



BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 524482-5

10/25
RS

ROADMASTER, Inc.

6110 NE 127th Ave.

Vancouver, WA 98682

360-896-0407

www.RoadmasterInc.com

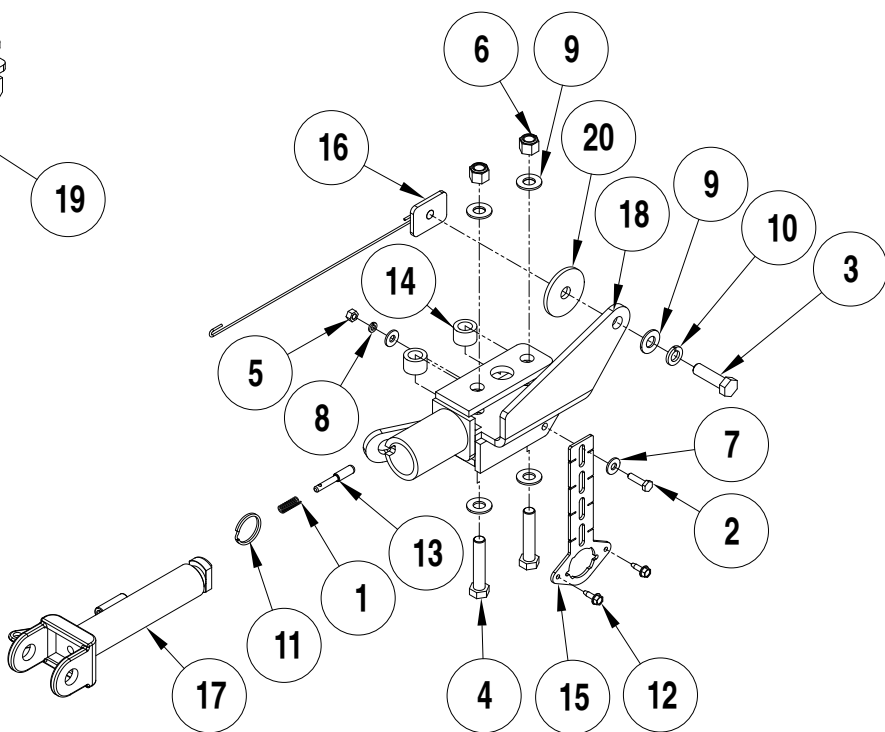
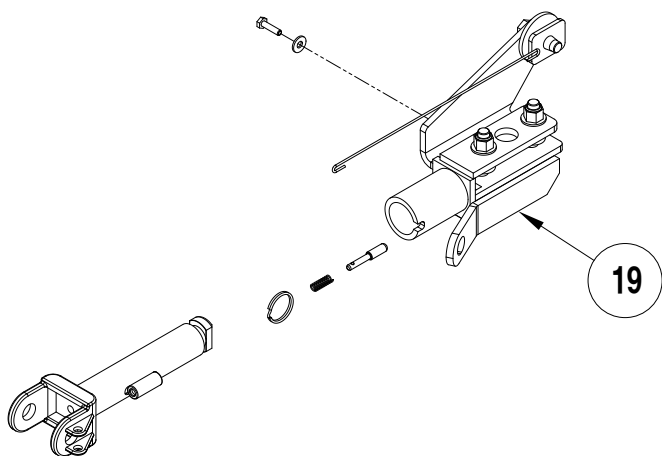
What You'll Need

Second person for lifting
Ratchet
13mm, 16mm, 18mm, 9/16",
11/16" and 3/4" sockets
11mm, 13mm and 3/4" wrench

Extensions and ratchets
Drill and long 1/2" bit
Scissors
Panel tool
Cut-off tool or grinder

Permanent or paint marker
Wire cutters
Torque wrench
Threadlocker Red

Need Help? Call Toll-Free
 1-800-669-9690



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 vehicles owner manual before use.

ITEM	QTY.	DESCRIPTION	NUMBER
1	2	SPRING	200146-00
2	2	1/4" x 1" BOLT	350005-00
3	2	1/2" x 1 3/4" BOLT	350096-00
4	4	1/2" x 2 1/2" BOLT	350099-00
5	2	1/4" HEX NUT	350250-00
6	4	1/2" NYLON INSERT LOCK NUT	350259-00
7	4	1/4" FLAT WASHER	350300-00
8	2	1/4" LOCK WASHER	350301-00
9	10	1/2" SAE WASHER	350308-20
10	2	1/2" LOCK WASHER	350309-00
11	2	RING	350520-00
12	2	1/4" x 3/4" SELF DRILLING SCREW	357250-00
13	2	LOCK PIN	A000008
14	4	1" O.D. x 11/16" SPACER	A004551
15	1	WIRE PLUG PLATE	A006808
16	2	1 1/2" x 2" THREADED BACKING PLATE W/ 12" ROD	C001438
17	2	ARM	C002383
18	1	DRIVER SIDE RECEIVER	C003902
19	1	PASSENGER SIDE RECEIVER	C003903
20	2	1/2" PLATE WASHER	A003086



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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.



Symbol Key:

-  - Clips
-  - Bolts
-  - Screws
-  - Nuts
-  - Unplugs

(Arrow denotes location and which direction to pull)



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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 both sides of the vehicle, starting in the wheelhouse, remove four 5 1/2mm bolts and a single plastic push clip (Fig.C, Inset).

2. On the driver side only, unplug the two indicated wire harnesses (Fig.D & Insets).

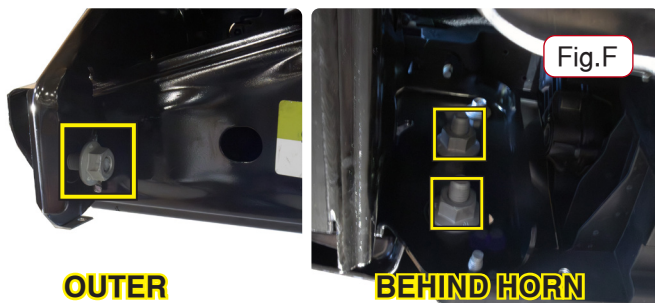
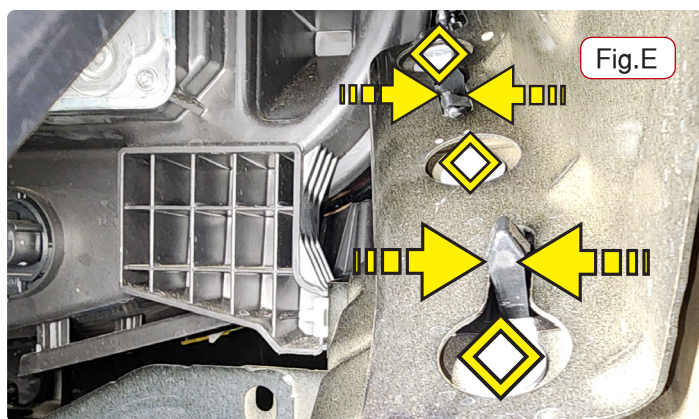
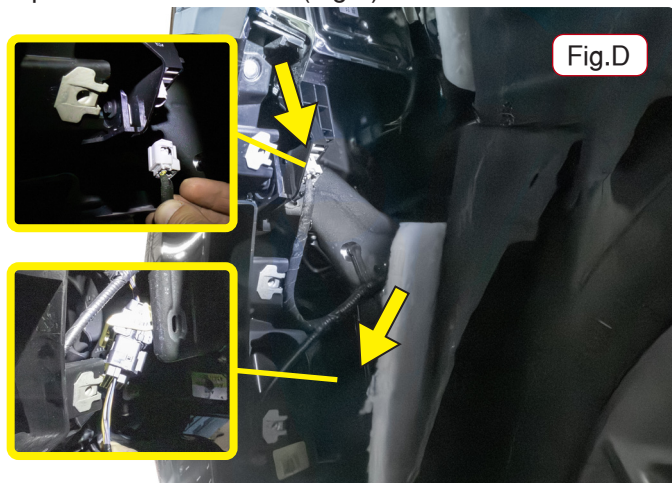
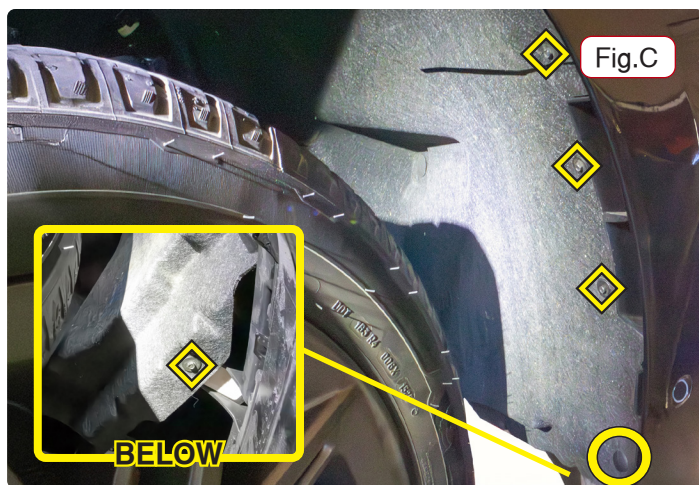
3. On both sides; inside of the wheelhouse, towards the lower section, unbolt three 10mm bolts attaching fender to bumper and then release the two plastic tabs by squeezing them (Fig.E).

4. **For Tremor trims:** Remove two bolts, on each side, of the skid-plate front section (Fig.AA) and loose two bolts in the back section (Fig.AB). Then slide the skid-plate forward and then down to remove.

5. **For Tremor trims:** On each side; remove two bolts attaching the tow hooks to the subframe (Fig.AC), remove and save the tow hooks for if the baseplate is removed in the future, they will not be reinstalled. Remove tow hook spacer.

6. Detach and remove the lower fascia from the lower frame by pushing up and pulling back, it will be reinstalled later.

7. On both sides, from the bumper assembly; remove three 21mm nuts, two of which are recessed attaching the inner bumper to the frame horns (Fig.F).





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8. Starting on the driver side; on each of the horn flange, trim the lower segment by about 1-1/2" x 2-1/4" (Fig.G)

9. In the same area as before, trim the side flange by about 2" x 1/2" (Fig.H).

10. Under the horn, drill out the existing middle hole at least 9/16" (Fig.I).

11. Inside of the horn, place a spacer above the first and second holes (Fig.J).

12. Repeat steps 9 to 12 on passenger side.

13. Starting on the driver side; grab the baseplate and align it with the two holes with spacers, place bolts, capped off with a washer and nut, through both holes (from the bottom), making sure the bolts intercept the spacers (Fig.K). The aid of a second person may be needed to hold the baseplate in position.

14. Using the baseplate as a guide, drill out the back-most hole, on the baseplate flange, into the horn (Fig.L).

15. From the inside of the horn, place the backing plate in then place a bolt, with lock washer under head, through the baseplate, and horn, into the plate (Fig.M).

16. If the baseplate does not contact the frame at the rear mounting hole referenced in step 15; install included frame spacer at this time by placing it between baseplate and frame before bolting (Fig.M2)

17. Repeat steps 14 to 16 on the passenger side.

18. As indicated, trim the inner parts of the lower fascia to remove the blocking plastic that prevents the inner panels from being removed (Fig.N, O, P, Q; Next page). The plate will need to be angled into the slot while the trim is slightly pulled down.

19. Reverse prior steps 9 through to 1 to reinstall the lower fascia; and reinstall the skid-plate for Tremor trims.



Fig.G



Fig.H

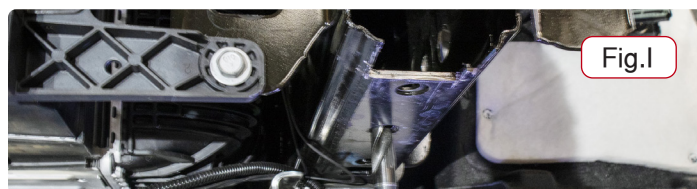


Fig.I



Fig.J



Fig.M



Fig.K



Fig.M2

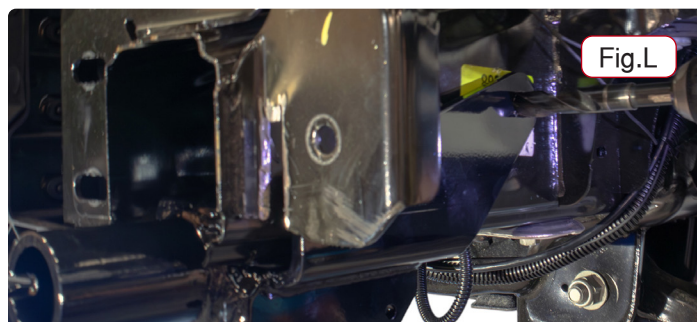


Fig.L



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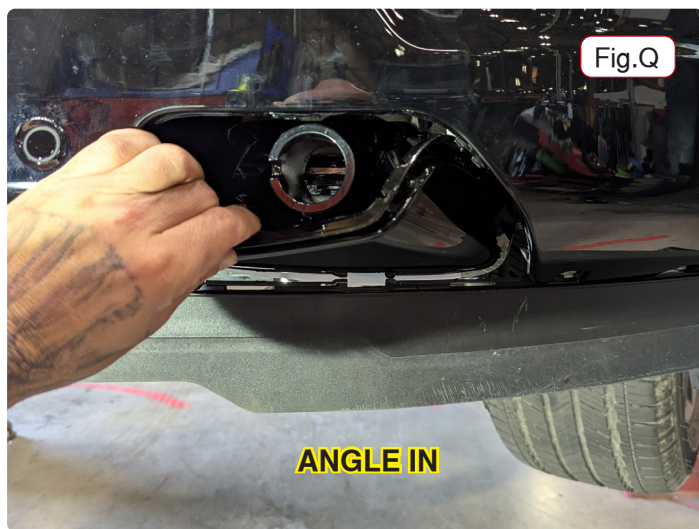
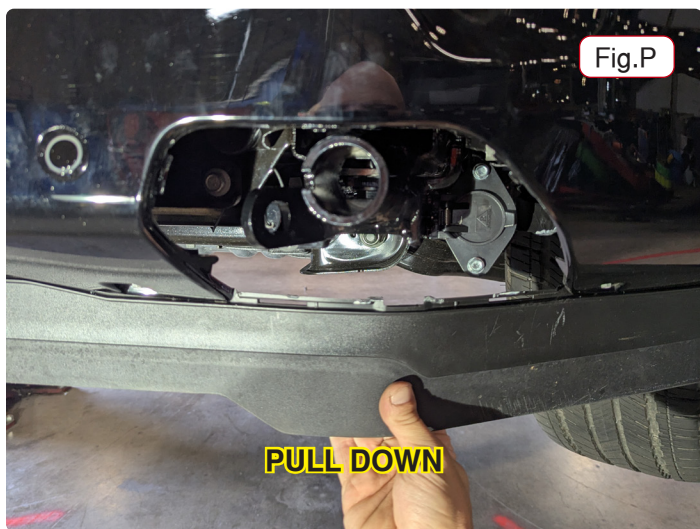
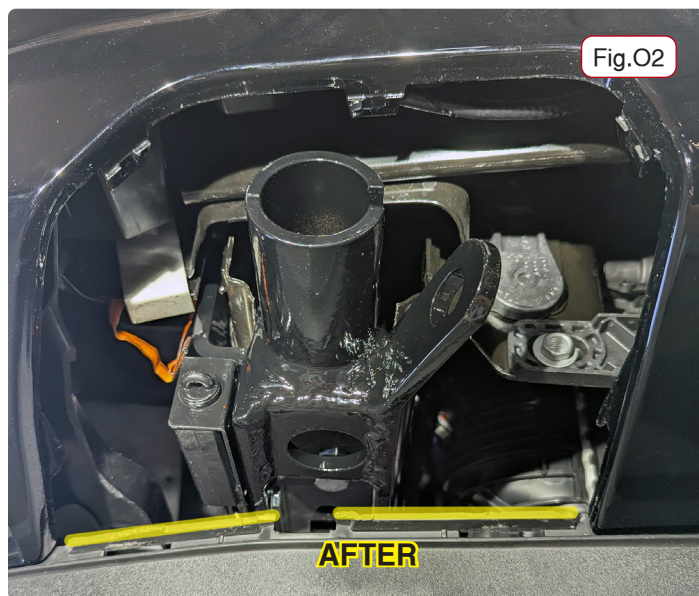
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IMPORTANT!

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.

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 Y. 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.

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.ZA). 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.

