



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 523235-5

12/25
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

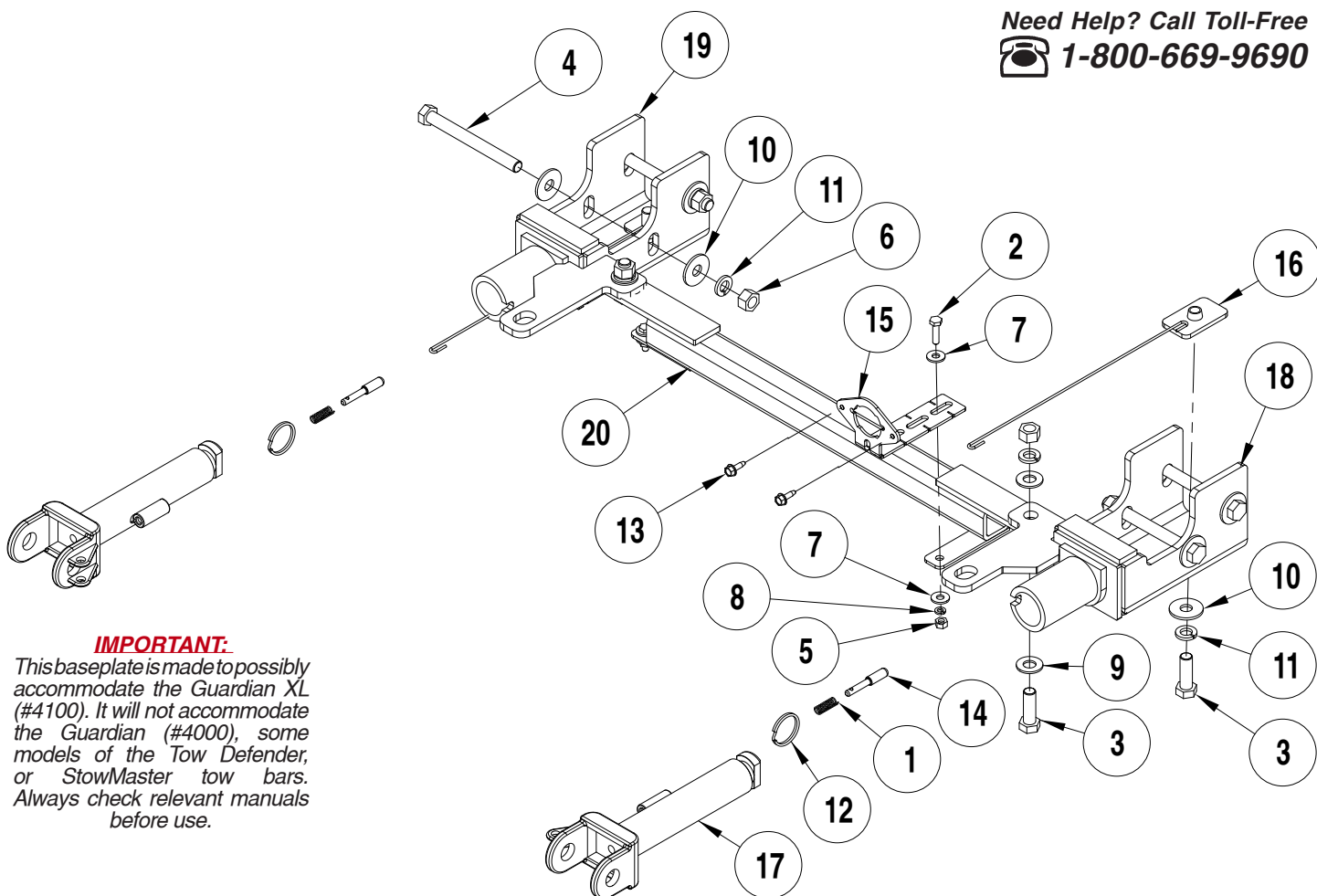
What You'll Need

A second person to help
Panel Tool
T15 Driver
Needle Nose Pliers
10mm Deep Socket
7mm Socket

7/16", 3/4" Sockets
7/16", 3/4" Wrenches
Ratches
9/16" Bit with Drill
Marker or paint
Reciprocating Saw

Tape Measure
Plastic Prying Tool
Torque Wrench
Threadlocker Red

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



IMPORTANT:

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

ITEM	QTY	DESCRIPTION	PART
1	2	SPRING	200146-00
2	2	1/4" X 1" BOLT	350005-00
3	4	1/2" x 1 1/2" BOLT	350095-00
4	4	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	4	1/2" SAE WASHER	350308-20
10	10	1/2" FLAT WASHER	350308-00
11	8	1/2" LOCK WASHER	350309-00
12	2	RING	350520-00
13	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
14	2	LOCK PIN	A000008
15	1	WIRE PLUG PLATE	A006808
16	2	1 1/2" x 2 1/2" THREADED BACKING PLATE w/ 12" ROD	C001572
17	2	ARM	C002383
18	1	DRIVER SIDE RECEIVER	C003915
19	1	PASSENGER SIDE RECEIVER	C003916
20	1	CROSS MEMBER	C003917



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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.



Symbol Key:

-  - Clips
-  - Bolts
-  - Screws
-  - Nuts
-  - Unplugs



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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.

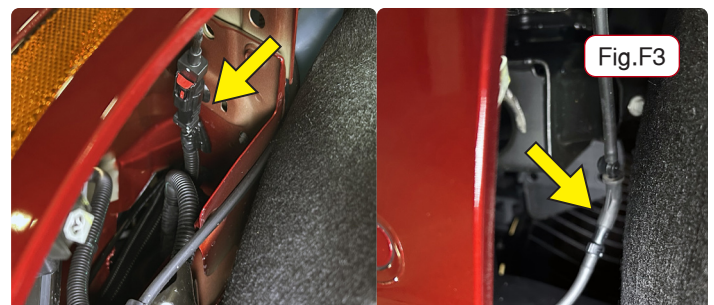
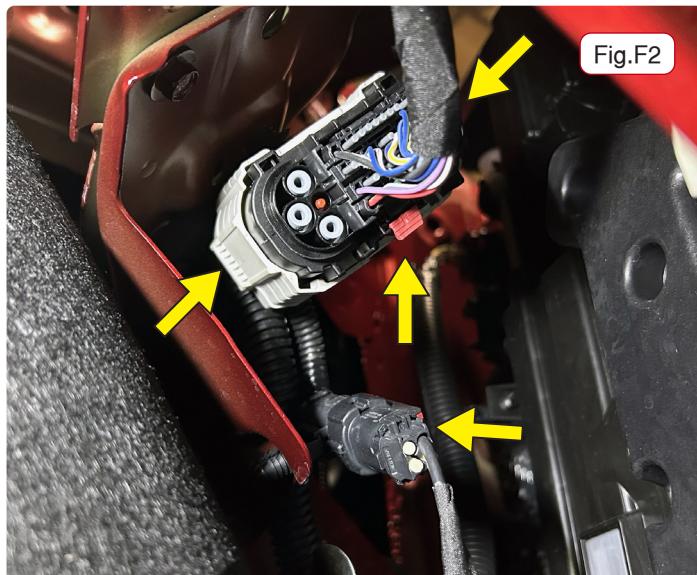
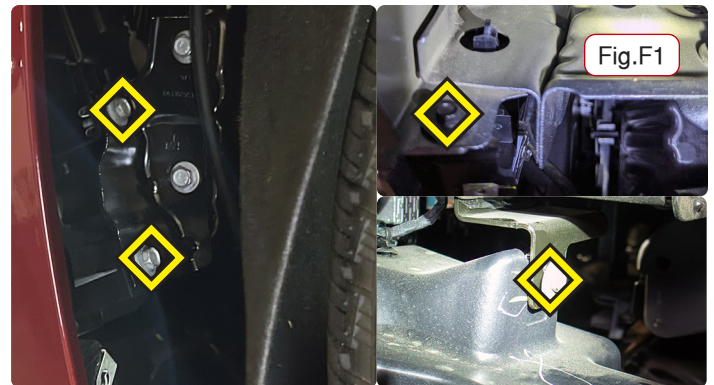
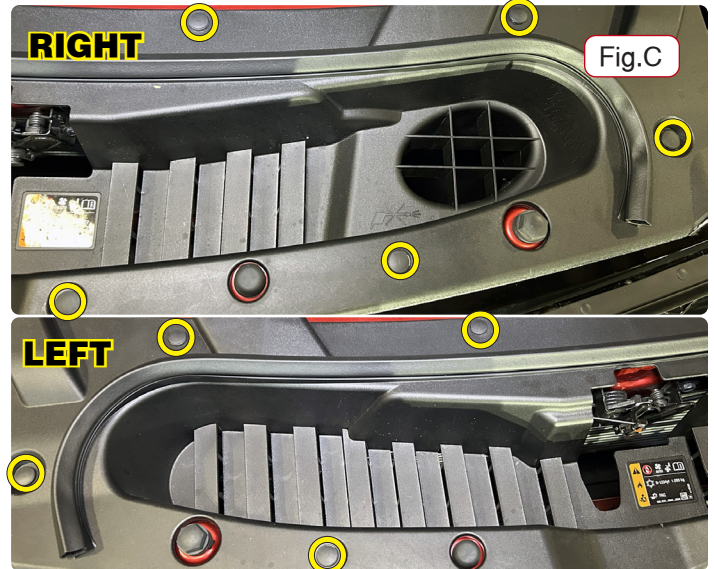
1. Remove nine plastic fasteners attaching the filler panel to the fascia and core support. There are five on the driver's side (Fig.C) and four on the passenger side. Pull straight up and set the filler panel aside for now.

2. On each side, remove three 10mm bolts attaching the top of the fascia to the core support (Fig.D).

3. Remove seven T15 screw from the inside of each wheelhouse (Fig.E)

4. On each side; pull back the fender liner inside of the wheelhouse and remove one 7mm screw then three 10mm bolts (Fig.F1). On the passenger side; uncouple two wire plugs, of which the bottom black plug has a red tab that must be pulled before uncoupling. Uncouple the gray plug by first pulling the red tab out toward fender, then squeezing the sides of the sheath on the opposite side of the red tab, pull toward the black side of the plug to disengage the cam, releasing the plug (Fig.F2). On the driver side there is one wire plug to uncouple that has a red tab to pull, a wiper hose must also be disconnected (Fig.F3)

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5. Remove ten 7mm bolts from the underside of the fascia attaching it to the frame; do not remove the second-in bolt on both sides (Fig.G.)

6. Using a plastic pry tool, loosen the edges of the fascia.

7. Pull up and out on the upper segment of the fascia to loosen it, you may need some sort of plastic prying tool to aid in this. Then, with the help of a second person, lift up and out while grabbing the middle of the fascia to remove the fascia (Fig.H). Set it aside for now.

8. Using a reciprocating saw or similar tool, trim the frame horns as indicated in Figure I.

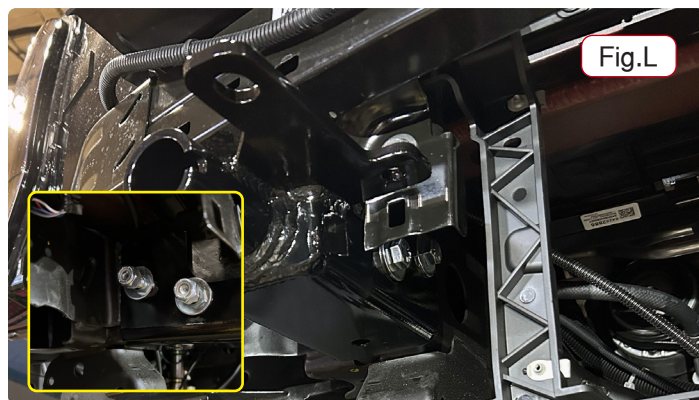
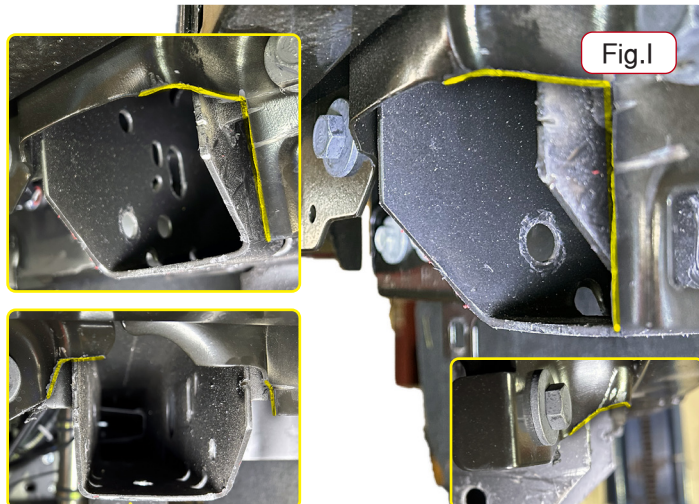
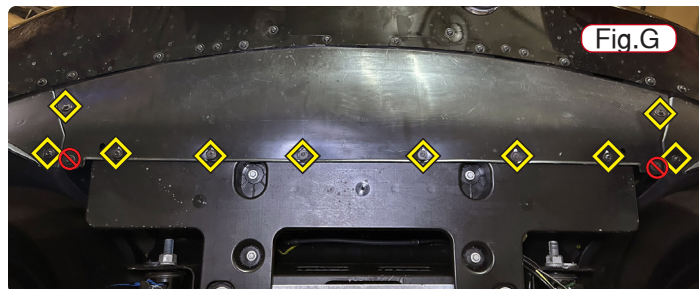
9. Starting on the passenger side; add onto the trimmed frame horn the side-specific receiver using a bolt through the bottom side hole to hold it in place for now.

10. Mark a hole using a marker or paint of the bottom most hole on the underside of the receiver, then remove the receiver (Fig.J).

11. Using a 9/16" bit, drill a hole through the frame horn in the marked location (Fig.K)

12. Reattach the side-specific receiver and bolt through the two side holes from the inner facing side, placing a washer under each bolt head and capping off with a flat washer, lock washer, and nut. Finger tighten for now (Fig.L).

13. Repeat the prior steps for the driver side of the vehicle.
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IMPORTANT NOTE: Make sure to be careful to not jostle, disconnect, or even touch the center collision sensor in the middle of the front frame. Doing so could require it needing to be reset by a dealer or qualified mechanic.

14. Starting on the passenger side; slide the backing plate into the receiver hole and secure it using a bolt with lock washer and flat washer under head through the bottom of the frame into the plate (Fig.M).

15. Then align the cross-brace behind the collision sensor and onto the receiver's inner facing side. Secure it to the receiver using a bolt with washer under head through the top of the receiver mounting hole and capping it off with a flat washer, lock washer, and nut (Fig.N). Keep finger tight for now.

16. Repeat prior steps for the driver side receiver.

17. Attach and secure the breakaway at this time (Fig.O).

18. Once the receivers and cross-brace are aligned, torque and secure all added hardware. On the receivers torque the bottom bolts first, then the upper side then lower side (Fig.P).

IMPORTANT NOTE: Use threadlocker on all nuts and bolts.

19. On the inner side of the fascia, remove two Torx 25mm screws and remove, then set aside the attached sensor (Fig.Q)

20. Remove two 7mm bolts, on each side, to separate the inner plastic panel from fascia (Fig.R).

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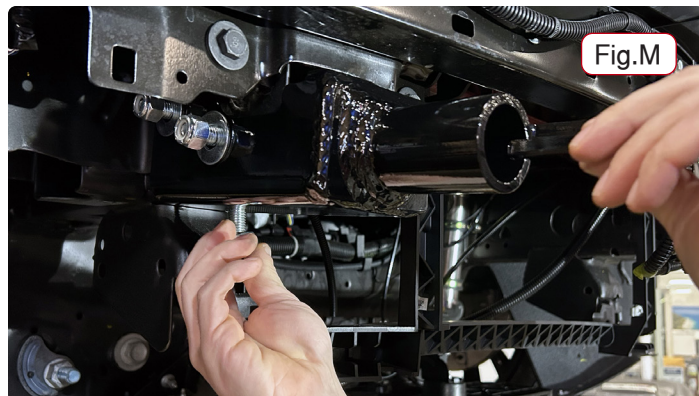


Fig.M



Fig.N

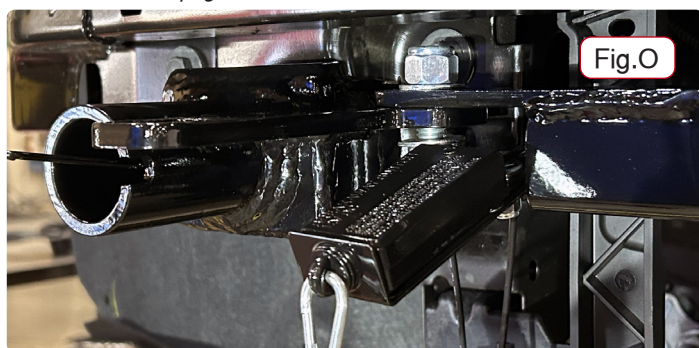


Fig.O

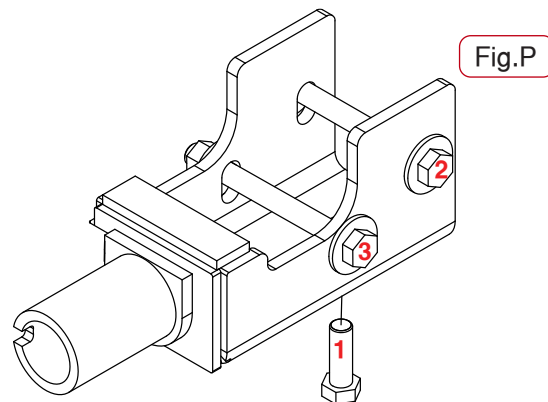


Fig.P

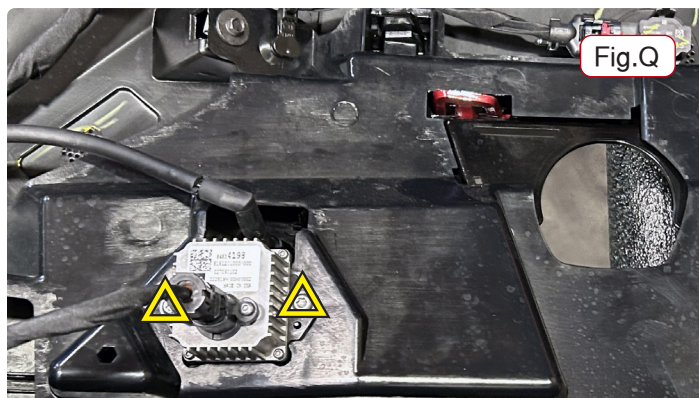


Fig.Q

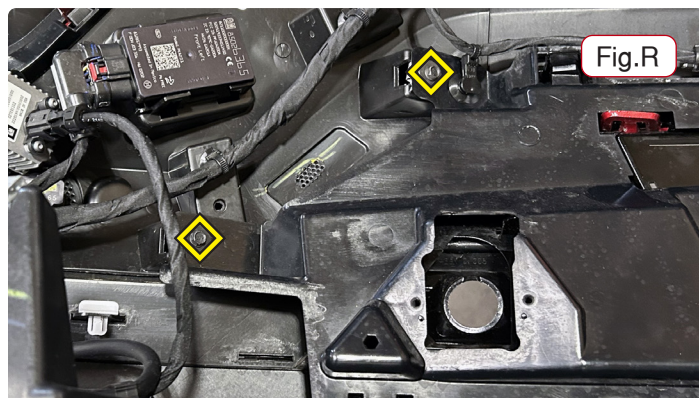


Fig.R



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21. Remove and set aside the indicated metal screw holders (Fig.S), if they are already loose; they are on each side.

22. Pry out using a plastic pry tool and set aside the plastic wire holder on each side (Fig.T).

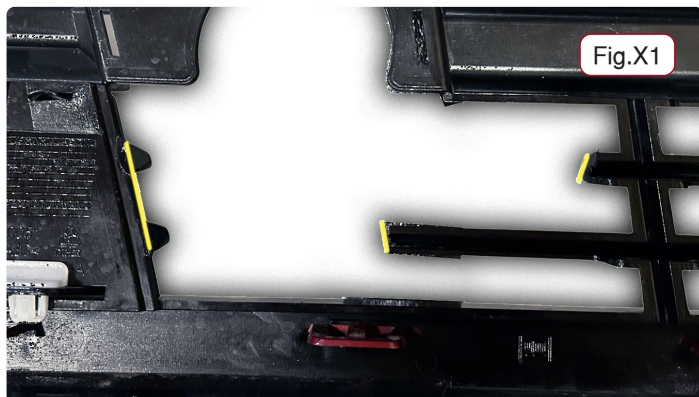
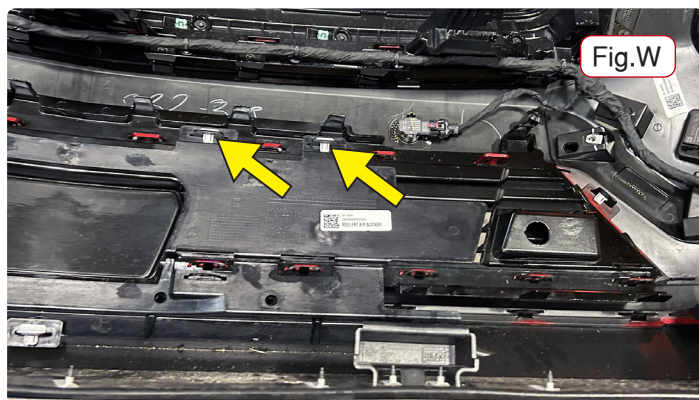
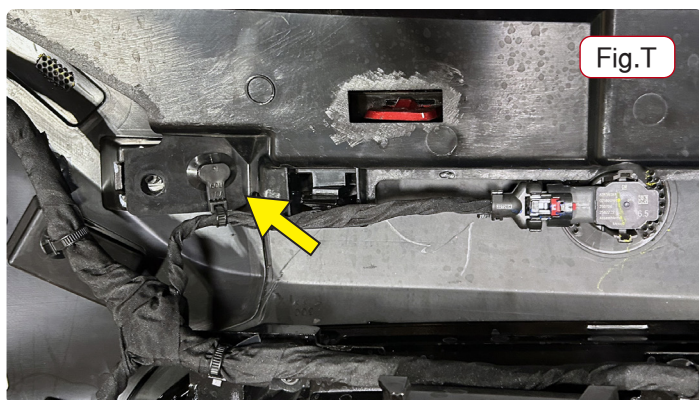
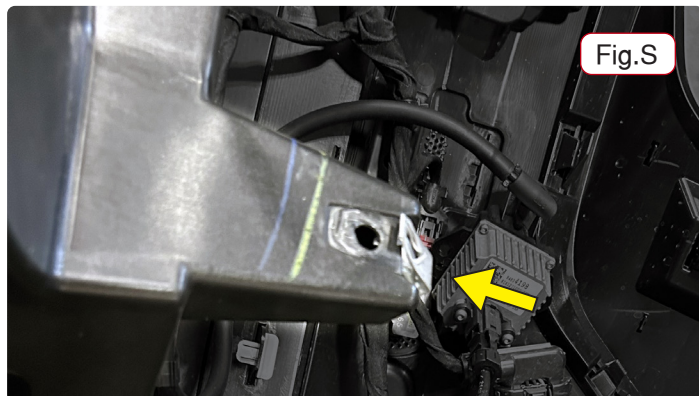
23. Unscrew the two indicated screws from the outer side of the fascia (Fig.U).

24. Then, loosen and unclip the 14 plastic clips holding the inner plate to the fascia, remove plate and set it aside (Fig.V).

25. Remove 10 white plastic clips (Fig.W) on the second inner plate.

26. Pop out the inner plastic plates and trim the fascia as indicated in Figure X1 & X2.

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27. Trim the inner plastic panel of the fascia as indicated (Fig.Y).

Fig.Y

28. Repeat some prior steps in backwards order to reassemble and reinstall the fascia.

IMPORTANT NOTE: Please be aware it is the owner's responsibility to ensure the locking of the pins before towing. Otherwise, failure of the towing system will result.

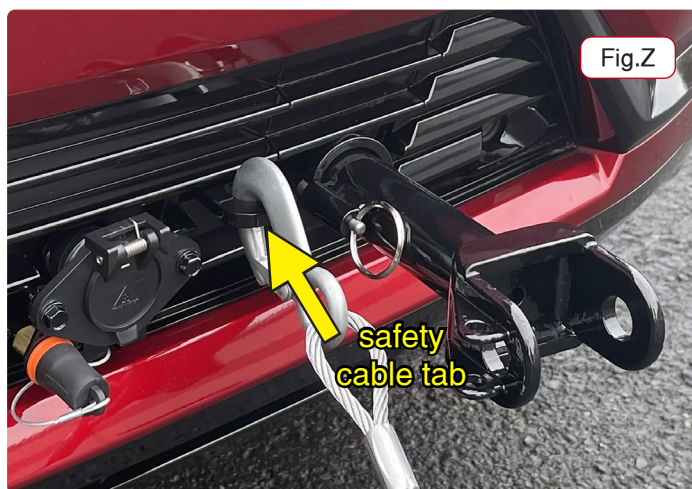


IMPORTANT!

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 Z. 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.AA). 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.AA

