



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523221-4

09/27/23
KS

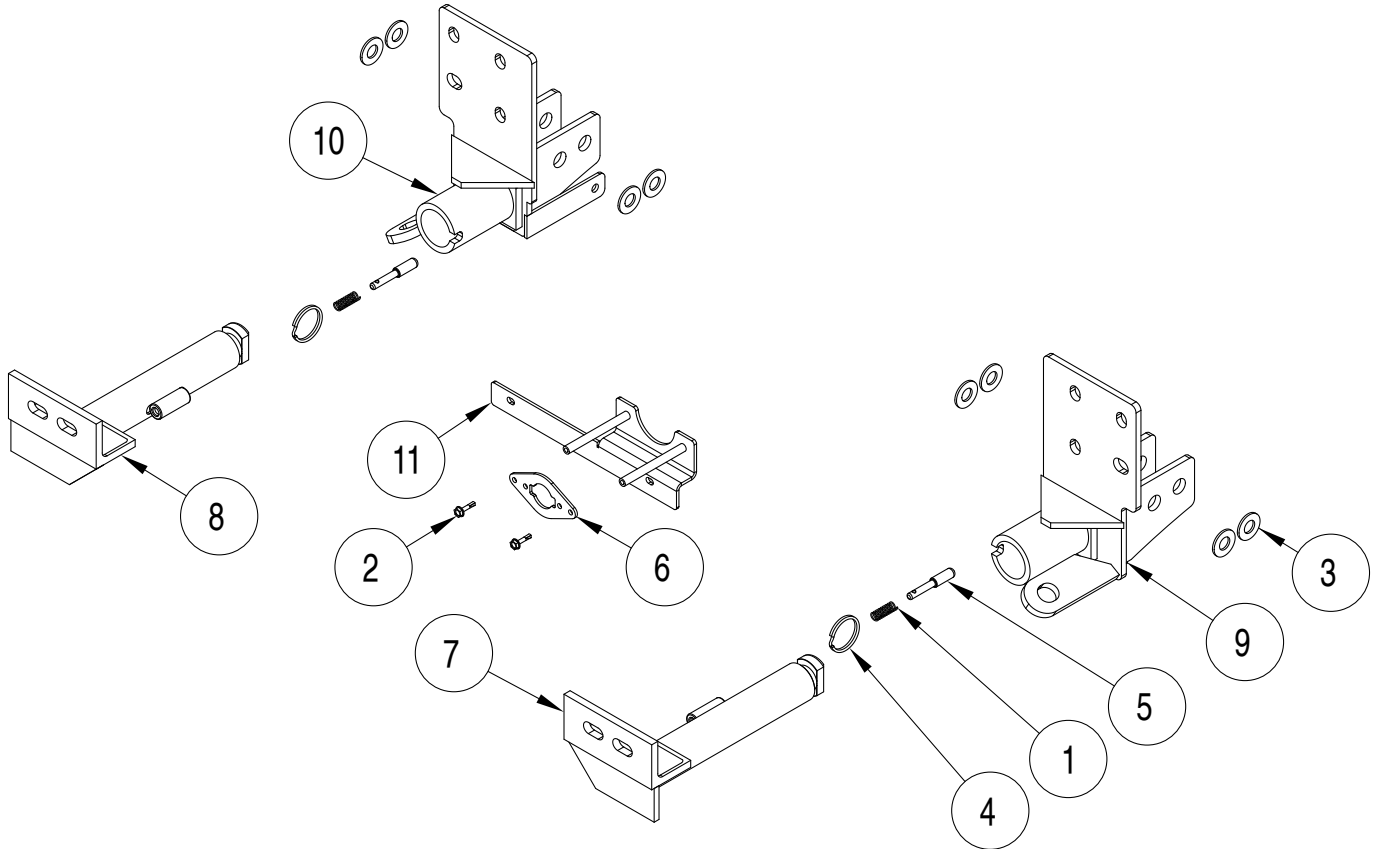
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What You'll Need

Second person to assist
Ratchet and extensions
7, 13, 15, and 18mm sockets

18mm wrench
T15 Torx driver

Panel tool
Torque wrench
Loctite© Red or Blue



ITEM	QTY	DESCRIPTION	PART NUMBER
1	2	SPRING	200146-00
2	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
3	8	1/2" SAE WASHER	350308-20
4	2	RING	350520-00
5	2	LOCK PIN	A000008
6	1	WIRE PLUG PLATE	A-003801
7	1	DRIVER SIDE ARM	C003758
8	1	PASSENGER SIDE ARM	C003759
9	1	DRIVER SIDE RECEIVER	C003760
10	1	PASSENGER SIDE RECEIVER	C003761
11	1	WIRE PLUG BRACKET	C003762



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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 consists of two main receiver braces, two removable front braces and a hardware pack.

The main receiver braces mount to the frame rails, bumper core and tow hook mounts. The removable front braces install in the main receiver braces.

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.

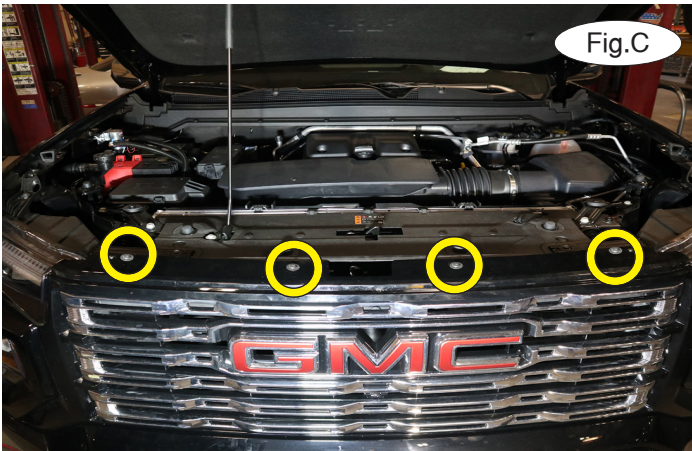


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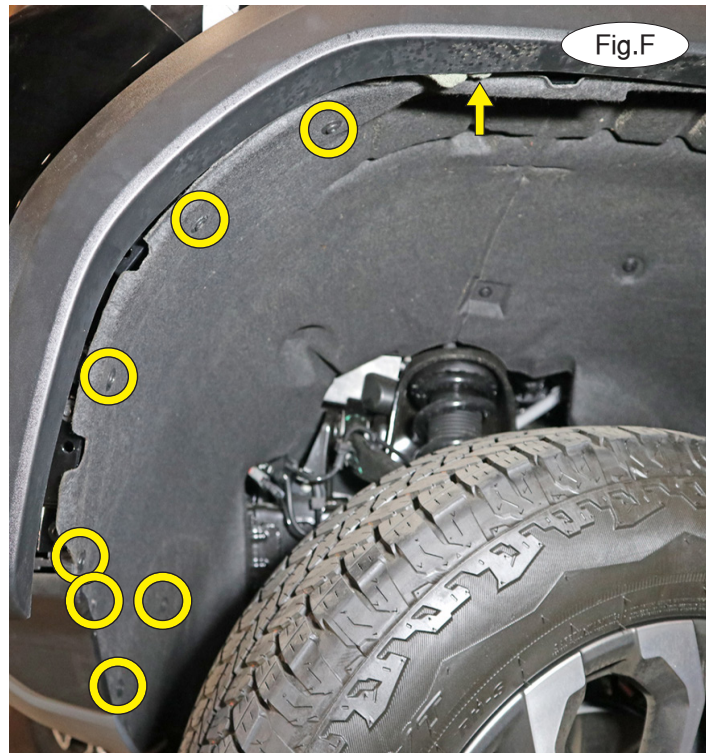
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Important: Please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. Remove four T15 Torx screws attaching the top of the grille to the radiator support (Fig.C).



2. On each side, carefully pull out on the fender trim to release nine Christmas tree fasteners attaching it to the fascia. Pull carefully until you release the last fastener just past the side marker lights and then use a soft rag to prop the piece away from the vehicle (Fig.D).

3. On each side, remove one T15 Torx screw attaching the fender to the fascia (Fig.E).

4. On each side, remove eight T15 Torx screws attaching the fender liner to the fascia (Fig.F).

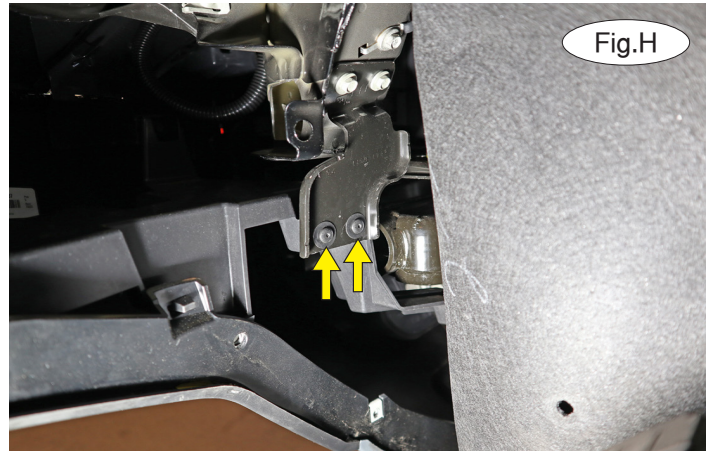
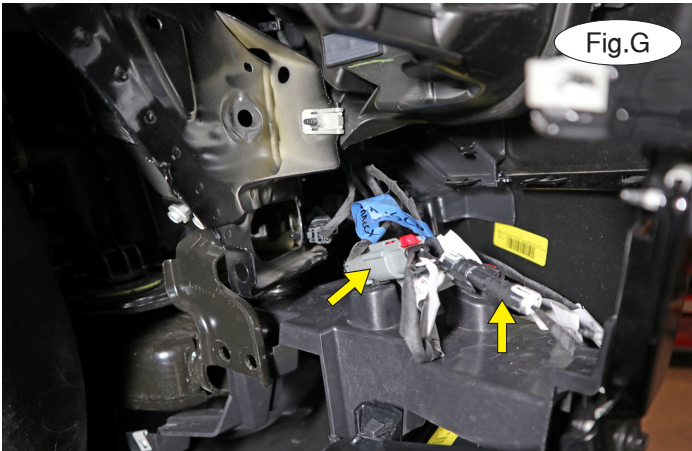


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5. On the passenger side, remove two wiring connectors – one for the front camera, if the vehicle is so equipped, and one for the fog lights (Fig.G). Use a panel tool to disconnect the Christmas tree fastener.

6. On each side, remove two T15 screws holding the subframe to the core support (Fig.H).



7. On each side, remove three T15 screws attaching the bottom of the fascia to the splash shield (Fig.I). *Note: Due to manufacturing variances in trim level, there may be three 7mm screws instead.*

8. On each side, lift up on two retaining tabs attaching the top of the fascia to the core support (Fig.J) and then pull out carefully at the seam to release the fascia (Fig.K). Set the fascia aside for now.





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Fig.L

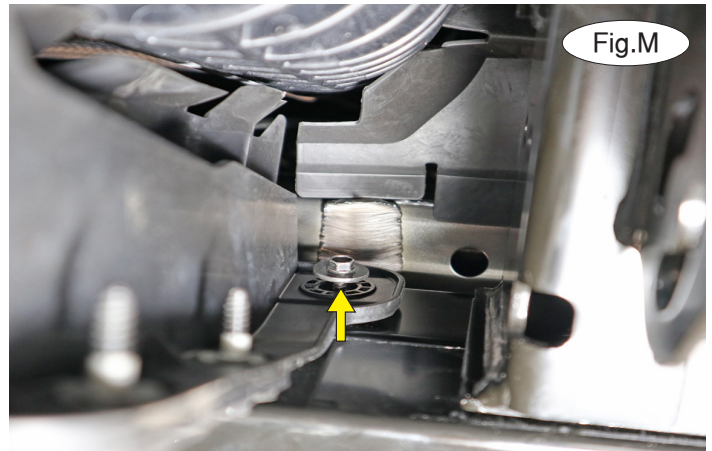


Fig.M

9. On each side, remove two 18mm bolts and nuts attaching the tow hooks to the frame (Fig.L). Set the tow hooks aside. They will not be replaced. Retain the hardware for replacement in a future step.

10. If the vehicle is equipped with lower grille shutters, on each side remove one 7mm screw attaching the lower shutter housing to the back of the bumper core (Fig.M).

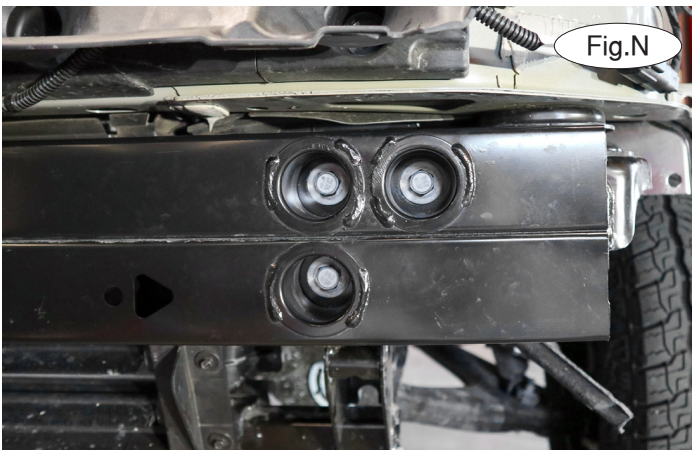


Fig.N



Fig.O

11. On each side, remove three 15mm bolts attaching the bumper core to the frame (Fig.N). Set it aside for now.

12. Working on the driver's side only, refer to the drawing on page 1 to locate the side-specific brace. Place a supplied 1/2" SAE washer over each of the two tow hook bolts and replace the bolts (Fig.O). Finish each bolt with a 1/2" SAE washer and a factory nut (removed in step 9).

13. Repeat step 12 for the passenger side of the vehicle.

14. Reinstall the bumper core, placing Loctite on the factory bolts. Tighten the bumper core bolts, and then the tow hook bolts. Now, replace the lower shutter screws you removed in step 10.

15. If you are using our Breakaway, use the provided mount and attach it with the supplied 1/4" x 20 whiz bolt and nut (Fig.P).



Fig.P



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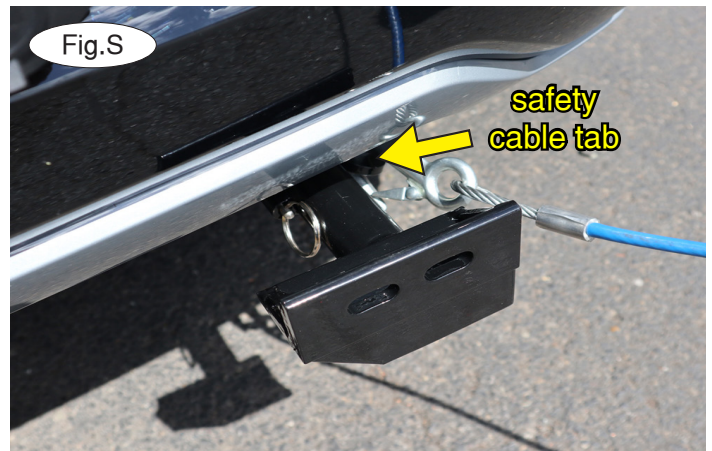
16. On the back of the fascia on the driver's side, remove the two indicated 7mm screws (Fig.Q). Place the wiring plug bracket over the mounts and replace the screws (Fig.R). Install the wiring plug on the front of the vehicle.

17. Reinstall the fascia, reversing steps 1 through 8.

Note: Due to manufacturing variances, it may be necessary to trim a small amount from the top of the tow hook opening to allow clearance for the baseplate.

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 in Figure S. 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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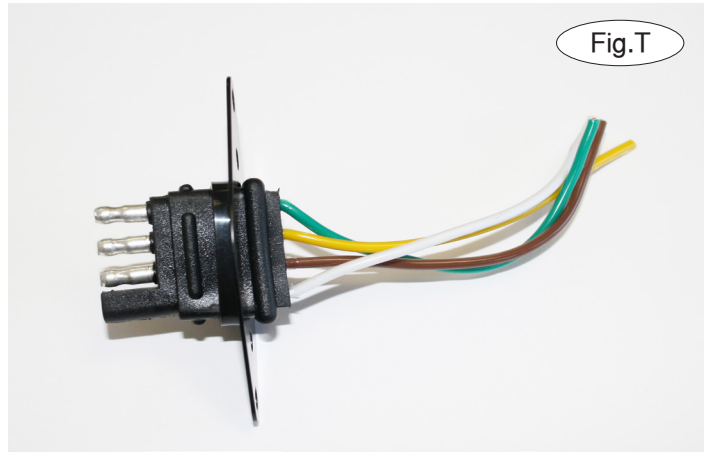
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Three options for attaching the wiring plug to the main receiver brace

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.T). 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.....	5.....	13 ft./lb.
3/8.....	5.....	23 ft./lb.
7/16.....	5.....	37 ft./lb.
1/2.....	5.....	56 ft./lb.
5/8.....	5.....	150 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
8mm-1.0	8.8	20 ft./lb. 18 ft./lb.
8mm-1.25	8.8	19 ft./lb. 18 ft./lb.
10mm-1.25	8.8	38 ft./lb. 36 ft./lb.
10mm-1.5	8.8	37 ft./lb. 35 ft./lb.

METRIC BOLTS

Thread Size	Grade	Plated / Unplated
12mm-1.25	8.8	70 ft./lb. 65 ft./lb.
12mm-1.5	8.8	66 ft./lb. 61 ft./lb.
12mm-1.75	8.8	65 ft./lb. 60 ft./lb.
14mm-2.0	8.8	104 ft./lb. 97 ft./lb.

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