



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 524457-5**

11/2/23  
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

## What You'll Need

Ratchets

5.5,10,13,15 and 21mm sockets  
3/4" socket and wrench

Panel tool

1/2" bit and drill

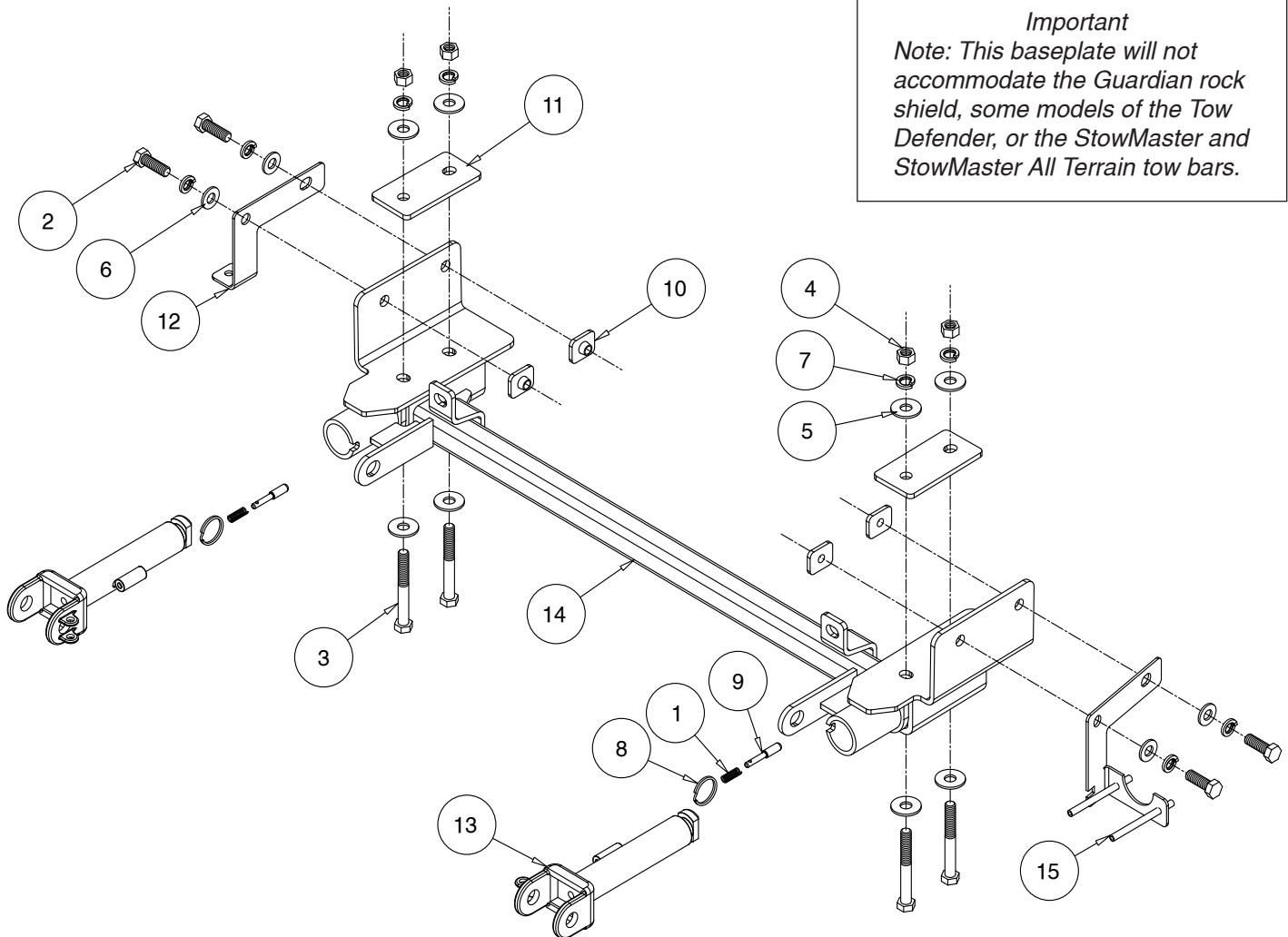
Reciprocating saw

Torque wrench

Loctite© Blue or Red

### Important

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



ITEM	QTY	NAME	MATERIAL
1.....	2	SPRING	200146-00
2.....	4	1/2" x 1 1/2" BOLT	350095-00
3.....	4	1/2" x 4" BOLT	350105-00
4.....	4	1/2" HEX NUT	350258-00
5.....	8	1/2" FLAT WASHER	350308-00
6.....	4	1/2" SAE WASHER	350308-20
7.....	8	1/2" LOCK WASHER	350309-00
8.....	2	RING	350520-00
9.....	2	LOCK PIN	A000008
10.....	4	1 1/4" x 1 1/2" THREADED BACKING PLATE	A003075
11.....	2	1/4" x 2 1/2" x 5" BACKING PLATE	A005878
12.....	1	BRAKEAWAY BRACKET	B004189
13.....	2	ARM	C002383
14.....	1	MAIN RECEIVER	C003293
15.....	1	WIRE PLUG BRACKET	C003771



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This is one of our direct-connect 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). This kit consists of a main receiver brace, two removable front braces, and a hardware pack.

The support braces mount to the frame and the bracket mounts to the support braces. The removable front braces install in the main receiver brace.

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 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.

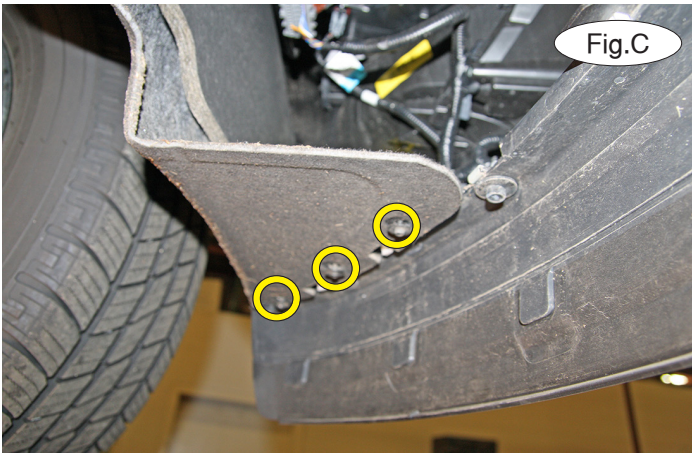


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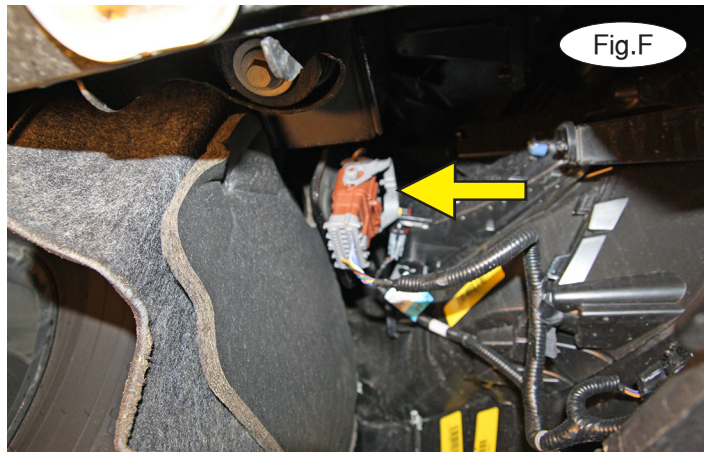
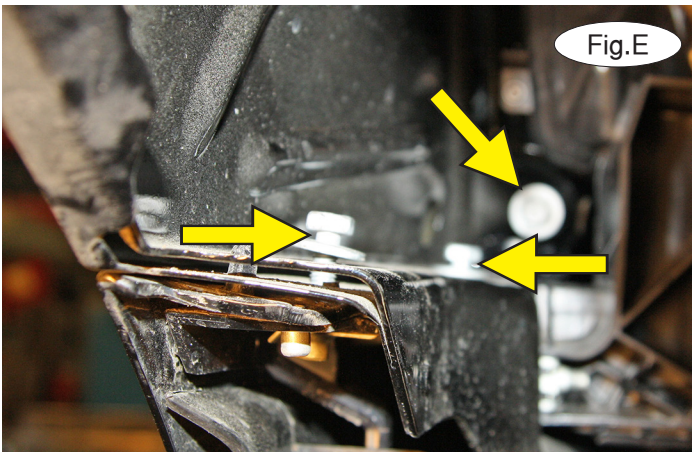
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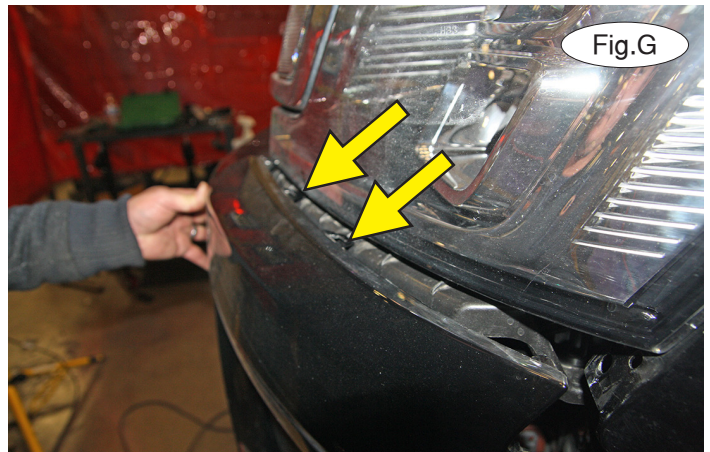
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. **For Lincoln Navigator models:** Proceed to the supplement at the end of these instructions. **For Expedition models:** On each side, remove the three 5.5mm screws attaching the bottom of the fender liner to the fascia (Fig.C).



2. On each side, remove three 5.5mm screws and one plastic fastener attaching the fender liner to the fascia (Fig.D).
3. On each side, peel back the fender liner to access the three 10mm (head) bolts attaching the fascia to the fender (Fig.E).
4. Locate the electrical connector connecting the fascia to the frame. Disconnect it by pulling up on the gray handle (Fig.F). *Note:* If the vehicle is equipped with front cameras, there may also be a camera lead that needs to be disconnected. It is located next to the electrical connector.
5. On each side, pull down and out to remove the fascia, releasing the clips located between the lower fascia and the headlight (Fig.G).



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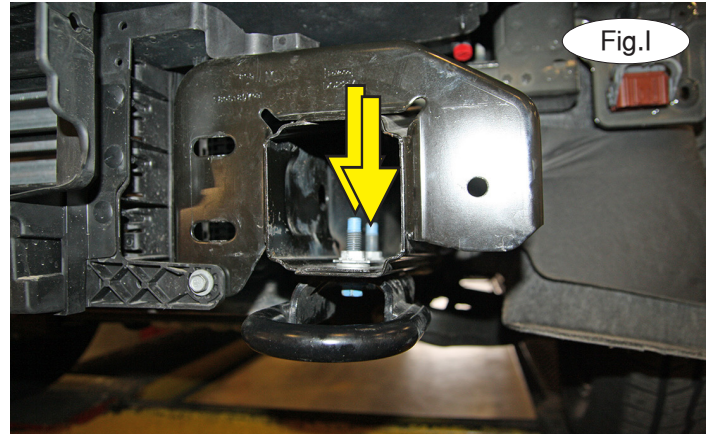
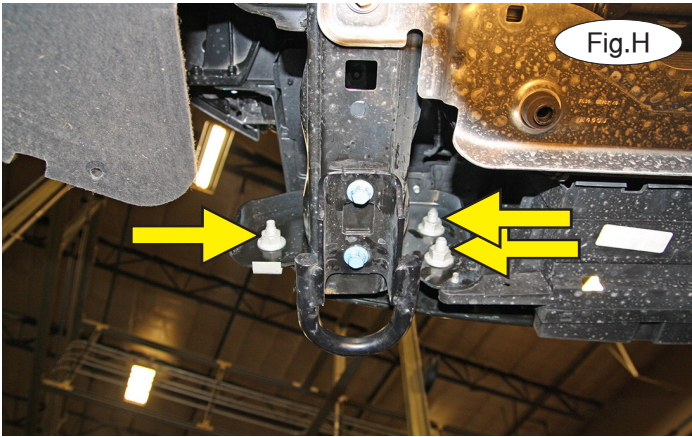


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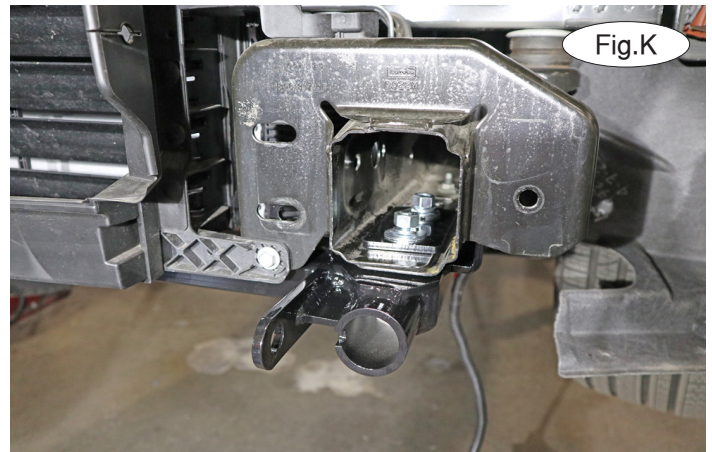
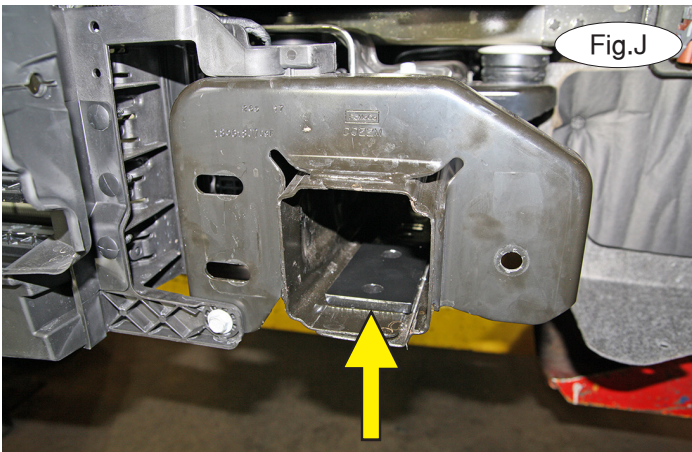
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6. On each side, remove three 13/16" nuts attaching the bumper core to the frame (Fig.H). Then, remove the bumper core and set it aside for now.

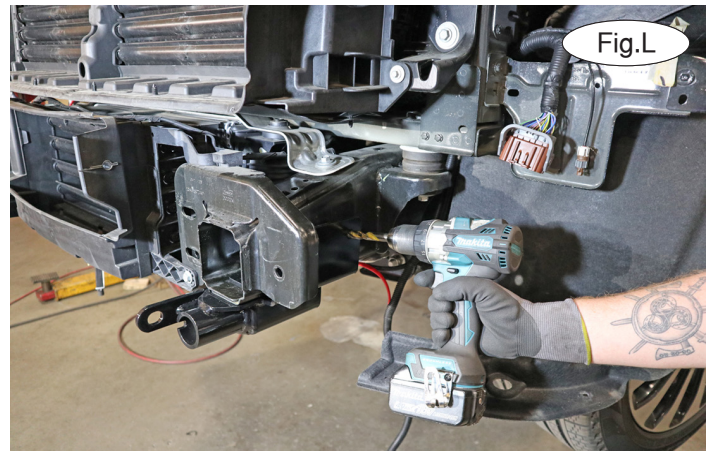
7. On each side, remove two 15mm nuts and a two-holed backing plate attaching the tow hook to the frame (Fig.I). The tow hook and two-holed backing plate will not be replaced. *Note: Retain the tow hook and its attachment hardware for replacement in case the baseplate is ever removed.*



8. On each side, place the supplied two-holed backing plate over the tow hook mounting holes you just exposed in the previous step (Fig.J).

9. Using a jack stand or another person to assist, place the main receiver brace under the frame, aligning the brace with the tow hook mounting holes. Then, on each side, use two 1/2" x 4" bolts and 1/2" washers and bolt up through the main receiver brace, frame, and the two-holed backing plate. Finish with the supplied 1/2" washers, lock washers and nuts (Fig.K). Torque the bolts to the bolt torque requirements found at the end of these instructions.

10. Using a 1/2" short drill bit, and the existing holes in the side of the main receiver brace as templates, drill through the outside of the frame rail (Fig.L).



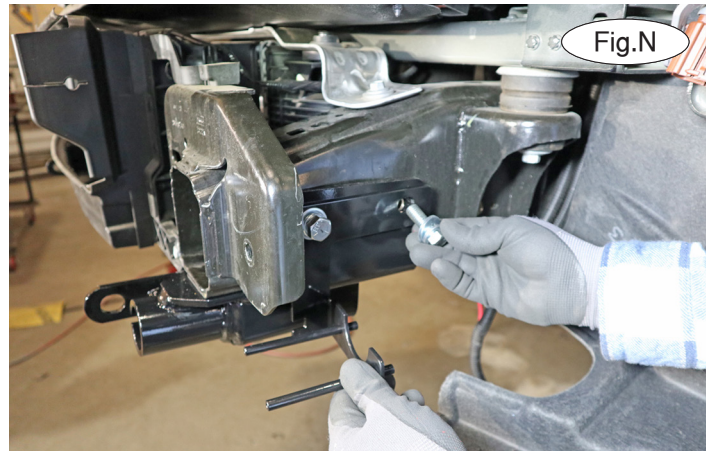
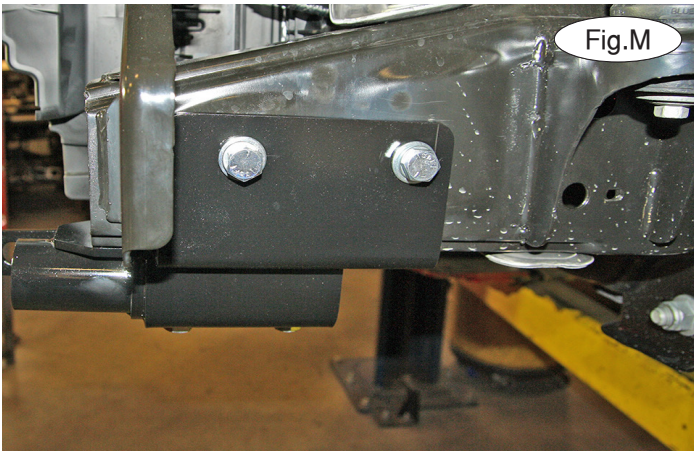


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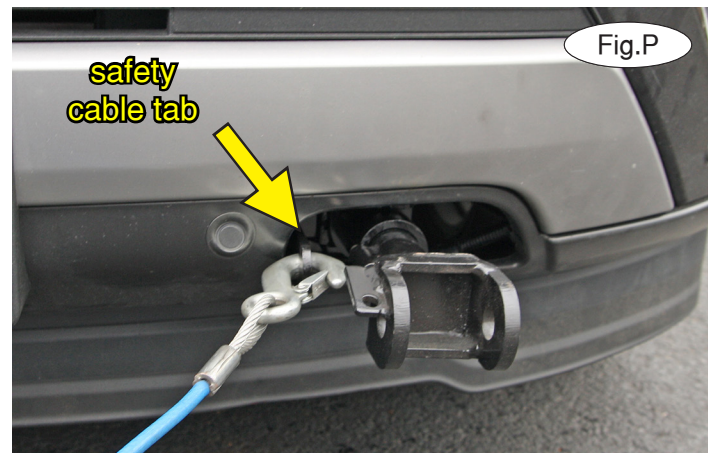
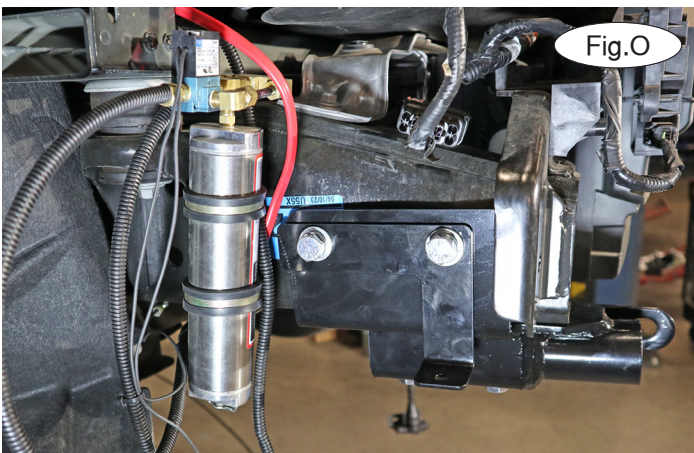
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11. For all Expedition models and Lincoln Navigator models through 2022: On each side, bolt through the two side mounts in the main receiver brace using the supplied  $\frac{1}{2}$ " x  $1\frac{1}{2}$ " bolts and  $\frac{1}{2}$ " SAE washers. Finish each bolt with a  $\frac{3}{16}$ " x  $1\frac{1}{4}$ " x  $1\frac{1}{2}$ " nutted backing plate (Fig.M).

For '23 and later Lincoln Navigator models: If you are not using our wiring plug mount and breakaway switch, install the bolts as described above. If you are using our wiring plug mount and breakaway switch, place the wiring plug bracket over the two side mounts of the driver's side main receiver brace (Fig.N) and install the bolts as described above. Repeat this process with the breakaway switch on the passenger side (Fig.O).



12. Now, torque the remaining bolts using the bolt torque requirements found at the end of these instructions.

13. Reinstall the bumper core, reversing step 6.

14. Reinstall the fascia, reversing steps 1 through 5. For Lincoln Navigator models only: Return to the supplement at this time to finish reinstalling the fascia.

15. 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.**

16. 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 on the first page and in Figure P. 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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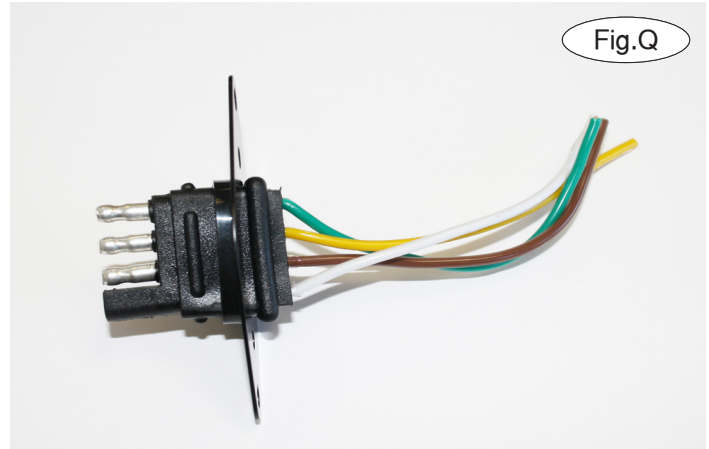
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## Three options for attaching the wiring plug to the main receiver brace

**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.Q). 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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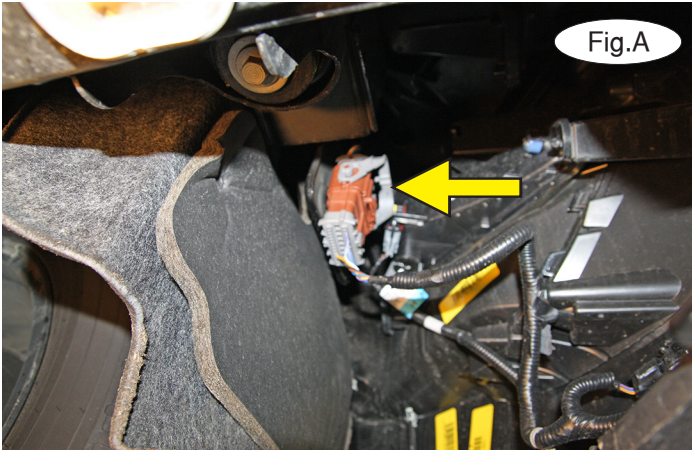
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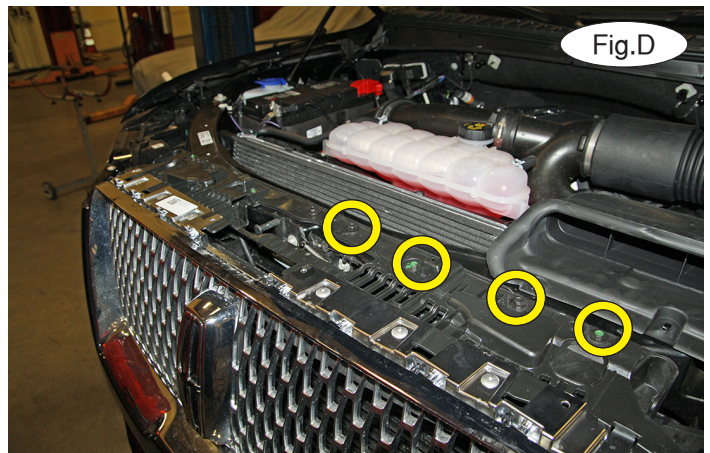
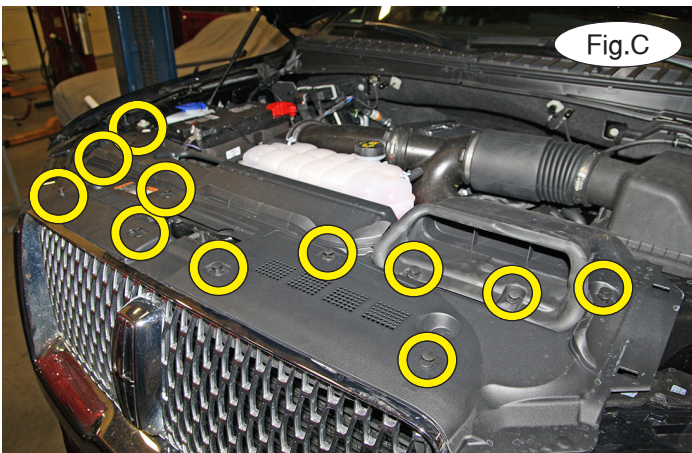
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## For Lincoln Navigator Models Only



1. Locate the electrical connector connecting the fascia to the frame. Disconnect it by pulling up on the gray handle (Fig.A). *Note: If the vehicle is equipped with front cameras, there may also be a camera lead that needs to be disconnected. It is located next to the electrical connector.*

2. On each side, lift up the side panel to release the clips (Fig.B).



3. Remove 11 plastic fasteners attaching the top of the radiator core to the core support (Fig.C).

4. On each side, remove four 10mm (head) bolts attaching the fascia to the radiator housing (Fig.D – driver's side).

5. On the passenger side only, disconnect the washer hose by pressing the top and bottom together (Fig.E).



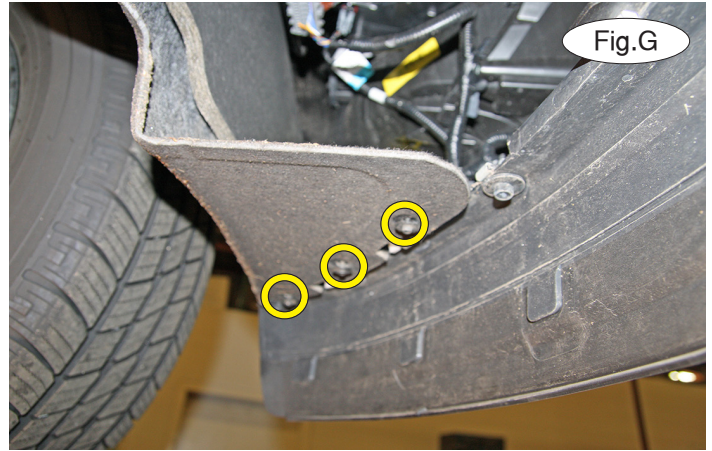


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6. On each side, remove three 5.5mm screws attaching the fender liner to the fascia (Fig.F).
7. On each side, remove three 5.5mm screws attaching the fender liner to the bottom of the fascia (Fig.G).
8. On each side, peel back the fender liner to gain access to three 10mm (head) bolts attaching the fender to the fascia (Fig.H).



9. Lift up on the top of the fascia to release the locking clips, and then pull down and forward to remove the fascia (Fig.I).
- Now, return to step 6 in the regular installation instructions to finish installing the baseplate. Then, return here after step 14.**
10. Replace the beauty covers on the fascia. Note: You will need to remove them when towing (Fig.J) or you can trim each one as shown in Figure K.

