

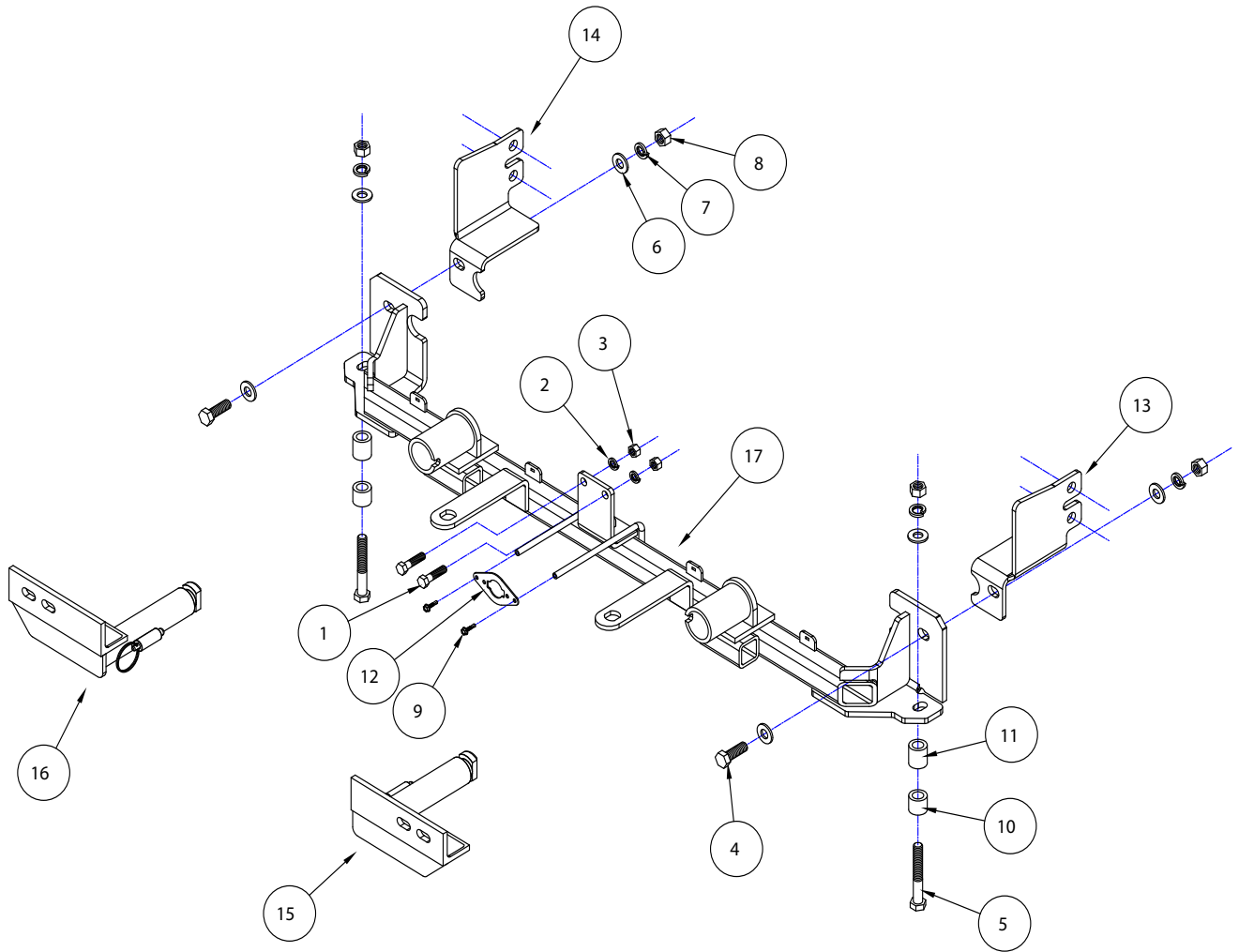


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523201-4

06/10/19
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com



ITEM	QTY	NAME	MATERIAL
1.....	2.....	3/8" x 1 1/2" BOLT	350057-00
2.....	2.....	3/8" LOCK WASHER	350305-00
3.....	2.....	3/8" NUT	350254-00
4.....	2.....	1/2" x 1 1/2" BOLT	350095-00
5.....	2.....	1/2" x 3 1/2" BOLT	350103-00
6.....	6.....	1/2" FLAT WASHER SAE	350308-20
7.....	4.....	1/2" LOCK WASHER	350309-00
8.....	4.....	1/2" NUT	350258-00
9.....	2.....	#10 x 3/4" SELF DRILLING SCREW	350247-35
10.....	2.....	1" O.D. x 0.188 WALL x 7/8" TUBE SPACER	A-000480
11.....	2.....	1" O.D. x 0.188 WALL x 1 1/8" TUBE SPACER	A-002410
12.....	1.....	WIRE PLUG PLATE.....	A-003801
13.....	1.....	DRIVER SIDE REAR BRACE	B-003737
14.....	1.....	PASSENGER SIDE REAR BRACE.....	B-003738
15.....	1.....	DRIVER SIDE ARM.....	C-002427
16.....	1.....	PASSENGER SIDE ARM	C-002428
17.....	1.....	MAIN RECEIVER.....	C-003447



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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 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.



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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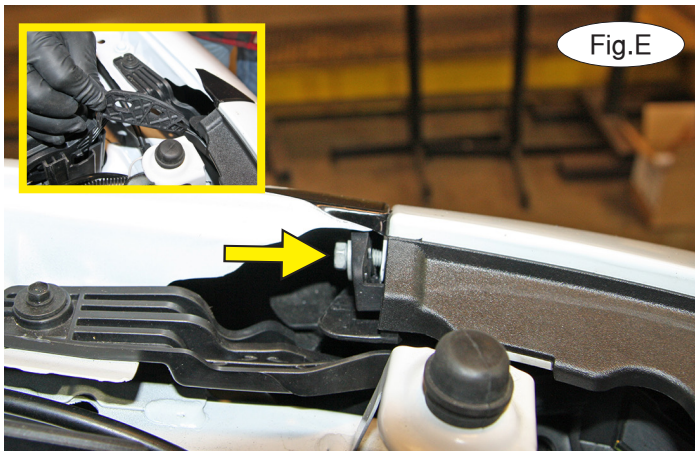
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, on each side, remove four T15 screws attaching the top of the fascia to the radiator support (Fig.C). Pull up to remove the washer bottle neck in preparation for a future step (Fig.D).

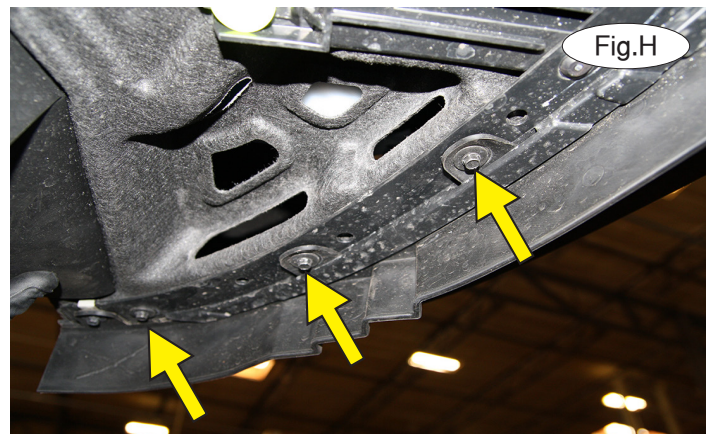
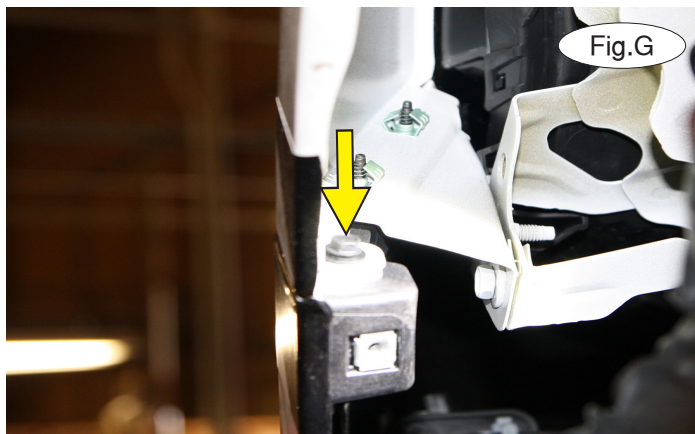
2. On each side, using a 10mm wrench, remove the bolt attaching the top corner of the fascia to the fender (Fig.E). Then, pull the plastic locking tab out toward the center of the vehicle to release the corner of the fascia (Fig.E – inset).



3. On each side, remove three T15 screws attaching the fender liner to the fascia (Fig.F).

4. On each side, peel back the fender liner and remove one 7mm (head) screw attaching the corner of the fascia to the fender (Fig.G). *Note:* This screw is specific to this location only. Use care to ensure it isn't reinstalled elsewhere.

5. On each side, remove three 7mm (head) screws attaching the splash shield to the bottom of the fender liner (Fig.H).



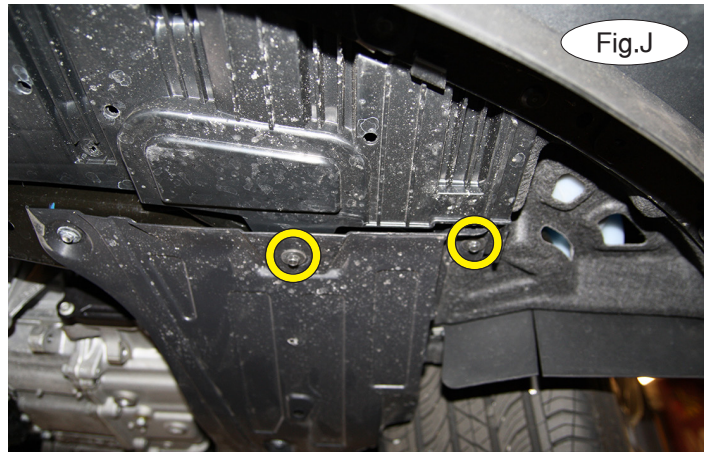
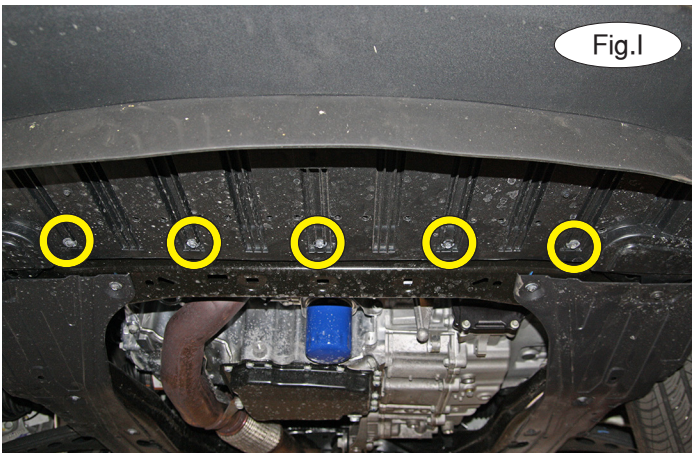


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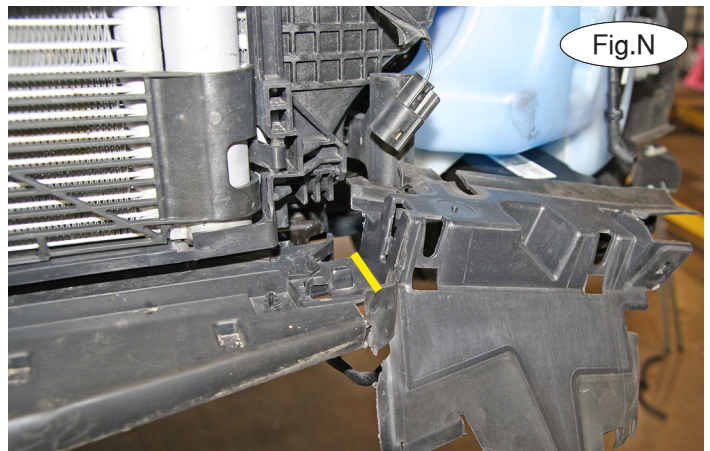
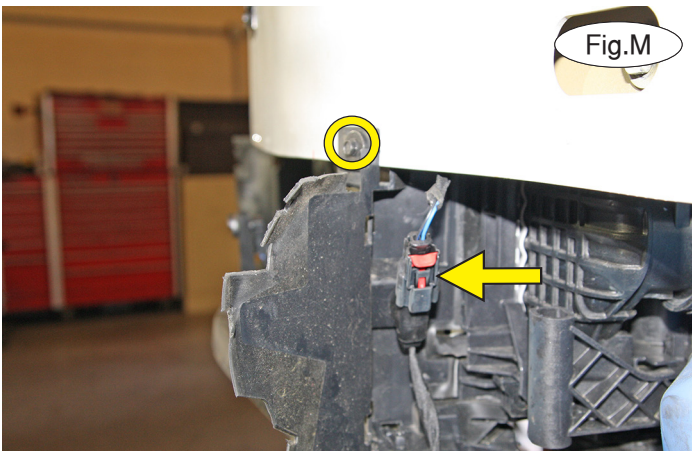


6. Remove five 7mm (head) screws attaching the splash shield to the subframe (Fig.I).
7. On each side, remove two 7mm (head) screws attaching the splash shield to the subframe and fender liner (Fig.J).



8. On each side, lift up on the top of the fascia, pull out on the corner, and then pull out to release the fascia from its clips (Figs.K and L). On the passenger side, disconnect the wiring harness (Fig.L – inset).

9. On each side, remove one 7mm (head) screw attaching the air deflector to the bumper core (Fig.M – circle). *Note:* On the driver's side, you will also need to disconnect the ambient temperature sensor harness (Fig.M – arrow). Then, on both sides, fold the air deflector down toward the outside of the car and then trim it off (Fig.N).





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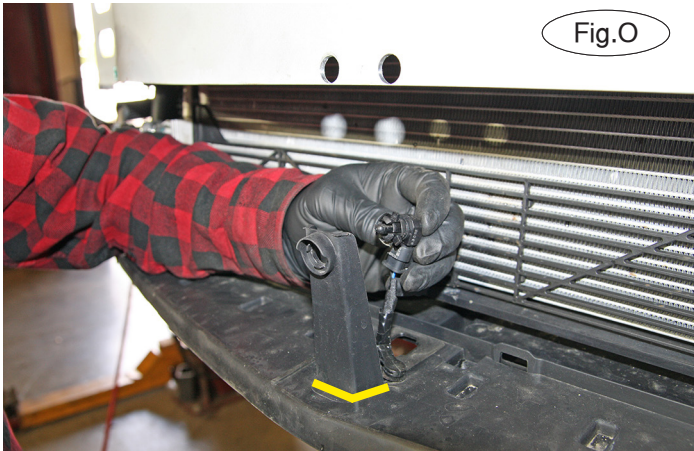


Fig.O

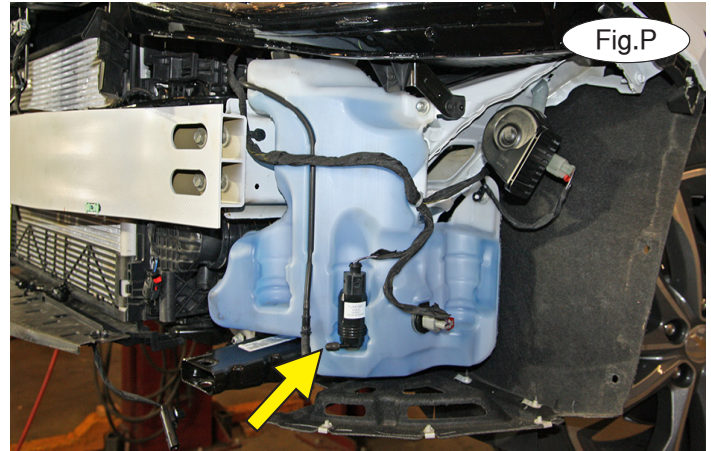


Fig.P

10. Remove the ambient temperature sensor from its center mount and release the clip attaching the wiring harness to the air deflector (Fig.O). Use a reciprocating saw to cut the mount flush with the air deflector, using the yellow lines in Figure O as a guide.

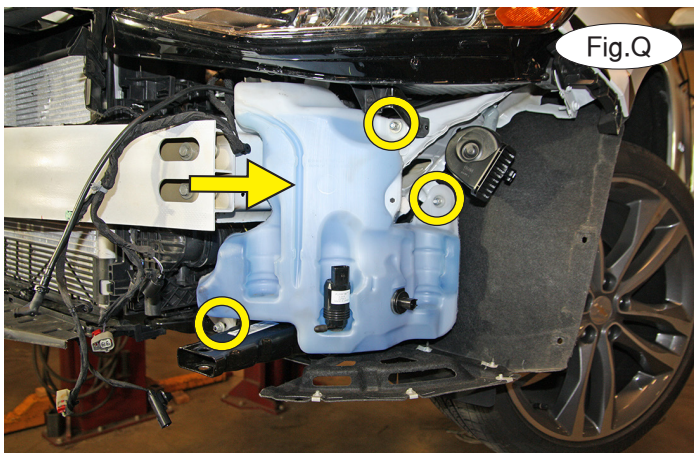


Fig.Q



Fig.R

11. On the driver's side, unplug the horn. Then, follow the wiring harness along its length, unclipping it and disconnecting any plugs along the way. Disconnect the washer fluid line and close off the motor using a rubber cap (Fig.P – arrow). Release the line from its channel, as shown in Figure Q – arrow. Then, remove three 10mm nuts attaching the washer bottle to the frame (Fig.Q – circles). Now, pull it toward the front of the vehicle to remove it (Fig.R). Set it aside for now.

12. On the passenger side only, remove four 7mm (head) screws attaching the headlight to the frame (Fig.S and Fig.T). Disconnect the harnesses and remove the headlight.

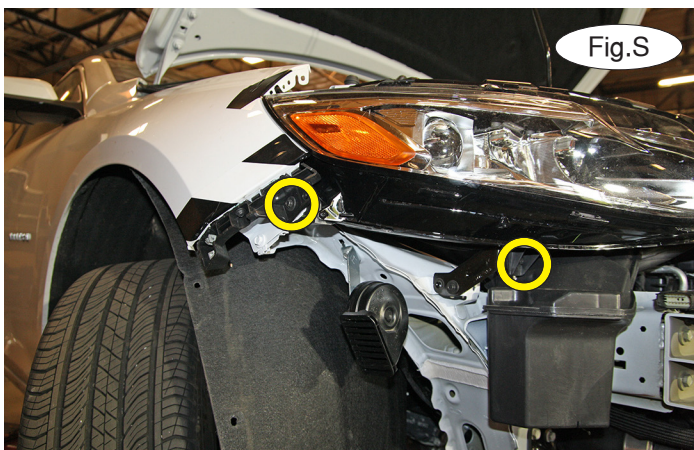


Fig.S

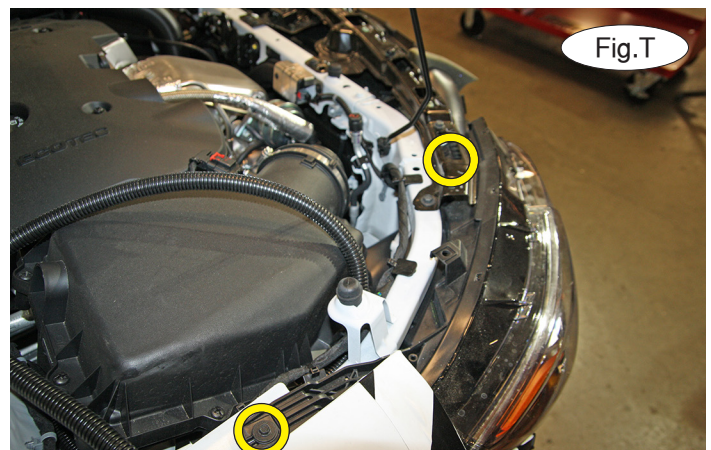


Fig.T

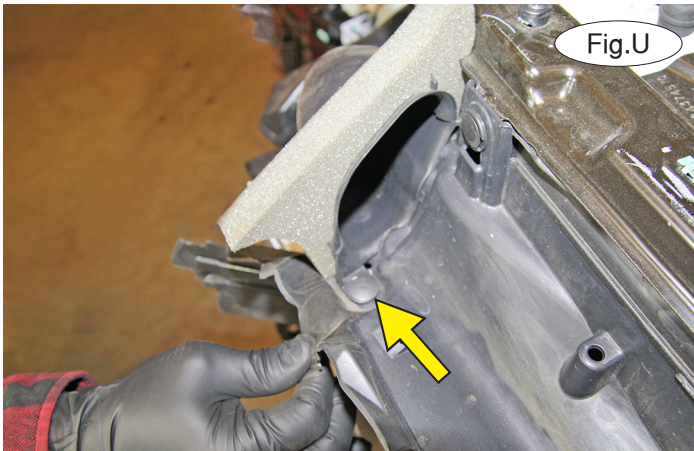


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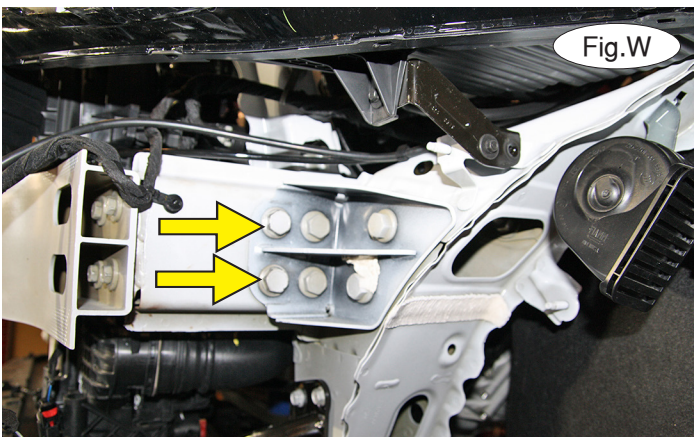
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13. On the passenger side only, remove one plastic fastener (Fig.U) and one 10mm (head) bolt (Fig.V) attaching the air intake to the frame and radiator housing. Pull the air intake toward the front of the vehicle and set it aside for now.

14. Working on the driver's side, remove front two 18mm (head) bolts attaching the corner brace to the frame (Fig.W).

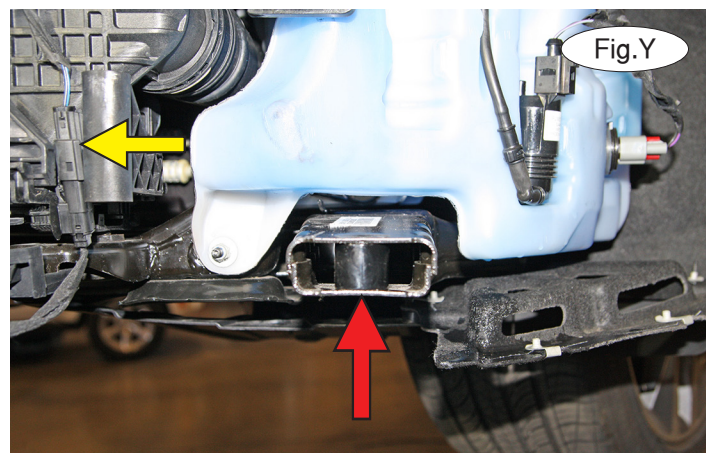


15. Using the drawing on page 1, locate the driver's side upper brace and place it under the bumper core. Then, loosely replace the bolts you just removed in step 14 (Fig.X).

16. Repeat step 15 for the passenger side of the vehicle. Then, reinstall the air intake and headlight on the passenger side, reversing steps 12 and 13.

17. Reinstall the washer bottle on the driver's side, reversing step 11. Reconnect the horn and then the ambient temperature sensor harness, stowing the connector on the radiator housing, as shown in Figure Y – yellow arrow.

18. On each side, use a 1/2" drill bit to enlarge the bottom hole in the frame horn. Then, place a 1" O.D. x .188 wall x 7/8" pipe spacer inside the frame horn, aligning it with the holes in the top and bottom of the frame horn (Fig.Y – red arrow).



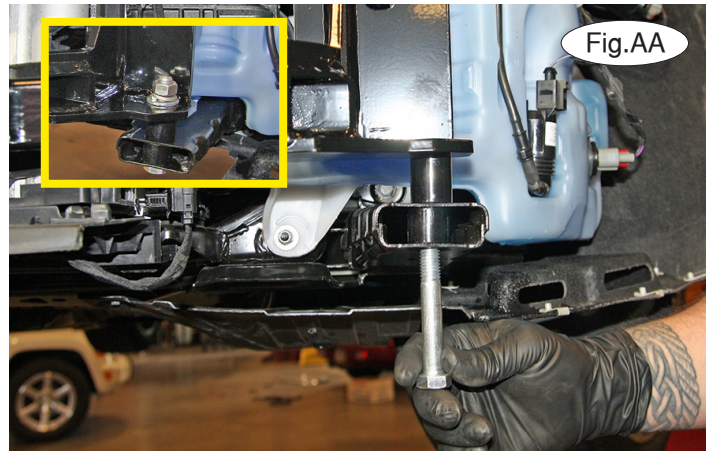


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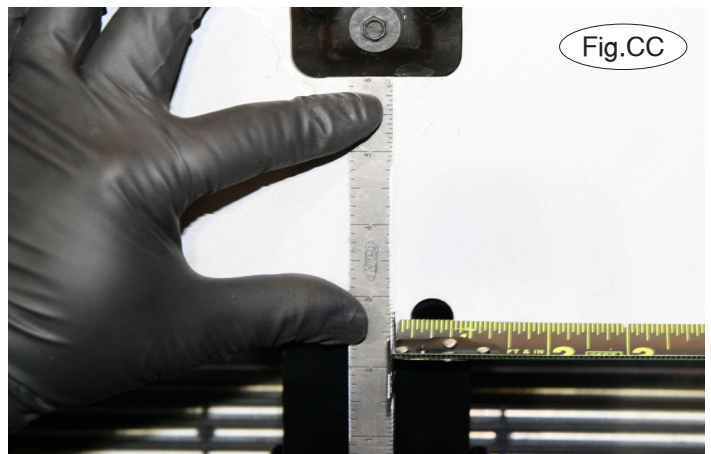
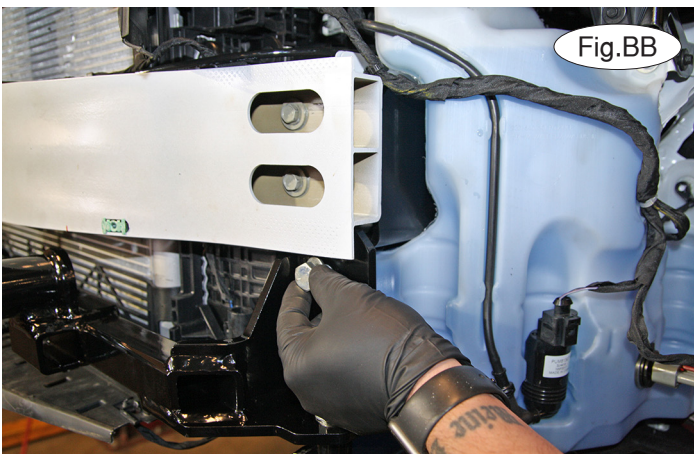
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19. With the help of another person, place the center tab of the baseplate under the bumper core and push the baseplate toward the rear of the vehicle, ensuring that the cooling line is aligned with the notch on the passenger side of the baseplate (Fig.Z). Then, on each side, place a 1" O.D. x .188 wall x 1 1/8" pipe spacer between the baseplate and the frame horn, aligning it with the holes you drilled in step 19. Place a 1/2" x 3 1/2" bolt up through the frame horn, both pipe spacers and the baseplate (Fig.AA). Finish with a 1/2" small flat washer, 1/2" lock washer and 1/2" nut (Fig.AA – inset). Pull forward on the baseplate to ensure alignment and then tighten the bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.



20. On each side, place a 1/2" small flat washer over a 1/2" x 1 1/2" bolt and then pass the bolt through the baseplate and the upper brace. Finish with a 1/2" small flat washer, 1/2" lock washer and 1/2" nut (Fig.BB). Torque the bolts.

21. Measure down 3/4" from the bottom edge of the ACC bracket and 9/16" on either side (Fig.CC). Drill two 3/8" holes (Fig.DD), ensuring they align with the holes in the center tab of the brace. Place a 3/8" x 1 1/2" bolt through each hole and finish with a 3/8" lock washer and 3/8" nut (Fig.EE). Torque the bolts.





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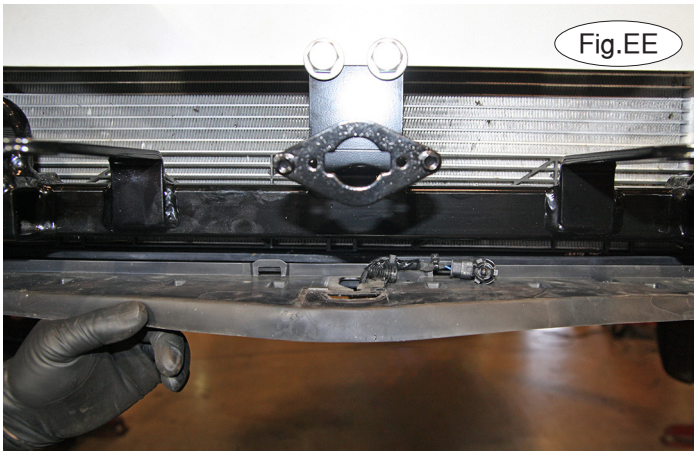


Fig.EE



Fig.FF

22. Use the included zip tie to attach the ambient temperature sensor to one of the existing openings in the air deflector (Fig.EE). Ensure that the sensor does not contact the baseplate in any way.

23. Trim the fascia, ensuring that you do not cut into the sensor (Fig.FF).

24. 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.

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



Fig.GG

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated in Figure GG. 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.HH). 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.

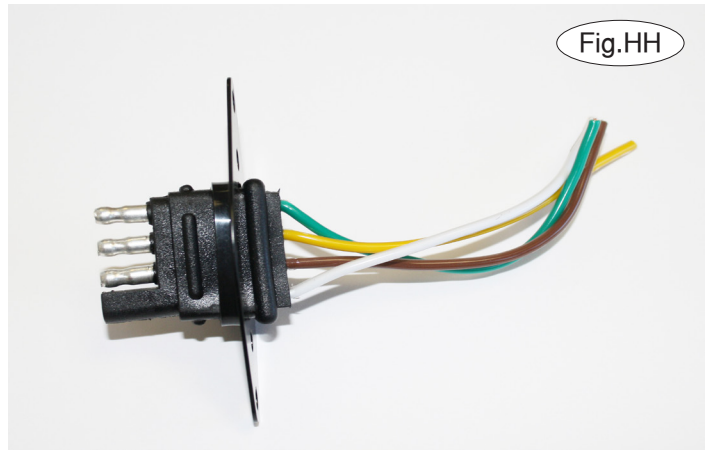


Fig.HH

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.

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.