



# BASEPLATE KIT INSTALLATION INSTRUCTIONS

**KIT# 524479-5**

03/25  
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

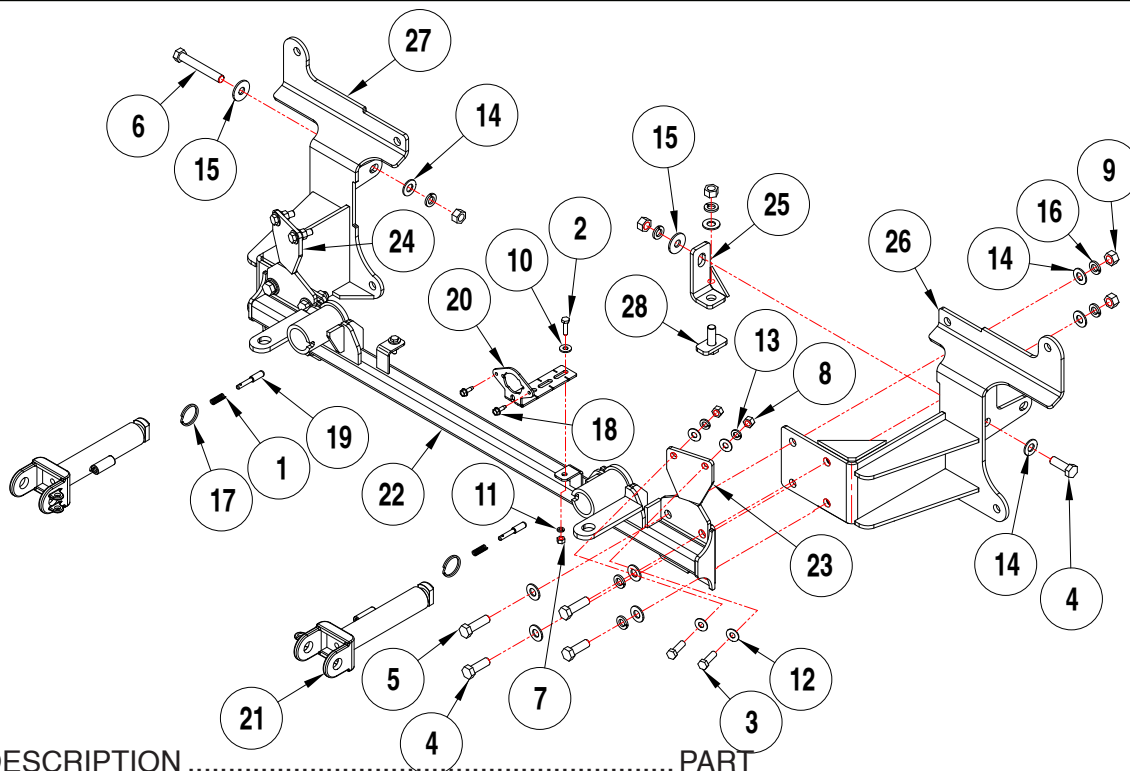
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## What You'll Need

A second person to help  
Panel tool  
Reciprocating Saw  
2-3/4" Hole Saw  
Ratchet

3/4, 14, 17 mm Wrenches  
10, 14, 17 mm Socket  
Tape Measure  
Torque wrench  
Needle Nose Pliers

3/4" Socket  
Threadlocker  
Marker or paint pen



ITEM	QTY	DESCRIPTION	PART
1	2	SPRING	200146-00
2	2	1/4" x 1" BOLT	350005-00
3	4	3/8" x 1 1/4" BOLT	350056-00
4	5	1/2" x 1 1/2" BOLT	350095-00
5	4	1/2" x 1 3/4" BOLT	350096-00
6	1	1/2" x 3 1/2" BOLT	350103-00
7	2	1/4" HEX NUT	350250-00
8	4	3/8" HEX NUT	350254-00
9	7	1/2" HEX NUT	350258-00
10	2	1/4" FLAT WASHER	350300-00
11	2	1/4" LOCK WASHER	350301-00
12	8	3/8" FLAT WASHER	350304-00
13	4	3/8" LOCK WASHER	350305-00
14	15	1/2" SAE WASHER	350308-20
15	2	1/2" FLAT WASHER	350308-00
16	11	1/2" LOCK WASHER	350309-00
17	2	RING	350520-00
18	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
19	2	LOCK PIN	A000008
20	1	WIRE PLUG PLATE	A006808
21	2	ARM	C002383
22	1	MAIN RECEIVER	C003869
23	1	DRIVER SIDE BRACE	C003870
24	1	PASSENGER SIDE BRACE	C003871
25	1	DRIVER SIDE BRACKET	C003872
26	1	DRIVER SIDE REAR BRACE	C003874
27	1	PASSENGER SIDE REAR BRACE	C003875
28	1	THREADED BACKING PLATE	C003876

Need Help? Call Toll-Free

1 800-669-9690

**IMPORTANT:**

This baseplate is made to accommodate the Guardian XL (#4100). It will not accommodate the Guardian (#4000), some models of the Tow Defender, or StowMaster tow bars.



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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.





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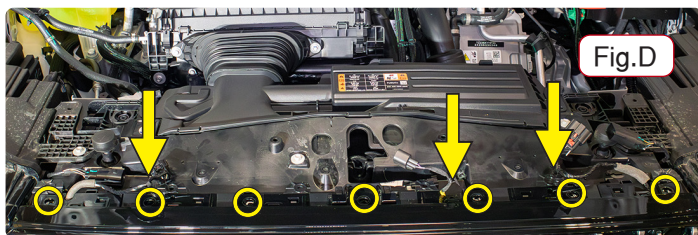
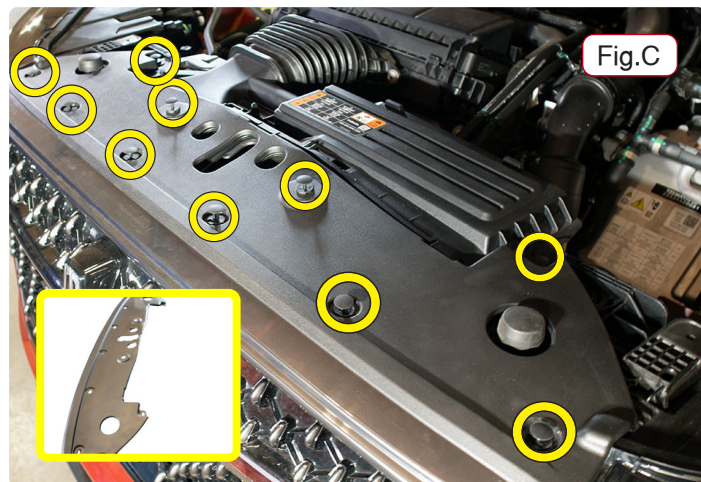
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**IMPORTANT:** Please use all supplied hardware and read through these instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure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

1. From the top front of the frame, pop ten plastic clips from the top plastic plate on top of the fascia (Fig.C).

2. Remove the plastic plate on top of the fascia (Fig.C, Inset), then remove seven 10mm bolts (Circles) and three plastic clips (Arrows) holding three wire harnesses in place from the front of the frame attaching to the fascia (Fig.D).

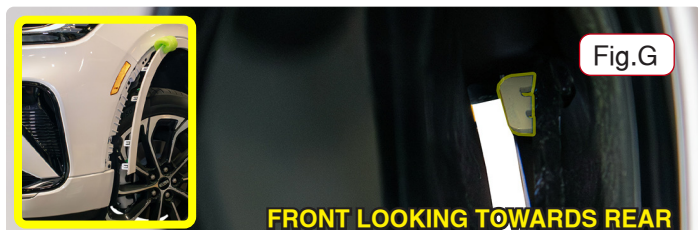
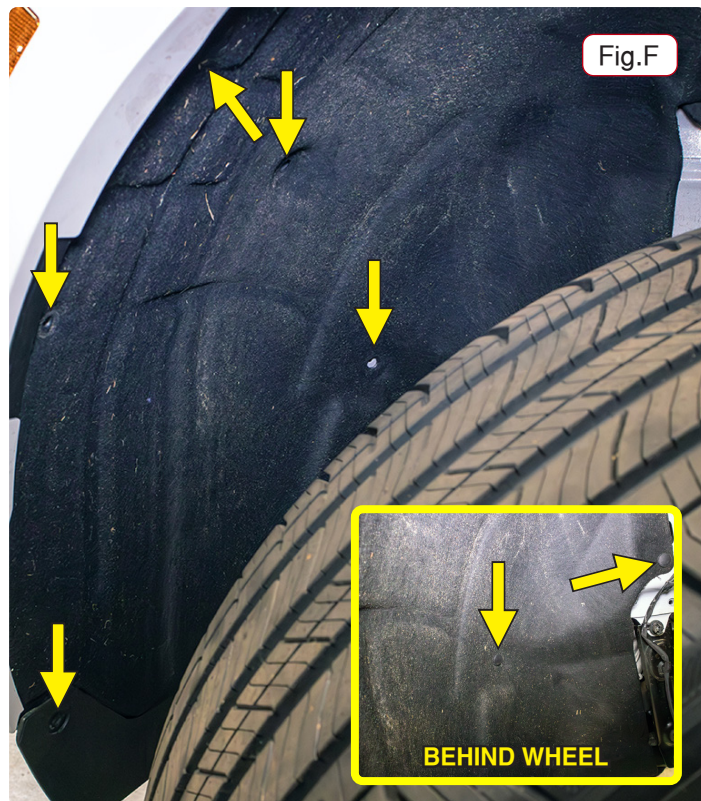
3. Then, uncouple the three wire harnesses, making sure to move each part aside as not to get tangled or caught on the fascia (Fig.E).



4. On each side, from in the wheel house, pop seven plastic clips attaching the inner wheelhouse trim to the frame (Fig.F and Inset).

5. Disconnect the wheel house trim from the frame, by disconnecting the interior clips and pulling on it gently until it pops out (Fig.G, Inset). This may be difficult, you can reach one of the clips from one of the front holes in the fascia (Fig.G). Once the wheel house trim has been disconnected, use a soft rag to prop it away from the wheelhouse. It maybe needed to pull back the inner wheelhouse trim and use an 8mm socket to pop the clips holding the trim in.

6. On each side, remove two newly revealed plastic clips that lay where the wheelhouse trim was once covering (Figs.H#).



FRONT LOOKING TOWARDS REAR

BOTTOM OF WHEELHOUSE

MIDDLE OF WHEELHOUSE



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7. On both sides, remove four screws from the underside of the mud flaps to remove a plastic panel from the bottom of the vehicle, set aside for now (Fig.I).

8. From the bottom underside of the fascia, remove twenty-four 7mm screws (Fig.K).

9. Only on the passenger side, from the inside of the wheel house, pull back the inner trim to reveal the interior of the frame and engine compartment. From within, locate and uncouple two wire harnesses, one larger and a smaller one. The smaller wire harness relates to the side collision sensor (Colors may vary) (Fig.J and inset).



Fig.I

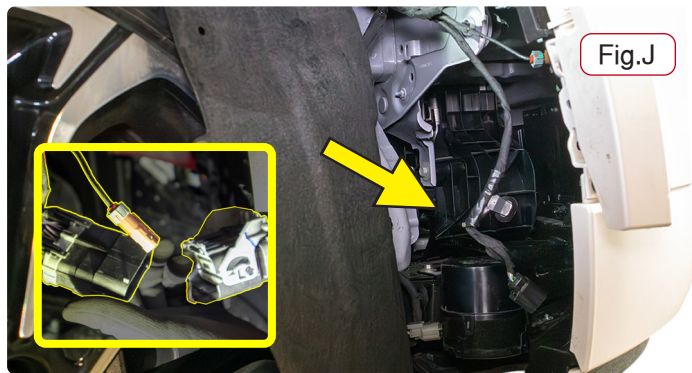


Fig.J

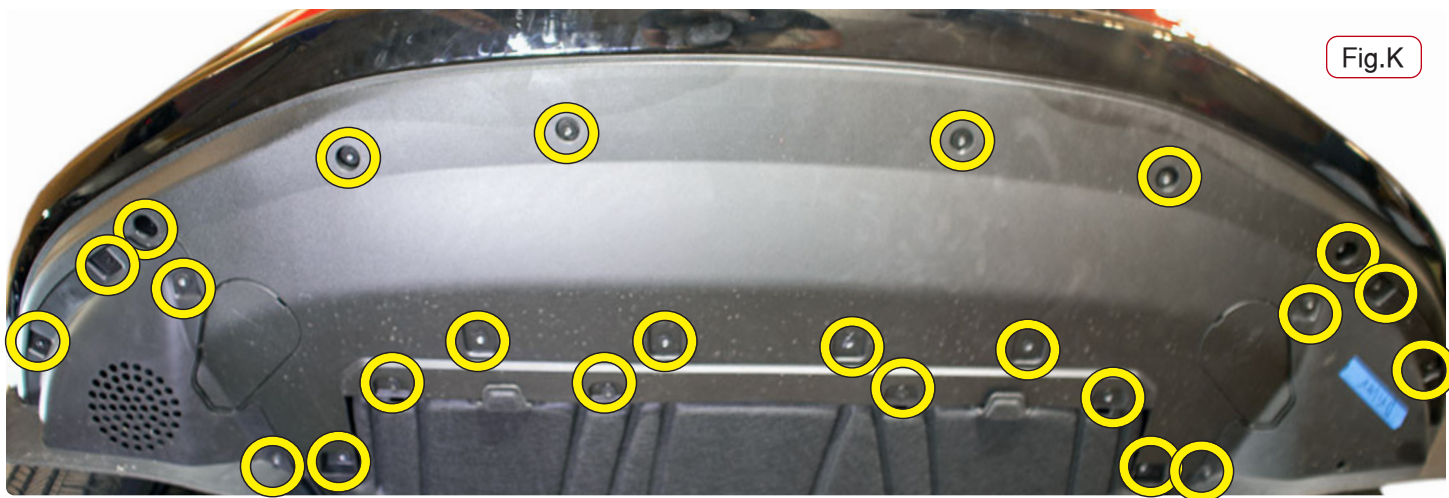


Fig.K

10. From the sides of the fascia, on each side of the fascia, from the top most point adjacent to the wheelhouse, pull out while pushing down from the front to loosen the fascia away from the frame (Fig.L).

11. Pull on the bottom corners of the fascia to pop it out, then from the top pry on the tabs on the fascia to remove it from the frame fully. Set aside the fascia for now, we will be trimming it later.

12. On each side, remove four 13mm bolts from the front of the bumper assembly that are attaching a metal plate between the frame and bumper, then remove and set aside the metal plates for now (Fig.M).

13. On the bottom of the frame, on each side, remove a bolt and washer (Fig.N next page, circle) from the bottom trim to



Fig.L

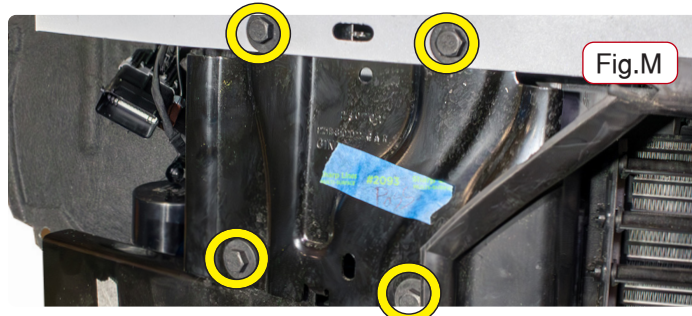


Fig.M

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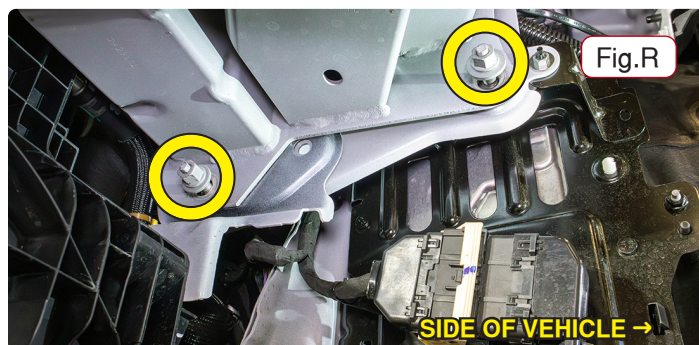
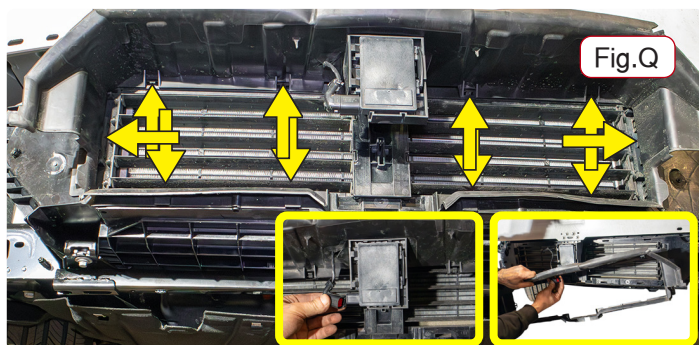
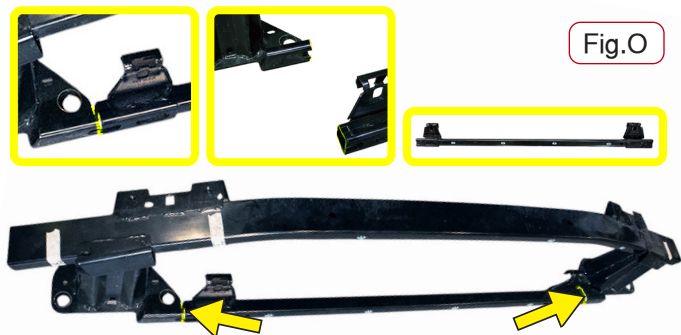
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reveal and remove the two 15mm nuts attaching the bumper assembly to the frame (Fig.N, triangles).

14. The black bumper assembly can now be removed and set aside.

15. As indicated, cut the bumper core to separate it into two distinct parts (Fig.O and Insets).



16. Keep the smaller part and discard the larger part of the black bumper assembly, as our main receiver bar will replace it.

17. Reusing the same hardware that we removed from the frame, reinstall the smaller part of the black bumper core (Fig.P).

18. Then, pop ten plastic clips attaching the air intake shroud to the frame (Fig.Q), disconnect the black wire harness from the front collision sensor, and remove and discard the air intake shroud (Fig.Q, Insets). The shroud will not be reinstalled but maybe kept for when and if the baseplate is removed.

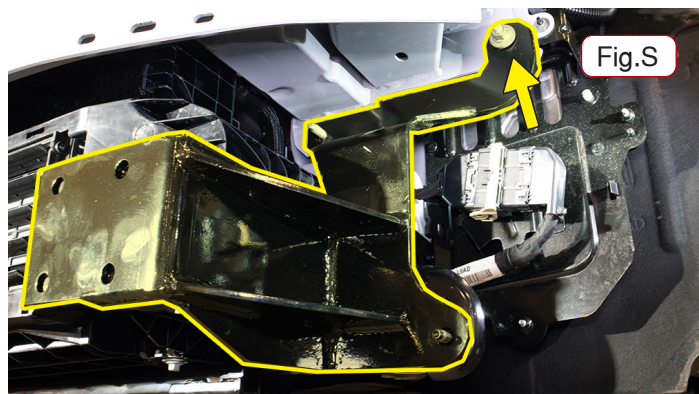
19. Recouple the wire harness for the front collision sensor.

20. On each side, on the front inner side of the frame, remove two washers and nuts connecting the bumper core to the subframe. Set aside the hardware for now (Fig.R).

21. Starting on the driver's side, grab the side-specific brace and mount it onto the exposed threaded prongs, securing the top with the existing hardware on the single outer threaded prong (Fig.S).

22. Behind the side-specific brace attach the driver side bracket onto the back of the brace on top of the sub-frame horn, mark the hole, and then remove the side bracket until after drilling. Drill out the hole using a 9/16th bit. You may need to drill from below depending on clearance (Fig. T, Insets, Next page).

23. From the bottom inside of the sub frame through the



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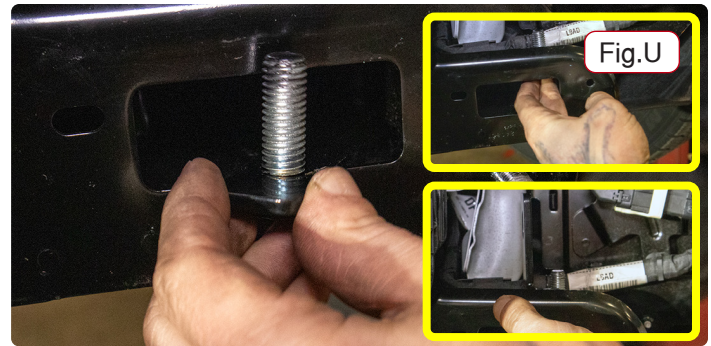
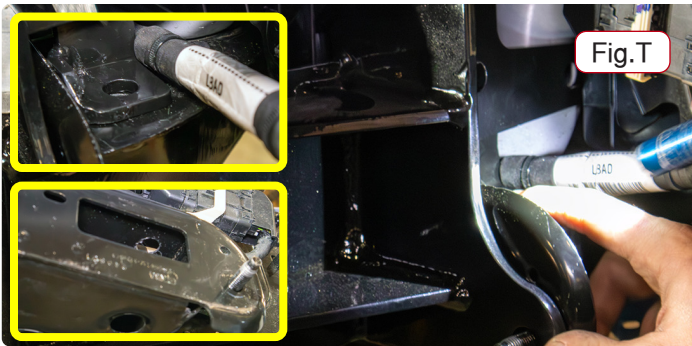
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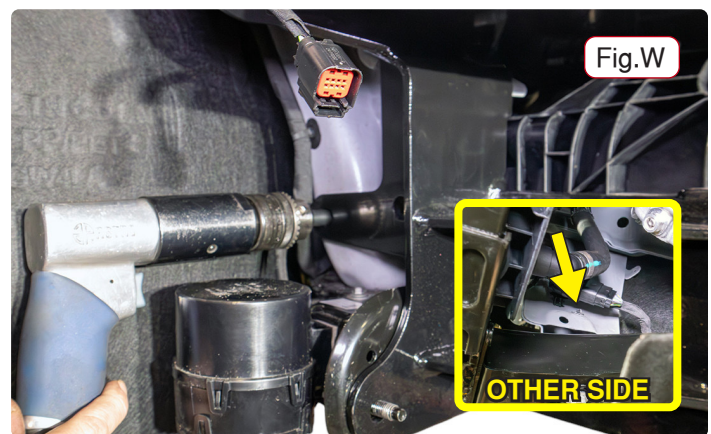
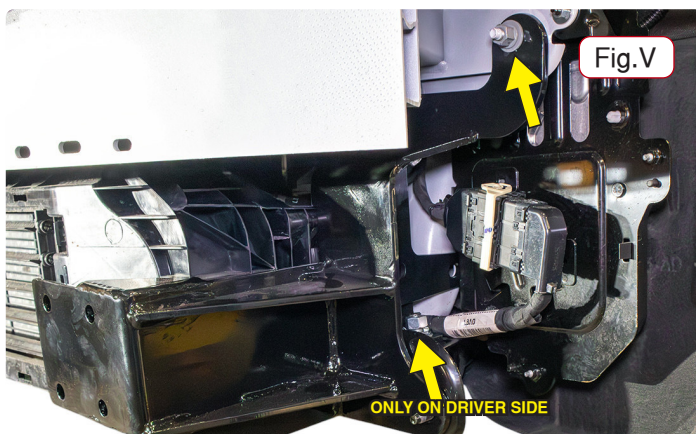
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newly drilled hole, using the threaded backing plate, install the rear bracket fully. Then cap off the threaded backing plate with a washer and nut, and leave loose for now (Fig.U, Insets), attach a 1/2 by 1 1/2" bolt with washer capped with washer and lock nut onto the flange behind the driver receiver.

24. On both sides; attach the side-specific brace onto the threaded prongs and then attach only the topmost outer nut and



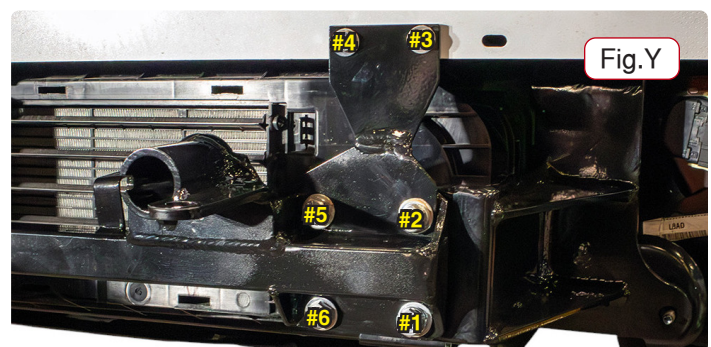
washer (Fig.V, Driver side shown).

25. On the passenger side; drill a hole through the frame from the back of the side-specific brace where it touches on to the frame (Fig.W, Inset), though the existing hole in the brace.

**IMPORTANT:** Be careful when drilling as wiring is behind this frame segment!

26. Place the crossbar onto the receivers, attach a 1 1/2" bolt, lock nut, and washer through the bottom outer holes on each of the receivers (Fig.X). Attach a 1/2 by 3 1/2" bolt with washer, capped with washer and lock nut, onto the flange behind the passenger receiver.

27. On each side, following the denoted steps in figure Y; attach the top braces to the crossbar, use three 1 1/2" bolts with





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washer, two attaching to the brace and one attaching the crossbar to the frame. Attach to the top of the brace two 1 1/4" bolts with washer and finish with a lock nut. Apply threadlocker and tighten the outer bolts first (bolts noted #1, #2 and #3) then the inner bolts (starting with #4, then #5, #6) (Fig.Y, with installation order denoted, prior page).

28. Trim the fascia as indicated in Figures Z.

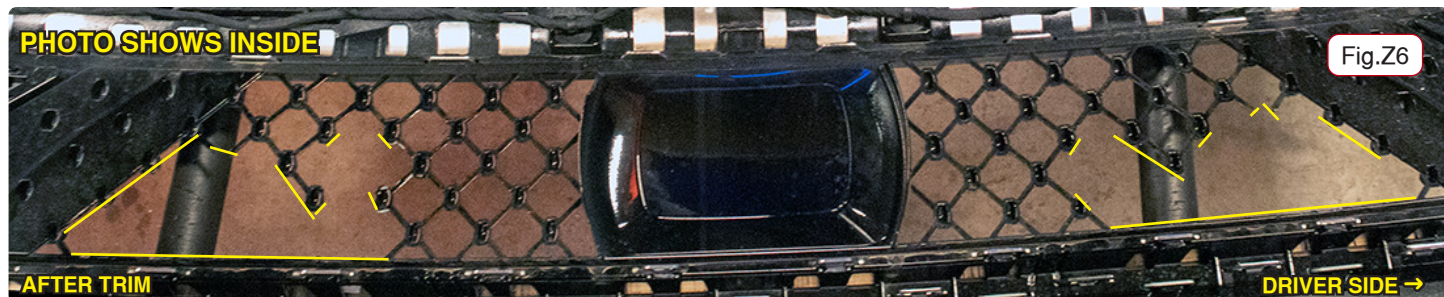
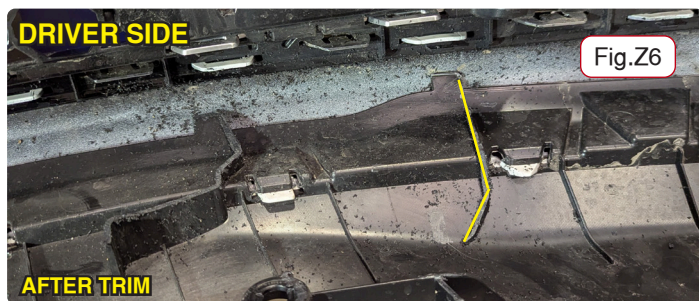
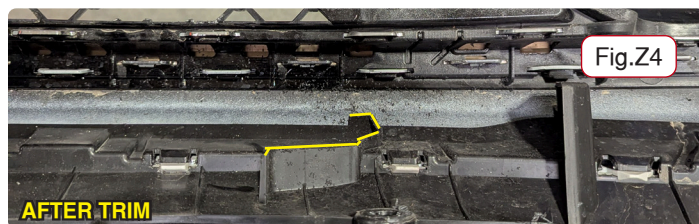
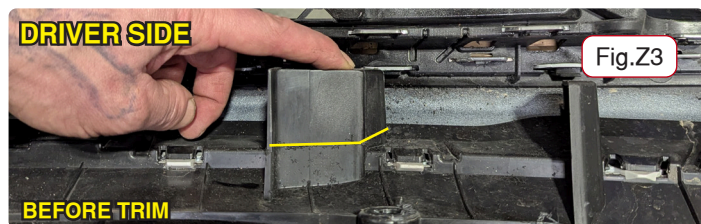
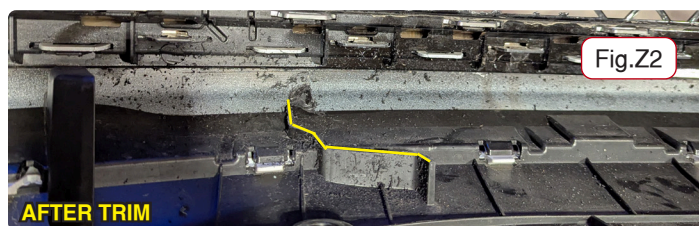
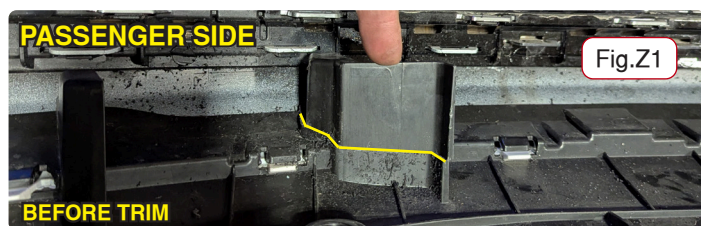
29. Bend the plug holder at the first notch. Install onto the driver side as shown on the front page diagram.

30. Reverse the relevant steps to fully reinstall the fascia. Making sure to properly torque and apply threadlocker to all added and changed bolts.

**NOTE: Due to the removal of part of the black bumper assembly, six screws will not be reinstalled in the front of the fascia bottom.**

31. Install the breakaway, if using.

**IMPORTANT: 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.**





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### 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 AA. 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 Threadlocker Red on all bolts in this kit and torque to the specified values, it could cause failure of the towing system.

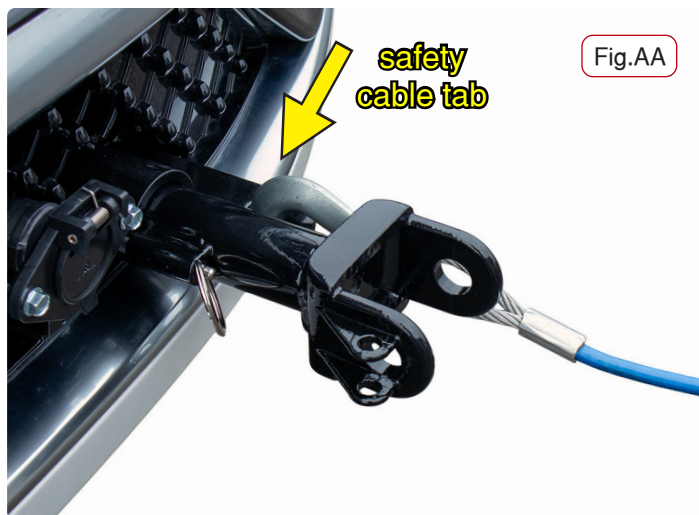


Fig.AA

### 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.

### 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.AB). 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.

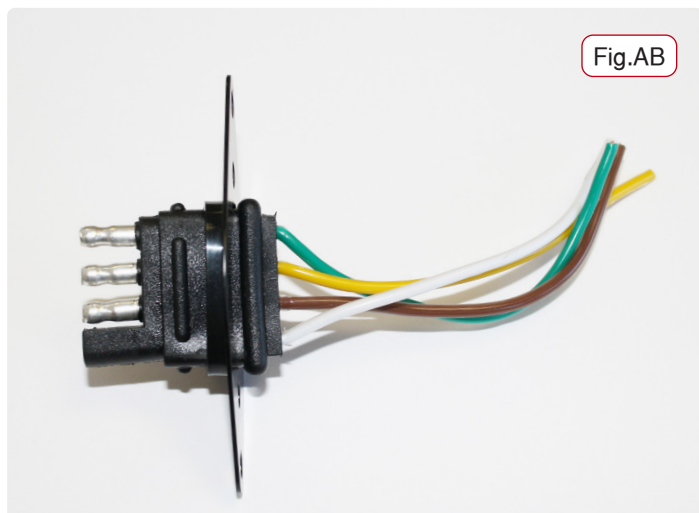


Fig.AB