



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523217-5

08/25
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

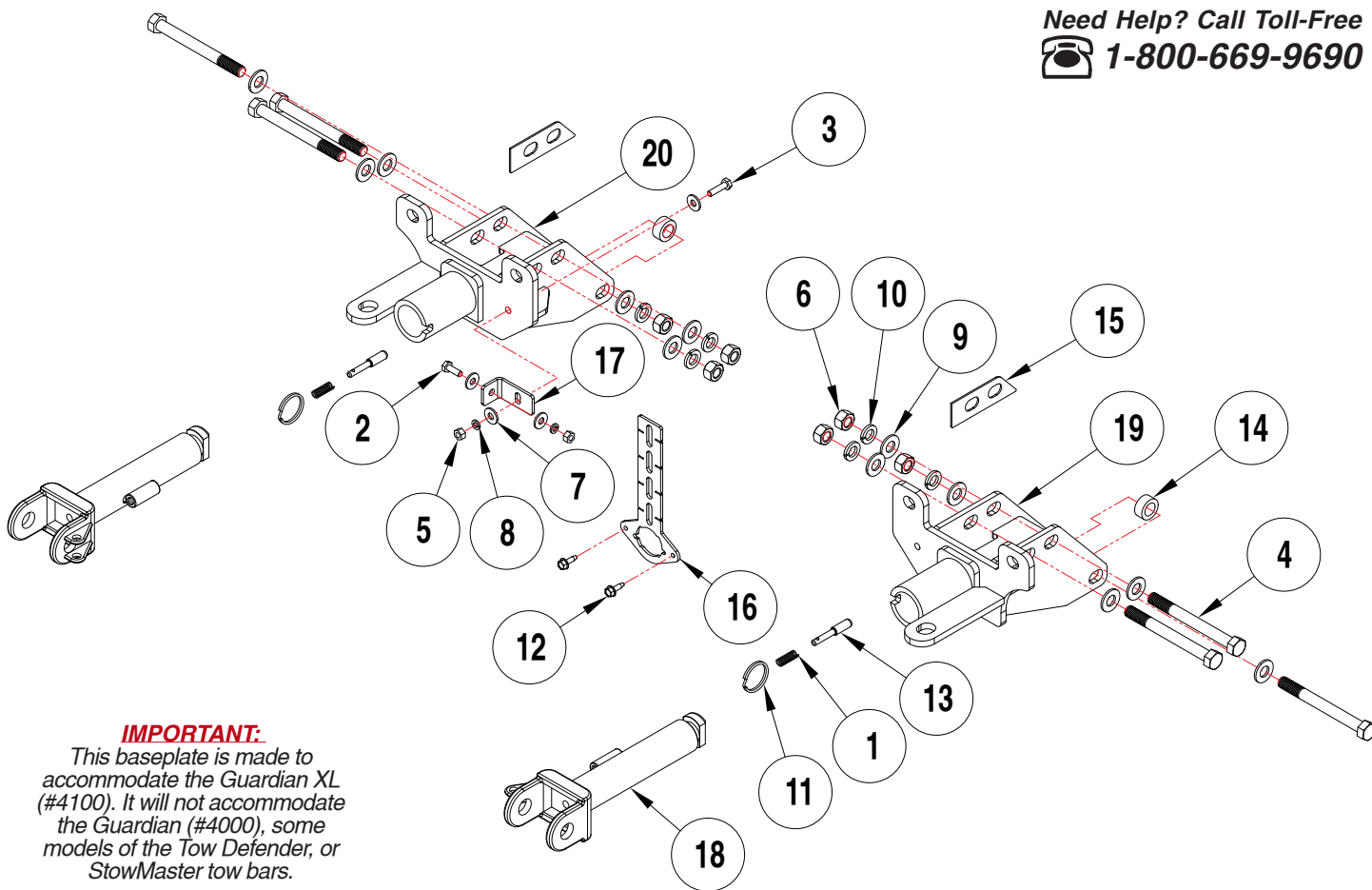
What You'll Need

Ratchets 7,10, 13,15 and
18mm sockets
3/4" wrench and socket
18mm wrench
T15 Torx driver

Die grinder or
reciprocating saw
Universal joint
Permanent marker

Torque wrench
Panel tool
Threadlocker Red

Need Help? Call Toll-Free
 1-800-669-9690



IMPORTANT:

This baseplate is made to accommodate the Guardian XL (#4100). It will not accommodate the Guardian (#4000), some models of the Tow Defender, or StowMaster tow bars.

ITEM.....	QTY.	DESCRIPTION.....	PART
1.....	2	SPRING.....	200146-00
2.....	1	1/4" x 3/4" BOLT	350003-01
3.....	1	1/4" x 1" BOLT	350005-00
4.....	6	1/2" x 5" BOLT	350107-00
5.....	2	1/4" HEX NUT	350250-00
6.....	6	1/2" HEX NUT	350258-00
7.....	4	1/4" FLAT WASHER.....	350300-00
8.....	2	1/4" LOCK WASHER.....	350301-00
9.....	12	1/2" SAE WASHER	350308-20
10.....	6	1/2" LOCK WASHER.....	350309-00
11.....	2	RING	350520-00
12.....	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
13.....	2	LOCK PIN.....	A000008
14.....	2	1" O.D. x 7/16" SPACER	A005858
15.....	2	SPACER.....	A006458
16.....	1	WIRE PLUG PLATE	A006808
17.....	1	BREAKAWAY BRACKET	B004412
18.....	2	ARM	C002383
19.....	1	DRIVER SIDE RECEIVER.....	C003629
20.....	1	PASSENGER SIDE RECEIVER	C003630



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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.

About this kit:

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

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 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.



Fig.A



Fig.B



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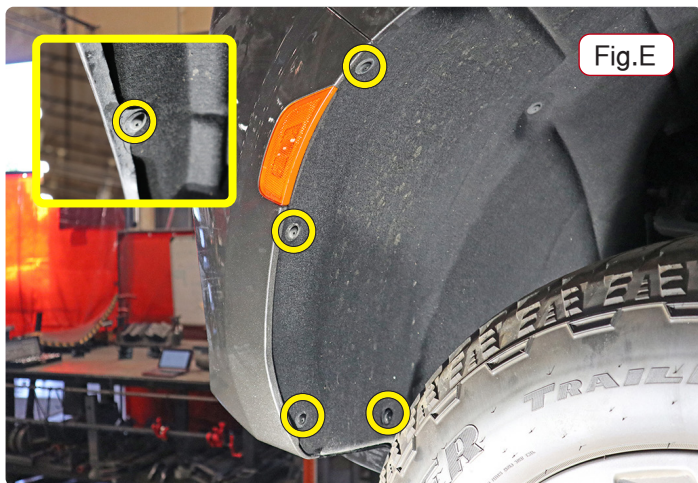
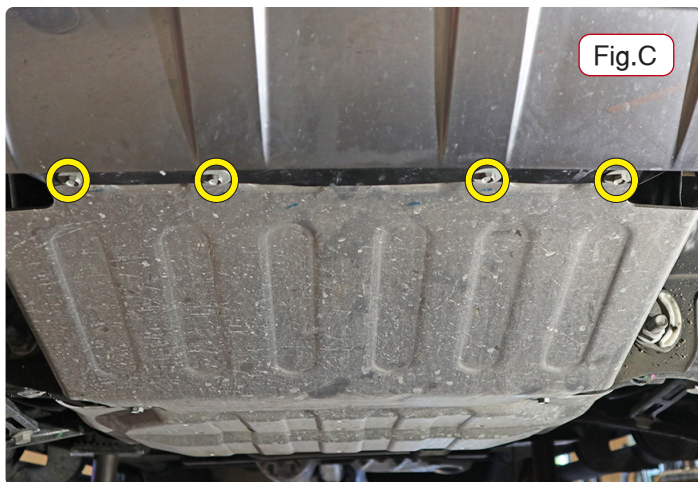
Important: Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. Remove four 10mm bolts attaching the lower middle of the fascia to the skid plate (Fig.C).

NOTE: For the '25 Yukon AT4, see supplemental at end of document for important information.

2. On each side, remove one T15 screw attaching the bottom of the wheel well to the fascia (Fig.D), four screws on 2025 and newer models.

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

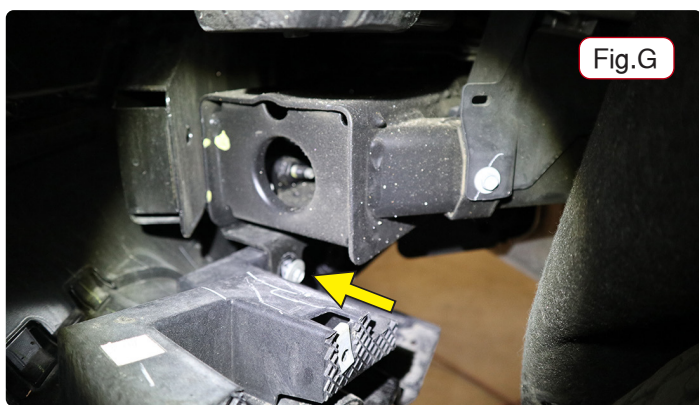


4. On each side, peel the fender liner. Then, using a universal joint and 7mm socket, remove one screw attaching the top corner of the fascia to the bottom corner of the fender (Fig.F).

5. On each side, remove one 10mm bolt attaching the fascia corner support to the frame (Fig.G). *Figure G. is viewed through the wheel well.*

6. Remove two T15 screws attaching the hood release handle to the latch (Fig.H, Next Page). Then, remove nine plastic fasteners attaching the filler panel to the fascia and core support (Fig.I, Next Page). Remove both pieces and set them aside for now.

7. On each side, remove three 10mm bolts attaching the





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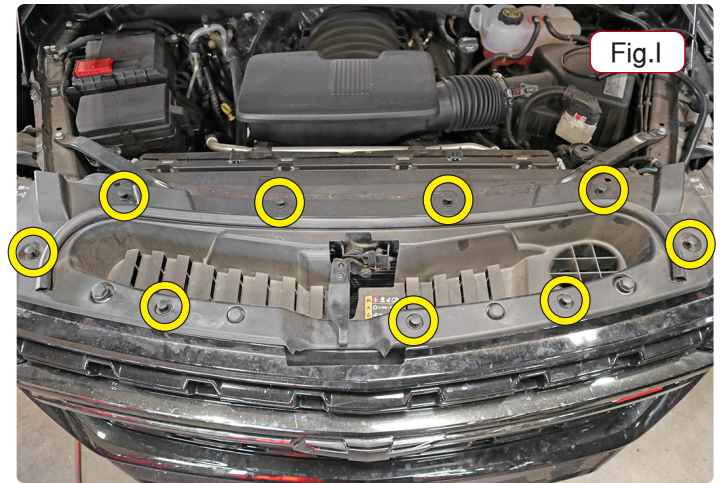
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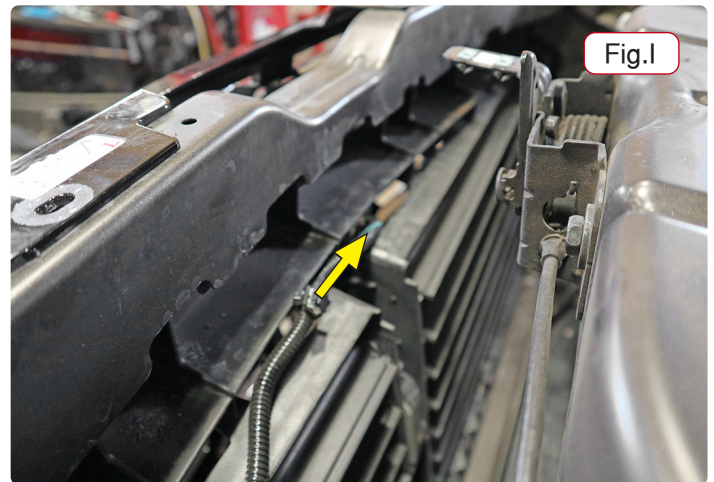
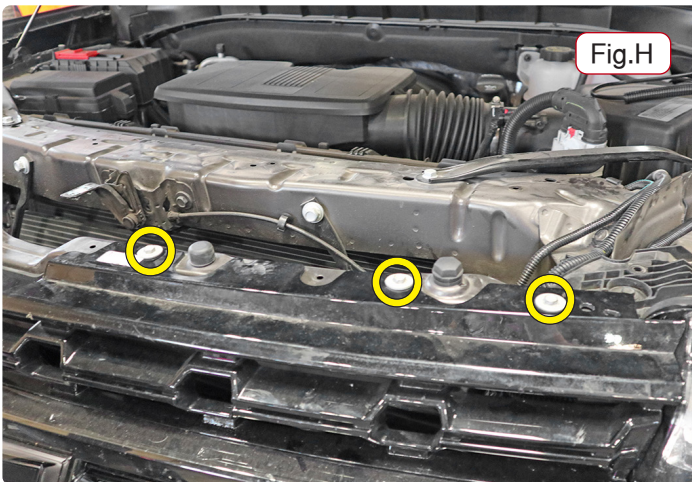
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top of the fascia to the core support (Fig.J).

8. If your vehicle has a lighted bowtie, disconnect the harness from the back of the fascia (Fig.K).
9. Though optional, you may wish to disconnect the battery at this time.



10. On each side, pull up on the top of the fascia to release the locking clips and then out on each side to release the fascia (Fig.L). Once it's loose, disconnect any harnesses. *Note: It will be difficult to release it at the areas indicated in Figure M. Use caution when releasing them. IMPORTANT! Do not turn the vehicle on once the fascia is removed.*

11. On each side, use an 18mm wrench and socket to remove two bolts and one nut attaching the tow hook to the frame (Fig.N, Next Page). Retain the tow hooks and their hardware for replacement in case the baseplate is ever removed.

12. On each side, remove two 15mm bolts attaching the lower part of the bumper core to the frame (Fig.O).





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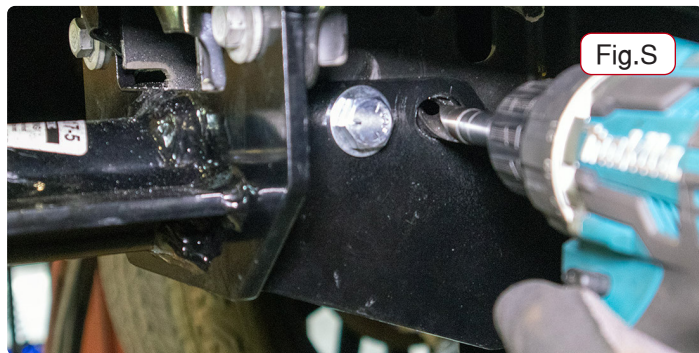
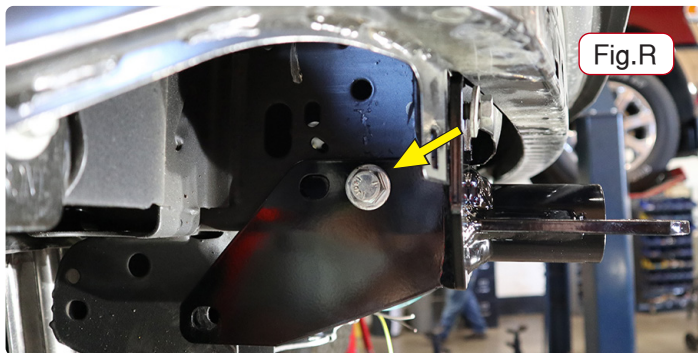
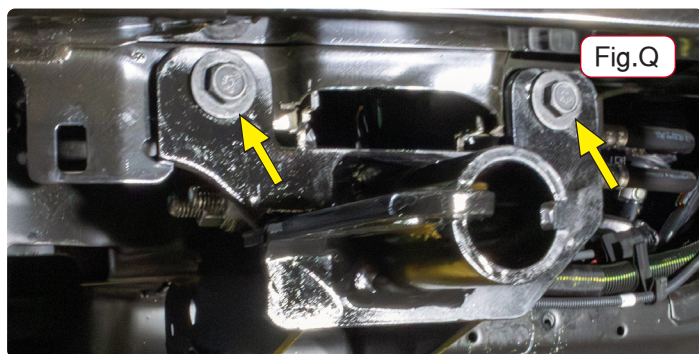
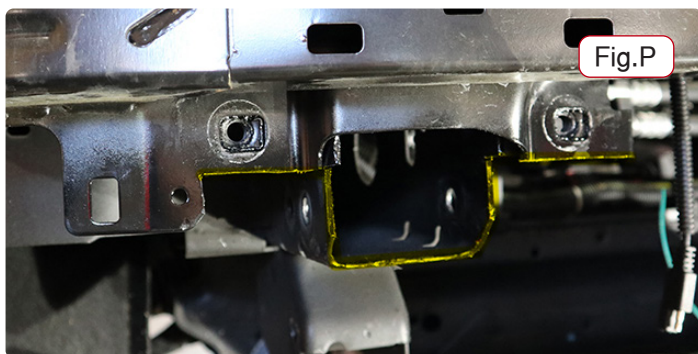
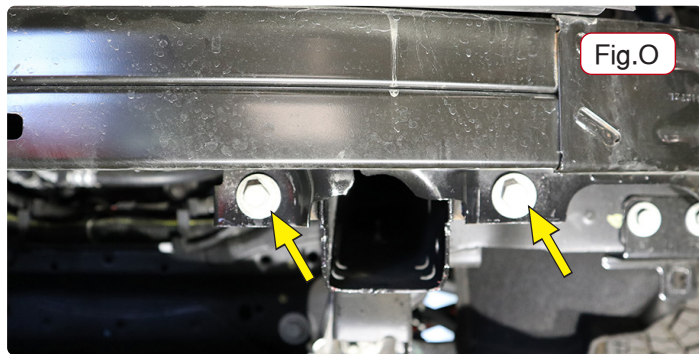
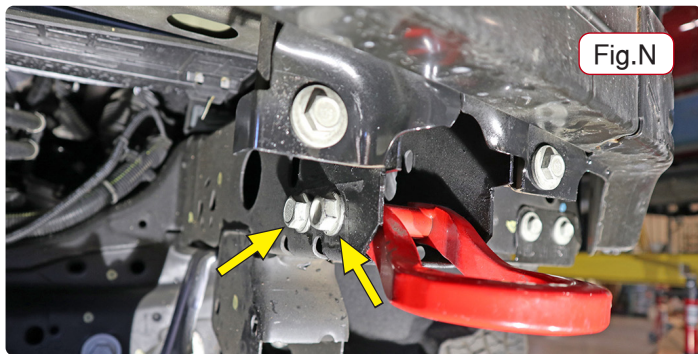
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13. Working on the passenger side, trim the lower edge of the bumper core mount and the frame using the yellow lines in Figure P. as a reference. Now, test fit the side-specific side arm over the frame, trim any additional framing material that is in the way, and then place Threadlocker on the two 15mm bolts removed in the previous step and replace them (Fig.Q).

14. Place a small 1/2" flat washer over a 1/2" x 5" bolt and bolt through the forward-most tow hook mount (Fig.R). Loosely



finish with another small 1/2" flat washer, 1/2" lock washer, Threadlocker and a 1/2" nut (Fig.R). *Note: If there is a gap between the mount and the baseplate, use the optional plate shown on page 1 to bridge the gap.*

15. For 2023 and Newer GMC Yukon AT4 models: Drill a 17/32" hole on both sides for which to mount the back bolt for the baseplate. Use two 7/16" spacers for the back bolt hole, on both sides, and a 1/2 x 5" bolts, a SAE washers on both ends, and a 1/2" Lock washers capped with a 1/2" hex nut on both holes (Fig.S)

16. Place a 1/2" pipe spacer between the frame and the side-specific side arm on the lower frame extension and then bolt through it using a 1/2" x 5" bolt and 1/2" small flat washer. Finish with a 1/2" small flat washer, 1/2" lock washer, Threadlocker and a 1/2" nut (Fig.T, Next Page).

17. Place a 3/16" x 11/2" x 2" backing plate with rod in the access hole in the frame (Fig.U). Then, place a 1/2" lock washer, 1/2" small flat washer and Threadlocker over a 1/2" x 11/2" bolt and bolt through the rearmost tow hook mount and into the



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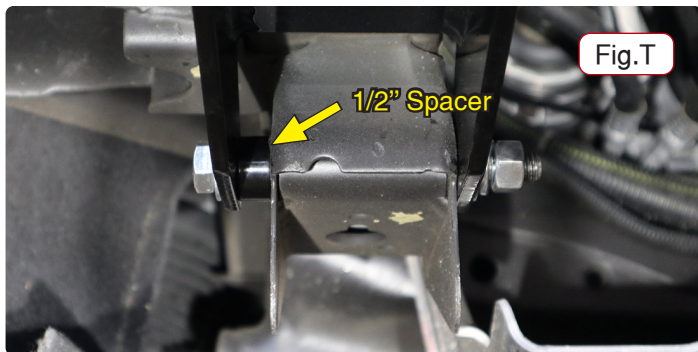
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backing plate (Fig.V).

18. Now, referencing the chart at the end of these instructions, tighten the bolts in this order: the two 15mm bolts, the two tow hook mounts, and then the lower frame extension.

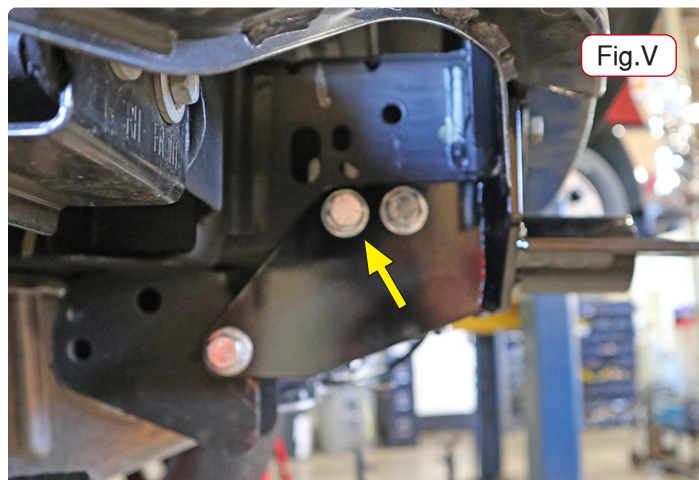
19. Repeat the prior side-specific steps for the driver's side but note that you will not need to trim as much on the lower edge of the bumper core mount.

20. Hold the fascia in place over the baseplate and trim as small of an amount as is necessary to allow clearance for the receiver and the safety cable tabs (Fig.W). Then, reinstall the fascia reversing steps 1 through 10.

NOTE: See Supplemental for Yukon AT4 fascia trimming.

21. Install the tow bar to the baseplate according to the manufacturer's instructions.

Important: 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.



WARNING!

If you do not use Threadlocker Red on all bolts in this kit and torque to the specified values, it could cause failure of the towing system.



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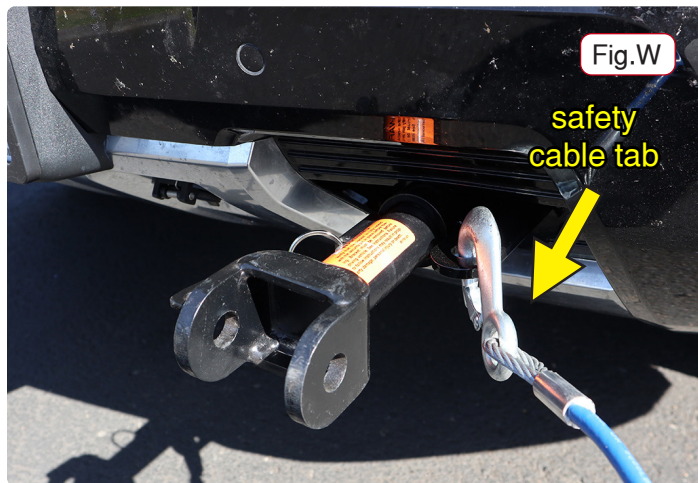
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IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the separate insert with the drawing and parts list 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.



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

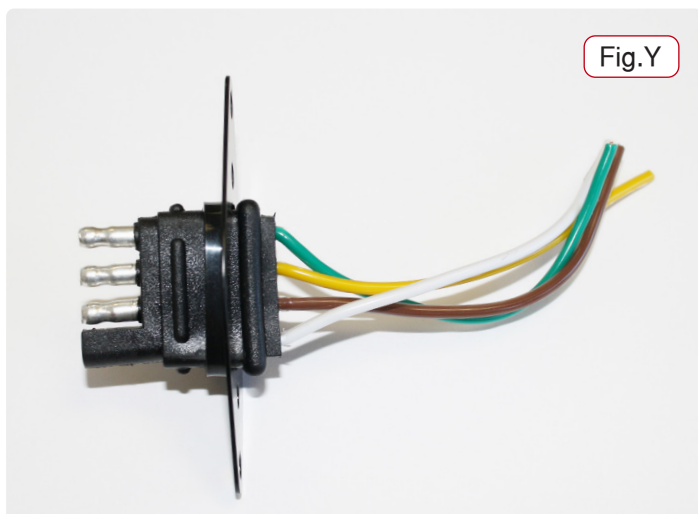
Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.

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.





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'25 AT4 Supplemental

IMPORTANT!

This supplemental set of instructions only applies to the Yukon series of vehicles.

1. The Yukon AT4's skid plate differs from the one depicted in this document. Remove the four front bolts, as indicated in step 1 of the regular document, then remove four bolts from the skid plate (two attaching to the secondary skid plate and two on the sides) and carefully remove (Fig.AA).

2. Then enlarge the four holes on the skid plate to about 3/4" (Fig.AB).

3. Continue with steps as outlined in the main document.

4. The fascia differs on the AT4. The bottom front panels on the fascia must be popped out and the area must be trimmed and enlarged for proper fit. See Figures AC and AD.

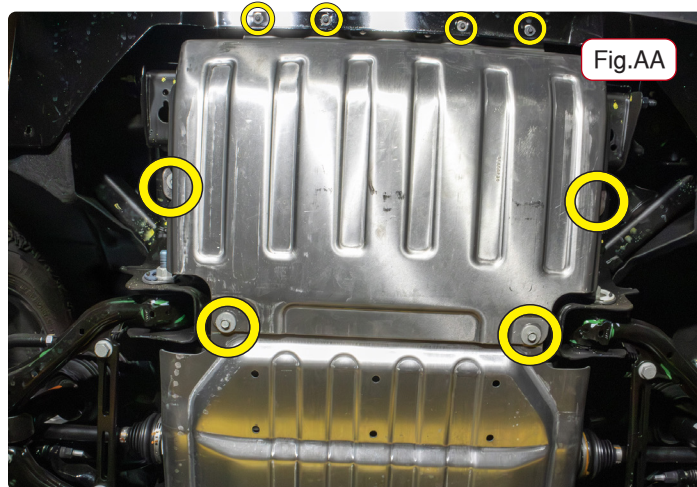


Fig.AA



Fig.AB

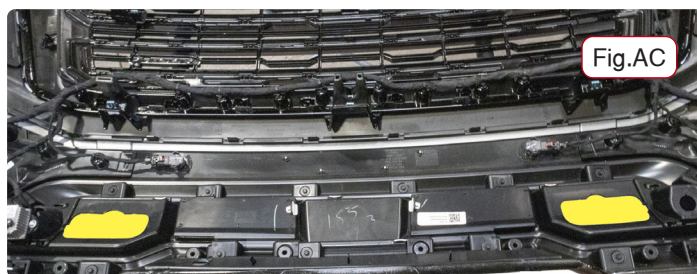


Fig.AC



Fig.AB