

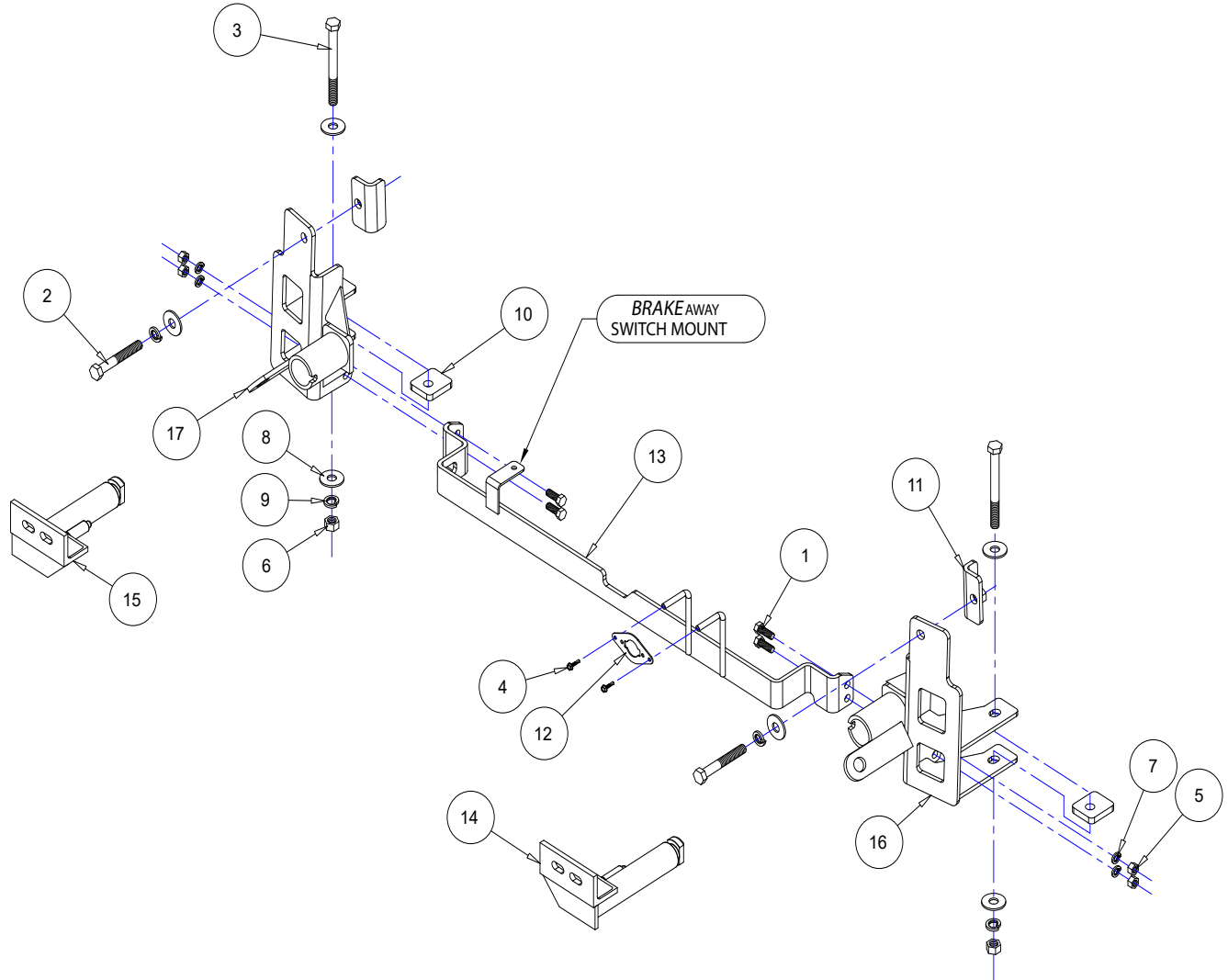


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524460-4

11/2025
MS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 www.RoadmasterInc.com



ITEM	QTY	NAME	MATERIAL
1	4	3/8" x 1" BOLT	350055-00
2	2	1/2" x 3 1/2" BOLT	350103-00
3	2	1/2" x 4 1/2" BOLT	350106-00
4	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
5	4	3/8" HEX NUT	350254-00
6	2	1/2" HEX NUT	350258-00
7	4	3/8" LOCK WASHER	350305-00
8	6	1/2" FLAT WASHER	350308-00
9	4	1/2" LOCK WASHER	350309-00
10	2	SPACER PLATE	A000765
11	2	THREADED BACKING PLATE	C003517
12	1	WIRE PLUG PLATE	A003801
13	1	CROSS BRACE	C003427
14	1	DRIVER SIDE ARM	C003428
15	1	PASSENGER SIDE ARM	C003429
16	1	DRIVER SIDE RECEIVER	C003430
17	1	PASSENGER SIDE RECEIVER	C003431



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

The braces mount to the frame and 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.



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 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.



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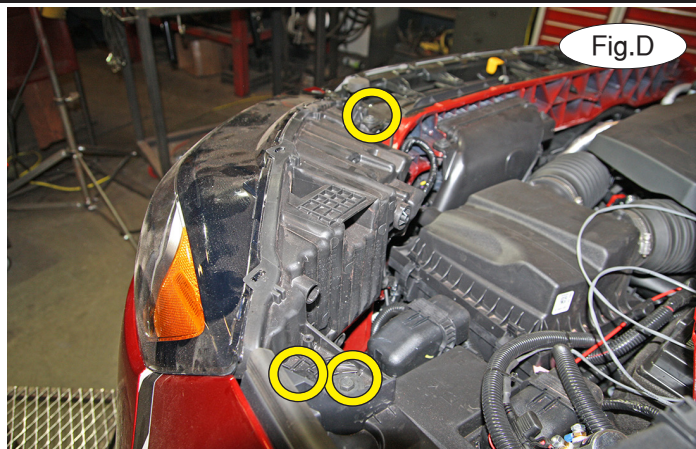
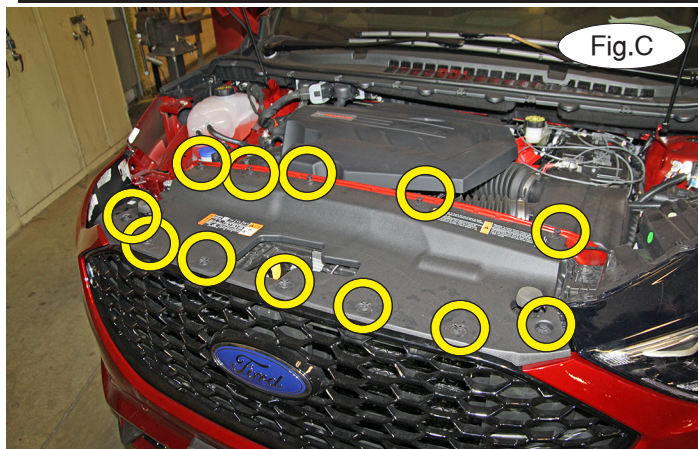
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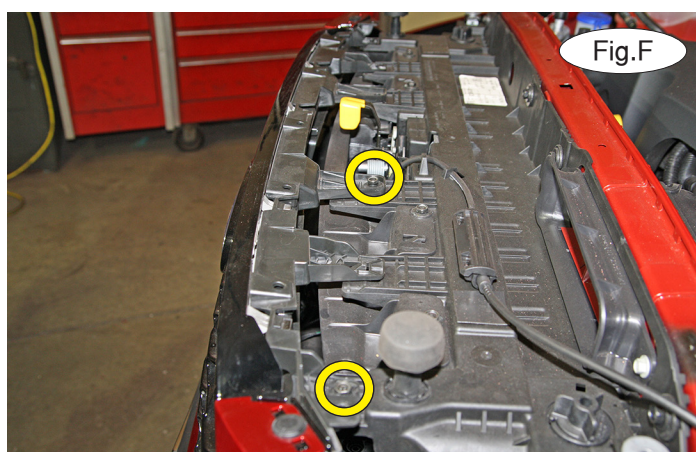
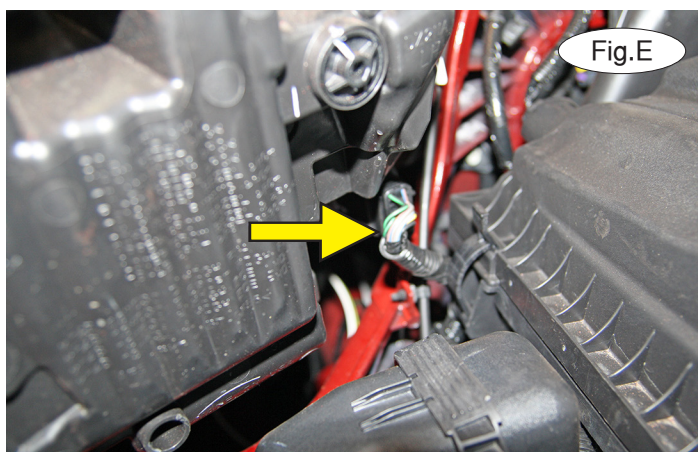
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. Remove 12 plastic fasteners attaching the radiator cover to the fascia (Fig.C). Remove the cover and set it aside for now.

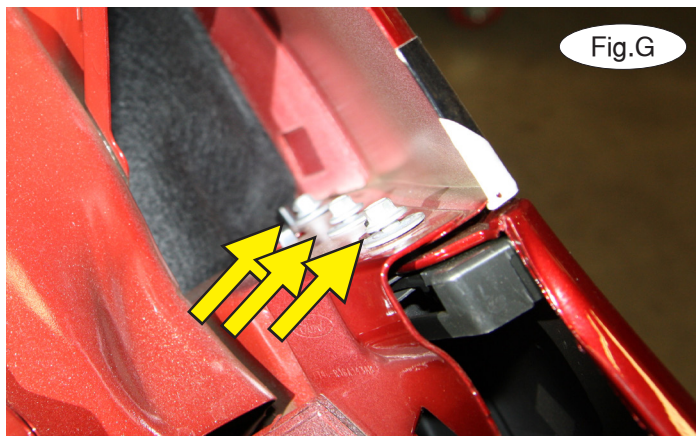
2. On each side, remove two 10mm (head) bolts and one plastic fastener attaching the headlight to the fender (Fig.D). Disconnect the wiring harness (Fig.E) and lift straight up to remove the headlight. Set them aside for now.



3. On each side, remove two 10mm (head) bolts attaching the fascia to the radiator housing (Fig.F).

4. On each side, remove four 5.5mm head screws and two plastic fasteners attaching the wheel well to the fascia (Fig.G).

5. On each side, remove three 8mm (head) bolts attaching the top corner of the fascia to the fender (Fig.H).





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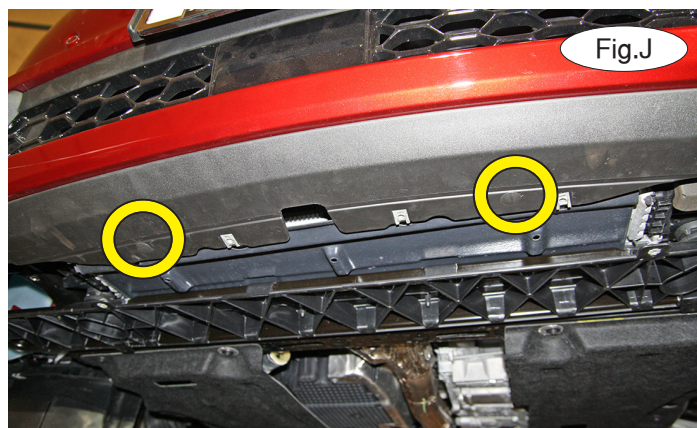
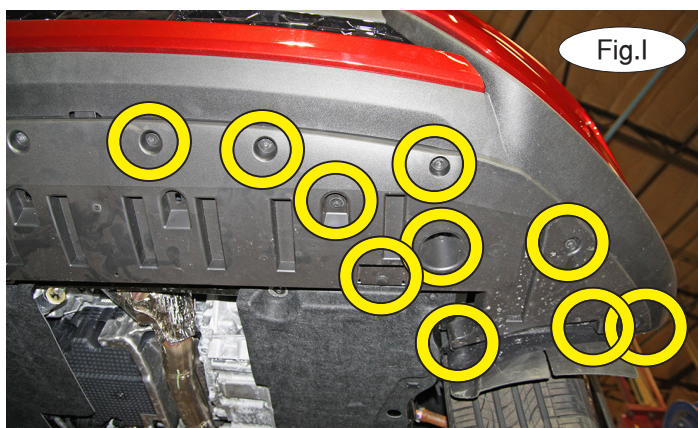
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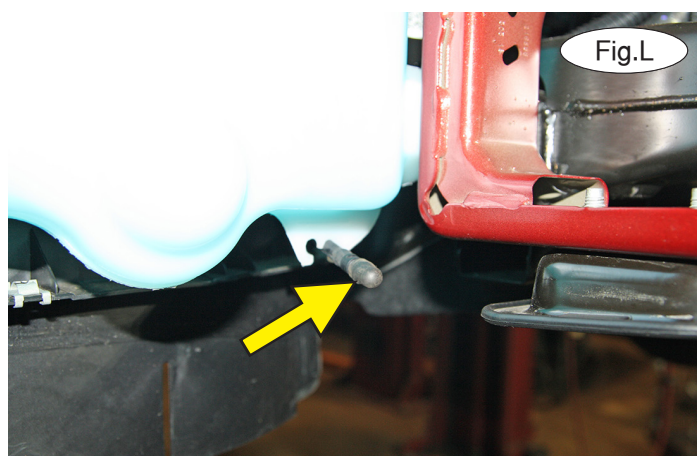
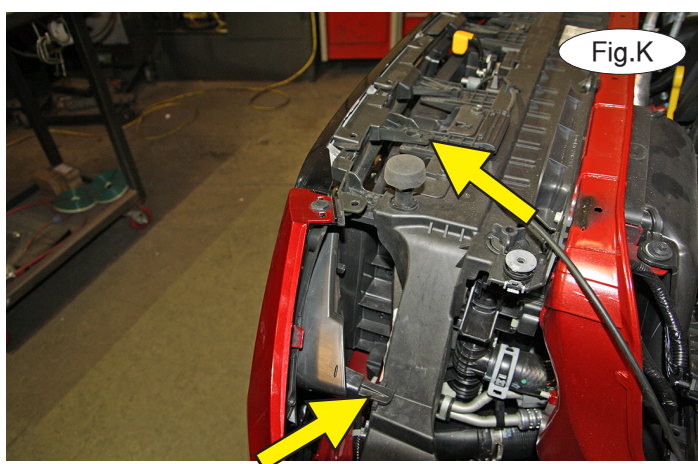
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6. On each side, remove seven 5.5mm (head) screws, two 7mm (head) screws and one plastic fastener holding the splash shield to the fascia (Fig.I). Set it aside for now.

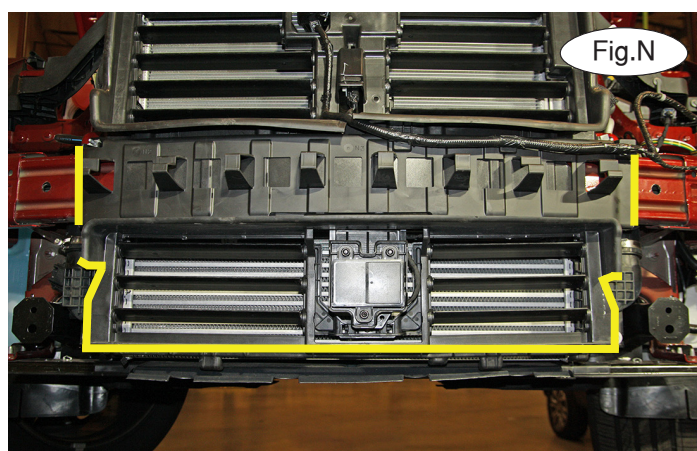
7. Remove two plastic fasteners attaching the fascia to the splash shield (Fig.J).



8. On each side, release two plastic clips attaching the fascia to the radiator core (Fig.K). Disconnect all wiring harnesses and the washer hose for the front camera. *Note:* You will need to secure the hose in some way so that it doesn't leak. We suggest placing a rubber cap over it, as shown in Figure L. Set the fascia aside for now.

9. On each side, remove one plastic fastener and separate the lower section of the foam gasket next to the louver housing (Fig.M). The yellow line denotes the spot of separation.

10. Trim the plastic absorption pad and the louver housing as shown in Figure N, using the yellow lines as a reference.





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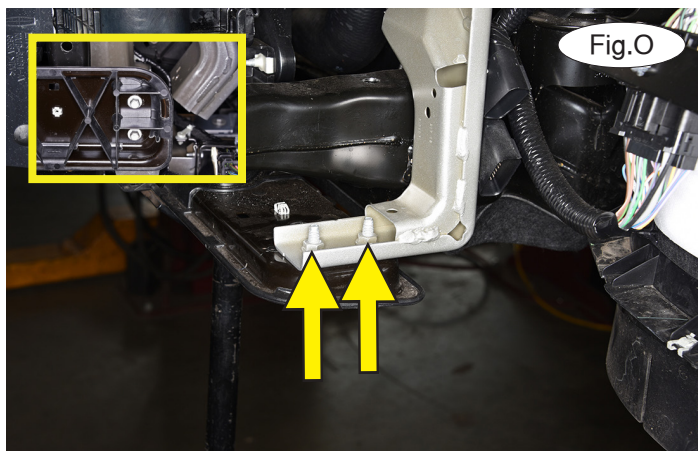
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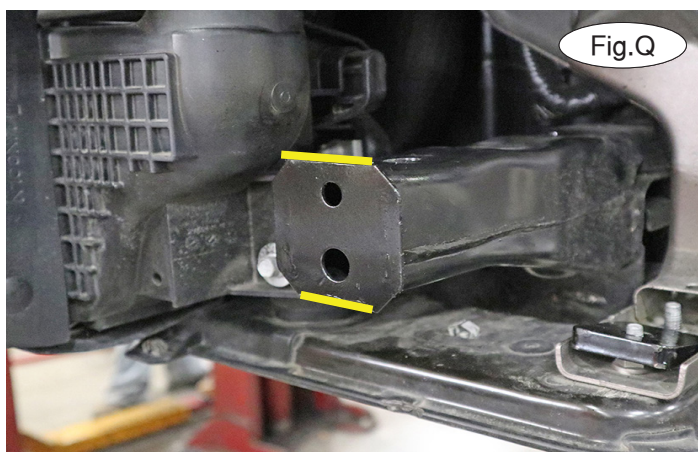
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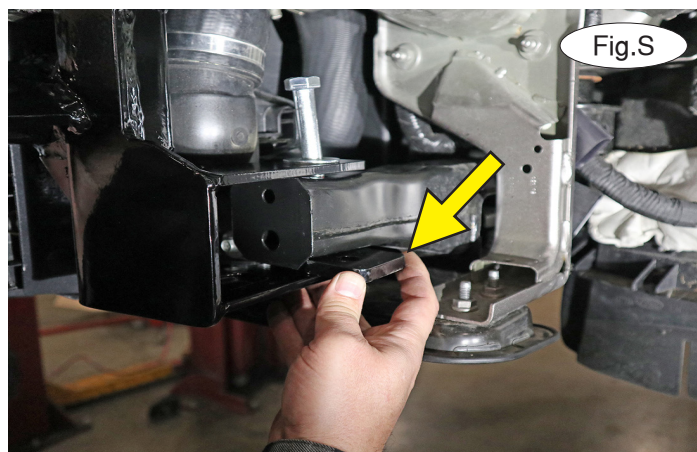
11. Use a jack stand to brace the lower radiator support and on each side, remove two 10mm (head) bolts (Fig.O and inset).

12. On each side, use a long $\frac{1}{2}$ " drill bit to enlarge the factory subframe holes. Drill up through the bottom and top of the subframe. *Note:* You will need to push the lower radiator support out of the way to accomplish this (Fig.P). Now, reinstall the lower radiator support by replacing the bolts you removed in the previous step.



13. On each side, trim the top and bottom of the front frame horn flange so that they are flush with the frame rail (Fig.Q).

14. Working on the driver's side only, locate the driver's side-specific brace and place it over the frame horn, allowing the upper plate to sit flush on the surface you trimmed in the previous step (Fig.R). Prepare a $\frac{1}{2}$ " flat washer and Loctite over a $\frac{1}{2}$ " x $4\frac{1}{2}$ " bolt, and then place the provided $\frac{3}{8}$ " x $1\frac{3}{4}$ " x 2" plate washer between the bottom of the frame horn and the lower plate of the baseplate and bolt down through it (Fig.S). *Note:* When properly situated, the hole in the plate washer will be offset toward the front of the vehicle (Fig.S – arrow). Now, finish with a $\frac{1}{2}$ " flat washer, a $\frac{1}{2}$ " lock washer, and a $\frac{1}{2}$ " nut and then tighten the bolt to the torque specifications.





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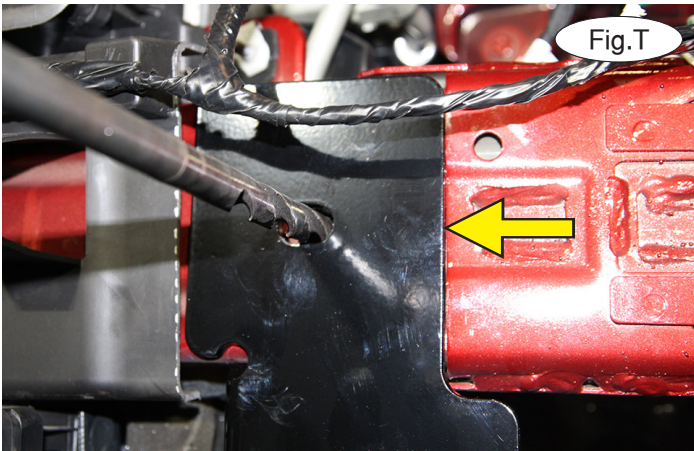
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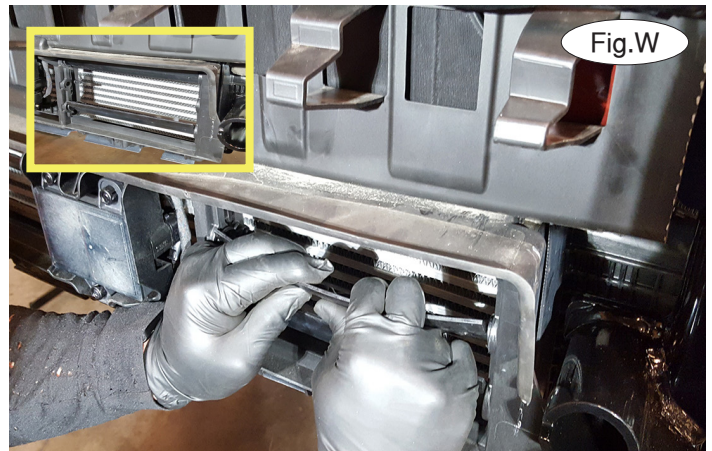
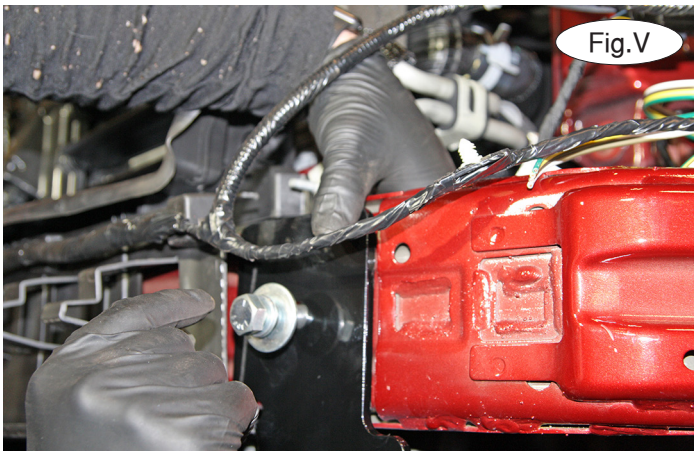
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15. Ensure that the upper mount of the baseplate is flush with the raised end of the bumper core as shown (Fig.T – arrow). Now, use a $\frac{1}{2}$ " drill and the upper mount of the baseplate as a template to drill through the face of the bumper core (Fig.T). Make certain you use care to avoid drilling into critical engine components.

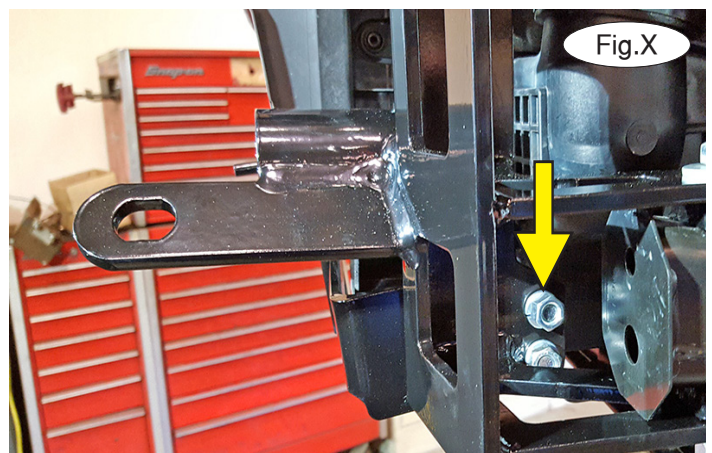
16. Place a $\frac{3}{16}$ " x 2" x 3" threaded backing plate vertically behind the bumper core (Fig.U). Then, place a $\frac{1}{2}$ " lock washer and flat washer over a $\frac{1}{2}$ " x $3\frac{1}{2}$ " bolt and bolt through the baseplate, the hole drilled in the previous step and into the threaded backing plate (Fig.V).



17. Repeat steps 14 through 16 for the passenger side of the vehicle.

18. Now, on each side, remove the middle rib of the louvers to allow clearance for the brakeaway and wiring (Fig.W and inset). The louvers will not be replaced. *Note:* Retain the ribs for replacement in case the baseplate is ever removed.

19. Locate the cross brace and on each side, align the holes in the cross brace with the holes in the lower mounts. Then, on each side, use two of the supplied $\frac{3}{8}$ " x 1" bolts and bolt through the cross brace and baseplate toward the outside of the vehicle. Finish with a $\frac{3}{8}$ " lock washer and nut (Fig.X). Finger tighten the bolts.





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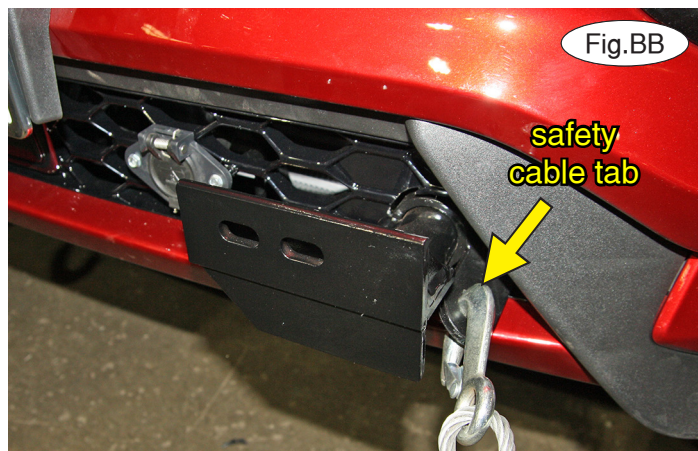
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20. Now, on each side, push the upper mount toward the upper corner and torque the 3½" bolts. Then, torque the 4¾" bolts, 4½" bolts and finally, the 1" bolts.

21. Trim the fascia as shown in Figure Y to allow clearance for the baseplate.

22. 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.**

23. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

IMPORTANT!

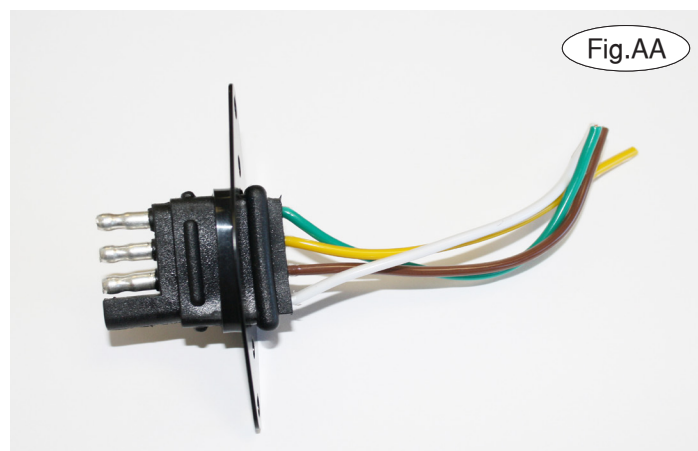
Safety cables are required by law. When towing, connect safety cables to the safety cable tabs illustrated on the first page and in Figure Z. Make certain there is adequate slack in the cables to allow a full turning radius; otherwise, damage will result. If necessary, longer cables or cable extensions are available.

Three options for attaching the wiring plug to the main receiver brace

For six-wire plugs: use the two supplied ¼" 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 ¼" 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 ¼" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver brace.





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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.

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.