3/16" x 1 1/4" x 1 1/2" threaded backing plates with 10" rod through the access hole in the end of the bumper core over the holes you drilled in step 13 (Fig.U). Now, place two 1/2" lock washers over two 1/2" x 1 1/2" bolts and bolt up into the threaded backing plates (Fig.V – arrows).

Then, place a 3/8" nutted backing plate with 6" rod inside the bumper core over the forwardmost mount. Place a 3/8" lock washer over a 3/8" x 1 1/4" bolt and bolt up into the threaded backing plate (Fig.V – circle).

16. Repeat steps 13 through 15 for the passenger side of the vehicle.

17. Torque the upper 1/2" bolts to the bolt torque requirements found at the end of these instructions. Then, tighten the lower 3/8" bolts and then the remaining 3/8" bolts. *Note:* Use Loctite® Red on all nuts and bolts. Trim the rods off, or bend them out of the way.

18. Place two 3/8" flat washers over two 3/8" x 1 1/4" bolts on each side to attach the center brace to the side-specific braces. Finish with a 3/8" lock washer and 3/8" nut on each bolt (Fig.W). Then, if the vehicle is equipped with an ACC, reinstall the unit on the driver's side by reversing step 9 (Fig.W – inset).

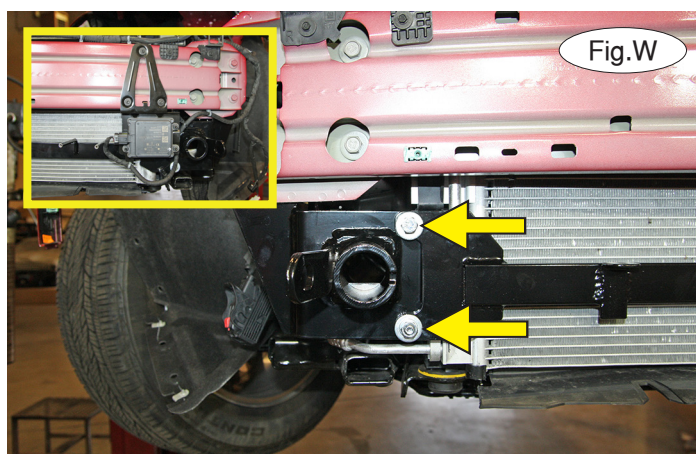


Fig.W



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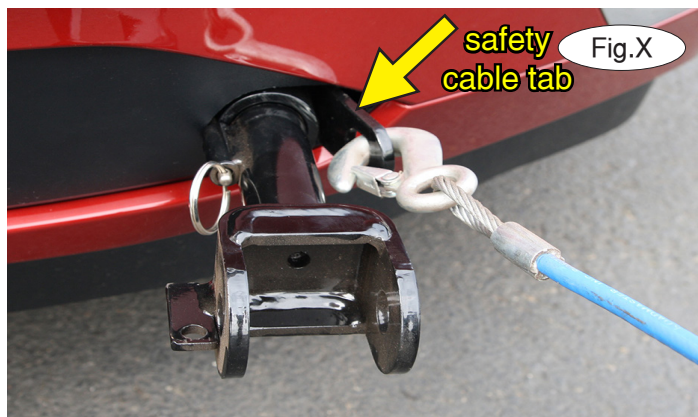
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19. Reinstall the washer bottle by reversing step 12.

20. Use the template on the last page as a guide for trimming. You should trim just enough to allow clearance for the receiver, safety cable tab and locking pin on the arm (Fig.X). Then, reinstall the fascia, reversing steps 1 through 8. **For Active Air Shutter models only:** You will first need to reinstall the Active Air Shutters by reversing steps 1 through 4 in the supplement.

21. 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.**

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



### IMPORTANT!

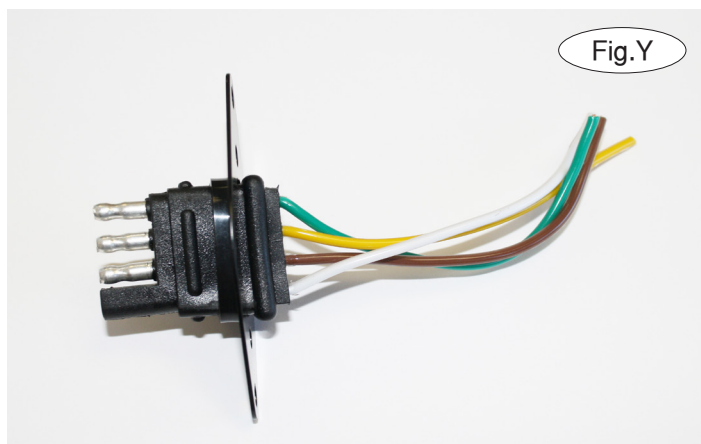
**Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated in Figure X. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.**

### 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.Y). 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
5/16-18	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.



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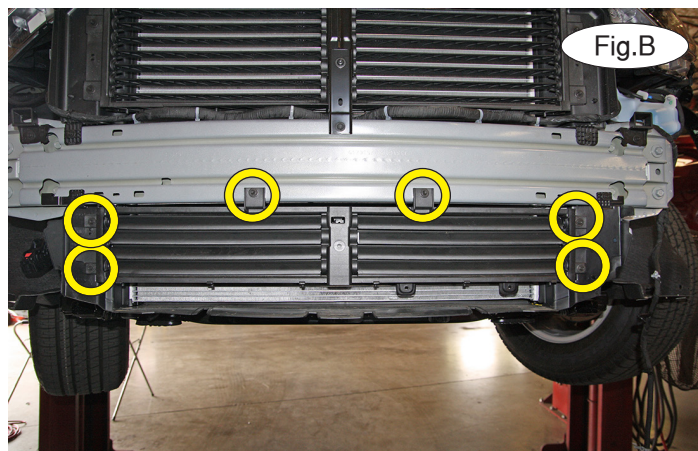
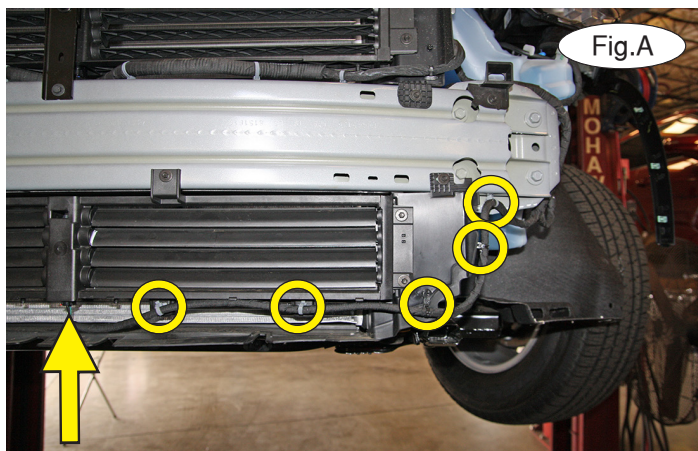
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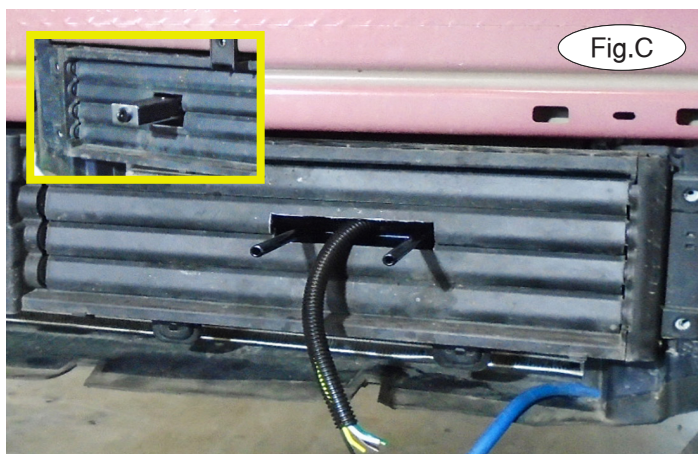
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## Supplement for Active Air Shutter Models

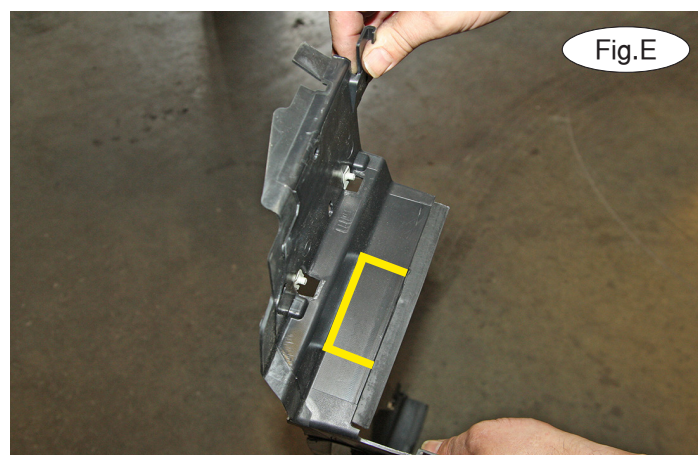
Follow this supplement for models with Active Air Shutter models only, before returning to step 9 in the instructions.



1. Unclip the wiring harness for the Active Air Shutters (Fig.A – circles) and then unplug the harness to the motor (Fig.A – arrow).
2. Remove six 7mm (head) screws attaching the Active Air Shutter assembly to the lower air dam (Fig.B).



3. On the driver's side only, trim out a section of the Active Air Shutter assembly as shown in Figure C. *Note:* If you are using our Breakaway Switch, you will need trim for clearance on the passenger side as well (Figure C – inset).
4. Remove five 7mm (head) screws attaching the lower air dam to the subframe and the bumper core (Fig.D).
5. Trim the air dam as shown in Figure E (driver's side) and then set it aside for now.



**Now, return to step 9 in the regular instructions to finish the installation of the baseplate.**



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## Trim template

*Note: Due to factory frame variances, additional trimming (beyond what this template covers) may be required.*

