



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523207-5

08/27/20
KS

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

Recommended Tools

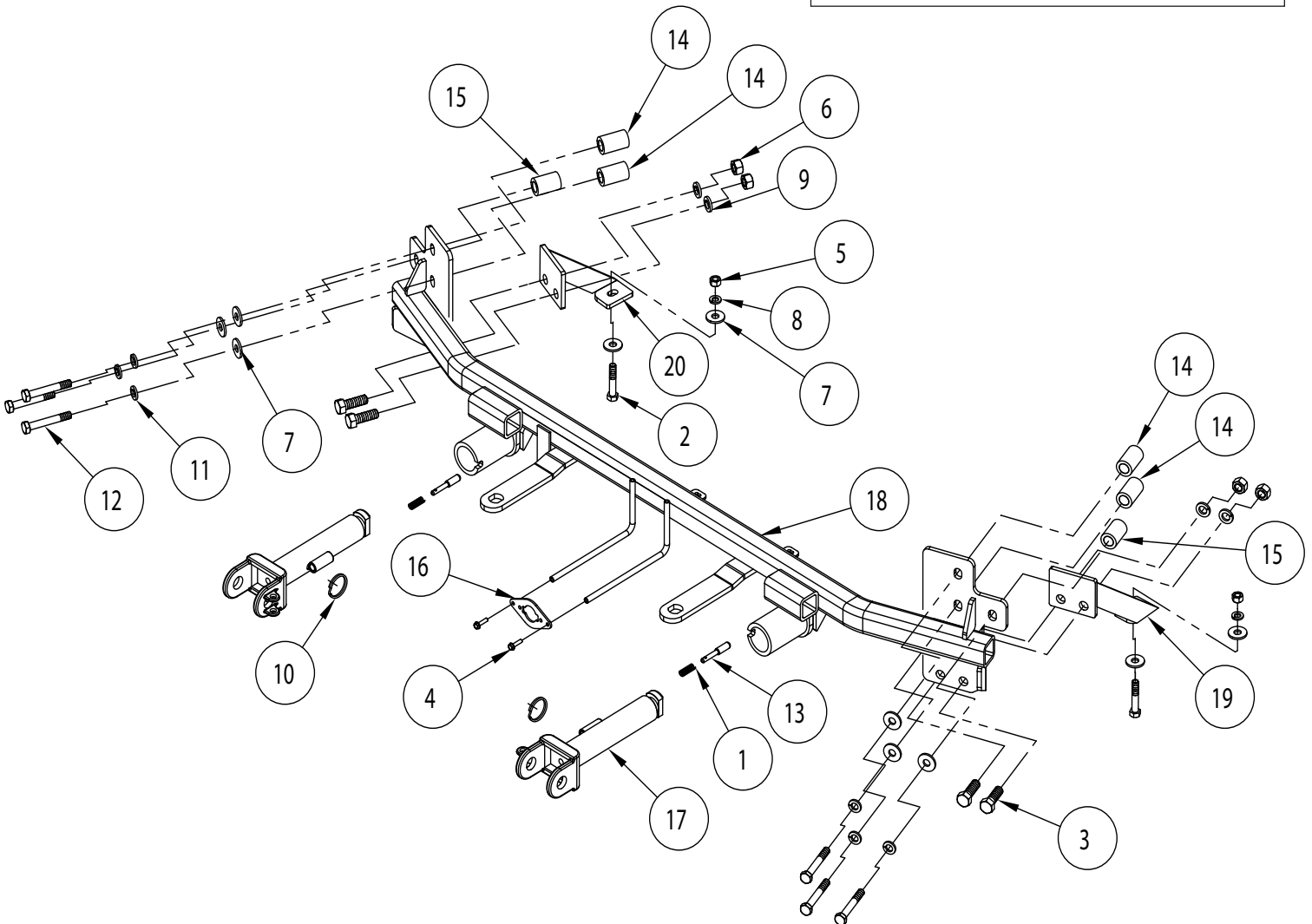
Ratchet
7mm, 13mm, 15mm, 17mm sockets
9/16" and 3/4" wrench
9/16" and 3/4" socket

Needlenose pliers
T15 Torx screwdriver or bit

Flathead screwdriver
Utility knife (or reciprocating saw)
Torque wrench
Loctite© Red

Important

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





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HARDWARE LIST

ITEM	QTY.	PART#	MATERIAL
1.....	2	200146-00	SPRING
2.....	2	350059-00	3/8" x 2" BOLT
3.....	4	350095-00	1/2" x 1 1/2" BOLT
4.....	2	350247-35	#10 x 3/4" SELF DRILLING SCREW
5.....	2	350254-00.....	3/8" HEX NUT
6.....	4	350258-00.....	1/2" HEX NUT
7.....	10	350304-00.....	3/8" FLAT WASHER
8.....	2	350305-00	3/8" LOCK WASHER
9.....	4	350309-00	1/2" LOCK WASHER
10.....	2	350520-00.....	RING
11	6	355715-00	M10 LOCK WASHER
12.....	6	356114-00	M10 x 1.5 x 75 mm BOLT
13.....	2	A000008.....	LOCK PIN
14.....	4	A001442	1" O.D. x 0.188" WALL x 1 5/8" TUBE SPACER
15.....	2	A002898.....	1" O.D. x 0.188" WALL x 1 1/2" TUBE SPACER
16.....	1	A003801.....	WIRE PLUG PLATE
17.....	2	C002383	ARM
18.....	1	C003555	MAIN RECEIVER
19.....	1	C003556	DRIVER SIDE BRACE
20.....	1	C003557	PASSENGER SIDE BRACE

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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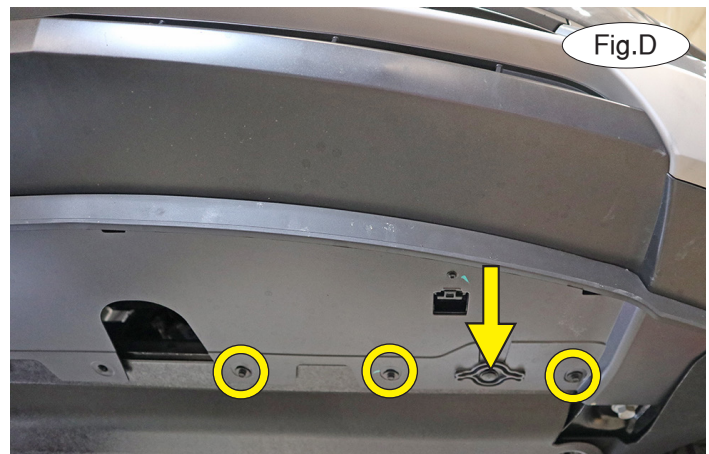
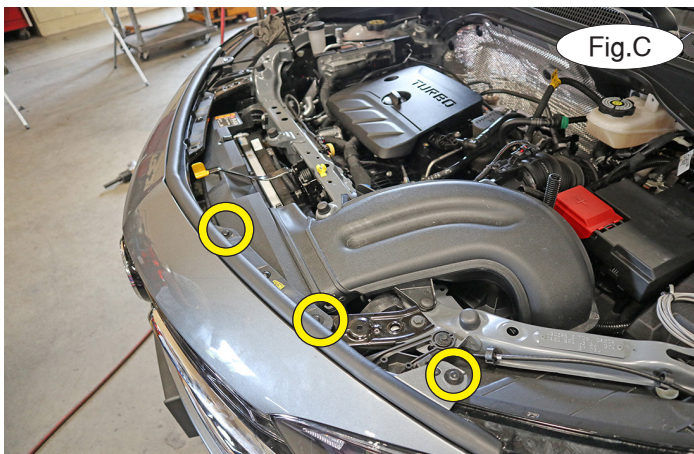
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This is one of our direct-connect baseplates, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B).

The kit mounts to the side-specific braces and the frame of the vehicle, and consists of two side-specific 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: 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. On each side, remove three T15 screws attaching the top of the fascia to the core support (Fig.C).
2. On each side, remove three 7mm screws (Fig.D – circles) and one plastic fastener (Fig.D – arrow) attaching the bottom of the fascia to the subframe.

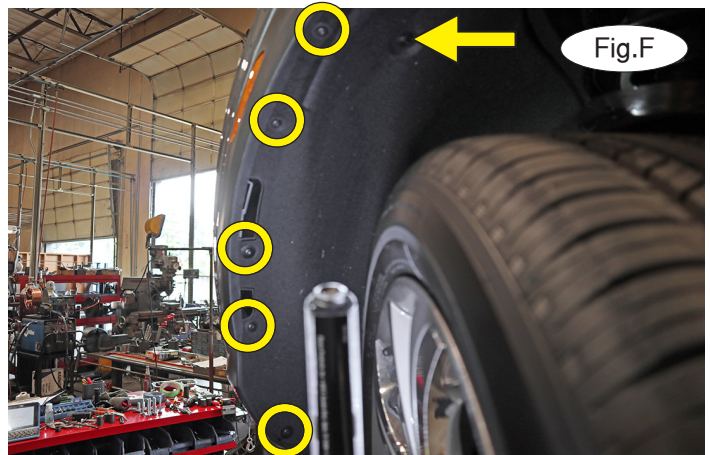
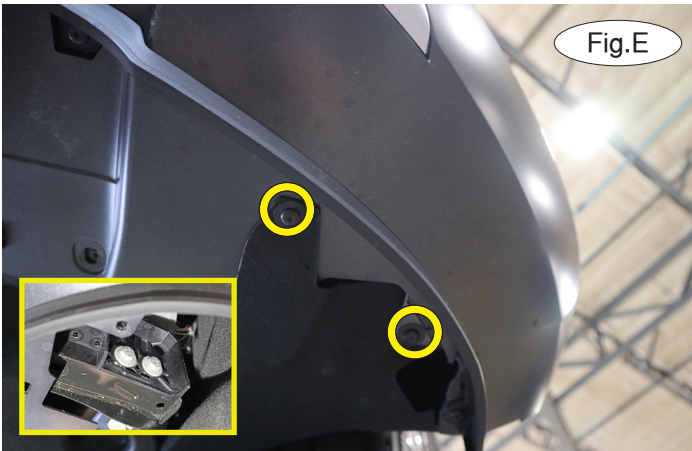


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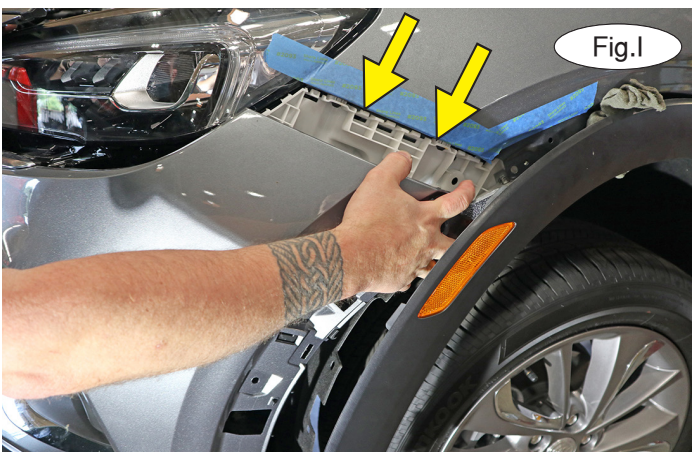
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3. On each side, remove two T15 screws attaching the bottom of the fender liner to the bottom of the fascia (Fig.E). Then, pull the fender liner down and remove two 13mm bolts attaching the fascia stiffener to the frame (Fig.E – inset).

4. On each side, turn the tire inward and remove five T15 screws (circles) and one plastic fastener (arrow) attaching the fender liner to the fascia (Fig.F).



5. On each side, pull out on the fender trim, releasing the clips until you can access the 7mm screw (Fig.G). Unplug the side markers lights, if the vehicle is so equipped. *Note:* It may be helpful to pull the fender liner down and use a pair of needlenose pliers or your fingers to squeeze each arrowhead clip to release the front half of the fender well trim piece.

6. On each side, lift up on the top of the fascia (Fig.H) and then release the fascia along the seam (Fig.I – arrows). Unplug any remaining wiring harnesses, and set it aside for now.

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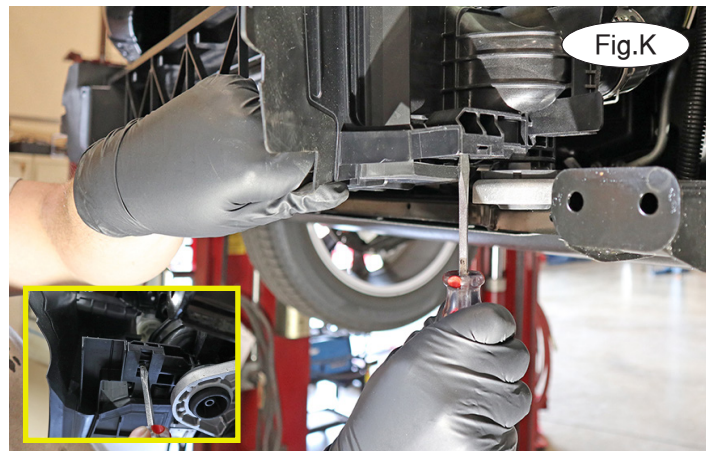
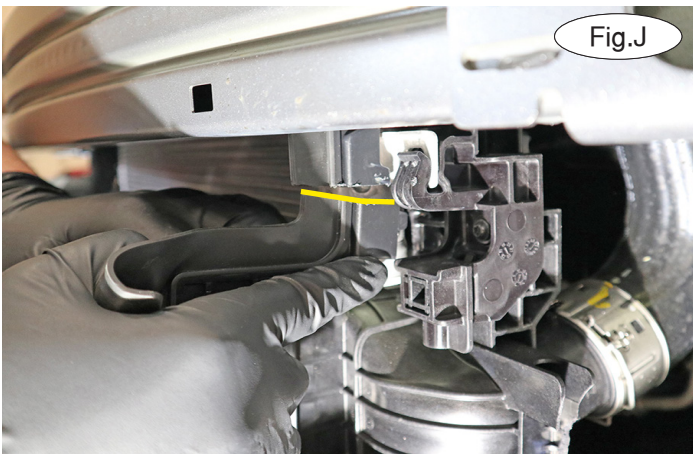


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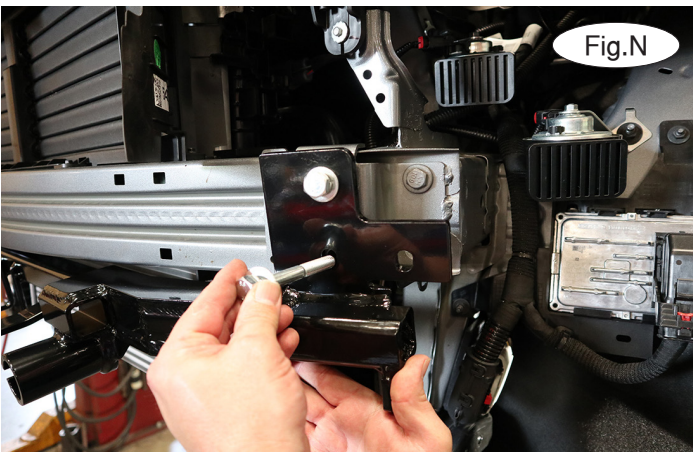
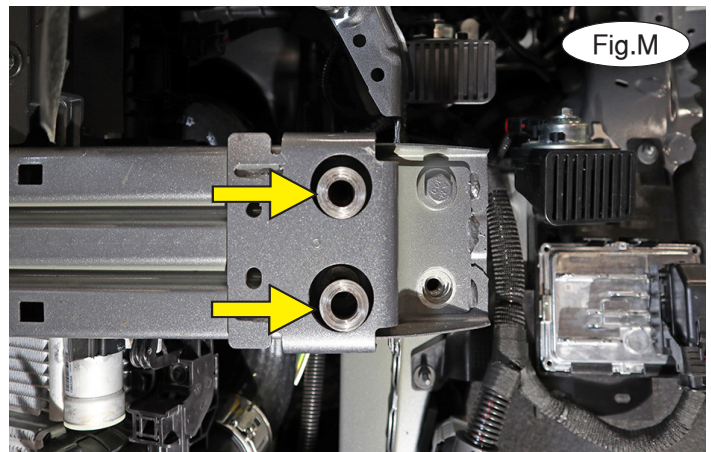
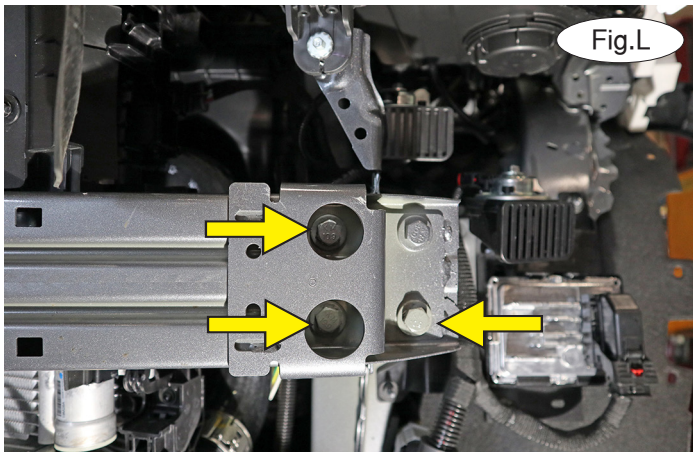
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7. On each side, use a utility knife or reciprocating saw to separate the lower air dam as shown, using the yellow lines in Figure J as a reference. Then, use a flathead screwdriver or panel tool (Fig.K and Fig.K – inset) to release the clip and pull straight out to remove it. It will not be replaced.

8. On each side, remove the three indicated 15mm bolts attaching the bumper core to the frame (Fig.L).



9. On each side, insert two of the 1" O.D. x .188 wall x 1-5/8" spacers over the innermost holes you exposed in the previous step (Fig.M).

10. Place M10 lock washers and 3/8" flat washers over four M10 x 1.5 x 75mm bolts. With the assistance of a second person, lift the baseplate over the bumper core and pass the M10 bolts through the baseplate and the pipe spacers you installed in the previous step (Fig.N). Thread the bolts in just enough to hold the baseplate in place. Then, on the lower outermost hole on each side, place a 1" O.D. x .188 wall x 1½" pipe spacer between the bumper core and the baseplate (Fig.O – next page). Then, bolt through it using one of the remaining M10 bolts, an M10 lock washer and a 3/8" flat washer (Fig.P – next page).



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Fig.O

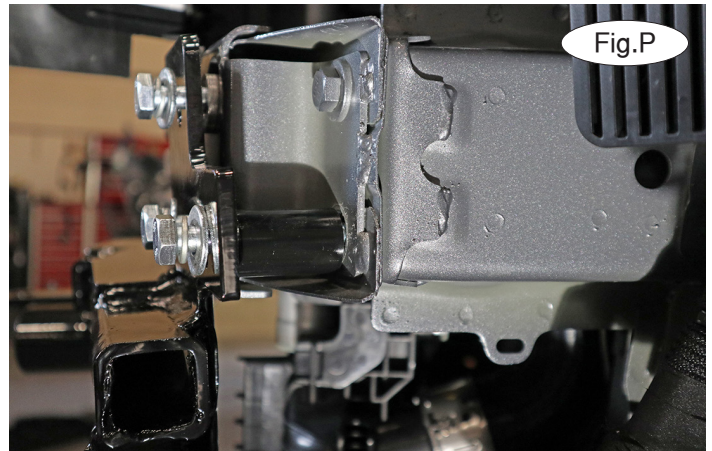


Fig.P

11. Using the drawing on page 1 as a reference, locate the side-specific lower brace. On each side, place it behind the lower mounts of the baseplate and then use two $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts to secure the lower brace to the baseplate (Fig.Q). Finish the bolts with $\frac{1}{2}$ " lock washers and $\frac{1}{2}$ " nuts.

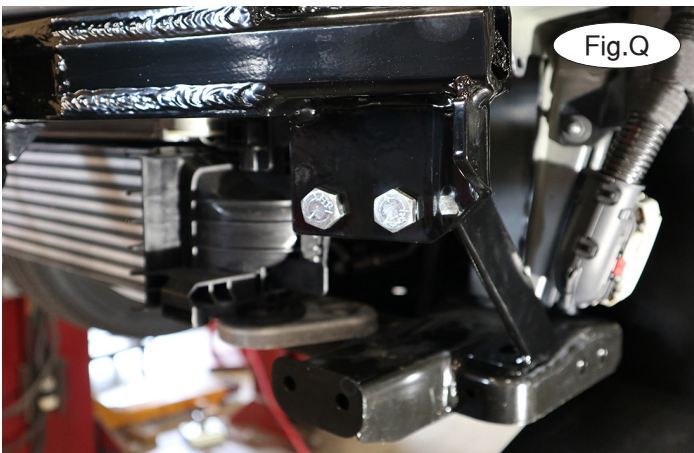


Fig.Q



Fig.R

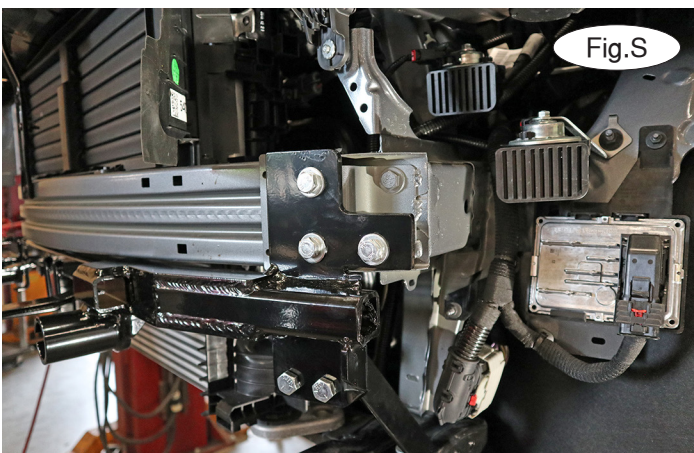


Fig.S

12. On each side, place a $\frac{3}{8}$ " flat washer over a $\frac{3}{8}$ " x 2" bolt and bolt up through the subframe and lower brace (Fig.R). Finish each bolt with a $\frac{3}{8}$ " flat washer, $\frac{3}{8}$ " lock washer and a $\frac{3}{8}$ " nut.

13. Apply upward pressure on the baseplate and tighten the M10 bolts (Fig.S). Then, tighten the $\frac{1}{2}$ " hardware and finally, the $\frac{3}{8}$ ".

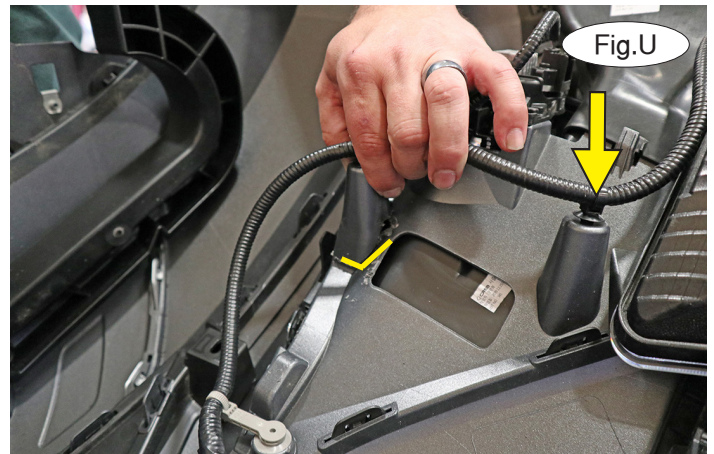
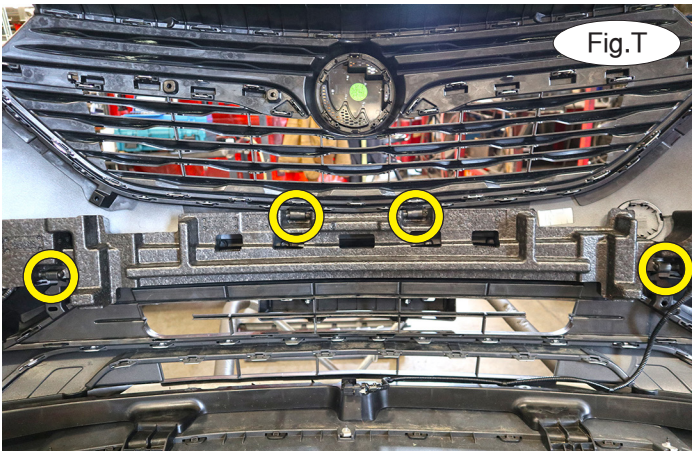


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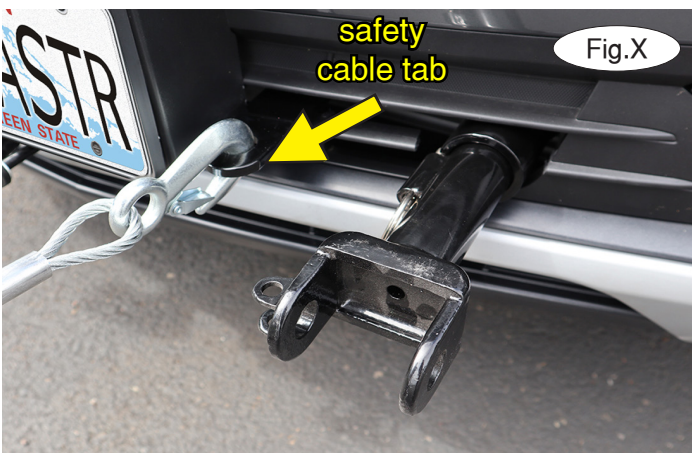
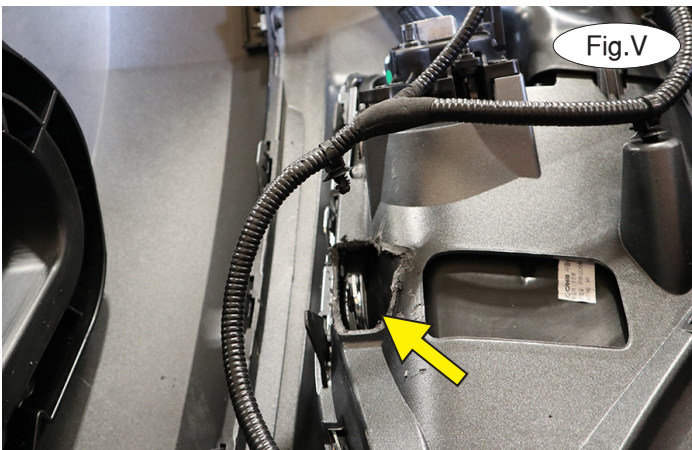
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14. Remove the shock absorption pad from the back of the fascia by releasing two clips in the middle and one on each end (Fig.T). It will not be replaced.

15. On each side, unclip the wiring harness (Fig.U – arrow) from the pedestal mount. Then, use a utility knife or reciprocating saw to trim off the mount (Fig.U – yellow lines). Figure V shows the completed trimming of the pedestal mount.



16. On each side, trim the fascia as shown in Figure W.

17. Reinstall the fascia, reversing steps 1 through 6.

18. 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.

19. 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 on the first page and 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.



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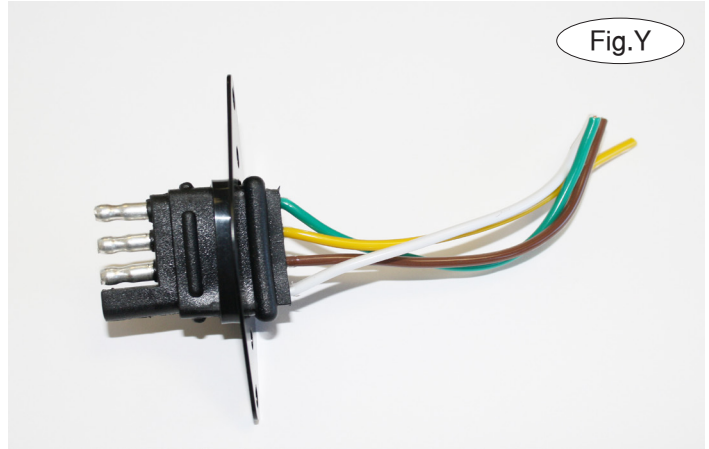
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Three options for attaching the wiring plug to the main receiver brace

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.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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