

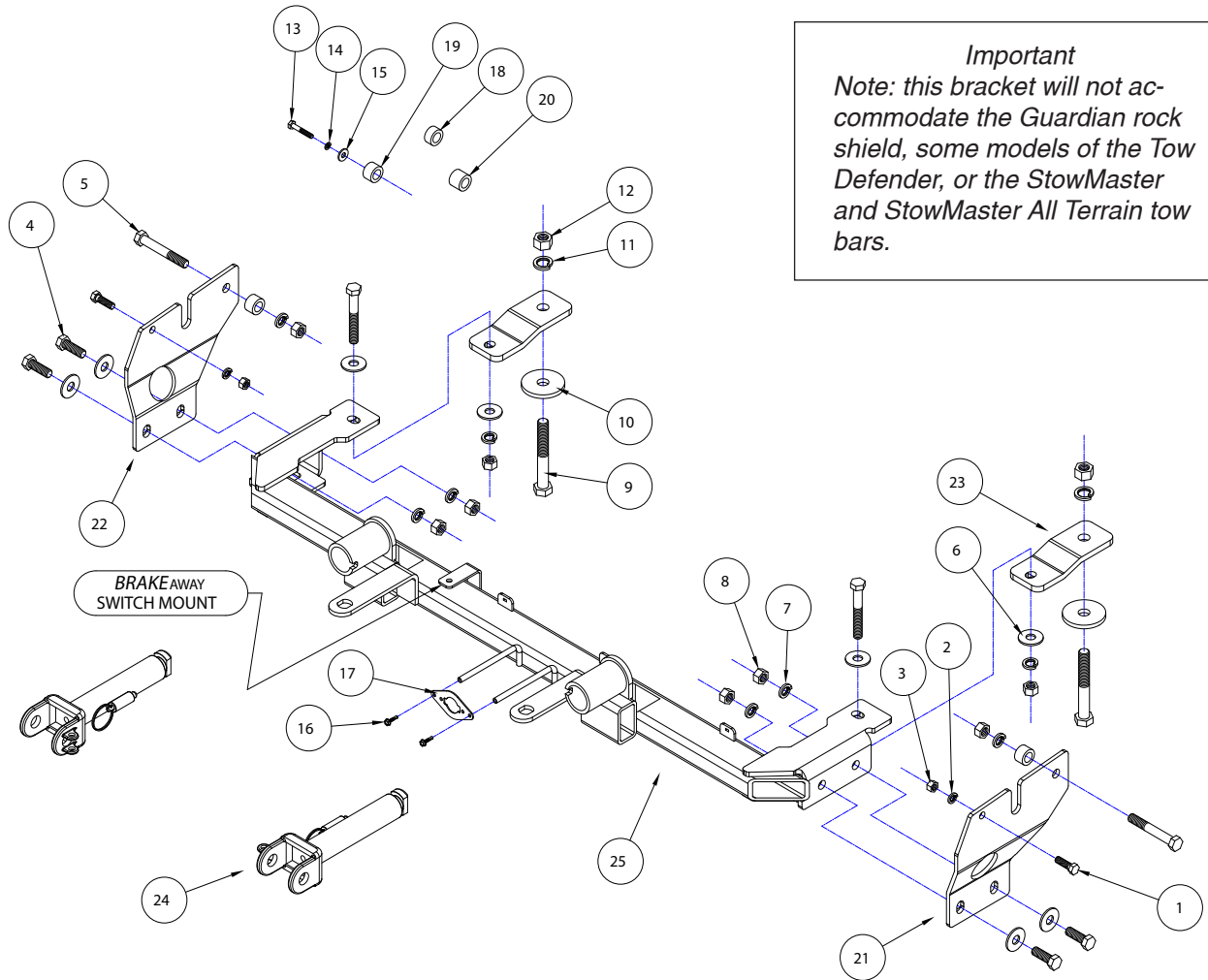


BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524462-5

10/03/19
KS

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Important
Note: this bracket 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	2	3/8" x 1 1/4" BOLT	350056-00
2.....2	2	3/8" LOCK WASHER	350305-00
3.....2	2	3/8" NUT	350254-00
4.....4	4	1/2" x 1 1/2" BOLT	350095-00
5.....4	4	1/2" x 3 1/2" BOLT	350103-00
6.....8	8	1/2" FLAT WASHER	350308-00
7.....8	8	1/2" LOCK WASHER	350309-00
8.....8	8	1/2" NUT	350258-00
9.....2	2	5/8" x 4 1/2" BOLT	350159-00
10.....2	2	5/8" PLATE WASHER	350352-00
11.....2	2	5/8" LOCK WASHER	350313-00
12.....2	2	5/8" NUT	350262-00
13.....1	1	6mm x 1.0 x 40mm BOLT	355751-00
14.....1	1	6mm LOCK WASHER	350761-00
15.....1	1	1/4" FLAT WASHER	350300-00
16.....2	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
17.....1	1	WIRE PLUG PLATE	A-003801
18.....1	1	1" O.D. x 0.188 WALL x 1/2" TUBE SPACER	A-000061
19.....3	3	1" O.D. x 0.188 WALL x 5/8" TUBE SPACER	A-000156
20.....1	1	1" O.D. x 0.188 WALL x 13/16" TUBE SPACER	A-006239
21.....1	1	DRIVER SIDE SIDE BRACE	B-003793
22.....1	1	PASSENGER SIDE SIDE BRACE	B-003794
23.....2	2	FRAME SPACER PLATE	B-003795
24.....2	2	ARM	C-002383
25.....1	1	MAIN RECEIVER	C-003477



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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 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.



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.

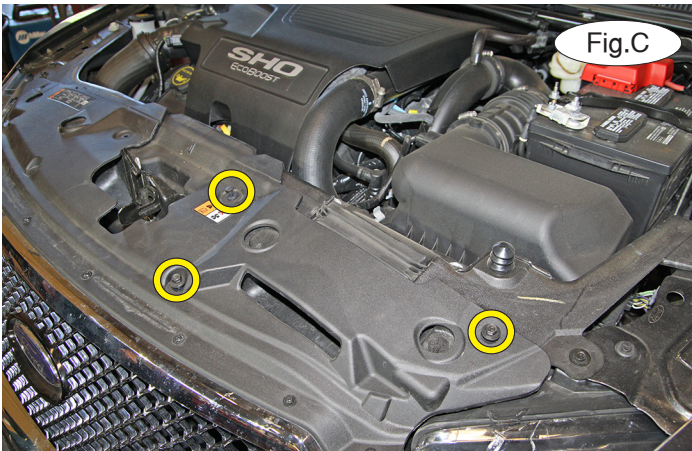


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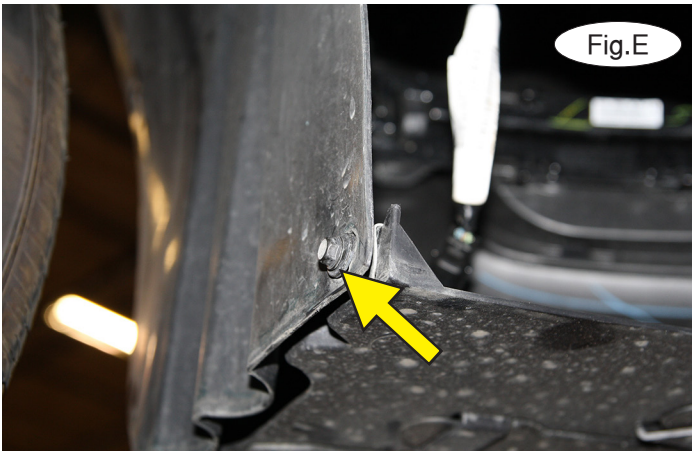
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. On each side, remove two 10mm (head) bolts and one plastic fastener attaching the radiator cover to the radiator support (Fig.C).

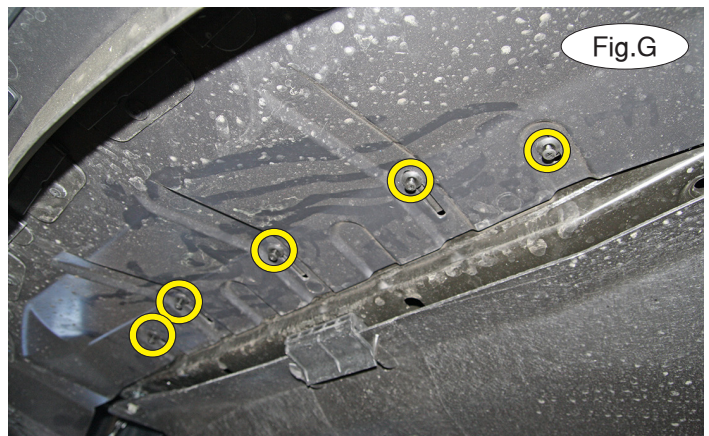
2. On each side, remove three 5.5 mm (head) screws attaching the fender liner to the fascia (Fig.D – circles) and one plastic fastener attaching the corner of the fascia to the fender (Fig.D – arrow, inset).



3. On each side, remove one 8mm (head) bolt attaching the lower corner of the fender liner to the splash shield (Fig.E).

4. On each side, remove three 8mm (head) bolts and one center bolt attaching the splash shield to the fascia (Fig.F).

5. Remove five plastic fasteners attaching the splash shield to the subframe and slide it toward the rear of the vehicle and set it aside for now (Fig.G).





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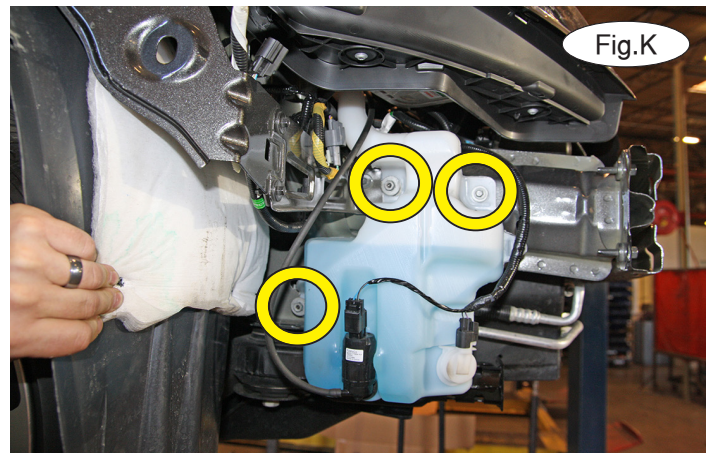
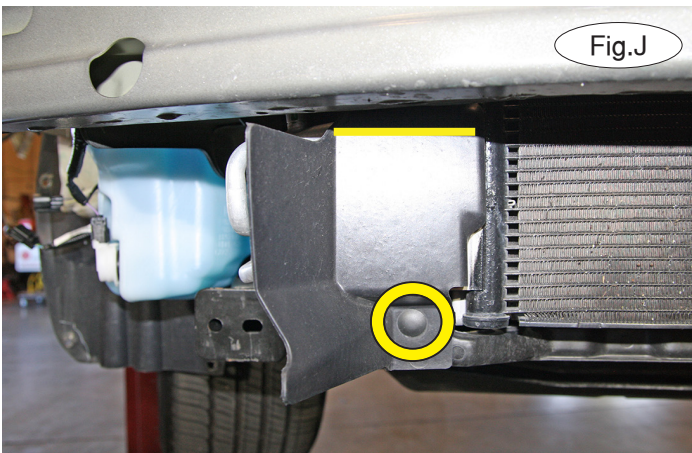
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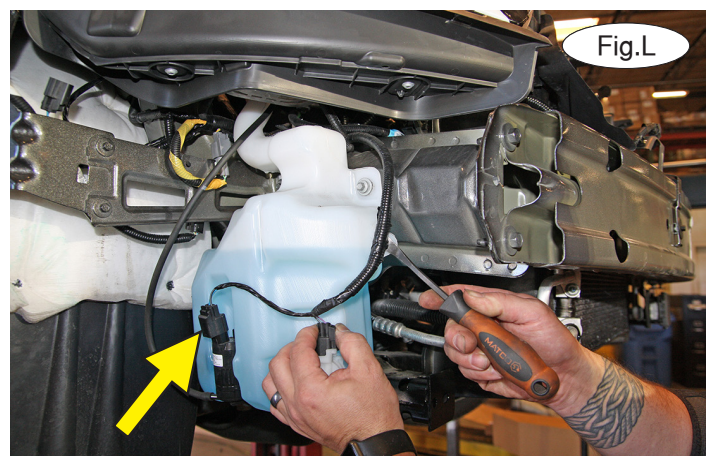


6. On each side, lift up on the radiator cover (Fig.H) and pull out on the corner of the fascia to release the clips on the underside of the headlight (Fig.I). Disconnect any electrical connections and set the fascia aside for now.

7. On the passenger side only, release only one plastic fastener attaching the air dam to the bumper core. Trim it flush with the bottom of the bumper core (Fig.J).



8. On the passenger side only, remove two 11mm (head) nuts and one 8mm (head) bolt attaching the washer bottle to the frame (Fig.K). Unplug and unclip the electrical harness (Fig.L) and hang the washer bottle assembly away from the frame for now.



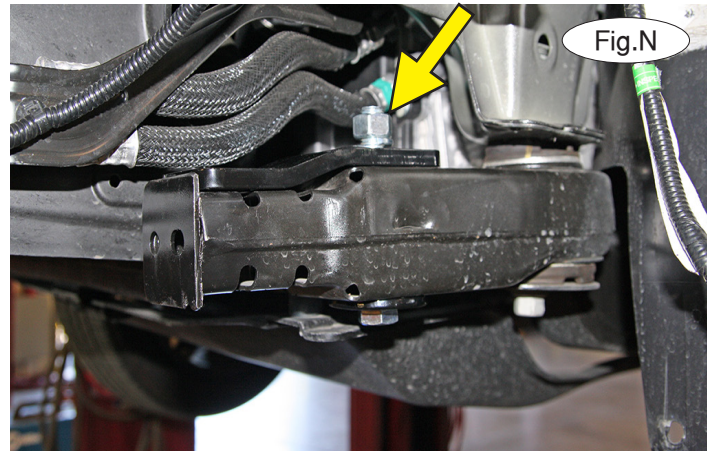
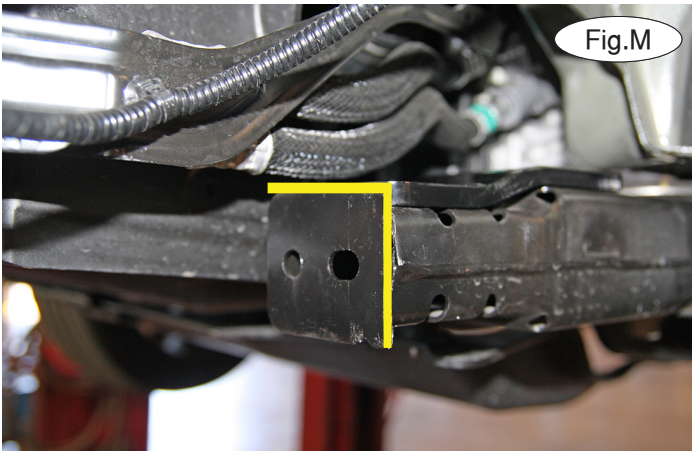


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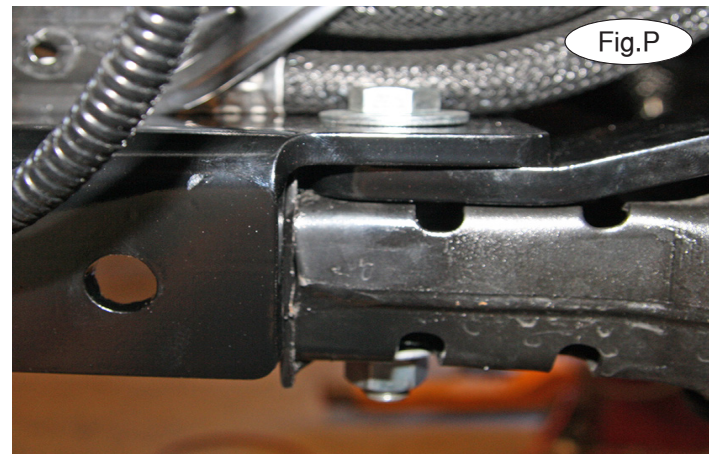
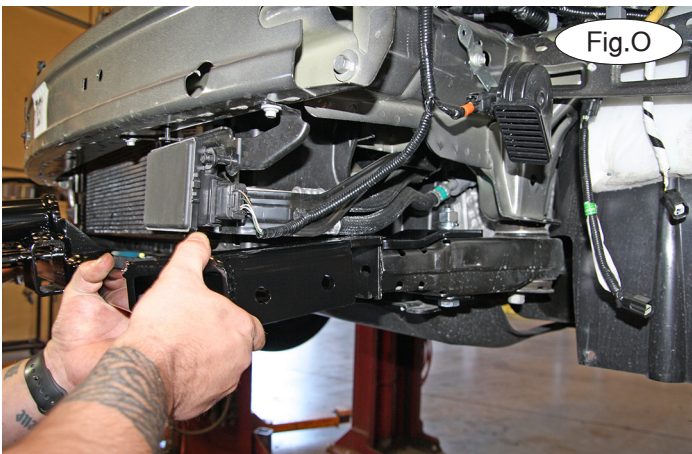
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9. On each side, place one of the angled rear braces over the frame horn, with the slotted end toward the front. *Note:* You may also need to trim the top and the outside edge of the end plate so it is flush with the frame horn, in order to allow clearance for the baseplate (Fig.M).

10. On each side, place a 5/8" plate washer over a 5/8" x 4 1/2" bolt and pass it up through the access hole and the top and bottom of the subframe, through the rear brace. Finish with a 5/8" lock washer and 5/8" nut (Fig.N).



11. With the help of another person, slide the main brace over the angled rear braces (Fig.O). Place a 1/2" flat washer over a 1/2" x 3 1/2" bolt and pass it down through the baseplate rear mounts, forward mount of the rear brace, and subframe. Finish with a 1/2" flat washer and a 1/2" lock washer and nut. Figure P shows the completed installation.

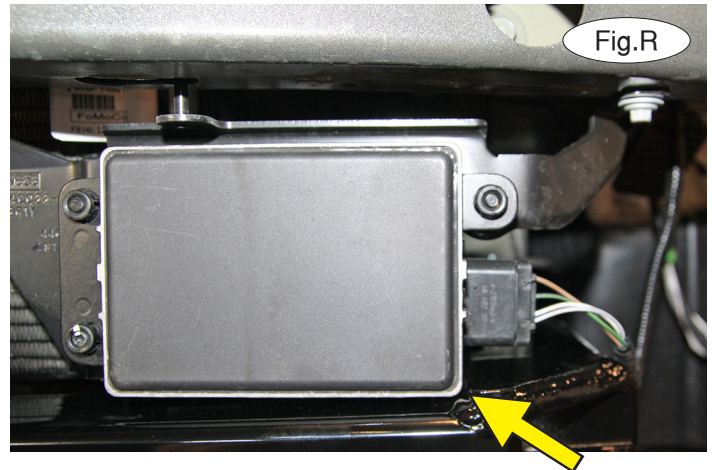
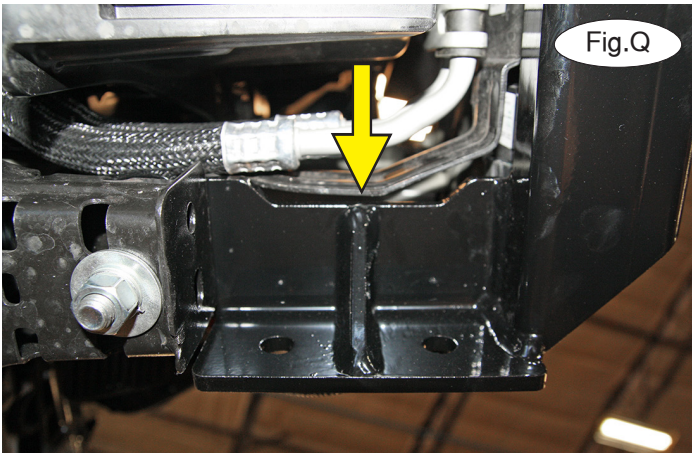


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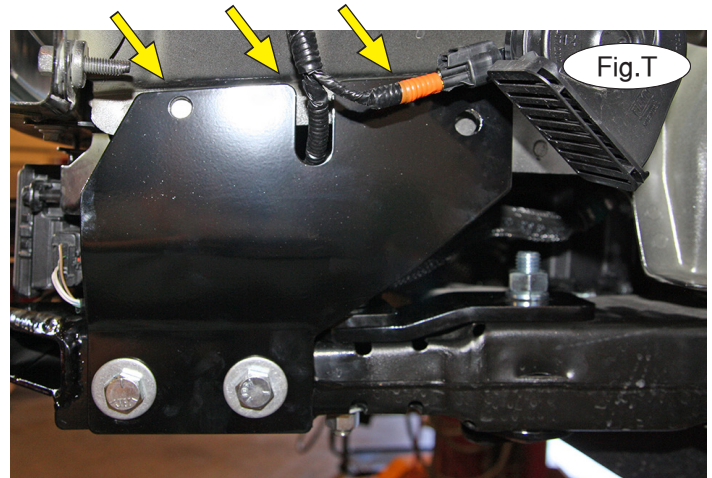
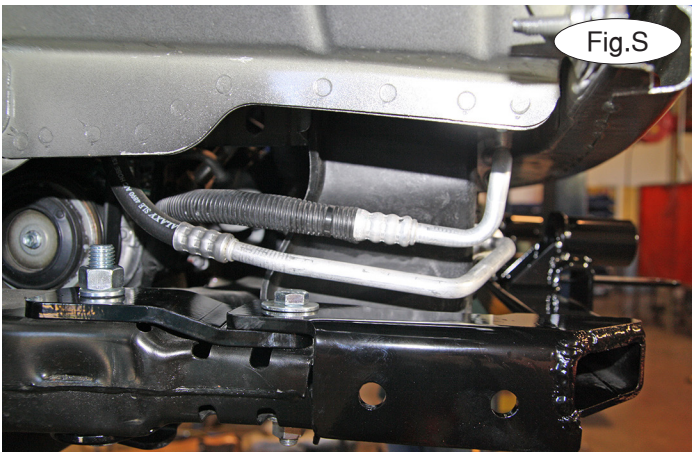
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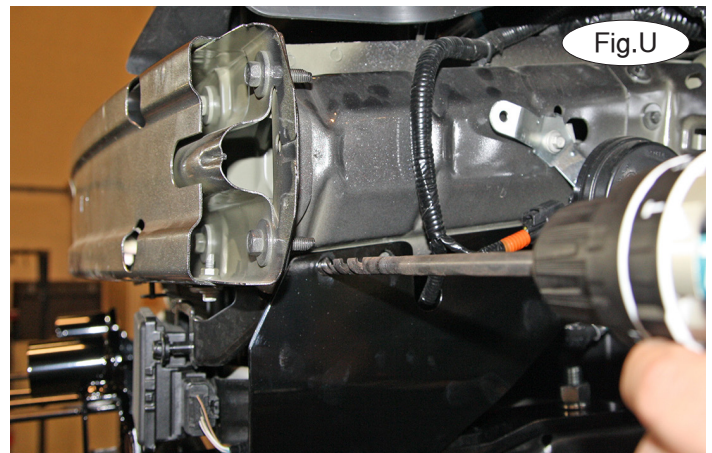
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12. Starting with the rear bolts first, tighten them to the torque specifications found at the end of these instructions. Then, tighten the front bolts. *Note:* On the driver's side, ensure that the main receiver is not contacting the front or rear ACC mounts before proceeding (Fig.Q and Fig.R – yellow arrows). On the passenger side, ensure that it is not contacting the air conditioning line (Fig.S).



13. Working on the driver's side, use the drawing on the first page as a reference to locate the driver's side-specific side brace and place it alongside the main receiver. Place two ½" flat washers over two ½" x 1½" bolts and bolt through the slotted holes. Finish with ½" lock washers and nuts (Fig.T). Ensure that the top edge of the side brace is aligned with the profile of bumper core mount (Fig.T – yellow arrows). Then, torque the bolts.



14. On the forwardmost hole, use the side brace as a template and drill a 3/8" hole through the pinch weld (Fig.U). On the rear mount, use the side brace as a template to drill a ½" hole through the pinch weld (Fig.V). Use caution to avoid damaging the horn.

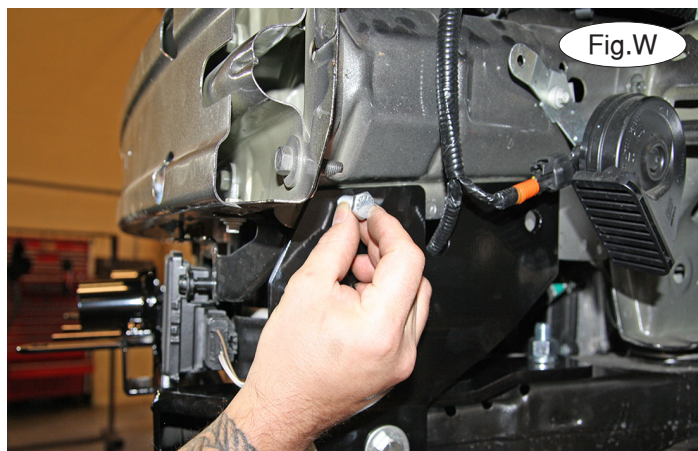


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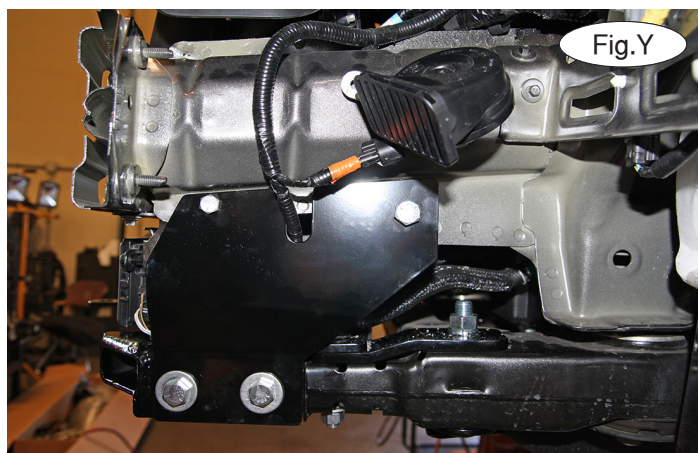
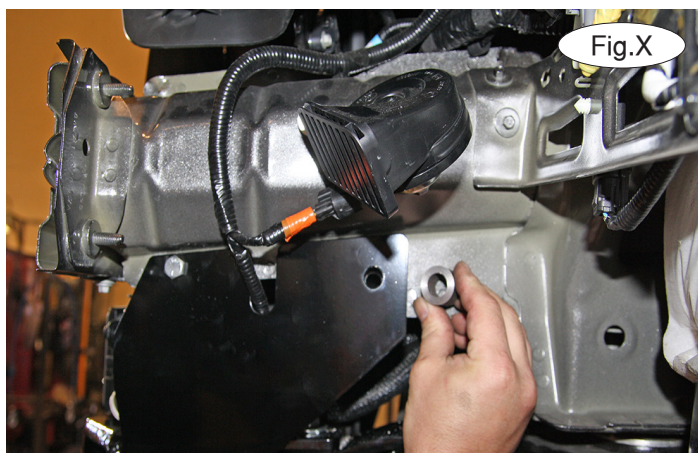
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15. Place a 3/8" x 1/4" bolt through the side brace and pinch weld (Fig.V). Finish with a 3/8" lock washer and nut (Fig.W).
16. Place a 5/8" x 1" x .188 wall pipe spacer between the pinch weld and side brace on the rear hole (Fig.X). Then, pass a 1/2" x 3 1/2" bolt through the hole, pipe spacer and the pinch weld. Finish with a 1/2" lock washer and nut (Fig.Y).



17. Repeat steps 13 through 16 for the passenger side. Then, reinstall the washer bottle, reversing step 8. Refer to the drawing on page 1 for the correct spacer to use on each mount. Replace the factory 8mm bolt with an M6 x 1.25 x 40mm bolt, M6 lock washer and 1/4" flat washer (Fig.Z).

18. Tighten all remaining bolts to the torque specifications found at the end of these instructions.



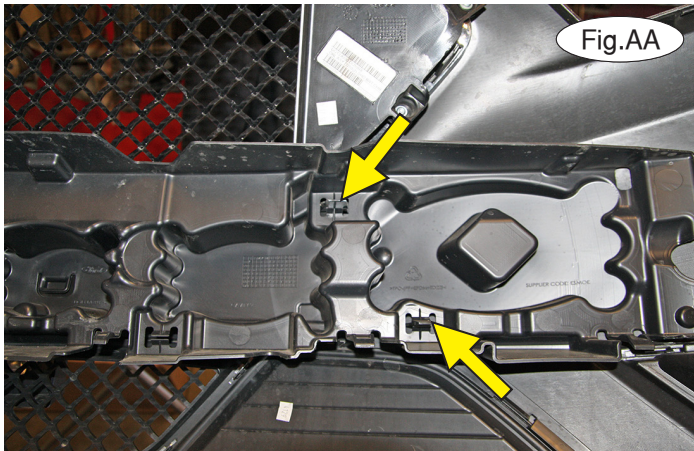


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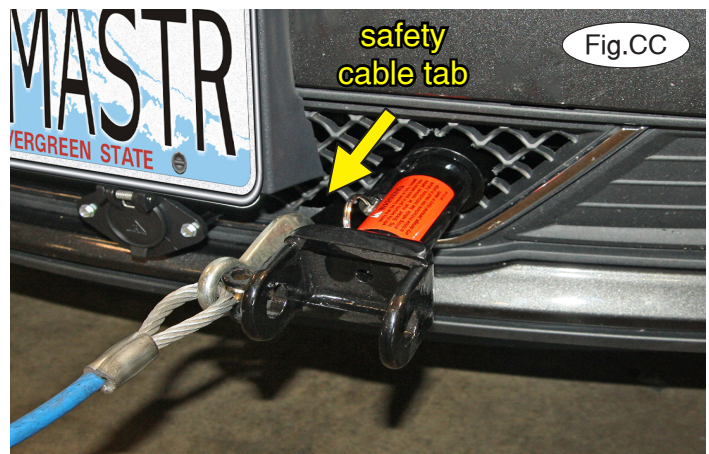
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19. Remove the shock absorption pad by squeezing the clips on each side as indicated in Figure AA.

20. On each side, trim the fascia as shown in Figure BB to allow clearance for the baseplate. Reinstall the fascia by reversing steps 1 through 6. Ensure that all hoses and wiring harnesses have been reconnected.

21. 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.**



22. 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 CC. 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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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.DD). 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.

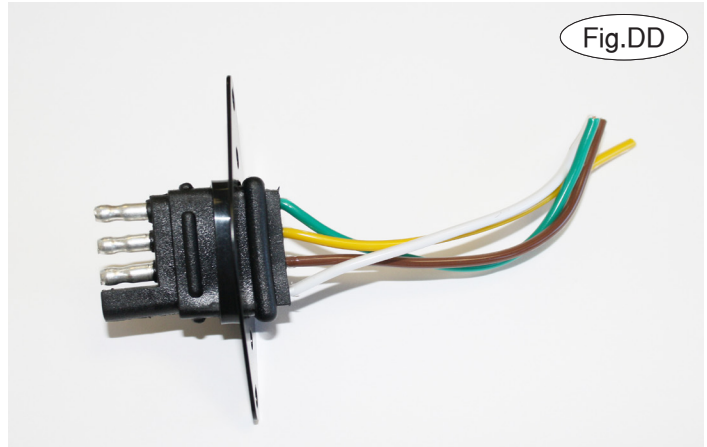


Fig.DD

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.