



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523215-5

03/23/21
KS

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

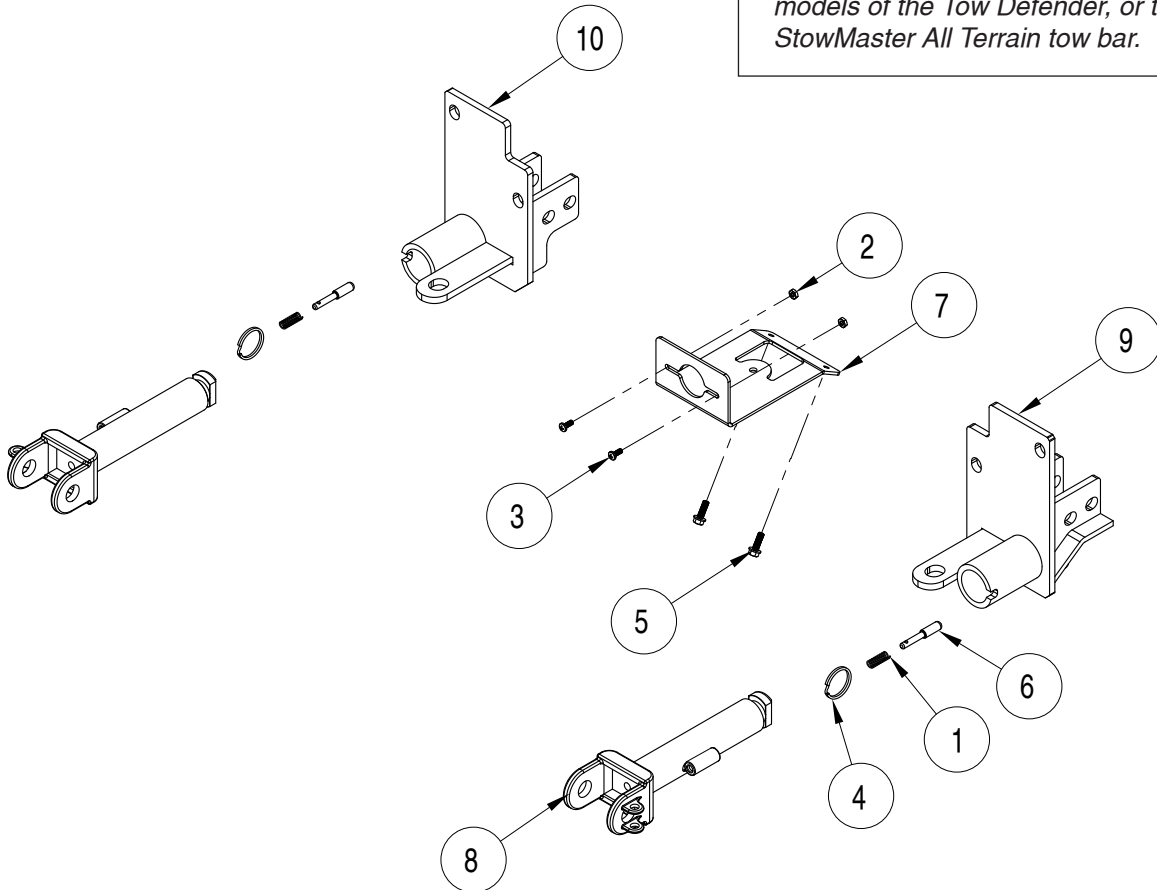
Second person
Die grinder
T15 Torx driver or bit
7mm, 10mm, 15mm, 18mm sockets

What You'll Need

3/4" nut driver
Ratchet
Extensions

Panel tool
Reciprocating saw
Loctite® Red
Permanent marker

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



ITEM	QTY.	DESCRIPTION	PART NUMBER
1	2	SPRING	200146-00
2	2	#10-24 NYLON INSERT LOCK NUT	350249-00
3	2	#10-24 x 1/2" PHILLIPS HEAD SCREW	350389-00
4	2	RING	350520-00
5	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
6	2	LOCK PIN	A000008
7	1	WIRE PLUG BRACKET	B003980
8	2	ARM	C002383
9	1	DRIVER SIDE RECEIVER	C003571
10	1	PASSENGER SIDE RECEIVER	C003572



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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 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: 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.

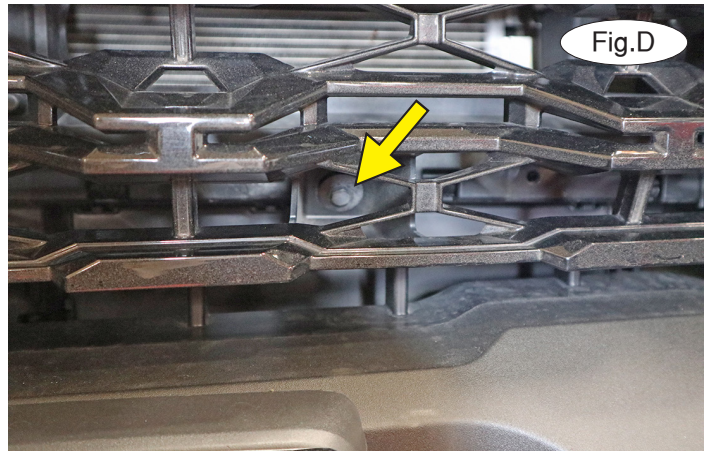


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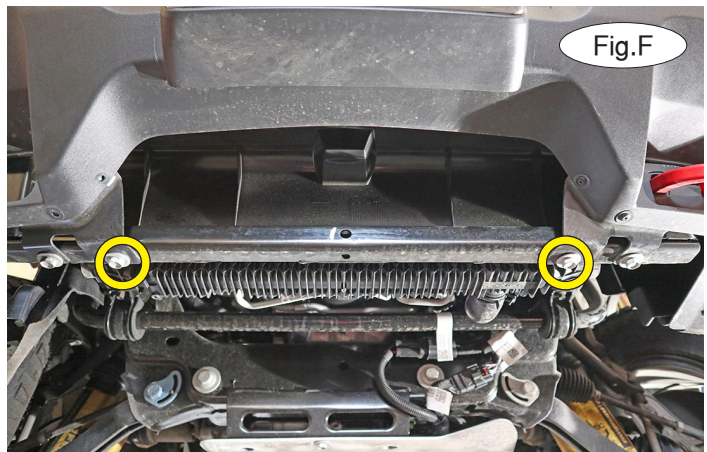
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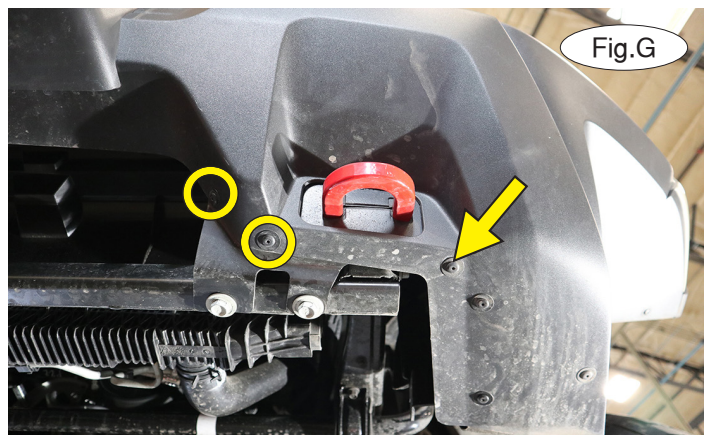
Important: Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. On each side, remove three T15 Torx screws attaching the top of the fascia to the core support (Fig.C).
2. On each side, remove one 10mm bolt attaching the middle of the fascia to the shutter housing (Fig.D).



3. Remove four 15mm bolts attaching the skid plate to the subframe (Fig.E). Set the skidplate aside for now. Then, temporarily replace only the front two 15mm bolts (Fig.F).

4. On each side, remove three T15 screws attaching the lower edge of the fascia to the subframe (Fig.G). *Note:* When you reinstall the fascia, the screw indicated with an arrow will not be replaced.



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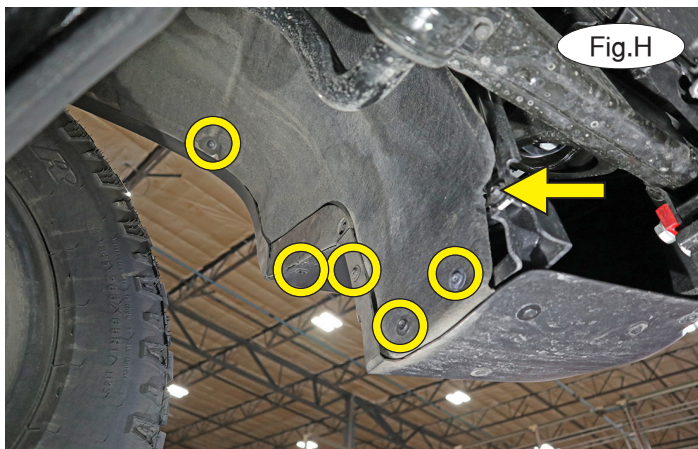


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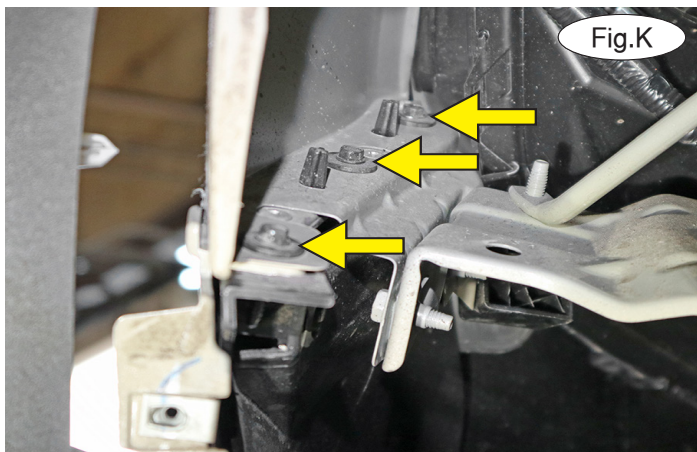
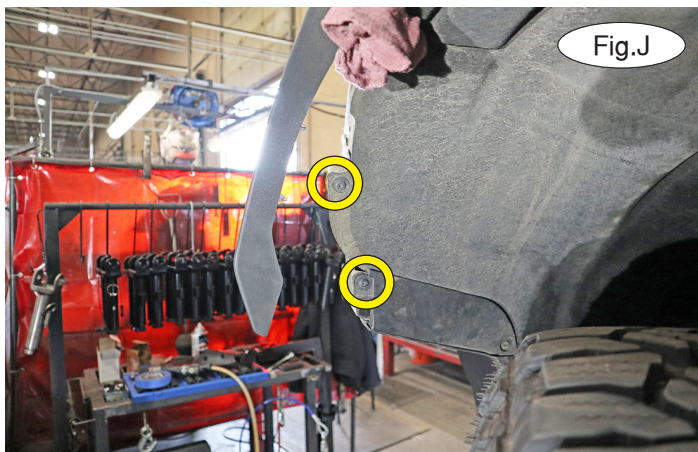
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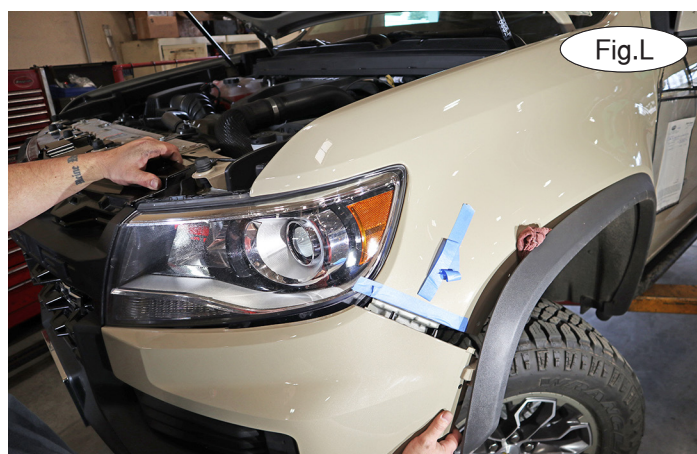
5. On each side, remove five T15 screws (Fig.H – circles) and one 7mm screw (Fig.H – arrow) attaching the fender liner to the fascia and fender (Fig.H).

6. On each side, pull on the fender trim to release the clips about halfway and then use a soft, clean rag to hold it away from the vehicle (Fig.I). Then, on each side, remove two T15 screws attaching the fender liner to the fender (Fig.J).



7. On each side, peel back the fender liner and remove the three 7mm screws attaching the upper corner of the fascia to the fender (Fig.K). *Note:* It may be helpful to use a universal joint.

8. With the assistance of a second person, on each side, lift up on the top of the fascia to release the locking clip and then pull down and straight out to release the locating clips at the seam (Fig.L). Set the fascia aside for now.



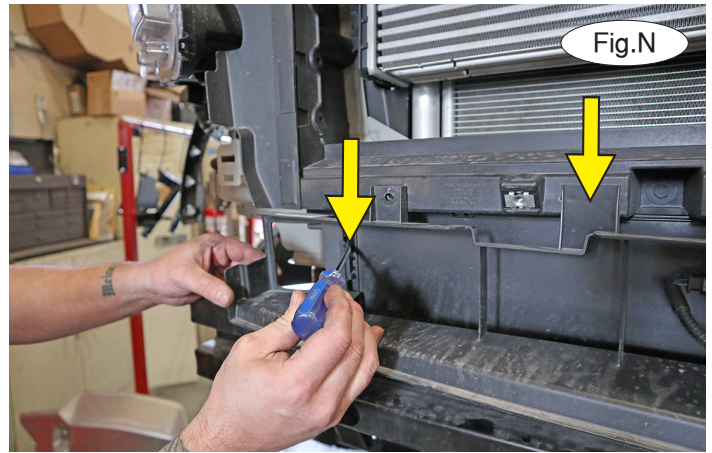
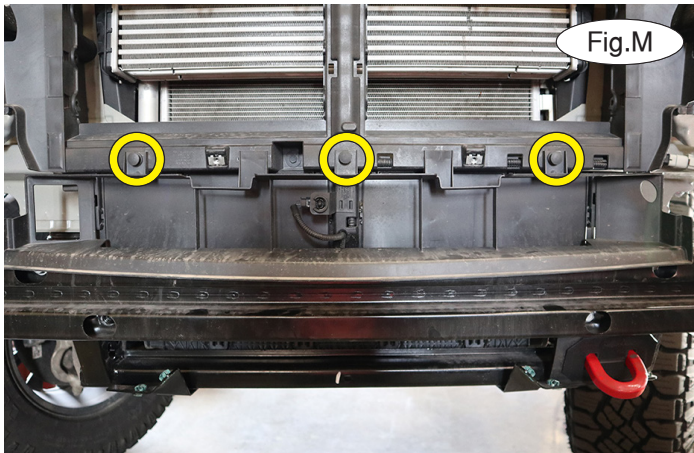


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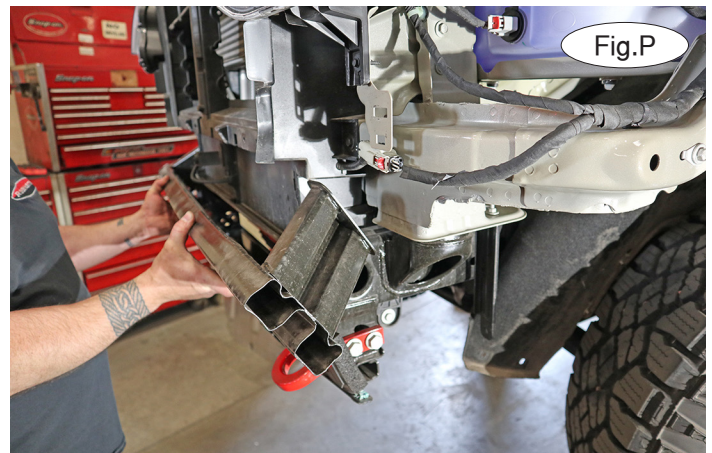
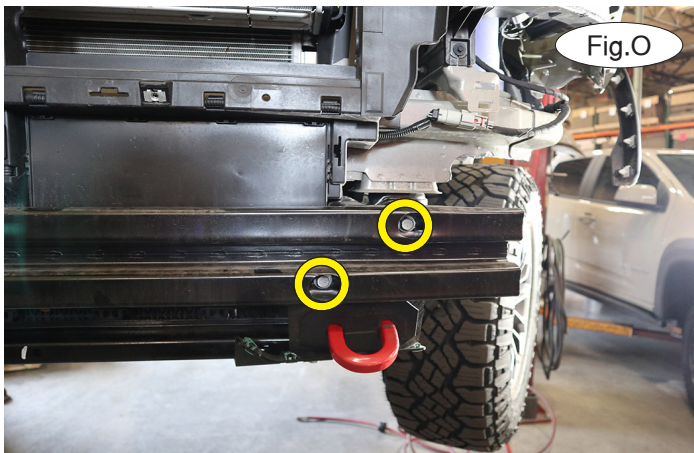
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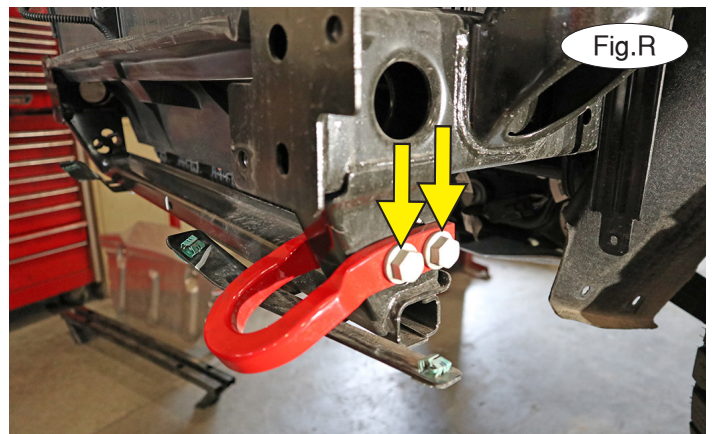
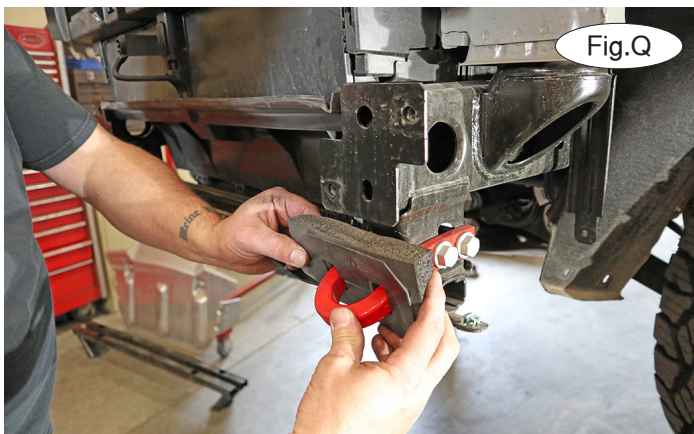


9. Remove three plastic fasteners attaching the air dam to the shutter housing (Fig.M). On each side, release two plastic clips and pull out on the shutter housing to temporarily remove it (Fig.N). Set it aside for now.

10. On each side, remove two 15mm bolts attaching the bumper core to the frame (Fig.O). Then, lift up and roll it forward to remove it (Fig.P). Set it aside for now.



11. On each side, pull the tow hook cover forward to remove it (Fig.Q) and then remove two 18mm nuts and bolts attaching the tow hook to the frame (Fig.R). The tow hook will not be replaced.



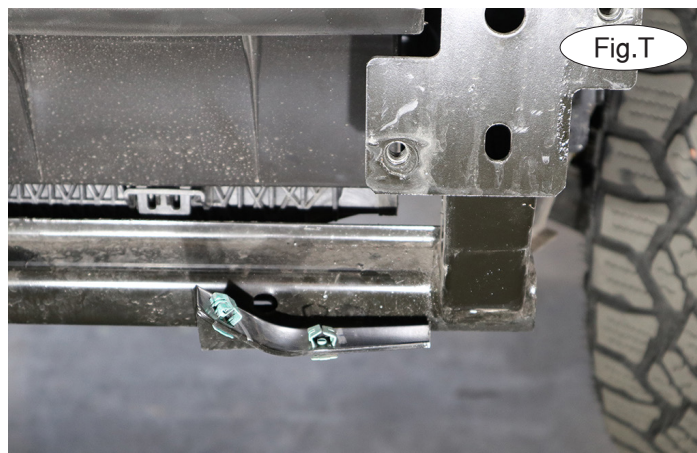
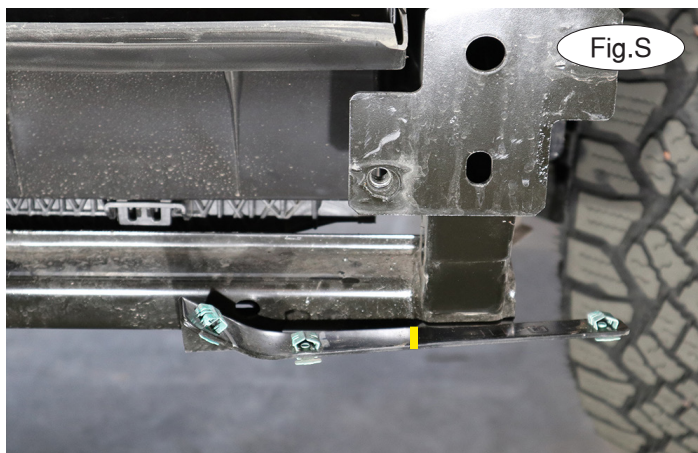


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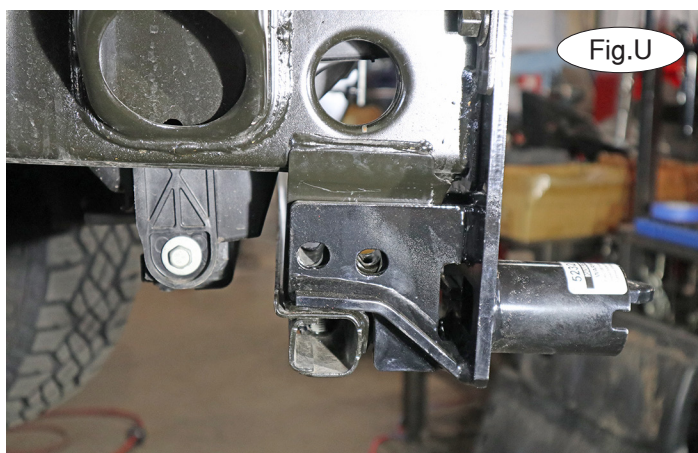
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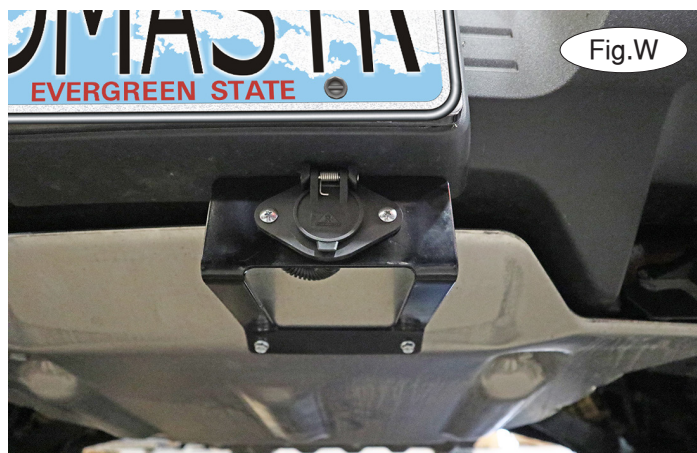
12. On each side, use an air saw, hand saw or jigsaw to trim off the outside fascia tab as shown (Fig.S and Fig.T – driver's side shown). *Note:* Only trim enough to allow for clearance for the main receiver brace. Apply spray paint once the trimming is complete.



13. Working on the passenger side only, use the drawing on page 1 to locate the side-specific brace. Slide it over the tow hook mount and temporarily replace the 15mm inner bumper core bolt, ensuring that the holes in the baseplate align vertically with the holes in the tow hook (Fig.U). Locate the two tow hook bolts removed in step 11. Place Loctite on the bolts, replace the nuts, and torque them to the factory specifications (Fig.V).

14. Reinstall the bumper core and fascia by reversing steps 1 through 10. *Note:* Ensure you use Loctite on the bumper core mounting bolts.

15. Using the provided hardware, install the wiring mount as shown in Figure W.





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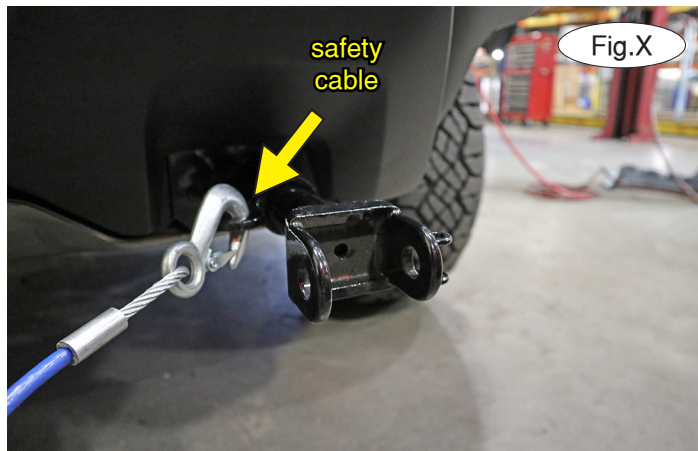
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IMPORTANT!

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.

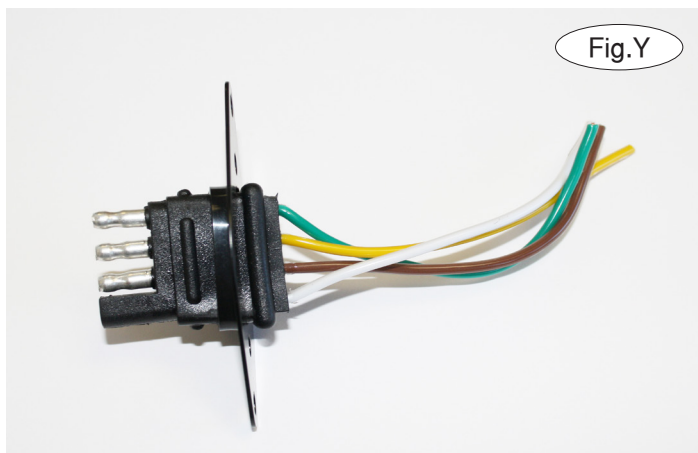


Three options for attaching the wiring plug to the main receiver brace

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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