



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 523204-5**

09/24  
RS

ROADMASTER, Inc.

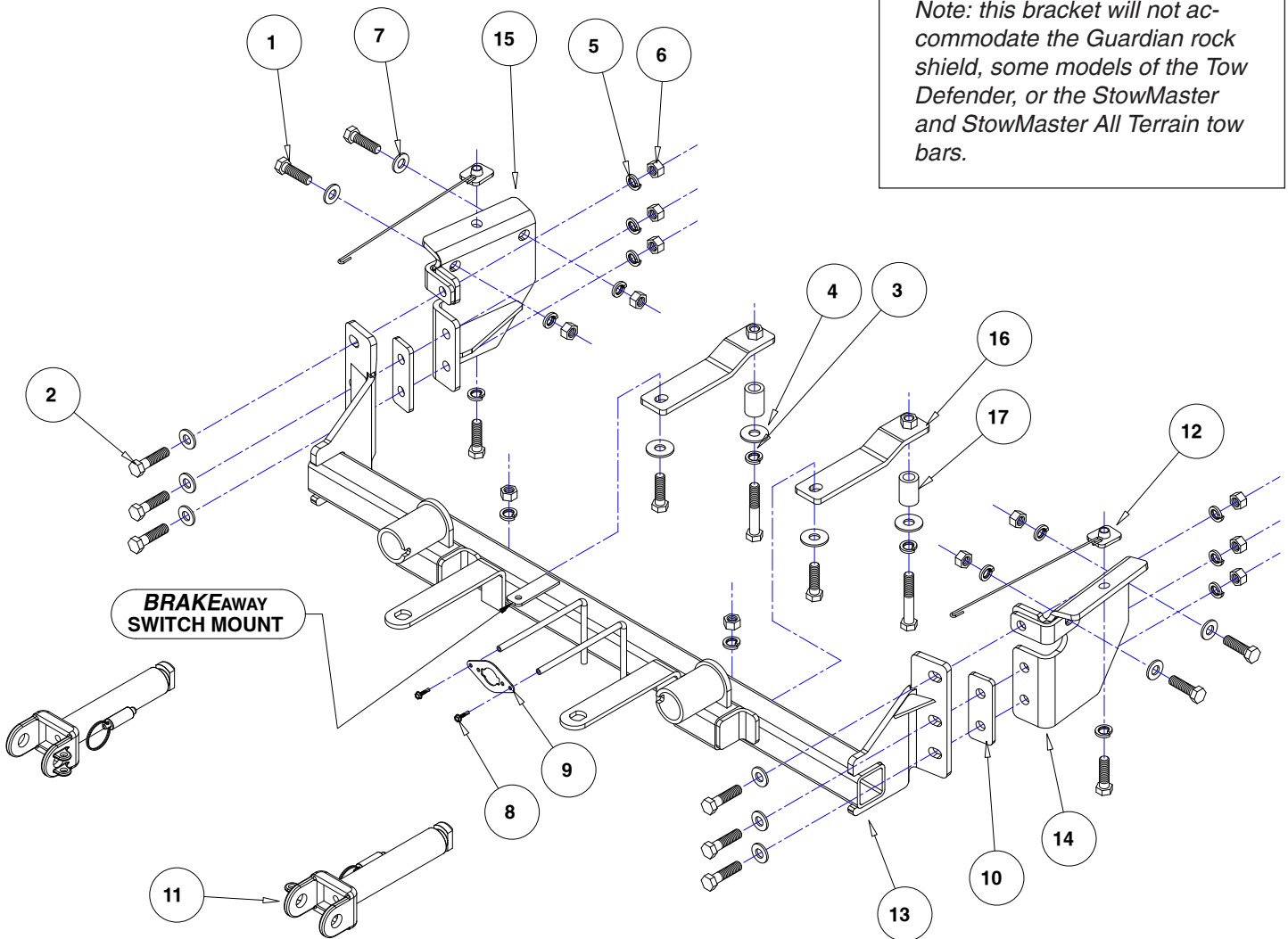
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Vancouver, WA 98682

360-896-0407

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**Important**  
Note: this bracket will not accommodate the Guardian rock shield, some models of the Tow Defender, or the StowMaster and StowMaster All Terrain tow bars.



| ITEM | QTY | NAME                                       | PART #    |
|------|-----|--|-----------|
| 1    | 8   | 1/2" x 1 3/4" BOLT                         | 350096-00 |
| 2    | 6   | 1/2" x 2" BOLT                             | 350097-00 |
| 3    | 2   | 1/2" x 3" BOLT                             | 350101-00 |
| 4    | 4   | 1/2" FLAT WASHER                           | 350308-00 |
| 5    | 16  | 1/2" LOCK WASHER                           | 350309-00 |
| 6    | 12  | 1/2" NUT                                   | 350258-00 |
| 7    | 10  | 1/2" FLAT WASHER SAE                       | 350308-20 |
| 8    | 2   | #10-16 x 3/4" SELF DRILLING SCREW          | 350247-35 |
| 9    | 1   | WIRE PLUG PLATE                            | A-003801  |
| 10   | 2   | TWO HOLED SPACER PLATE                     | A-006230  |
| 11   | 2   | ARM  | C-002383  |
| 12   | 2   | 1 1/4" x 1 1/2" BACKING PLATE WITH 10" ROD | C-002501  |
| 13   | 1   | MAIN RECEIVER                              | C-003467  |
| 14   | 1   | DRIVER SIDE REAR BRACE                     | C-003468  |
| 15   | 1   | PASSENGER SIDE REAR BRACE                  | C-003469  |
| 16   | 2   | REAR BRACE                                 | C-003473  |
| 17   | 2   | 1" O.D. x 1 1/2" SPACER                    | A-000872  |



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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 two main receiver 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 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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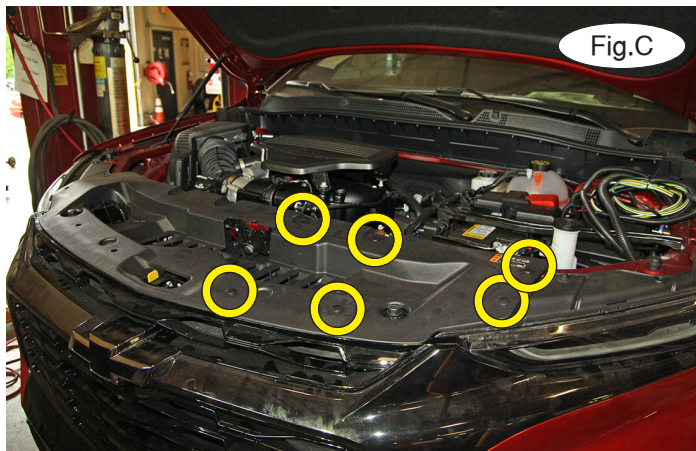


Fig.C

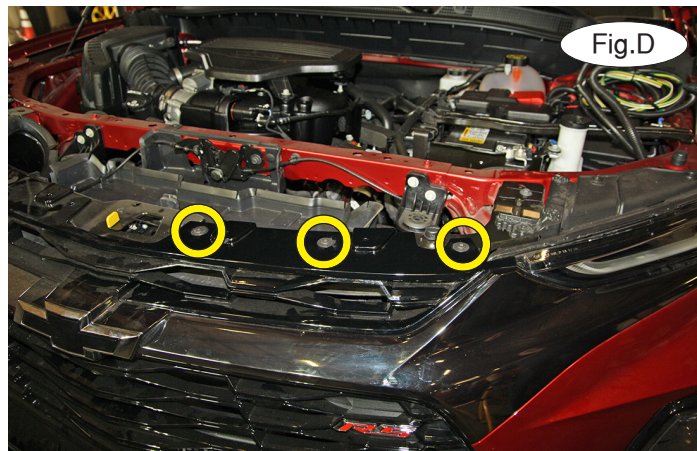


Fig.D

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). Pull up to remove it, and set it aside for now.

2. On each side, remove three T15 Torx (head) screws attaching the fascia to the core support (Fig.D). *Note:* Due to manufacturing variances, these and all of the following T15 (head) screws mentioned may be T20 Torx instead.

3. Remove two 7mm (head) screws attaching the bottom of the fascia to the air dam (Fig.E).



Fig.E



Fig.F

4. On each side, remove three T15 Torx (head) screws attaching the fender liner to the bottom of the fascia (Fig.F). *Note:* For photo clarification purposes only, the wheel has been removed for the next six images.

5. On each side, remove four T15 Torx (head) screws attaching the fender liner to the fascia and fender (Fig.G).

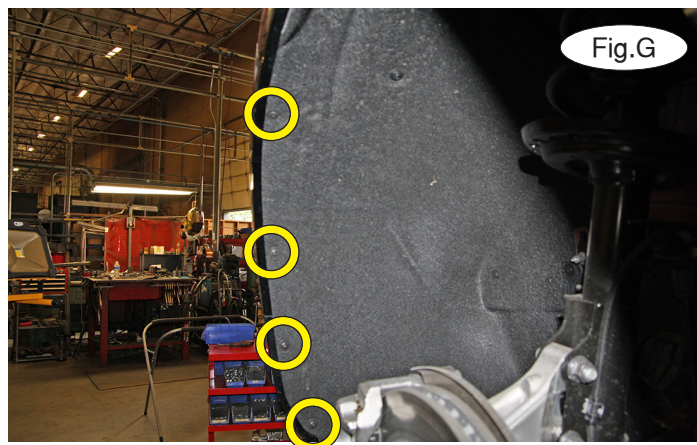


Fig.G



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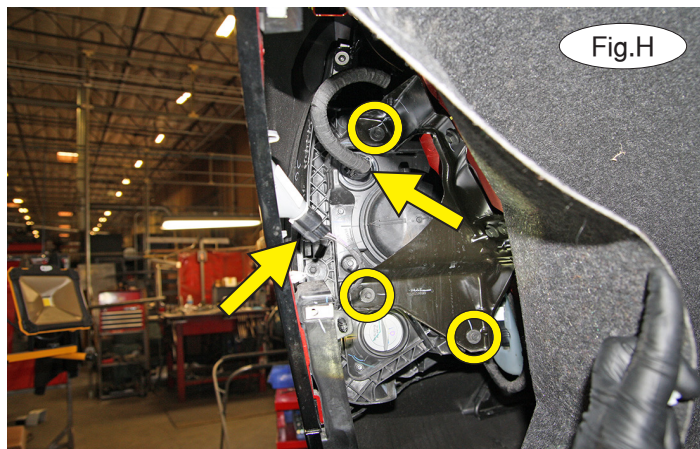
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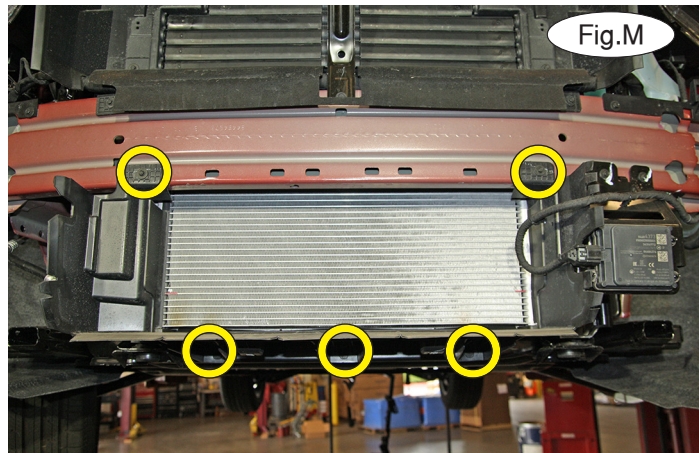
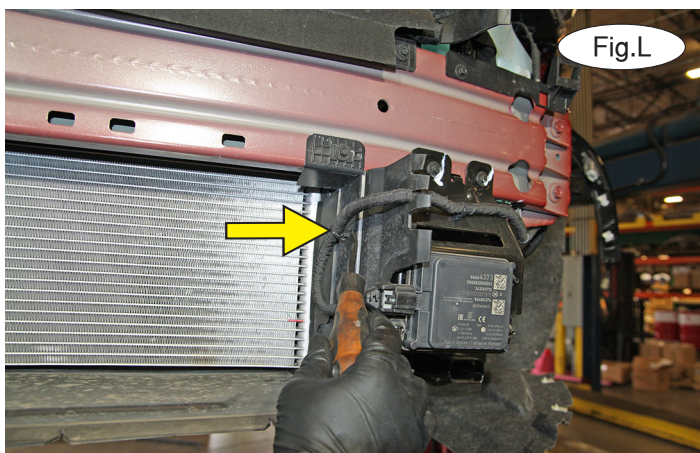
6. On each side, peel back the fender liner and unplug the headlight assembly and side marker light (Fig.H – arrows). Then, remove three 7mm (head) screws attaching the headlight housing to the frame (Fig.H – circles).

7. Pull out on the bottom of the fender trim to release the clips as shown (Fig.I). Then, remove one T15 Torx screw attaching the corner of the fascia to the fender (Fig.I – circle).



8. On each side, pull out on the corner of the fascia, gently releasing the clips under the headlights (Fig.J). Unplug any remaining electrical connections attaching the fascia to the vehicle (Fig.K). Set the fascia aside for now. **IMPORTANT! Do not turn the vehicle on for any reason once the fascia has been removed, or it could trigger a check engine light.**

9. On the driver's side only, release one clip attaching the ACC harness to the air dam (Fig.L). Then, remove five 7mm (head) screws attaching the air dam to the bumper core and subframe (Fig.M). Set it aside for now.



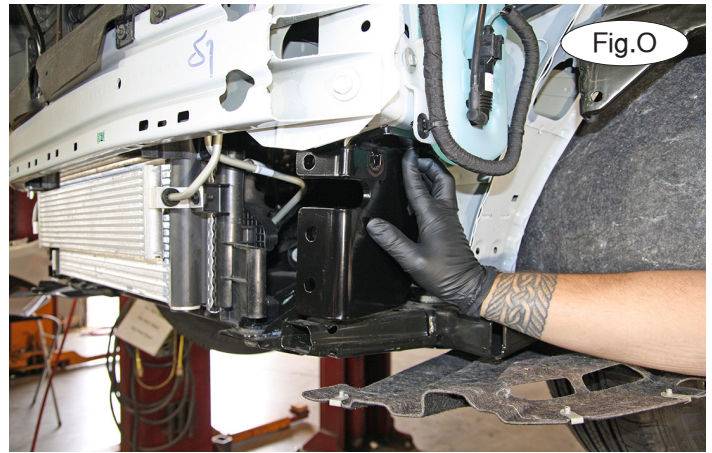


# BASER PEAK KIT INSTALLATION INSTRUCTIONS

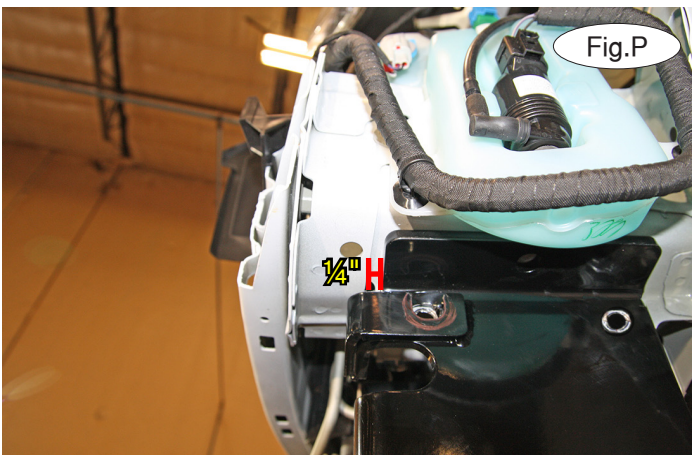
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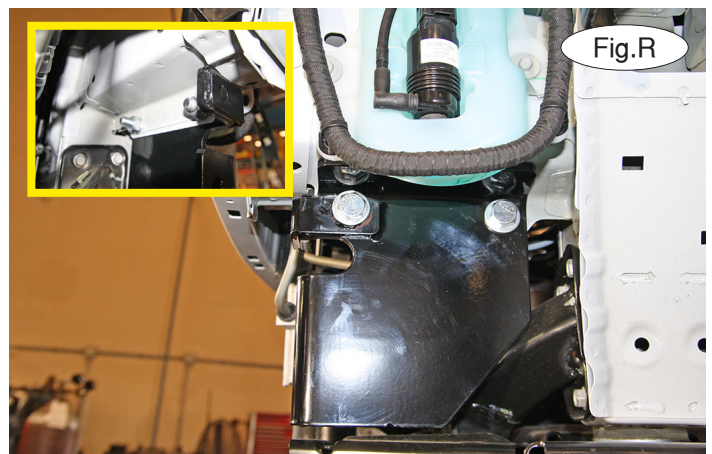
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10. Working on the driver's side only, unclip the ACC harness as shown in Figure N. Then, using the drawing on page 1 as a reference, locate the side-specific brace and temporarily hold it in place under the bumper core, against the pinch weld (Fig.O), and approximately  $\frac{1}{4}$ " from the bumper core flange seam (Fig.P). Mark the frame for drilling and remove the brace. Then, hold the wiring harness out of the way and drill two  $\frac{17}{32}$ " holes in the bottom of the pinch weld (Fig.Q).



11. Place the brace under the bumper core once more and, using two  $\frac{1}{2}$ " small flat washers over two  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts, and pass the bolts through the brace and the pinch weld. Finish with  $\frac{1}{2}$ " lock washers and nuts (Fig.R and Fig.R – inset). Tighten the bolts to the torque requirements found at the end of these instructions. Use Loctite® Red on the bolts.





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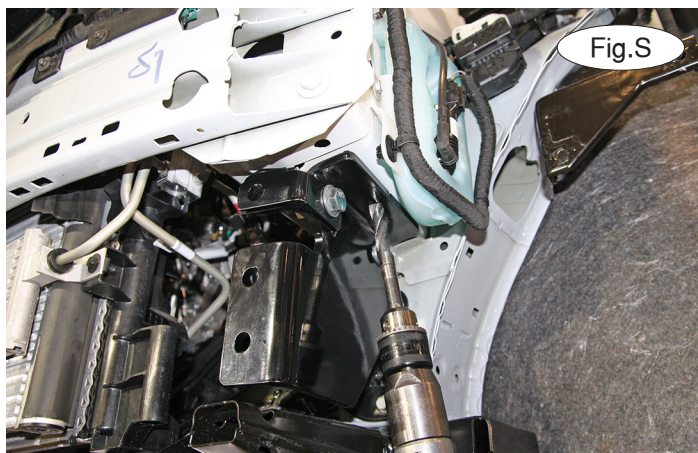


Fig.S

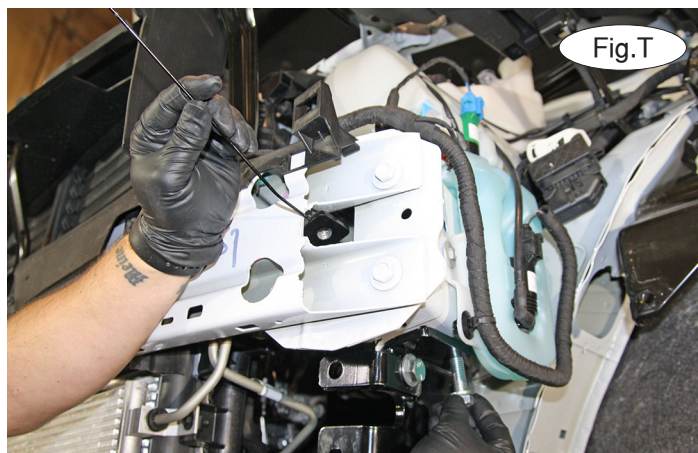


Fig.T

12. Using the upper mount of the brace as a template, use a 17/32" drill bit to drill up through the bottom of the bumper core mount (Fig.S). Place a 1/2" lock washer over a 1/2" x 1 1/2" bolt and pass the bolt through the brace, bumper core and into a 3/16" x 1 1/4" x 1 1/2" threaded backing plate with rod passed through the access hole in the front of the bumper core mount (Fig.T and Fig.T – inset).

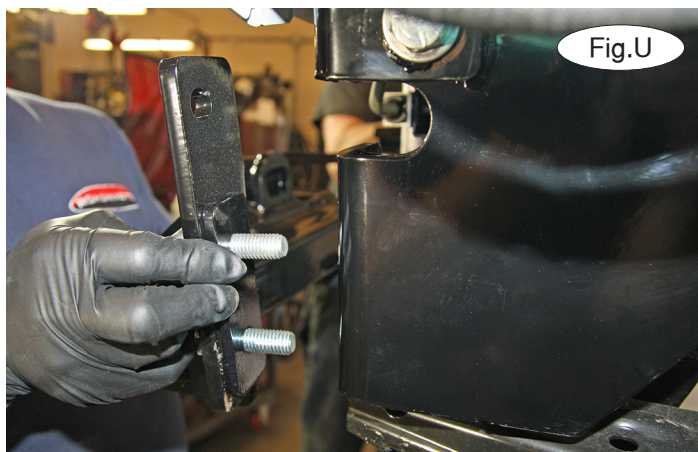


Fig.U

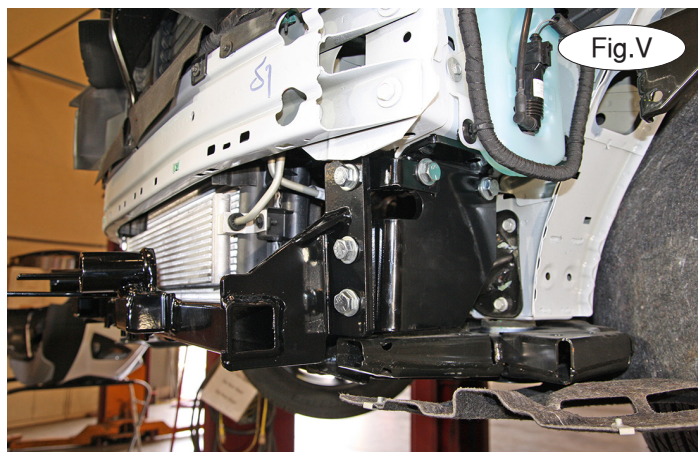


Fig.V

13. Repeat steps 10 through 12 for the passenger side, ensuring that the air conditioning line is nestled into the cutout that is provided.

14. Place six small 1/2" flat washers over six 1/2" x 2" bolts. Then, on each side of the main receiver brace, insert the lower two bolts and place one of the two-holed spacers over the bolts. Now, using a second person, place the main receiver brace and the two-holed spacer plates over each side brace. Now, bolt through the top hole and into the side brace using the remaining 1/2" x 2" bolts and finish all bolts with 1/2" lock washers and nuts (Fig.V).

15. Tighten all remaining bolts, starting with the side-specific bolts. *Note:* If the air conditioning line on the passenger side is contacting the brace, gently bend it out of the way so it does not touch (Fig.W).

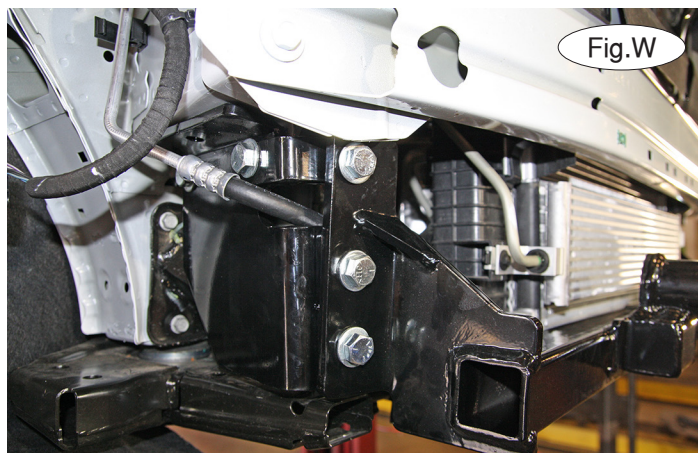


Fig.W



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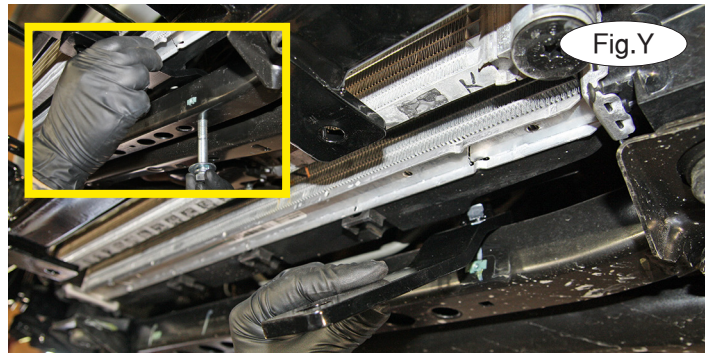
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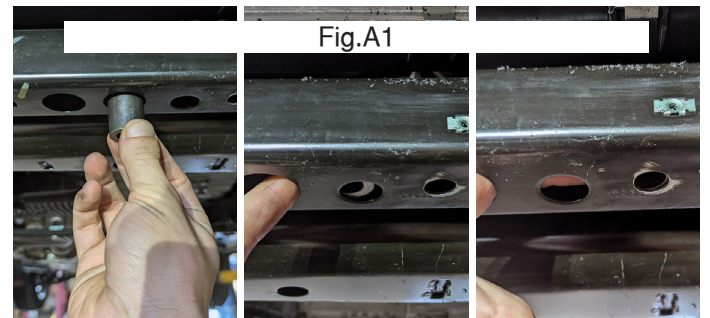
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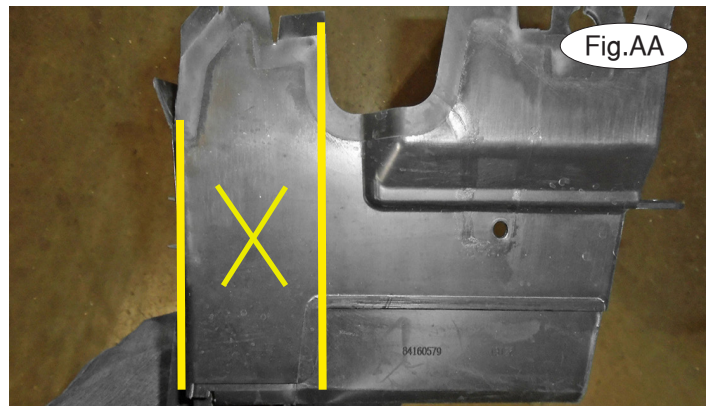
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16. On each side, locate the outside square hole on the bottom of the subframe and use a 17/32" drill bit to enlarge it (Fig.X). *Note:* Use care to ensure you do not drill into engine components. On both sides, insert into the larger hole (second from the one you drilled) the cross member 1 x 1 1/2" pipe spacer, push the spacer into the cross member then over so that it aligns with the newly drilled hole (Fig.A1).



17. Locate the two rear braces and, working on one side at a time, slide the nutted end of the rear brace over the hole you enlarged in the previous step (Fig.Y). Then, bolt up through the subframe, rear mount of the rear brace and into the nut using a 1/2" x 3" bolt, 1/2" lock washer and 1/2" flat washer (Fig Y – inset). Now, bolt up through the front mount of the rear brace and into the center brace using a 1/2" x 1 1/2" bolt and 1/2" flat washer (Fig.Z). Finish with a 1/2" lock washer and 1/2" nut.



18. On each side, trim out each section of the air dam indicated with an X, as shown in Figure AA. Figure BB shows it reinstalled. Trim the bottom of the air dam as shown in Figure CC. Figure DD (next page) shows the completed trimming of the bottom of the air dam.





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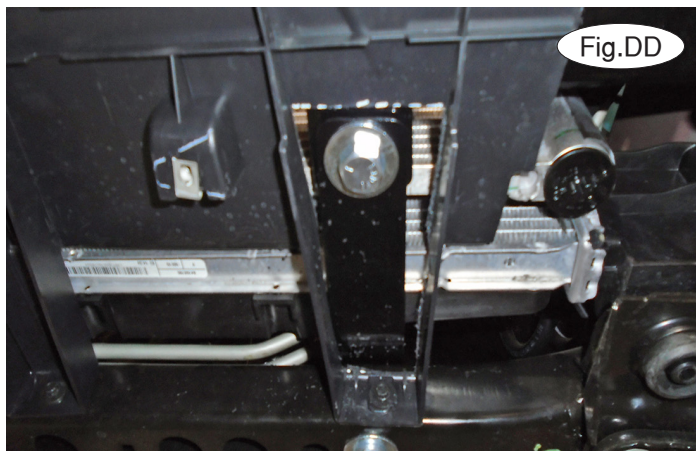


Fig.DD

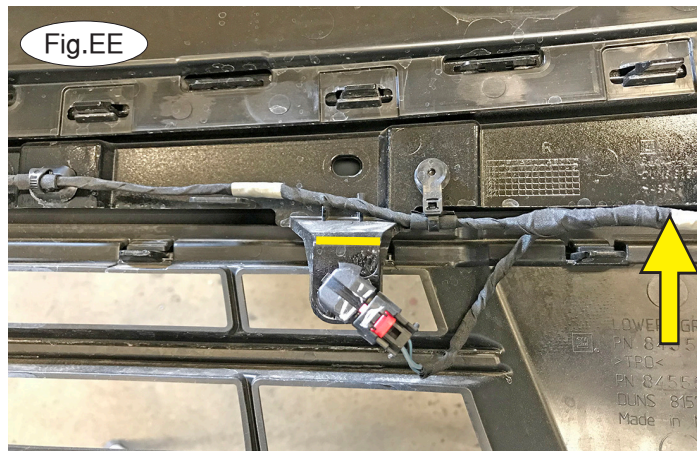


Fig.EE

19. Remove the ambient temperature sensor from its mounting tab and zip tie it to the harness toward the outside of the vehicle (Fig.EE – arrow). Then, trim off its mount as shown (Fig.EE – line).

20. Trim the fascia as shown in Figure FF. Then, reinstall the fascia, reversing steps 1 through 8.

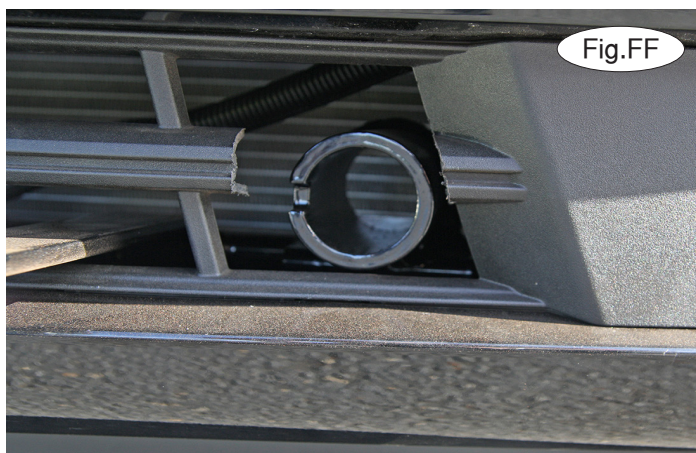


Fig.FF

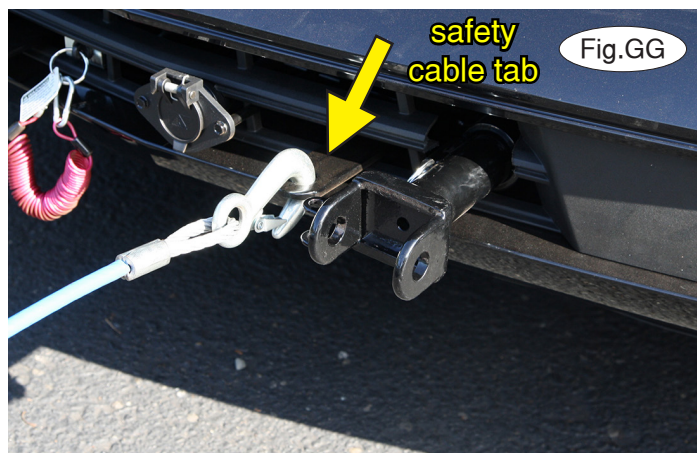


Fig.GG

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 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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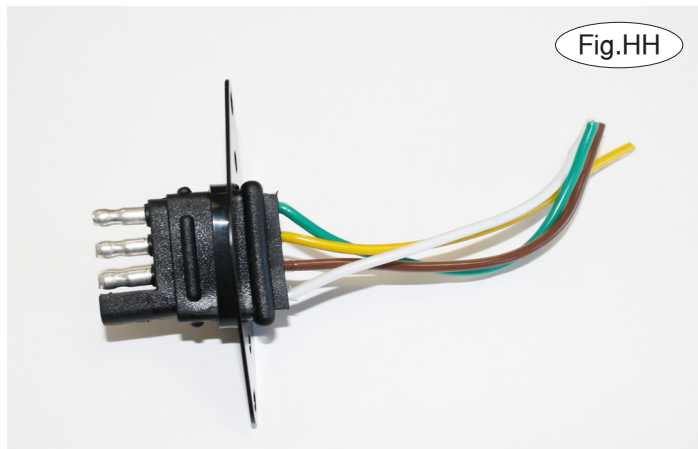
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## Three options for attaching the wiring plug to the main receiver brace

**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.



## 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. |