



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524478-5

11/25
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

What You'll Need

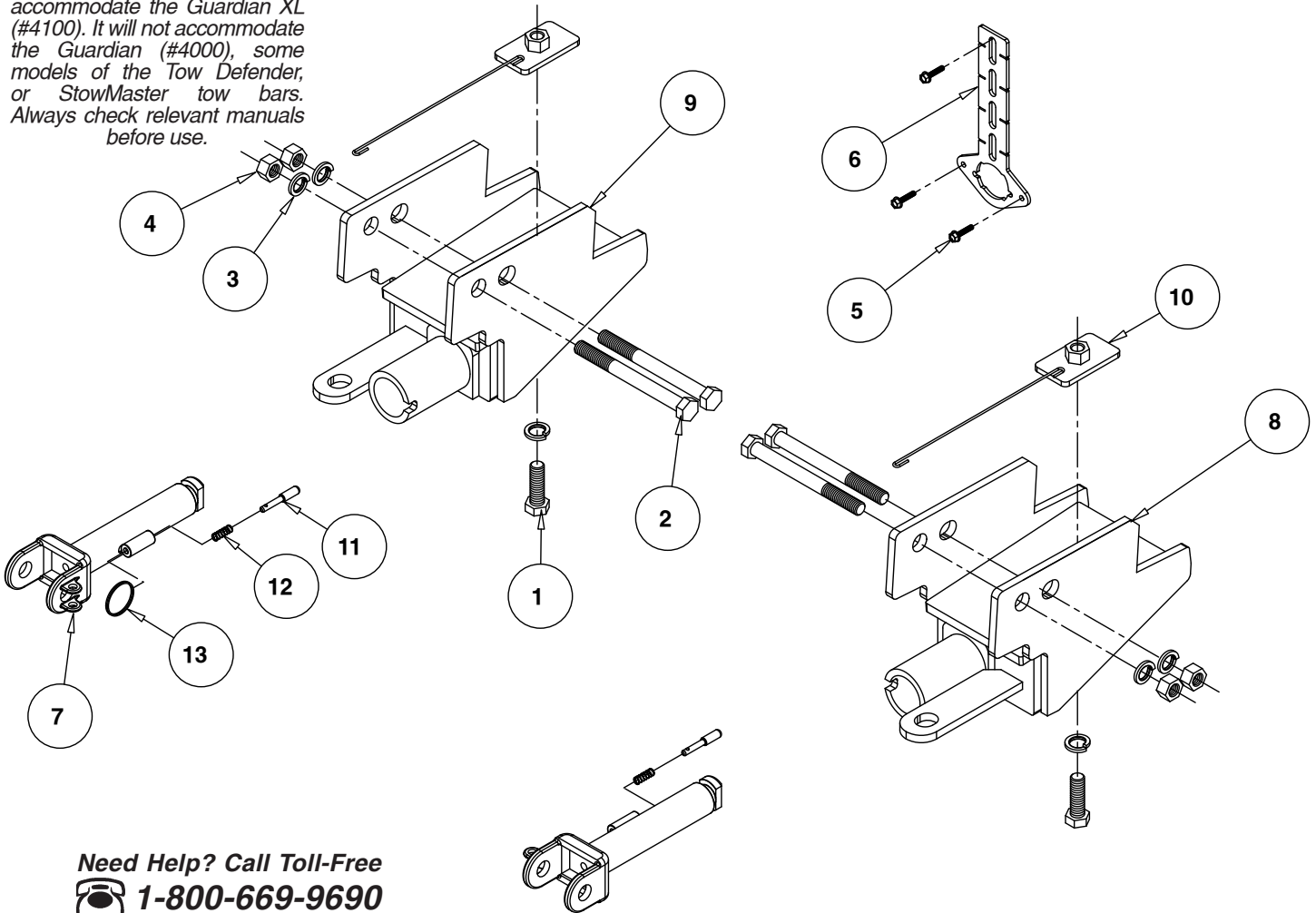
11mm wrench
8mm socket and ratchet
Reciprocating saw

Threadlocker Red
18mm deep socket and
ratchet

15/16" socket
15/16" wrench
3/8" nut driver or socket

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.



Need Help? Call Toll-Free



1-800-669-9690

ITEM	QTY	NAME	MATERIAL
1	2	5/8" x 2" BOLT	350150-00
2	4	5/8" x 6 1/2" BOLT	350162-10
3	6	5/8" LOCK WASHER	350313-00
4	4	5/8" HEX NUT	350262-00
5	3	1/4" X 3/4" SELF DRILLING SCREW	357250-00
6	1	WIRE PLUG PLATE	A006808
7	2	ARM	C002383
8	1	DRIVER SIDE RECEIVER	C003817
9	1	PASSENGER SIDE RECEIVER	C003818
10	2	2" x 3 1/2" THREADED BACKING PLATE WITH 10" ROD	C003530
11	2	LOCK PIN	A000008
12	2	SPRING	200146-00
13	2	RING	350520-00



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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.



Fig.A



Fig.B



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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. On the driver's side, unplug the wire harness as indicated in figure C from the inside of the frame.

2. Remove thirteen 8mm bolts from the bottom of the air dam to the bumper core. These are partially covered by a lip and may need to be accessed from the air dam to bumper side (Fig. D, Not all shown, all along the same trim however).

3. On each side, use an 18mm deep socket to remove two nuts and a threaded backing plates attaching the frame guard to the frame rail (Fig. E) The frame guards will not be replaced.

Note: Retain the frame guards and their hardware for replacement in case the baseplate is ever removed from the vehicle.

4. On the driver's side; install one of the supplied nuted backing plates with rod into the end of the frame rail. It should center over the existing slotted hole. Place a 5/8" lock washer over a 5/8" x 2" bolt. Then, locate the side-specific receiver using the diagram on page 1 as a reference. Slide it up over the frame at an angle, pushing it in place so that the hole in the bottom aligns with the slotted hole and nuted backing plate just installed. Then, bolt up through the side-specific receiver and nuted backing plate using the 5/8" bolt you prepared. Finger tighten the bolt only at this point (Fig. F).

Note: Ensure that the rod from backing plate remains toward the inside of the receiver, as it may be needed to be broken off at the end of the installation.

5. Slide the receiver so that the holes on the inside now align with the frame guard mounts exposed in step 3. Bolt from the inside to the outside using two 5/8" x 6-1/2" bolts. Finish each bolt with a 5/8" lock washer and 5/8" nut (Fig. G).

6. Tighten the bottom 5/8" bolt first and then the two side 5/8" bolts. Use Threadlocker on all three bolts. Then, bend away the rod from the backing plate and push it up behind

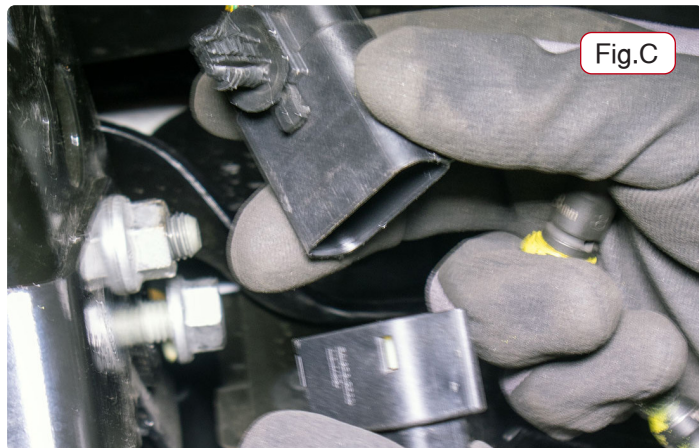


Fig.C

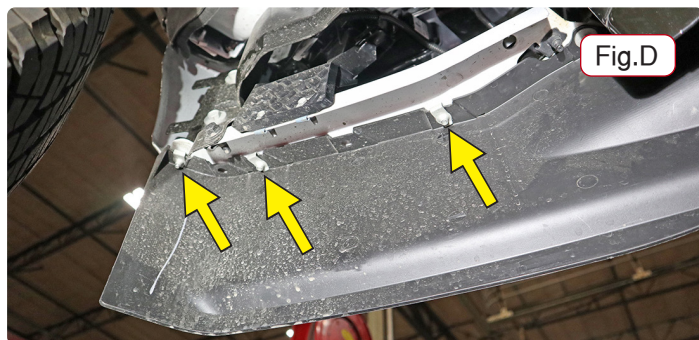


Fig.D

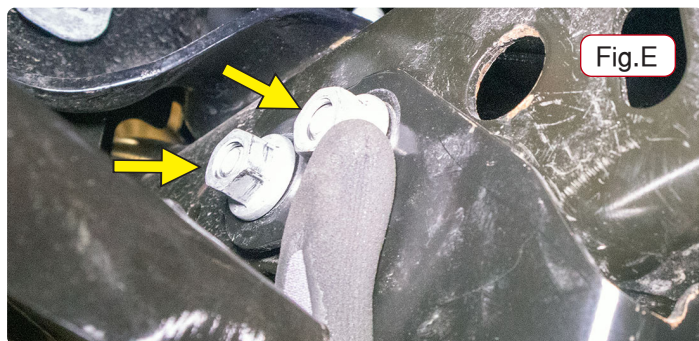


Fig.E



Fig.F

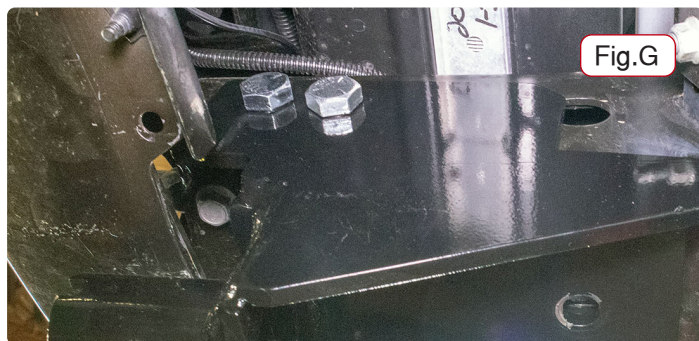


Fig.G



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the bumper so it is out of the way (Fig. H1 and H2).

7. Repeat the prior three steps for the passenger side.

8. For non-Tremor: Flip over the air dam and trim it as indicated in Figure I.

9. For Tremor package equipped: the air dam differs and must be trimmed as indicated in figure K and Figure L.

10. If you are installing a braking system, install the breakaway switch now (Fig. J).

11. When wiring the vehicle, we recommend mounting the plug to the driver's side tow hook cover. Use a flathead screwdriver to release the inside edge of the tow hook cover. Align the hinged side of the plug with the vertical wall and drill a 1-1/4" hole for the main body of the plug and 1/4" holes for the hardware. Mount it to the tow hook cover using the two supplied 1/4"-20 x 1" whiz bolts and 1/4" whiz nuts.

Note: It is important that the plug is mounted as far to the outside as possible to avoid contacting the ACC sensor, if the vehicle is so equipped.

12. Make sure all bolts and nuts are tightened to the torque spec detailed on the final page and treated with Threadlocker. Reinstall the air dam.



Fig.H1



Fig.H2



Fig.J



Fig.I



Fig.K

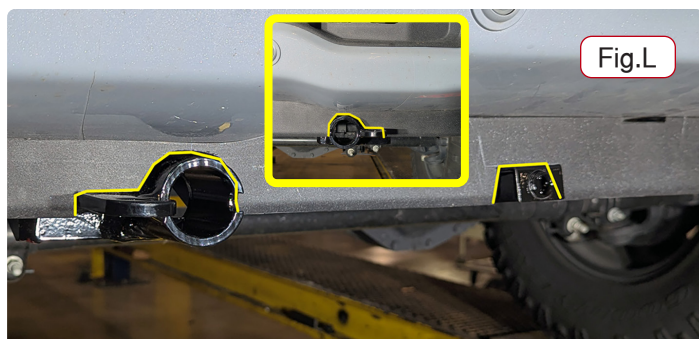


Fig.L



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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
5/16-18	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

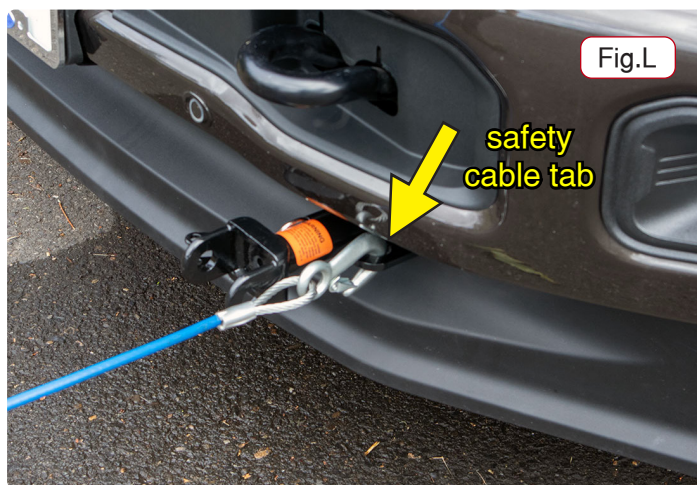
Thread Size	Grade	Torque
12mm-1.25	8.8	64 ft./lb.
12mm-1.5	8.8	60 ft./lb.
12mm-1.75	8.8	55 ft./lb.
14mm-2.0	8.8	88 ft./lb.

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 L. 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.



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

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 receiver.

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 receiver.

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. K). Use the two supplied 3/4" self-tapping screws to attach the mounting plate to the rods on the front of the main receiver receiver.

