



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523230-5

01/26
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

What You'll Need

A Second Person to Help
Panel Tool
Reciprocating Saw
2 3/4 Hole Saw
Ratchet

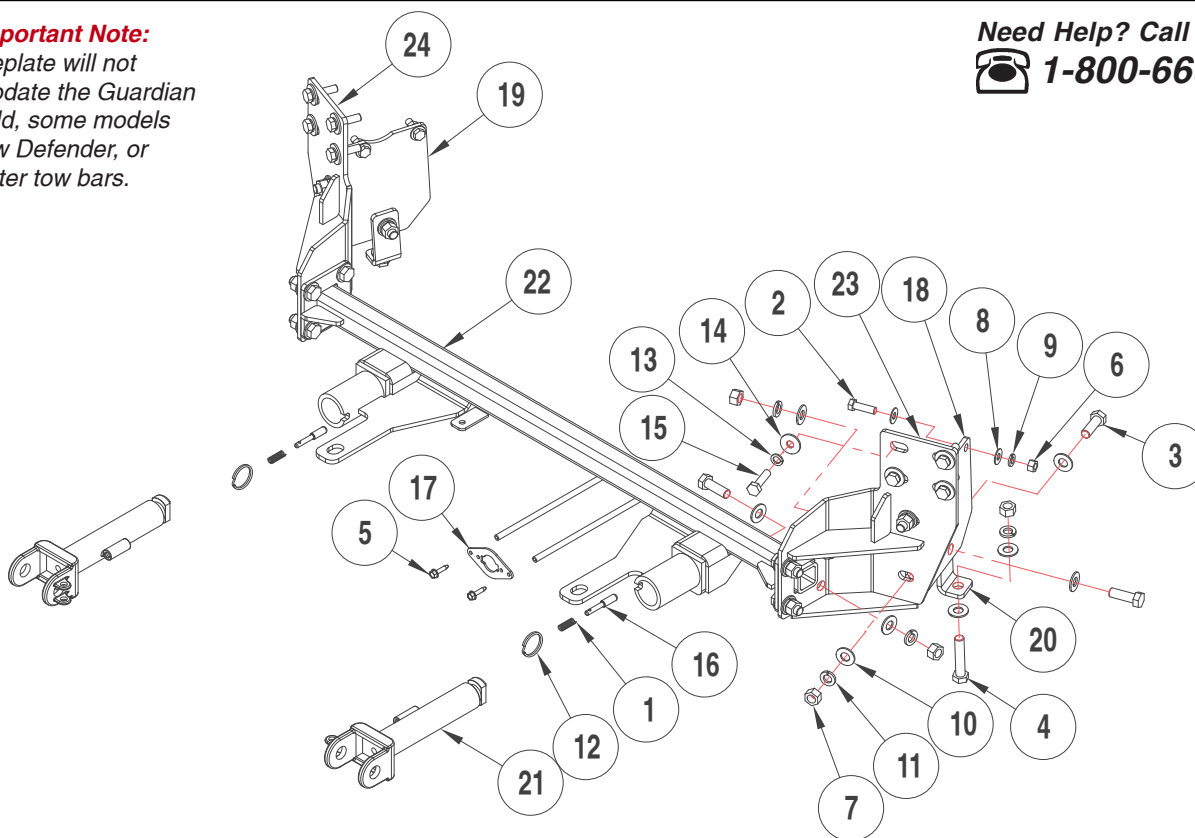
3/4, 14, 17 mm Wrenches
10, 14, 17 mm Socket
Tape Measure
Torque Wrench
Plastic Cutting Tool

Needle Nose Pliers
3/4 Socket
Threadlocker Red
Marker or Paint Pen

Important Note:

This baseplate will not accommodate the Guardian rock shield, some models of the Tow Defender, or StowMaster tow bars.

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



ITEM	QTY	DESCRIPTION	PART NUMBER
1	2	SPRING	200146-00
2	4	3/8" x 1 1/4" BOLT	350056-00
3	14	1/2" x 1 1/2" BOLT	350095-00
4	2	1/2" x 2 1/2" BOLT	350099-00
5	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
6	4	3/8" HEX NUT	350254-00
7	16	1/2" HEX NUT	350258-00
8	8	3/8" FLAT WASHER	350304-00
9	4	3/8" LOCK WASHER	350305-00
10	32	1/2" SAE WASHER	350308-20
11	16	1/2" LOCK WASHER	350309-00
12	2	RING	350520-00
13	8	M10 LOCK WASHER	355715-00
14	8	M10 FENDER WASHER	355716-00
15	8	M10 x 1.50 x 40mm BOLT	356103-00
16	2	LOCK PIN	A000008
17	1	WIRE PLUG PLATE	A003801
18	1	DRIVER SIDE BRACE	B004333
19	1	PASSENGER SIDE BRACE	B004334
20	2	REAR TAB	B004335
21	2	ARM	C002383
22	1	MAIN RECEIVER	C003855
23	1	DRIVER SIDE MOUNT	C003856
24	1	PASSENGER SIDE MOUNT	C003857



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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.





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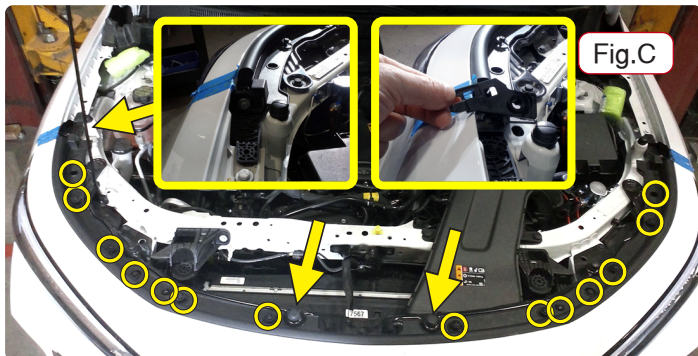
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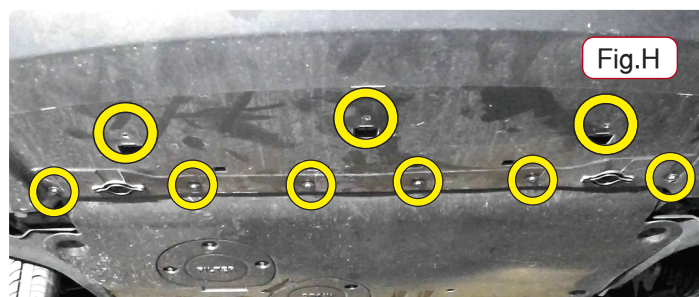
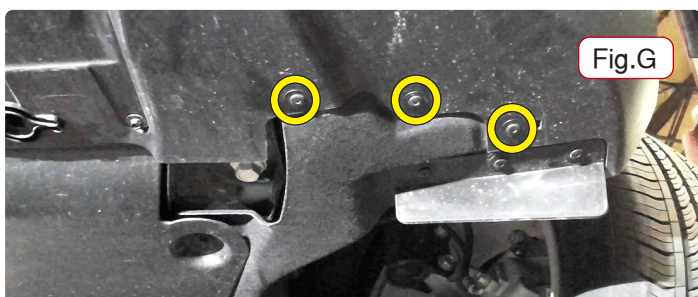
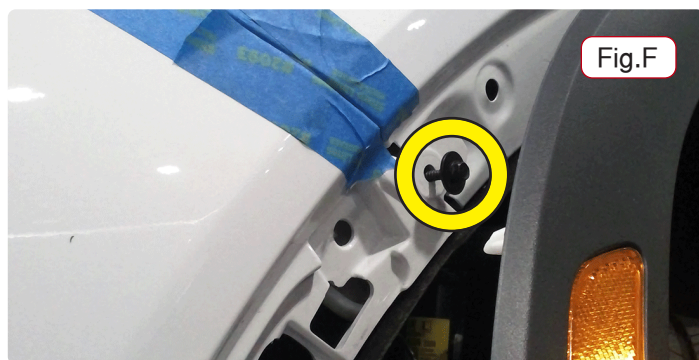
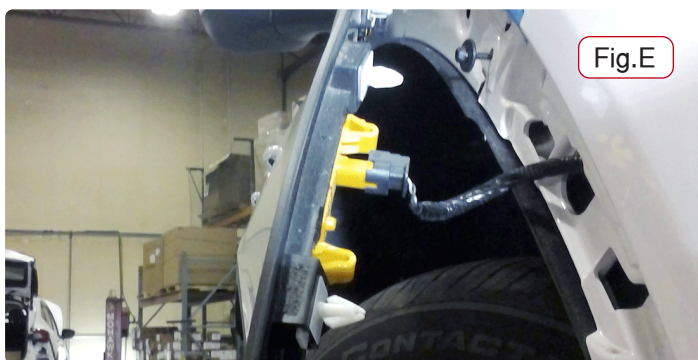
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Important: Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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



1. Remove eight T15 screws from the top of the fascia, two 10mm bolts from each side of the fascia, and lastly remove a plastic spacer plate from each side (Fig.C, Insets show sides).
2. On both sides; from the fender wheel house, remove four T15 screws along the inner edge (Fig.D).
3. On both sides; pull back the fender trim gently and prop it out with a soft cloth. Then release four push pins from the inner fascia joint, making sure to disconnect the light plug (Fig.E).
4. Then remove one 7mm bolt where the fascia meets the fender, on each side (Fig.F).
5. Remove nine T15 screws from the bottom of the fascia; three are on each side in front of the tire and three are in the center of the frame (Fig.G).
6. Remove six 7 mm bolts and three T15 screws from the bottom of the fascia attaching it to the sub-frame (Fig.H).
7. Push up and pull out on the fascia to remove it from the frame, you may need a second person to aid with this. Make sure to disconnect the electrical plug on the washer bottle positioned on the passenger side of the vehicle. Set the fascia aside for now.
8. Then remove two plastic push clips from the top of the bumper core behind the upper shroud, save these clips for later to

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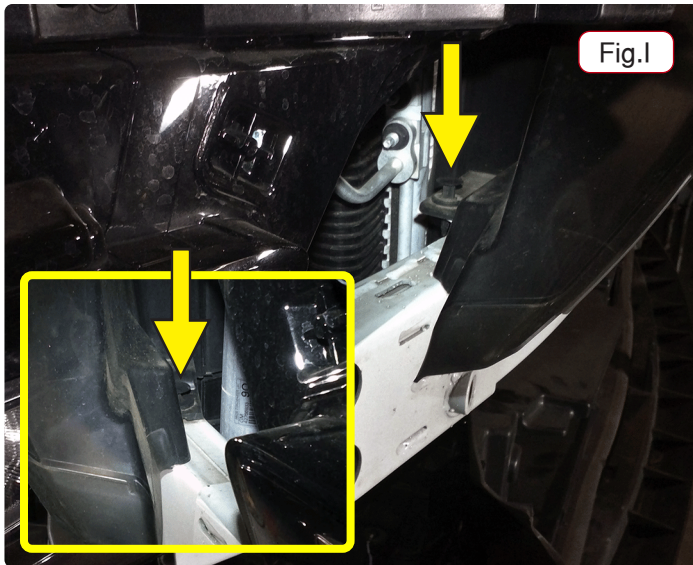
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reinstall the fascia with (Fig.I, Inset shows passenger side).

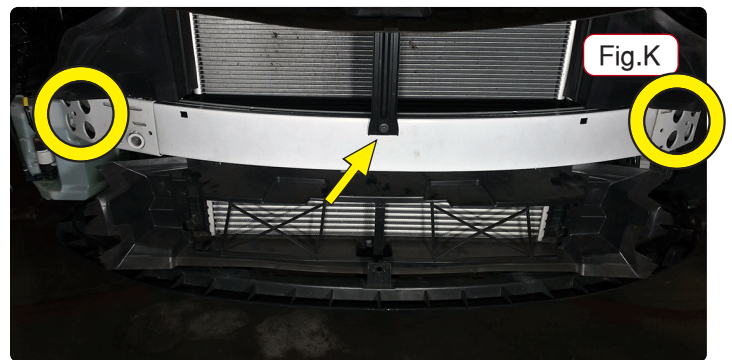
9. Remove two more plastic push clips on both sides of the lower shroud, then detach the lower shroud. You may need to use a screw driver to remove these. The lower shroud will not be reinstalled (Fig.J).

10. Remove four 15mm bolts from each side of the bumper core, then remove one 10mm bolt in the center of the bumper. Remove the bumper and set aside to be reinstalled later (Fig.K).

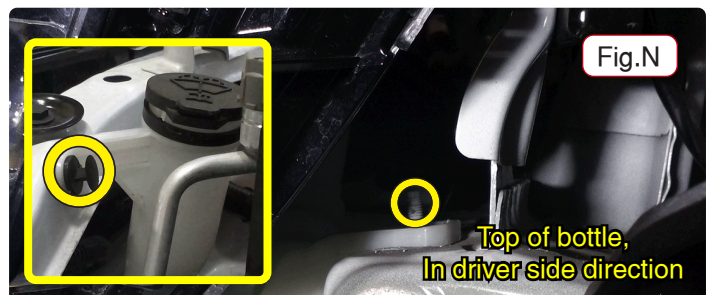
11. On both sides, on the back of the bumper, align and slot four holes 1/8"-1/4", as needed, toward the outer edge of the bumper (Fig.L)

12. On the passenger side; remove two 10mm nuts, one 10mm bolt, and 1 plastic push clip from the washer bottle assembly. Disconnect two electrical connectors and the fluid line from the assembly, make sure to cap or tape off the fluid line on the bottle. Remove the reservoir and set aside for now (Fig.M, Inset and Fig. N, Inset).

13. Disconnect the wire holder behind the washer bottle assembly.



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14. On both sides, trim the front of the intercooler as indicated (Fig.U).

15. Temporarily install the front brackets (part 23 and 24; specific "side mount") centered on the holes using two factory bumper bolts. Then using the front bracket and it's associated rear brace (parts 18 or 19) as a guide, mark then drill 2-13/32nd holes into the pinch weld, doing this on both sides. Set aside the hardware for now (Fig.O).

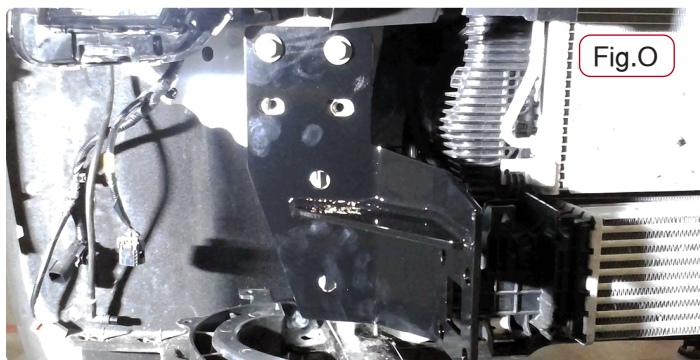
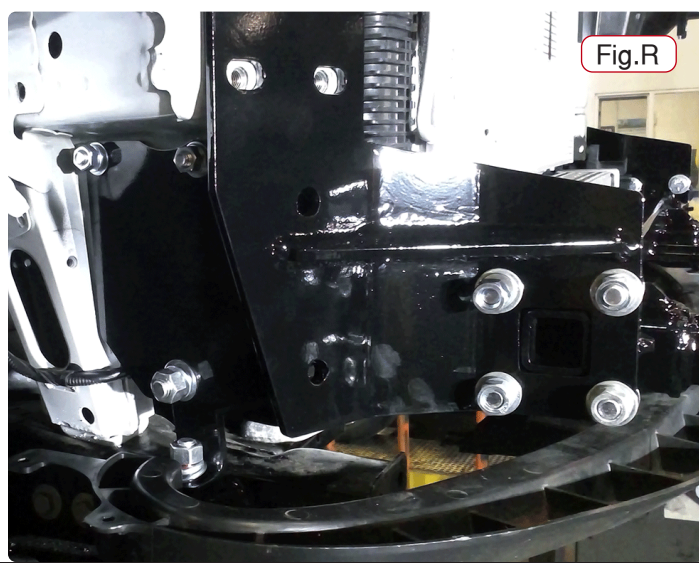
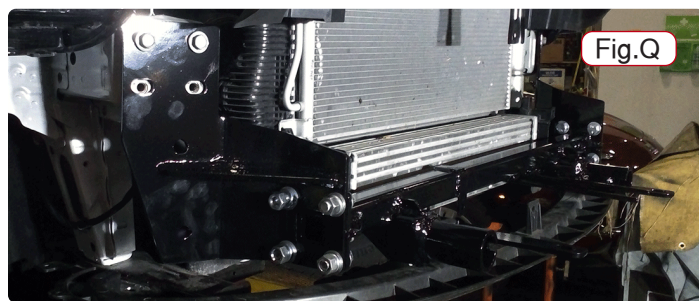
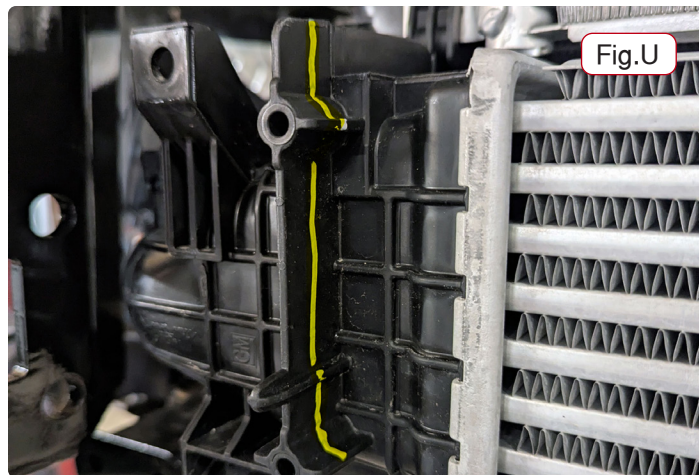
16. Using a 9/16" drill bit, or a reamer, enlarge the holes on the bottom of the subframe (Fig.P, Inset).

17. Temporarily install the two side specific front brackets once more, using two bolts per side, leaving them finger tight for now.

18. Install the cross bar (part 22; "main receiver") between the two front brackets. On both sides, use four 1/2" x 1 1/2" bolt, SAE washer then capped off with an SAE washer, lock washer, and nut. Leave finger tight for now (Fig.Q).

19. On both sides, fully install the two side braces (parts 18 & 19) using threadlocker and torque to the specifications at the end of the document. Then install the rear tab (part 20) using a 2-1/2" bolt; place the 1/2" grade 8 zinc plated yellow SAE washer on the head side of the bolt and place the bolt through the subframe with the nut on the brace side to prevent deformation of the washer (Fig.R).

20. Fully install the rest of the hardware by apply threadlocker and torquing them to the proper specifications. Remove the temporary bolts, if used, from the front bracket. Then reinstall the bumper using the new supplied hardware (M10x1.5x40mm) with threadlocker (Fig.S).





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21. Place the fascia up to the car and mark around where the receivers extend out to indicate where the fascia should be trimmed.

22. Reinstall the fascia and reverse these directions as relevant to reinstall all removed components.

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.

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 Y. 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.

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.



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.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.

