



BASEPLATE KIT INSTALLATION INSTRUCTIONS

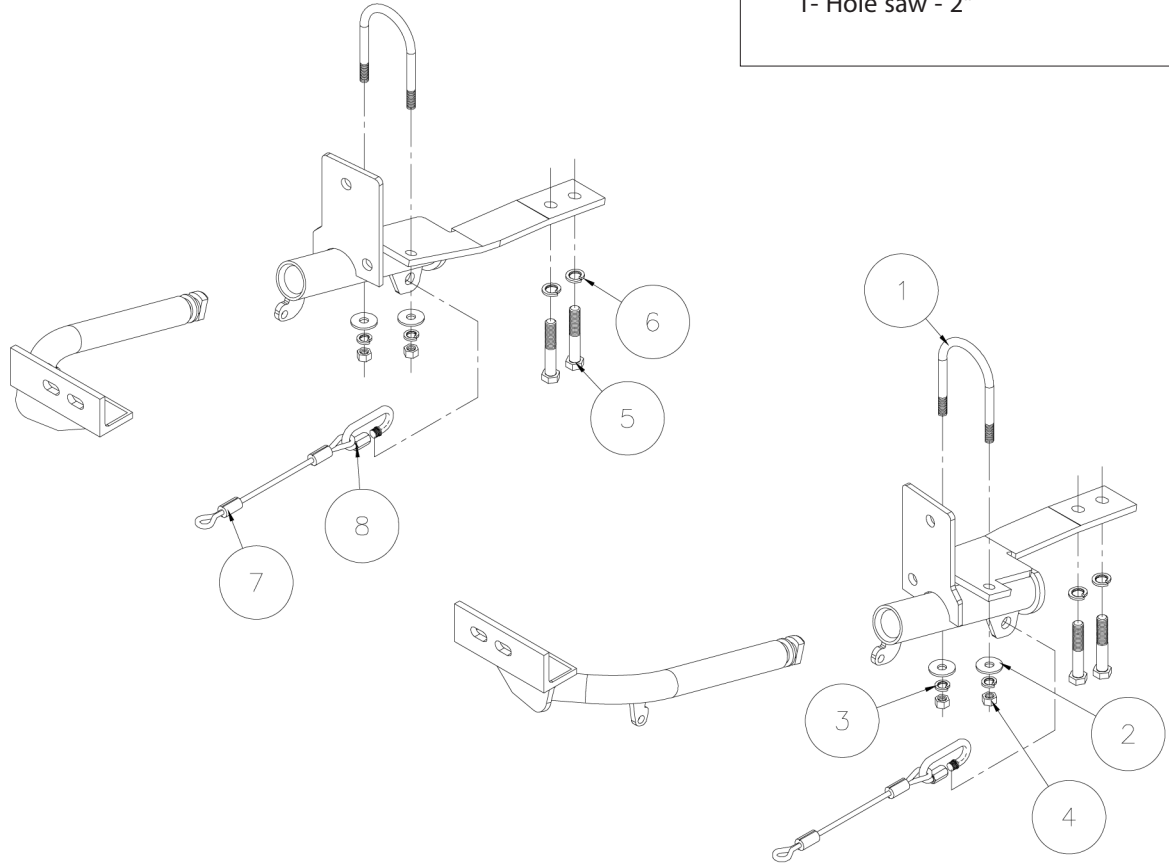
KIT# 521876-1

07/20/18
KS

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Special tools required

1- Hole saw - 2"



Item	Qty.	Length	Width	Description	Part #
1.....	2	4 3/16"	2 1/2"	3/8" x 4 3/16" X 2 1/2" U-BOLT	357361-00
2.....	4		3/8"	FLAT WASHER	350304-50
3.....	4		3/8"	LOCK WASHER	350304-00
4.....	4		3/8"	NUT	350254-00
5.....	4	90mm	12mm	12mm x 1.5 x 90mm BOLT	357109-00
6.....	4		12mm	LOCK WASHER	355725-00
7.....	2	13"		13" CABLE	500646-13
8.....	2			CABLE CONNECTORS	200008-00

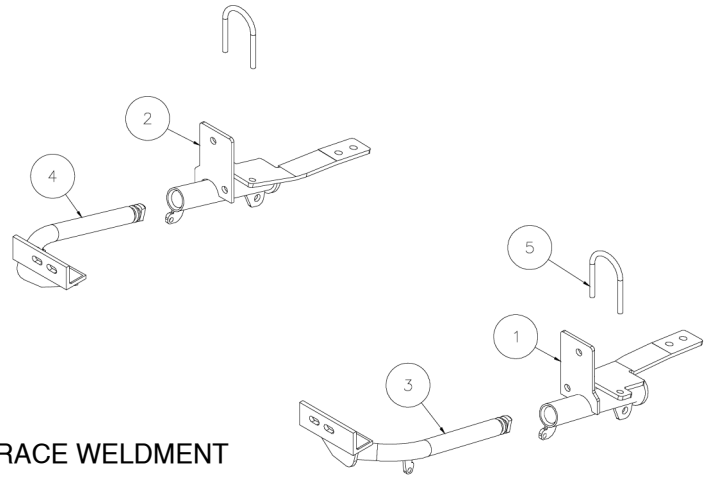


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Item	Qty.	Part #	Description
1.....	1.....	C-001094.....	DRIVER SIDE RECEIVER BRACE WELDMENT
2.....	1.....	C-001095.....	PASSENGER SIDE RECEIVER BRACE WELDMENT
3.....	1.....	C-001092.....	DRIVER SIDE ARM BRACE WELDMENT
4.....	1.....	C-001093.....	PASSENGER SIDE ARM BRACE WELDMENT
5.....	2.....	357361-00	3/8" x 4 3/16" x 2 1/2" U-BOLT

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.



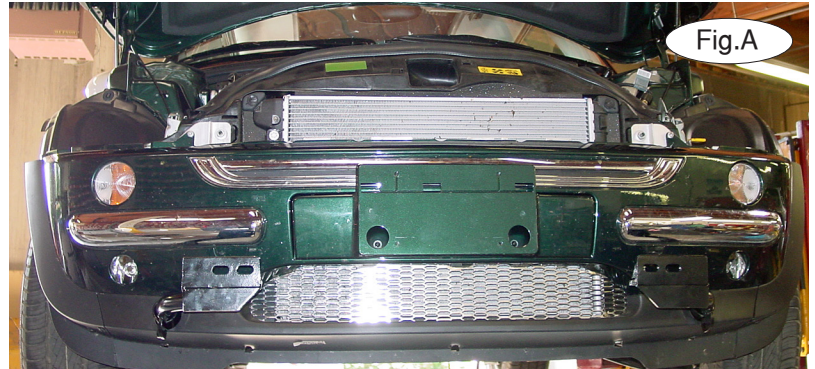
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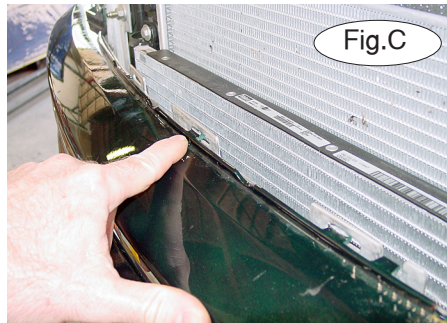
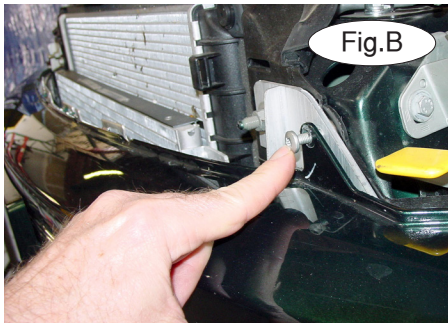
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This bracket kit is one of our EZ series, which is designed to be partly removable. The kit consists of two main receiver braces, two front arm braces and a hardware pack. The main receiver braces bolt to the front and under the frame. The front braces insert into the receivers on each side, then rotate 90 degrees to lock (Fig.A). Start by laying the kit out according to the illustration. This will give you a visual idea of how the kit installs and also confirm that the kit components are present and accounted for.



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.** Now, begin the installation. Starting at the top of the fascia, remove two fasteners (Torx 30) (Fig.B), then work the fascia free of the snap fasteners between the fasteners (Fig.C).



2. Move to the front of the fender wells and remove two more fasteners, one in each fender well (8mm head) (Fig.D,E).
3. Remove two speed nuts under the bumper core (Fig.F).
4. Remove three more fasteners (10mm head) under the fascia (Fig.G).





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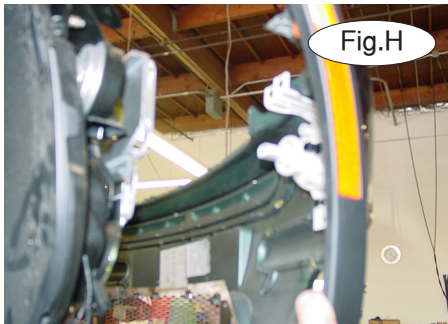


Fig.H



Fig.I

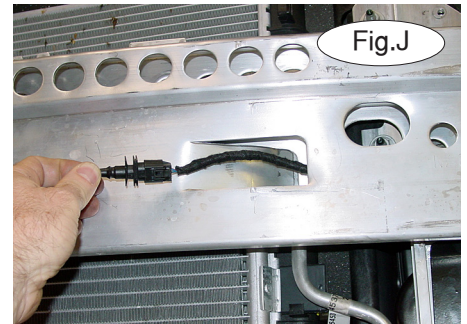


Fig.J

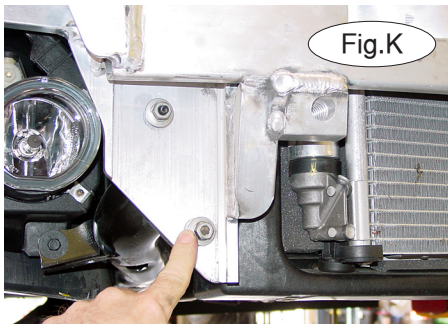


Fig.K

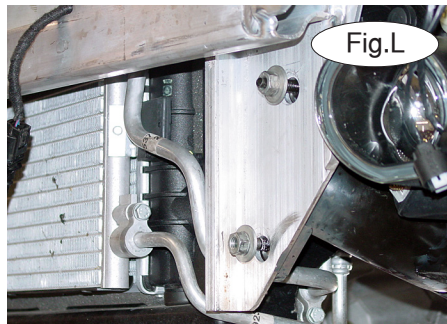


Fig.L

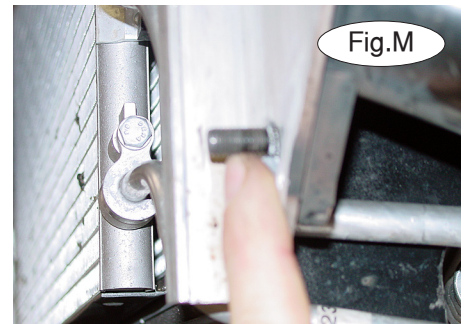


Fig.M

5. Pull forward on the fascia to disconnect marker and driving light connections (Fig.H,I). Disconnect the ambient air sensor (Fig.J) then set aside.
6. Locate and remove four nuts (13mm) on the front of the chassis, two on each side (Fig.K,L).
7. Now, locate the lower stud on each side and shorten 1/8" (Fig.M). This is necessary for clearance in later steps.

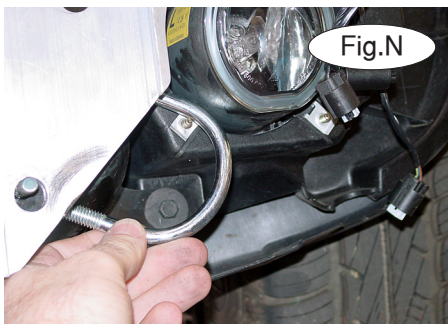


Fig.N

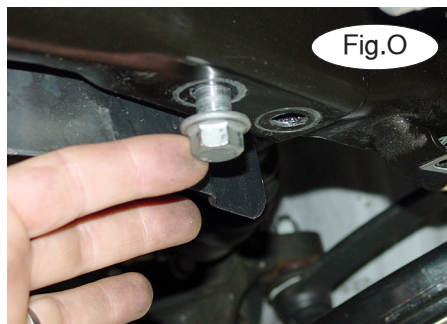


Fig.O

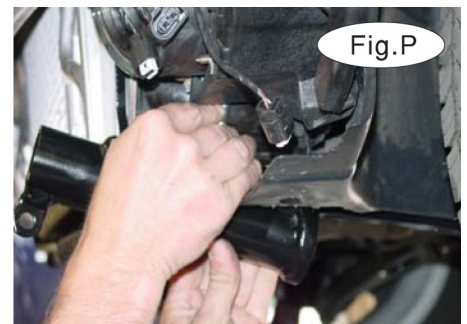


Fig.P

8. Locate the U-bolts in the hardware kit and slip these up and over the frame on each side (Fig.N), then turn until the ends are pointed down.
9. Move back under the frame and remove two 16mm (head) chassis bolts (Fig.O).
10. Hold the receiver braces in position in front of and under the frame as shown (Fig.P) and bolt in position using 3/8" flat washers, lock washers and nuts on the U-bolts (Fig.Q,R). *Note:* you may need to remove some material from the corner of the aluminum flange as shown in (Fig.S) to allow clearance for the round tube on the receiver brace.

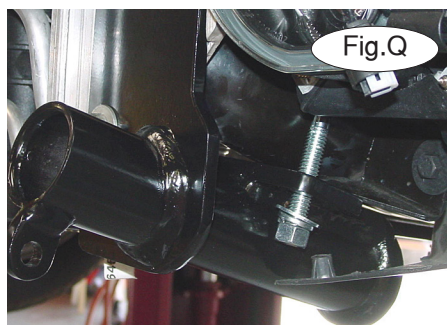


Fig.Q

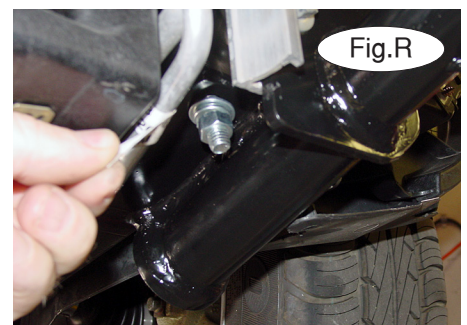


Fig.R



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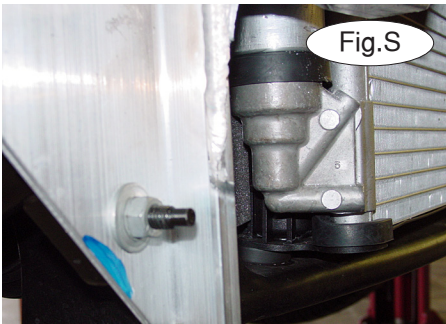


Fig.S

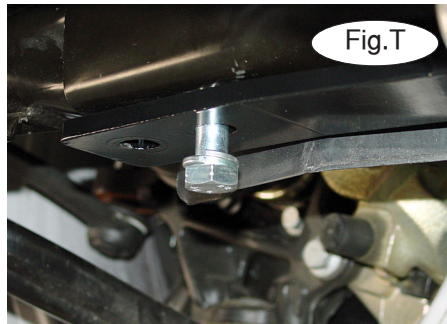


Fig.T

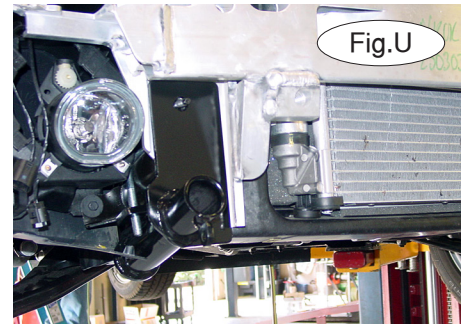


Fig.U

11. Bolt through the rear of the braces with two 12mm x 1.5 x 90mm bolts and lock washers per side (Fig.T).
12. Reinstall the front nuts removed in step 6 over the front mounting plate on the receiver braces (Fig.U,V).

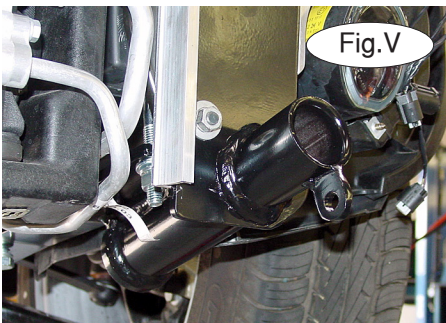


Fig.V

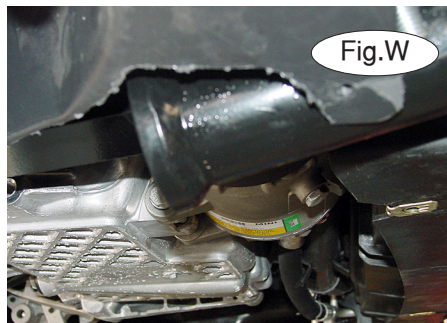


Fig.W



Fig.X

13. Torque all the mounting bolts, nuts and U-bolts to the torque specifications on the last page.
14. Trim the lower splash panel to fit around the rear of the brace (Fig.W,X,Y).

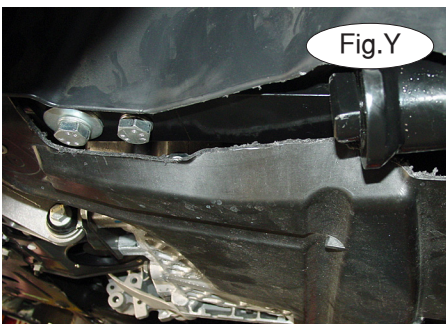


Fig.Y



Fig.Z



Fig.AA

15. Mark the distance between the receiver centers on the fascia and, using a 2" hole saw, cut clearance holes in the fascia as shown (Fig.Z,AA).

Note: for 2005 to 2006 base models and convertibles, it will be necessary to trim the fascia as shown in Figure BB.

Note: for 2007-2008 Mini Cooper S Convertible models, trim the fascia using Figure CC as a guide.

Note: for models with aerodynamics packages, see the trimming on the following page.

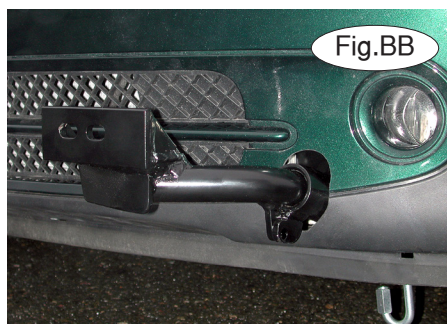


Fig.BB



Fig.CC

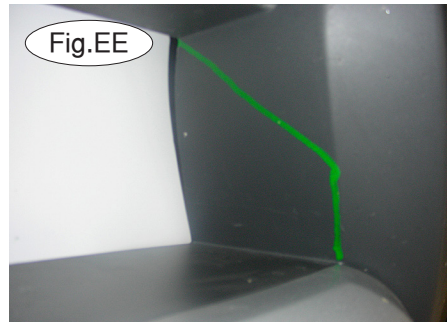
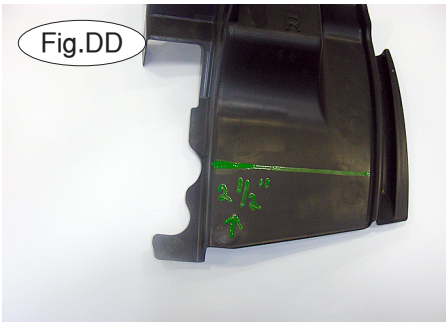


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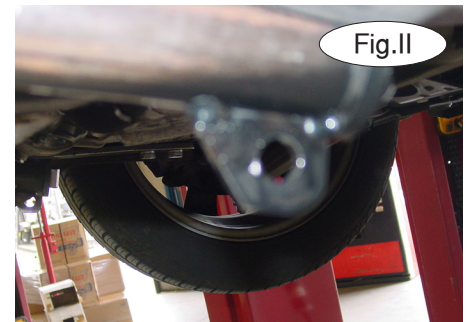
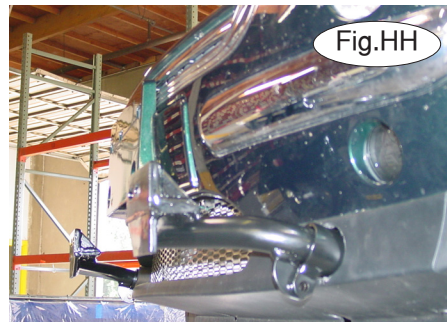
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Note: for 2002 to 2006 models with aerodynamics packages, trim the air deflector as shown in Figure DD, the inner fascia as shown in Figure EE and the outer fascia as shown in Figure FF. Do a check fit before reattaching any fascia fasteners.

17. Reinstall the fascia, reversing steps 1 through 5 (Fig.GG).
18. Insert the front braces in the receiver braces and turn 90 degrees to lock (Fig.HH).



19. Attach the ends of the 13" safety cables to the cable mounting tabs located underneath the receiver braces with the included cable connectors (Fig.II). Connect the other end to the tow vehicle's safety cables and tow bar.
20. Install the tow bar according to the manufacturer's instructions.

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.