



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524471-5

06/06/22
KS

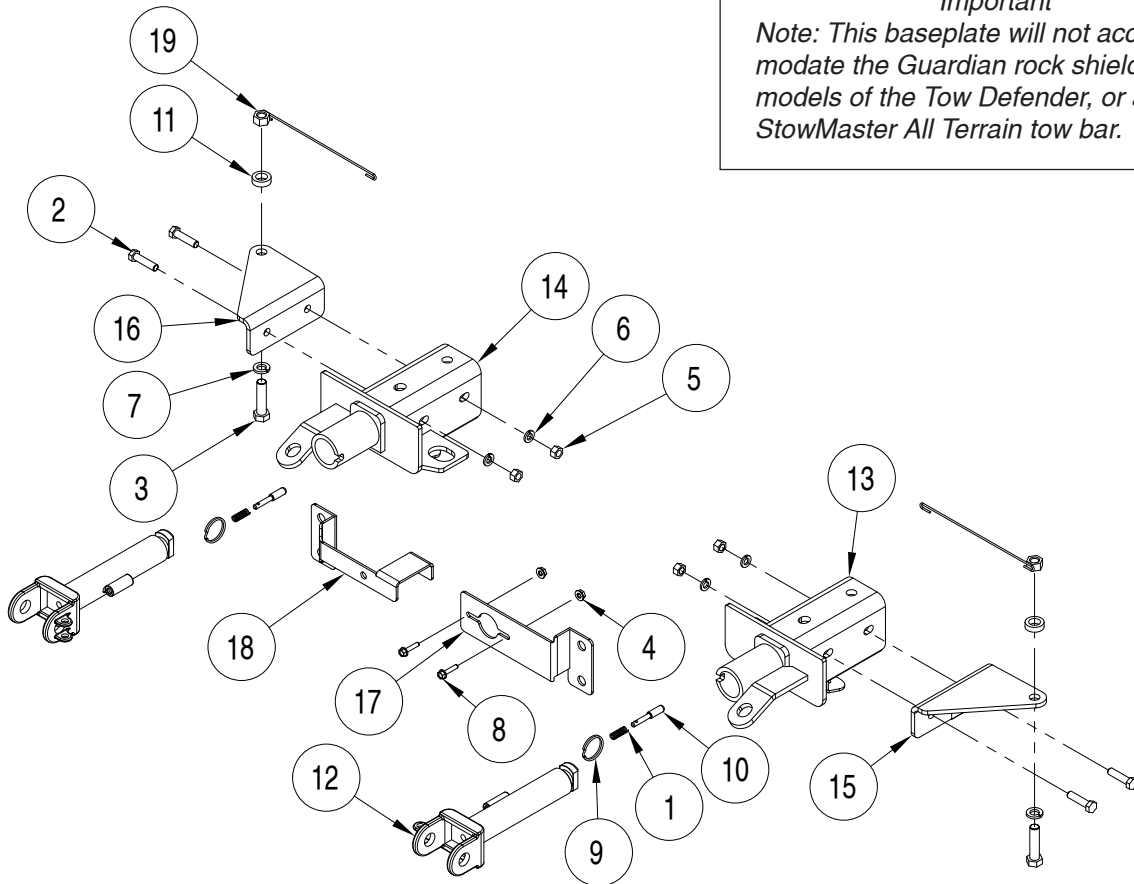
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Second person to assist
11mm wrench
15mm socket
3/8" and 9/16" wrenches
9/16" and 3/4" sockets

What You'll Need

Ratchets
6" extension

17/32" bit and drill
Panel tool
Utility knife
Torque wrench
Loctite© Red or Blue



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

ITEM	QTY	DESCRIPTION	PART NUMBER
1.....	2.....	SPRING.....	200146-00
2.....	4.....	3/8" x 1 1/2" BOLT.....	350057-00
3.....	2.....	1/2" x 2" BOLT.....	350097-00
4.....	2.....	1/4" WHIZ NUT.....	350251-20
5.....	4.....	3/8" HEX NUT.....	350254-00
6.....	4.....	3/8" LOCK WASHER.....	350305-00
7.....	2.....	1/2" LOCK WASHER.....	350309-00
8.....	2.....	1/4" x 1" WHIZ BOLT.....	350400-20
9.....	2.....	RING.....	350520-00
10.....	2.....	LOCK PIN.....	A000008
11.....	2.....	1" O.D. x 0.188" WALL x 5/16" SPACER.....	A000371
12.....	2.....	ARM.....	C002383
13.....	1.....	DRIVER SIDE RECEIVER.....	C003664
14.....	1.....	PASSENGER SIDE RECEIVER.....	C003665
15.....	1.....	DRIVER SIDE BRACE.....	C003666
16.....	1.....	PASSENGER SIDE BRACE.....	C003667
17.....	1.....	WIRE PLUG BRACKET.....	B004050
18.....	1.....	BRAKEAWAY BRACKET.....	C003669
19.....	2.....	1/2" HEX NUT W/ 8" ROD.....	C003670



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This is one of our direct-connect baseplates, which allows the visible front portion of the baseplate to be easily removed from the front of the vehicle (Fig.A and Fig.B).

The kit mounts to the frame of the vehicle, and consists of two main braces, two removable front braces, and a hardware pack.

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.

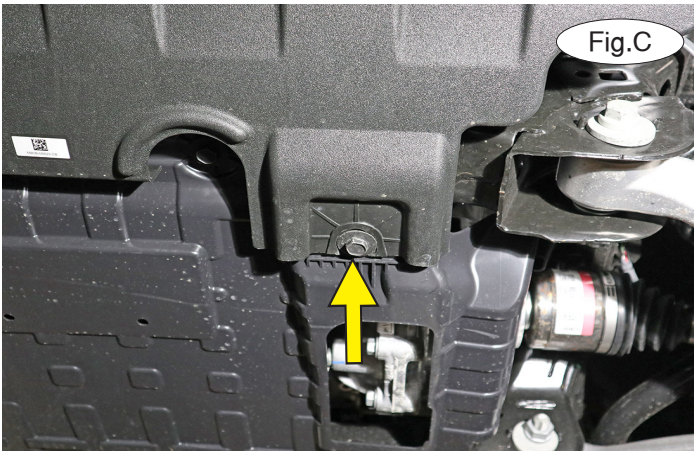


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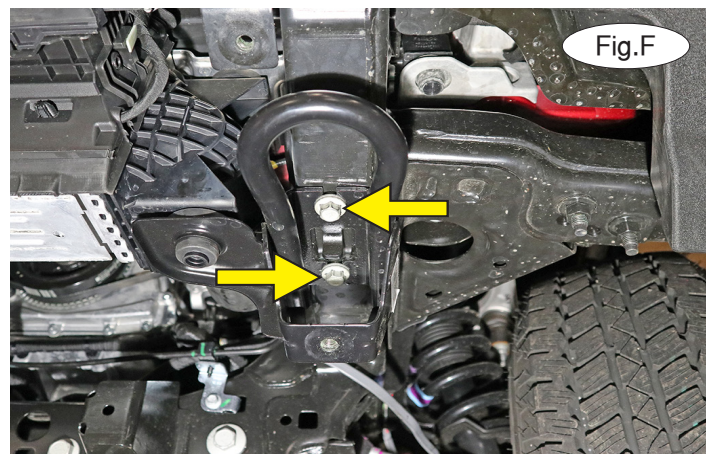
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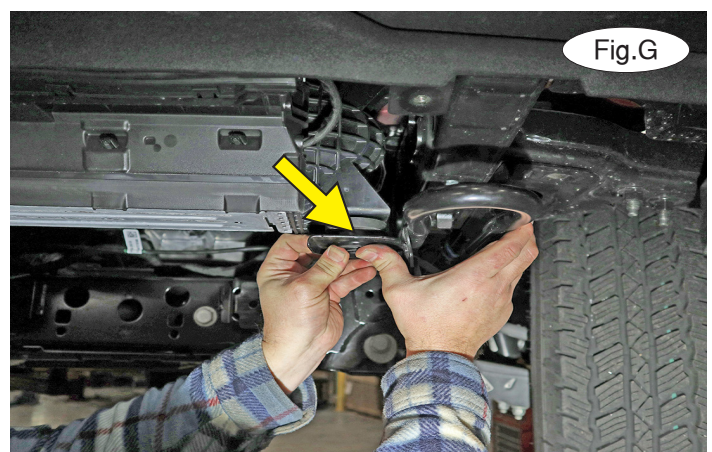
Important: Please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel.

1. On each side, loosen but do not remove one 15mm bolt attaching the rock guard to the subframe (Fig.C).
2. On each side, remove two 15mm bolts attaching the rock guard to the bumper core and tow hook mount (Fig.D). Pull slightly downward and outward to remove the rock guard. Set it aside for reinstallation later.



3. Working on the driver's side only, pull out to remove the tow hook cover. It will not be replaced (Fig.E). *Note:* It is imperative that you only work on one side at a time, as the intercooler will become dislodged in the following steps if you do not.

4. Remove two 15mm bolts attaching the tow hook to the frame (Fig.F). Then, separate the tow hook from the insulator by pushing the rubber mount through it (Fig.G). *Note:* The tow hooks will not be replaced. Retain the hardware for replacement in the next step.



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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Fig.H

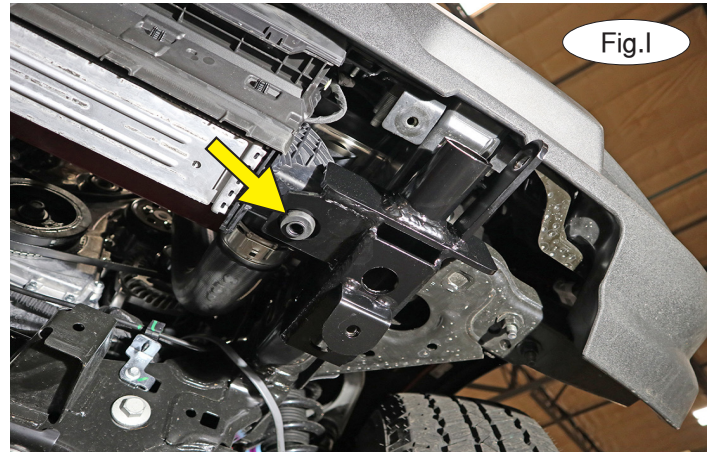


Fig.I

5. Use the drawing on page 1 to locate the driver's side-specific main brace. *Note:* When properly oriented, the safety cable tab will be located to the outside. Then, place Loctite on the two 15mm bolts you removed in step 4 and then use an extension and 15mm socket to bolt through the brace and into the tow hook mount (Fig.H). Tighten the bolts to the factory specifications. Ensure that the insulator nests into its cutout (Fig.I).

6. Locate the indicated hole in the subframe and enlarge it using a sharp 17/32" drill bit (Fig.J).

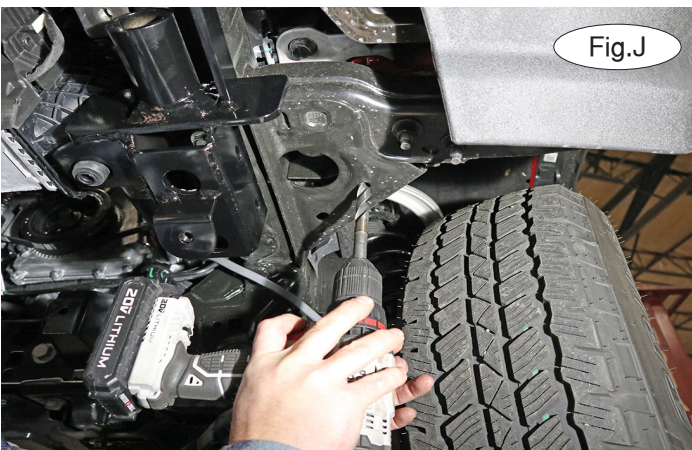


Fig.J

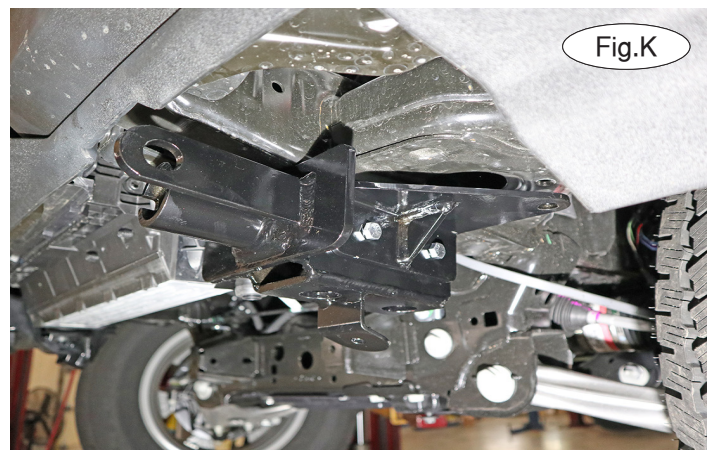


Fig.K

7. Use the drawing on page 1 to locate the driver's side-specific rear brace. Place Loctite over two 3/8" x 1 1/4" bolts and position the rear brace over the mounting holes in the main brace and then install the two bolts. Finish with 3/8" flat washers, 3/8" lock washers and 3/8" nuts. Leave them finger tight for now (Fig.K).

8. Place a 1/2" lock washer and Loctite over a 1/2" x 2" bolt. Then, place a 1/2" nut with rod above the rear brace and into the frame access hole (Fig.L – arrow). Place a 1" O.D. x .188 wall x 5/16" pipe spacer between the rear brace and the subframe. Bolt through the rear brace, pipe spacer, subframe and into the nut with rod (Fig.L). *Note:* It may take some finesse to get the bolt into the nut.

Now, tighten first the 1/2" hardware and then the 3/8" to the bolt torque requirements at the end of these instructions (Fig.M – next page).



Fig.L

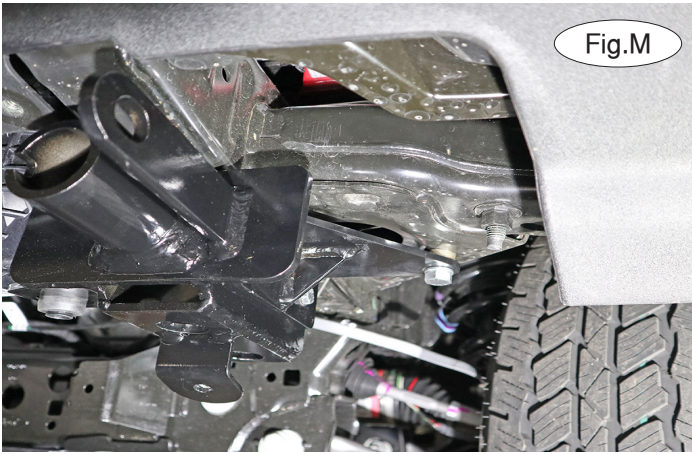


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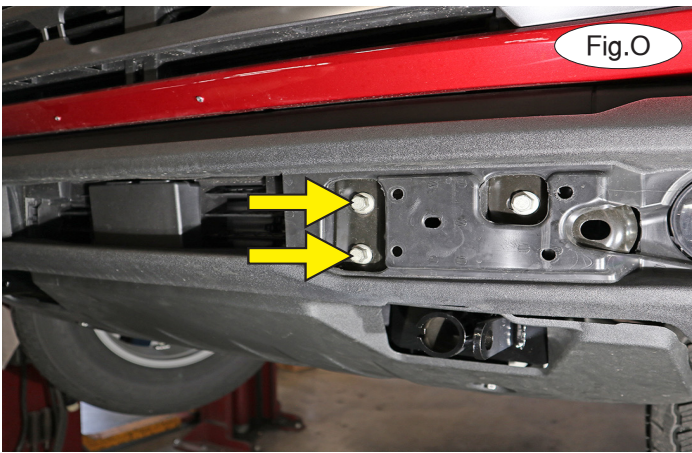
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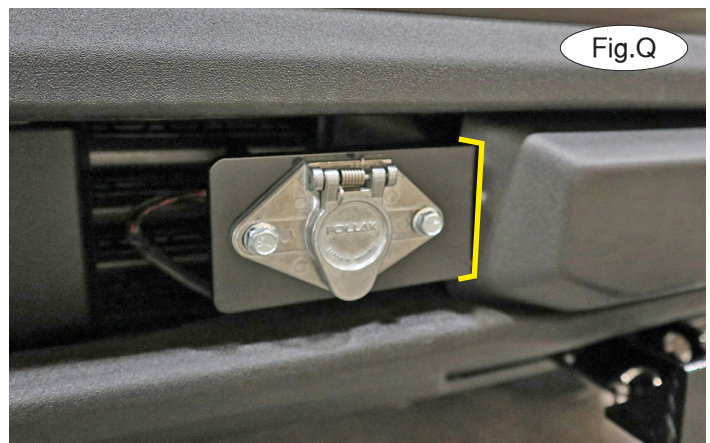
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9. Repeat steps 3 through 8 for the passenger side.
10. Reverse steps 1 and 2 to replace the rock guard.



11. **If you choose not to use our wiring plug or Brake-Away mount:** Proceed to step 13. **If you choose to use them:** On the driver's side, pull out on the fog light trim piece to release the fasteners (Fig.N). Remove the two inner 15mm bolts attaching the bumper to the subframe (Fig.O). Place the bolts through the included plate and tighten them (Fig.P). Then, replace the cover. *Note:* Some slight trimming of the fog light cover is necessary to allow clearance for the mounting plate (Fig.Q – yellow lines).



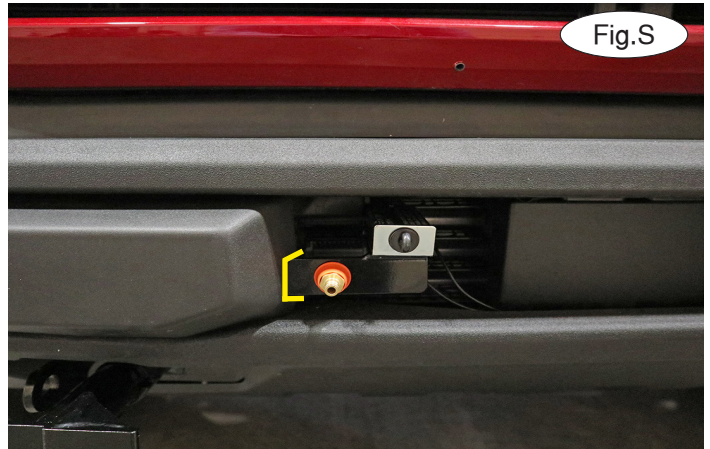


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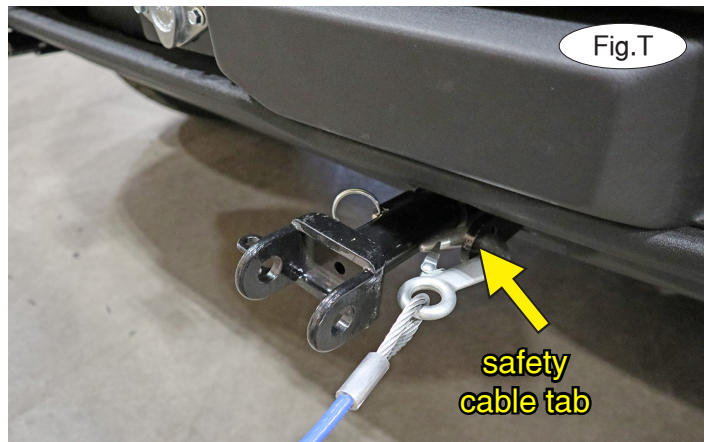
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12. To install the BrakeAway mount, repeat step 11 on the passenger side of the vehicle but you will need to bend the mount of the BrakeAway switch 90 degrees as shown (Fig.R). Figure S shows the finished installation and trimming required for this mount.

13. 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.**



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 T. 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.

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.