



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523234-5

05/25
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

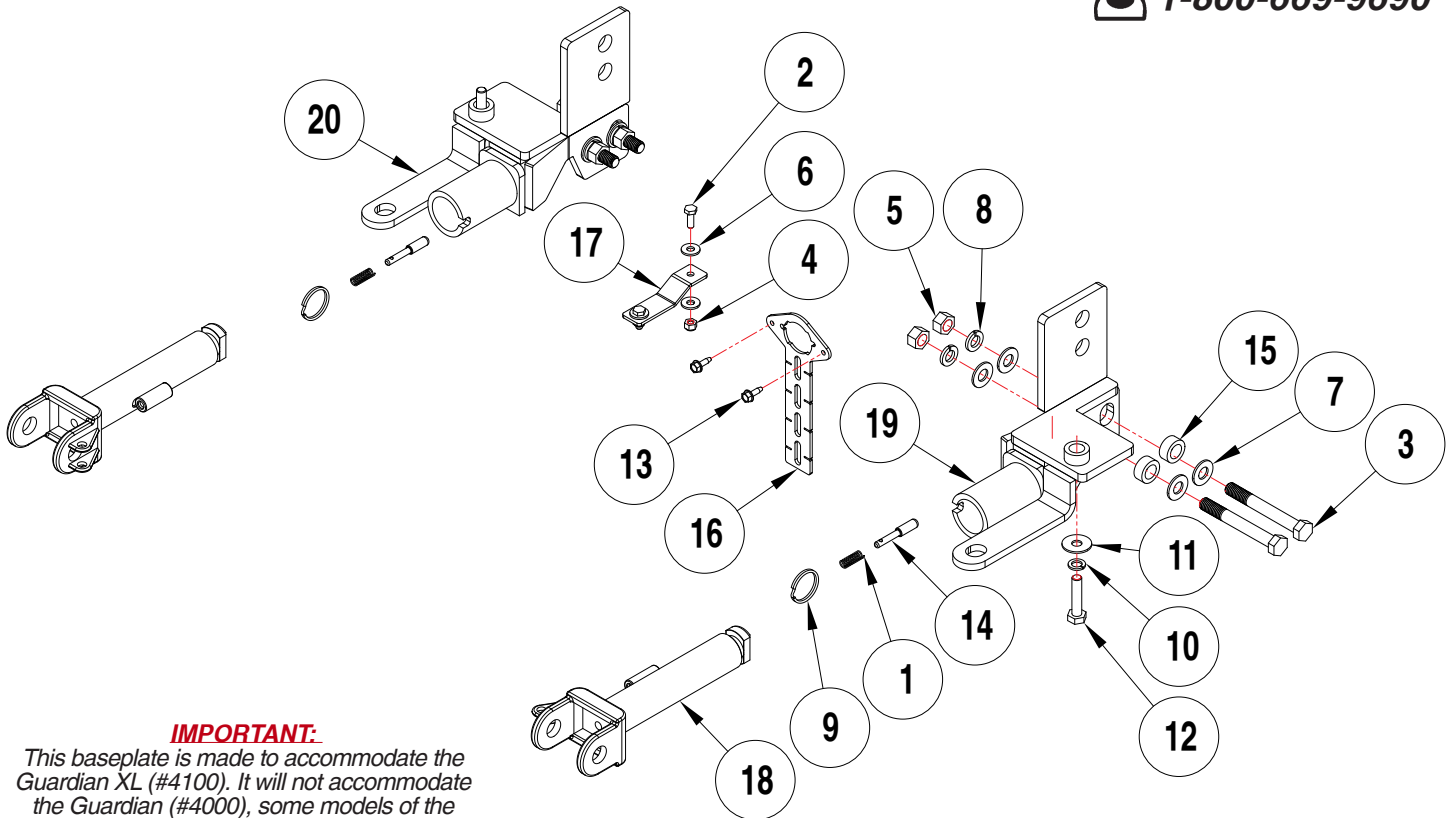
What You'll Need

A second person to help
Panel tool
T15 Torx driver
Ratchet

18 mm Wrench
7, 13, 15, 18 mm Socket
Tape Measure
Torque wrench

Plane Tool
Threadlocker

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	5	1/4" x 3/4" BOLT	350003-01
3	4	1/2" X 4" BOLT	350105-00
4	5	1/4" NYLON INSERT LOCK NUT	350251-00
5	4	1/2" HEX NUT	350258-00
6	10	1/4" FLAT WASHER	350300-00
7	8	1/2" SAE WASHER	350308-20
8	4	1/2" LOCK WASHER	350309-00
9	2	RING	350520-00
10	2	M10 LOCK WASHER	355715-00
11	2	M10 FENDER WASHER	355716-00
12	2	M10 x 1.5 x 45mm BOLT	356104-00
13	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
14	2	LOCK PIN	A000008
15	4	1" O.D. x 7/16" SPACER	A005858
16	1	WIRE PLUG PLATE	A006808
17	1	BRAKEAWAY TAB	B004398
18	2	ARM	C002383
19	1	DRIVER SIDE RECEIVER	C003895
20	1	PASSENGER SIDE RECEIVER	C003896



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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 Threadlocker 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" or more 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 the towing system's 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 check and 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.





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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. Starting on the driver side: from the inside of the wheelhouse, remove four screws holding in the plastic plate (Fig.C), then remove four smaller T15 screws (Yellow Triangle) on the bottom front segment and two larger screws (Blue Triangle) holding onto the lower bumper assembly (Fig.D).

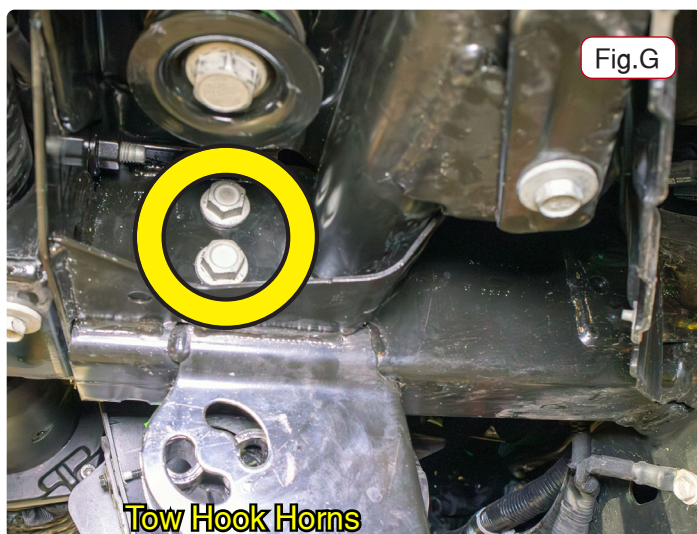
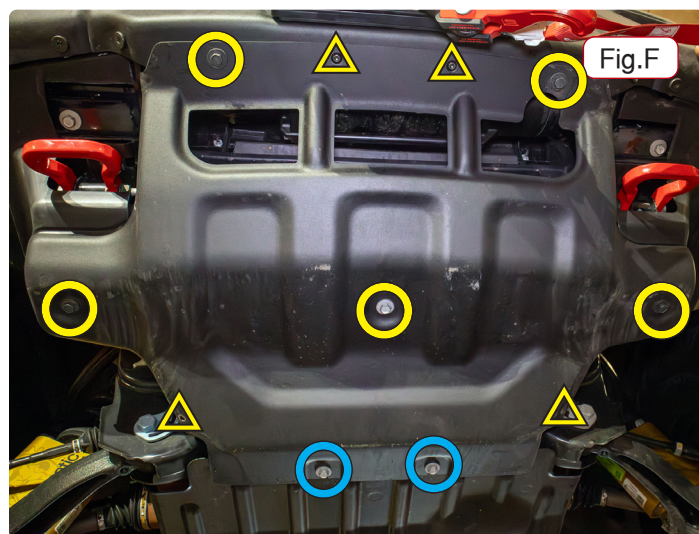
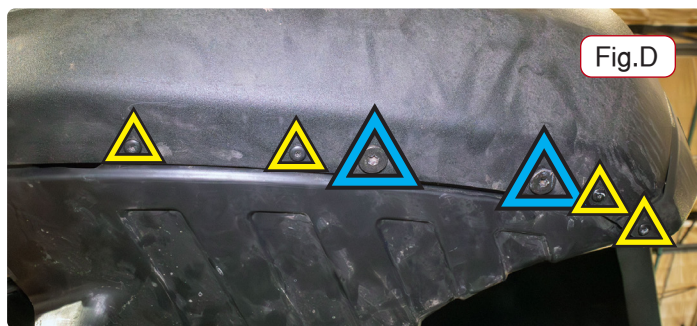
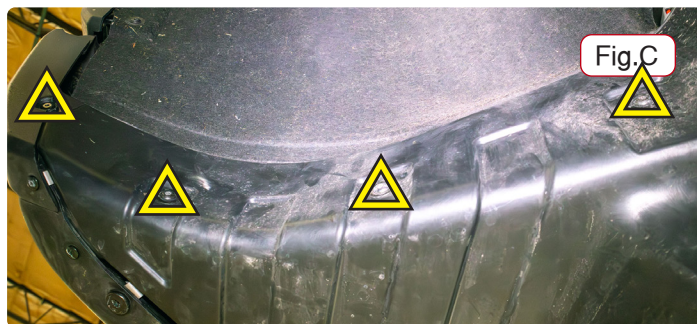
2. Pop out the side plastic panels and set aside for now, remove the two screws underneath (Fig.E).

3. Repeat the last two steps for the passenger side.

4. Remove five bolts (Fig.F – Yellow Circle) and four allen screws (Yellow Triangle), loosen the back most screws (Blue Circle), from the bottom skid plate and fender assembly. Set aside the plastic side fenders and metal skid plate.

5. On both sides of the vehicle, remove two bolts attaching the wench to the subframe (Fig.G – Yellow Circle), exercise caution as the bolts have spacers behind them. Retain these bolts as we will be reusing it in future steps. Remove and discard the spacers as the receivers will replace them. Take note that the side top most bolt on the passenger side is shorter than the rest for clearance purposes, it must be reinstalled in the same spot in later steps.

6. Remove the tow hooks, if present.





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7. On each side of the wench and intercooler assembly, remove a 17mm bolt (Fig.H).

8. Starting on the driver side: slide the side specific receiver onto the frame where the spacers were removed in step 5, between the bumper mount and frame. Using the supplied 10mm bolt with lock washer and fender washer under head, to bolt into subframe (Fig.I). Apply threadlocker, but leave the bolt finger tight for now.

9. Using the removed OEM hardware in step 5, secure the receiver to the subframe (Fig.J)

10. Reinstall the OEM tow hook, leave finger tight, around and onto the receiver using a 1/2 x 4" bolt with SAE washer under head, capped off with a washer, lock washer, and hex nut (Fig.K). You may need a mallet or some sort of bludgeoning object to carefully force the bolts in fully.

11. If you do not wish to use the tow hooks, spacers are included in this kit to replace where they would go, using the same hardware was prior step but adding a spacer under head (Fig.L). Install the spacers if desire by holding them with pliers.

12. Secure and tighten the receiver hardware: starting with the outer front bolt, the tow hook or spacer bolts, then the top upper bolts as per Figure M.

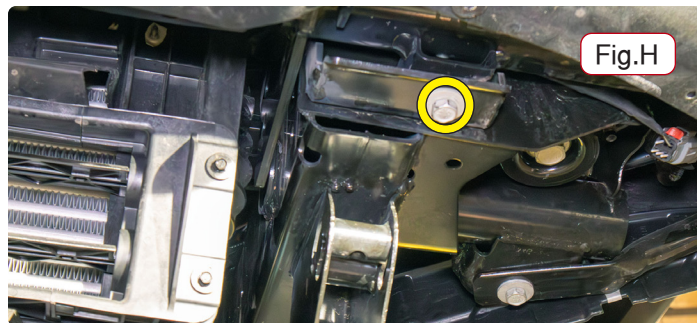


Fig.H

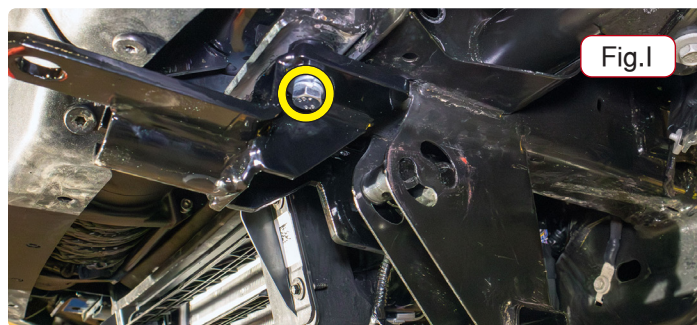


Fig.I



Fig.J



Fig.K



Fig.L

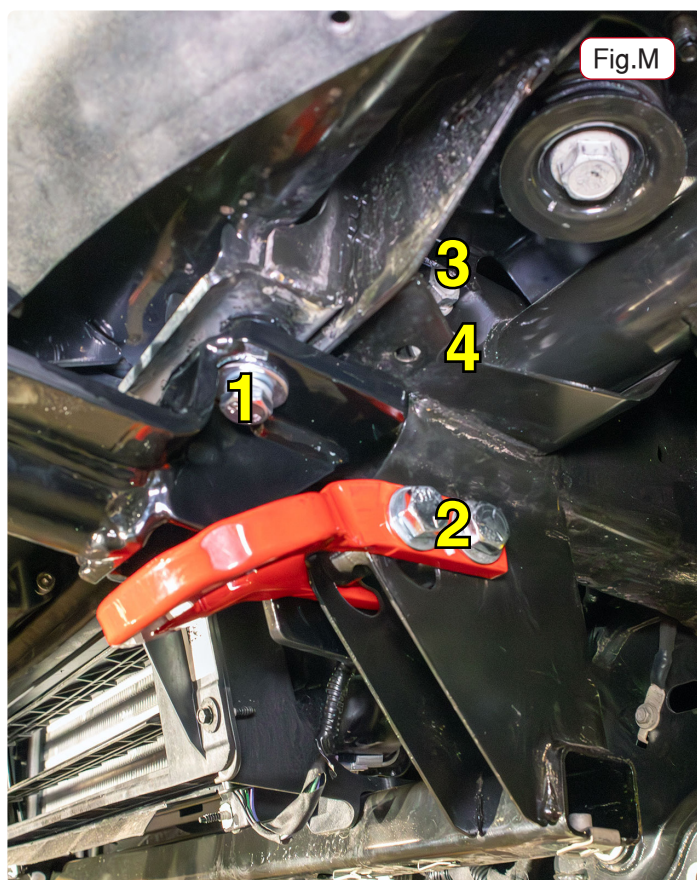


Fig.M



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Fig.N

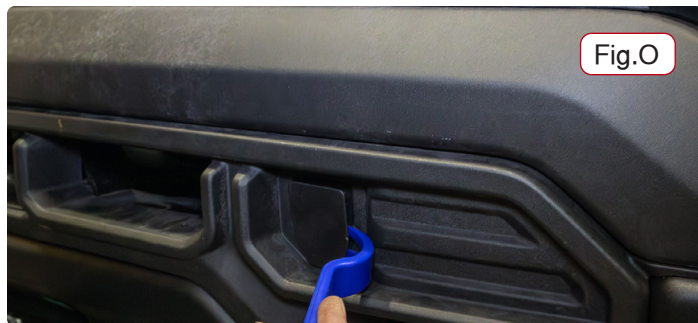


Fig.O

13. Repeat the prior relevant steps for the passenger side.
14. Reattach the lower plastic fascia to the subframe (Fig.N).
15. Reattach the skid plate to the subframe.
16. Making sure to tighten and secure all added bolts with threadlocker.
17. Install the wireplug mount onto the lower fascia; from the front lower bumper fascia, pop out the plastic plug (Fig.O), then apply pressure with leverage to push out the lower fascia plate (Fig.P), you must gently move along the plastic segment of the lower fascia to pop the clips without shattering them. Then remove eight T15 screws under the lower fascia (Fig.Q).
18. Using a prying tool, pop out the inner lower fascia (Fig.R.), uncouple a wire harness attaching the lower fascia to the frame (Fig.S), then remove the lower fascia entirely.
19. Bend the mount along the first segment, mount the plug as desired, however we suggest having them mounted as to access the existing holes in the lower fascia (Fig.T).
20. If you are installing a braking system, install the breakaway mount and switch as desired (Fig.T).
21. Reinstall the fascia.
22. Make sure all hardware has been reinstalled and that reinstalled hardware and new hardware is secured.

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.



Fig.P



Fig.Q



Fig.R



Fig.S



Fig.T



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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 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.

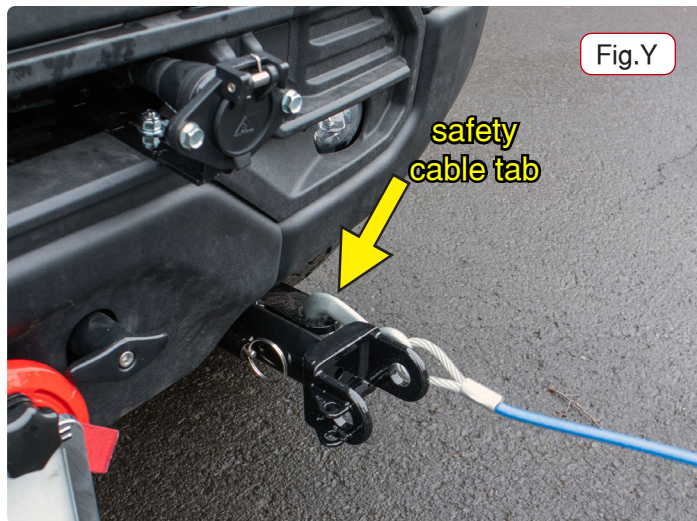


Fig.Y

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.Z). 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.

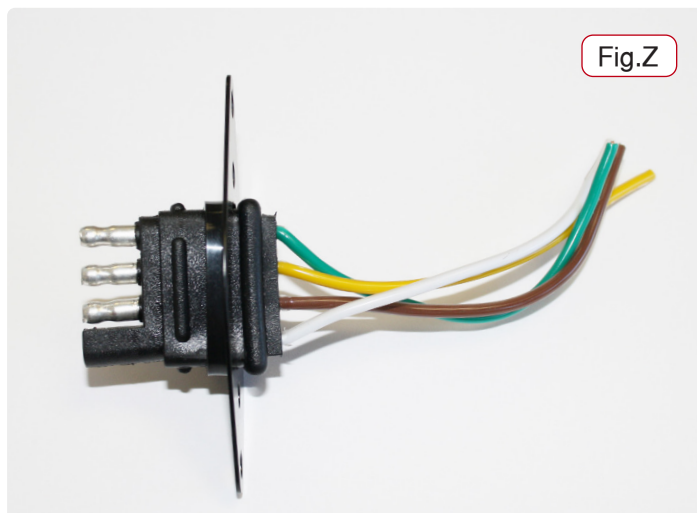


Fig.Z