



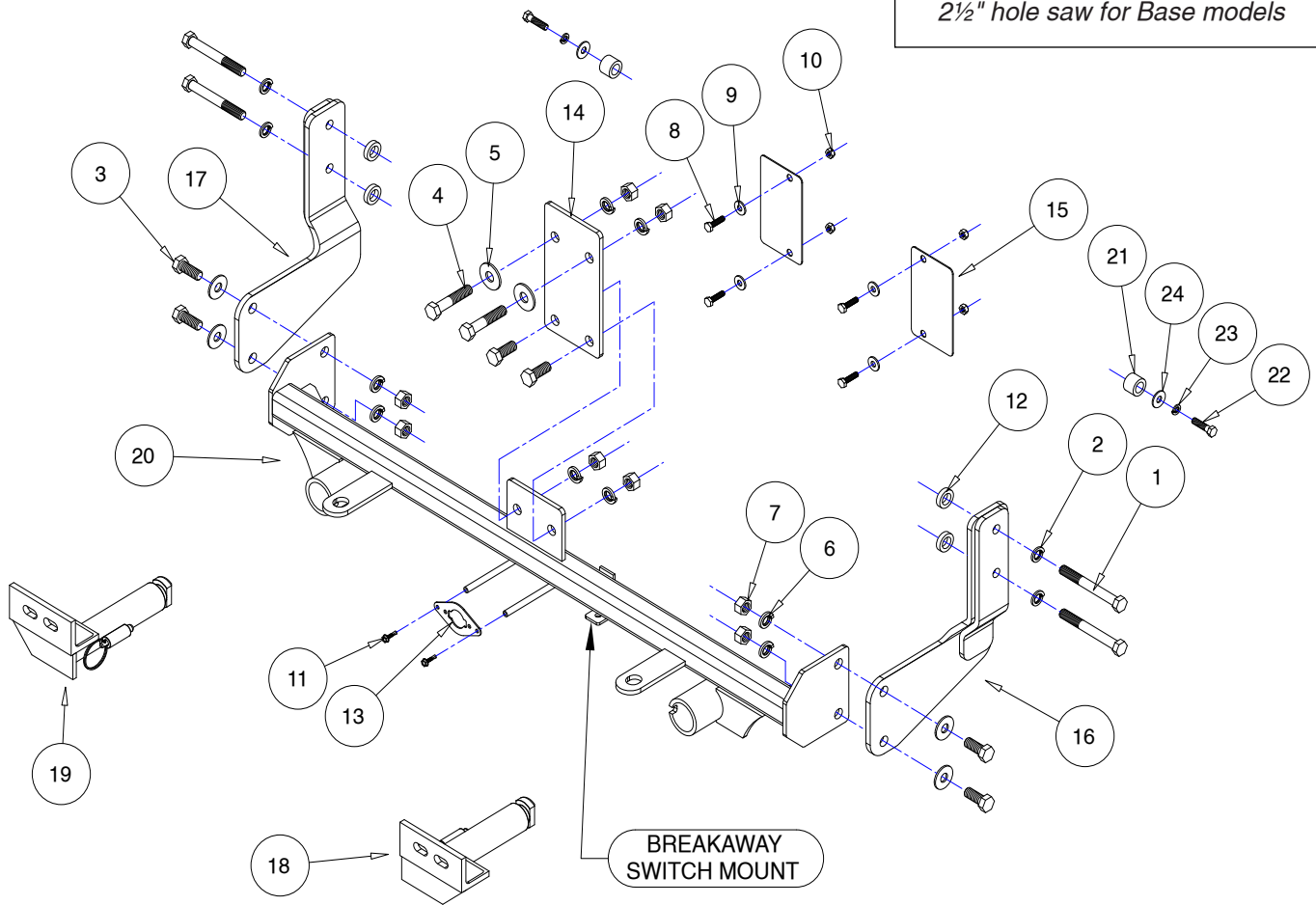
BASEPLATE KIT INSTALLATION INSTRUCTIONS

KIT# 521885-4

04/28/22
KS

ROADMASTER, Inc. 6110 NE 127th Ave. Vancouver, WA 98682 360-896-0407 fax 360-735-9300 www.roadmasterinc.com

Special Tools Required
2½" hole saw for Base models



ITEM	QTY	NAME	MATERIAL
1.....	4	12mm x 1.5 x 110mm BOLT	357113-00
2.....	4	12mm LOCK WASHER	355725-00
3.....	6	1/2" x 1 1/2" BOLT	350095-00
4.....	2	1/2" x 2 1/2" BOLT	350099-00
5.....	6	1/2" FLAT WASHER	350308-00
6.....	8	1/2" LOCK WASHER	350309-00
7.....	8	1/2" NUT	350258-00
8.....	4	1/4" x 1" BOLT	350005-00
9.....	4	1/4" FLAT WASHER	350300-00
10.....	4	1/4" NYLOCK NUT	350251-00
11.....	2	#10 x 3/4" SELF DRILLING SCREW	350247-35
12.....	4	1" O.D. x 0.188 WALL x 1/4" TUBE SPACER	A001022
13.....	1	WIRE PLUG PLATE	A003801
14.....	1	CENTER MOUNTING PLATE	A004803
15.....	2	FENDER PLUG PLATE	A005339
16.....	1	DRIVER SIDE BRACE	C002787
17.....	1	PASSENGER SIDE BRACE	C002788
18.....	1	DRIVER SIDE ARM	C003057
19.....	1	PASSENGER SIDE ARM	C003058
20.....	1	MAIN RECEIVER	C003059
21.....	2	1" O.D. x 0.188" WALL x 3/4" SPACER	A000112
22.....	2	M6 x 1.0 x 40 mm BOLT	355751-00
23.....	2	M6 LOCK WASHER	355761-00
24.....	2	1/4" FLAT WASHER	350300-00



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This is one of our crossbar-style series kits, 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 bracket consists of a main receiver brace, two removable front braces, and a hardware pack.

The rear braces bolt to the frame, and the support plates bolt to the bumper core. The main receiver brace mounts to the rear braces and support plate. The removable front braces install in the main receiver brace.

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.

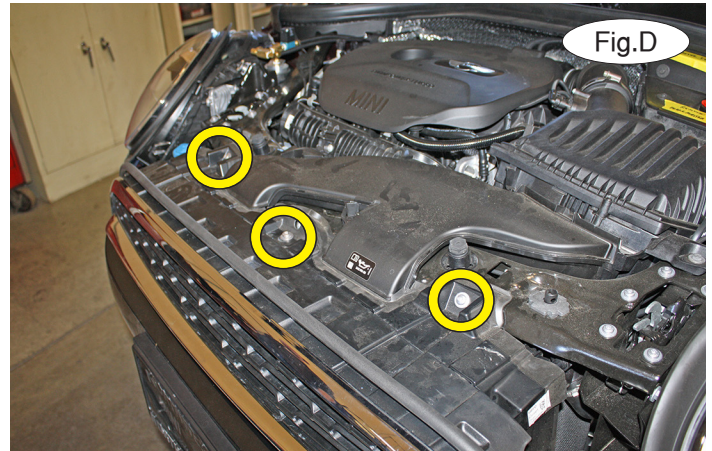
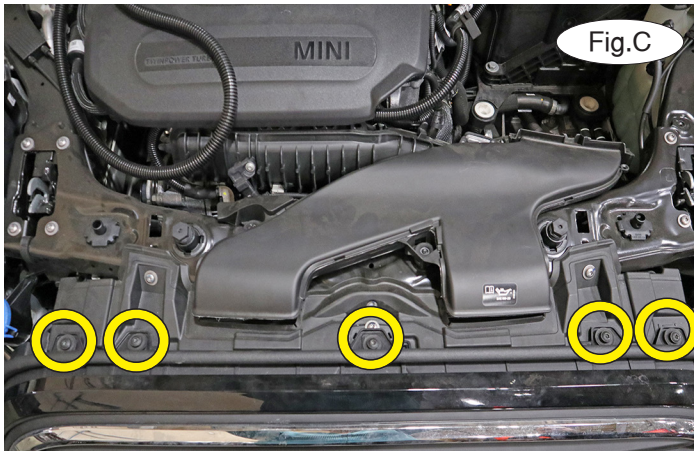


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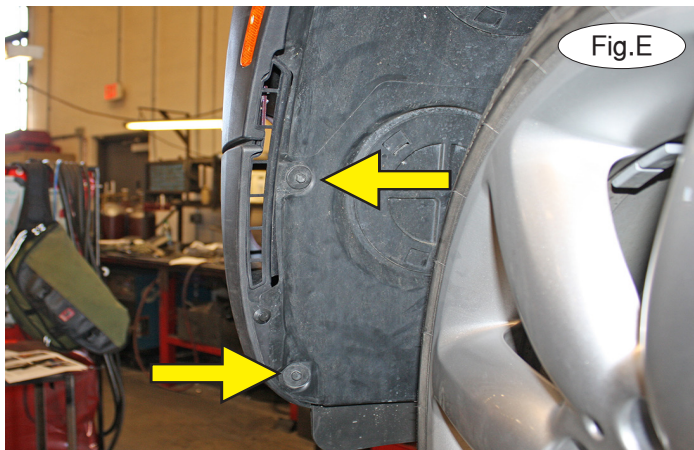
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1. **Important:** please use all supplied bolts and parts and read all instructions carefully before beginning this installation. The majority of questions you may have can be answered within the text, and proper installation will ensure safe and secure travel. Now, begin the installation. **For Clubman models:** Proceed to step 2. **For '22 and later Base models:** Remove five T30 Torx screws attaching the top of the fascia to the radiator support (Fig.C).

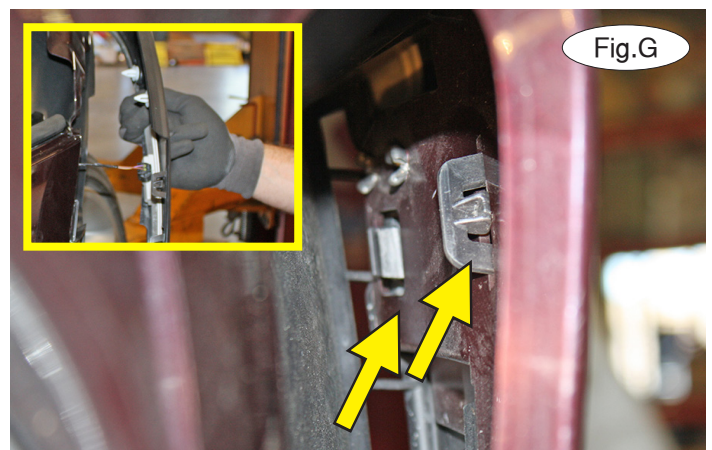
2. Remove three T30 Torx (head) bolts attaching the upper fascia to the core support (Fig.D).



3. On each side, remove two 8mm (head) screws attaching the fascia to the fender liner (Fig.E).

4. On each side, remove three 8mm (head) screws attaching the fascia to the lower splash shielding (Fig.F – driver's side). There is also one screw in the middle.

5. Use a screwdriver to release the fender trim from the fender by releasing two clips from the bottom from inside the fascia ducting (Fig.G) and one clip from behind the fascia. Then, on each side, carefully pull out on the fender trim, while releasing the remaining clips (Fig.G – inset). **Note:** Pull out just enough so that the fascia can be released.



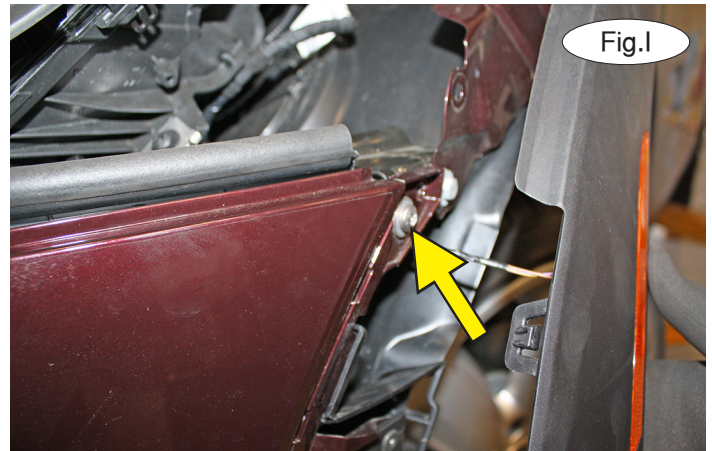
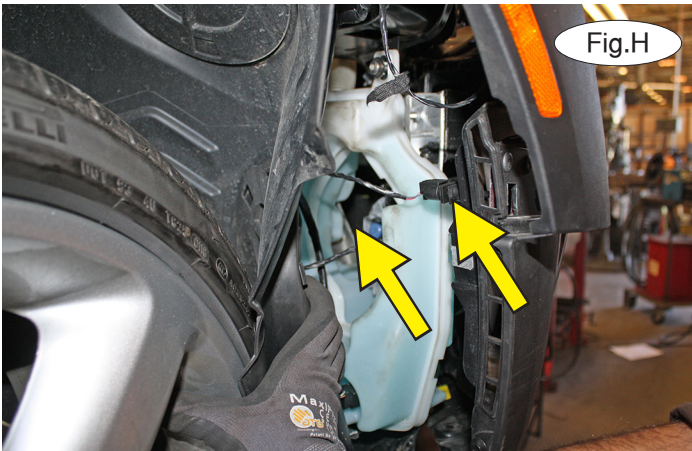


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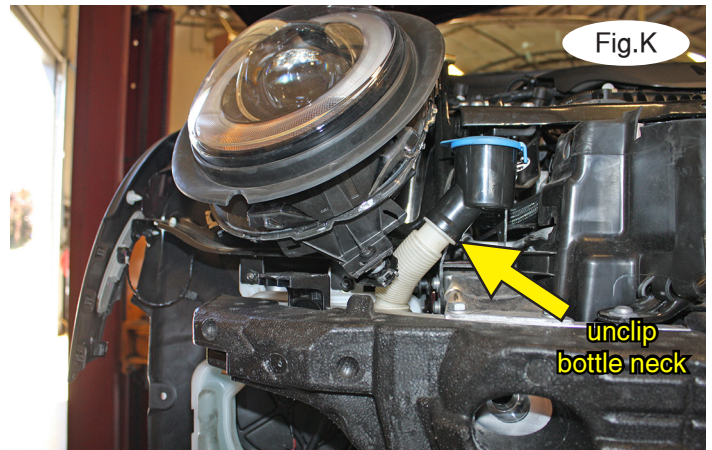
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6. On the passenger side, disconnect the ambient temperature sensor and the fog light connectors through a hole in the washer bottle (Fig.H). Then, disconnect the fog light on the driver's side as well.
7. On each side, remove one T30 Torx bolt attaching the corner of the fascia to the fender (Fig.I – driver's side).
8. On each side, pull out and forward on the corners of the fascia to remove it (Fig.J).



9. On the passenger side only, remove two T30 Torx (head) bolts attaching the top of the washer bottle to the frame. Unclip the bottle neck from the core support (Fig.K) and then carefully lift the washer bottle out and maneuver the washer bottle around the framing. Pry from the bottom as needed to release it. *Note:* use caution to not pull out the motor on the back of the bottle. Secure it away from the frame for now (Fig.L).



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.

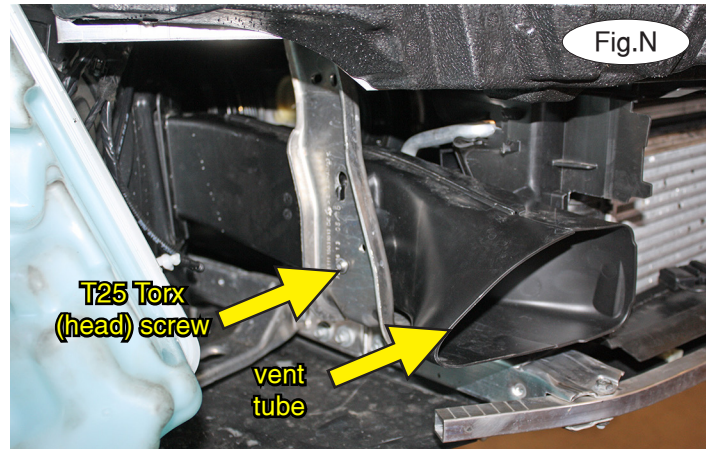
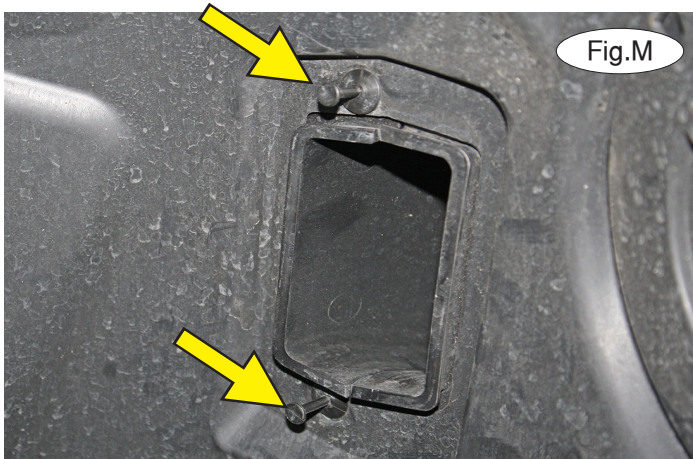


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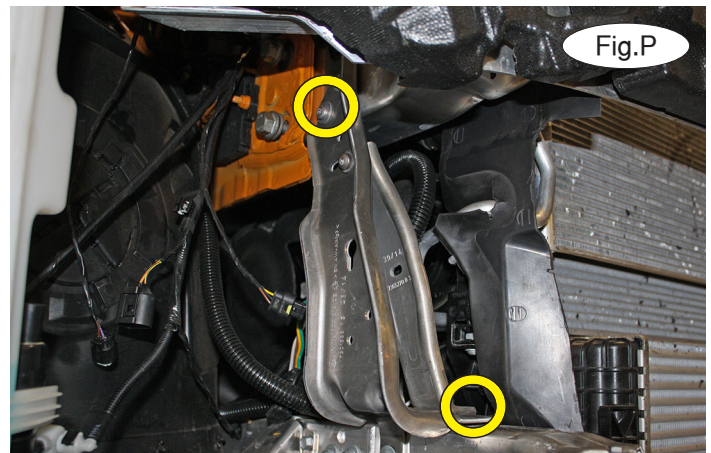
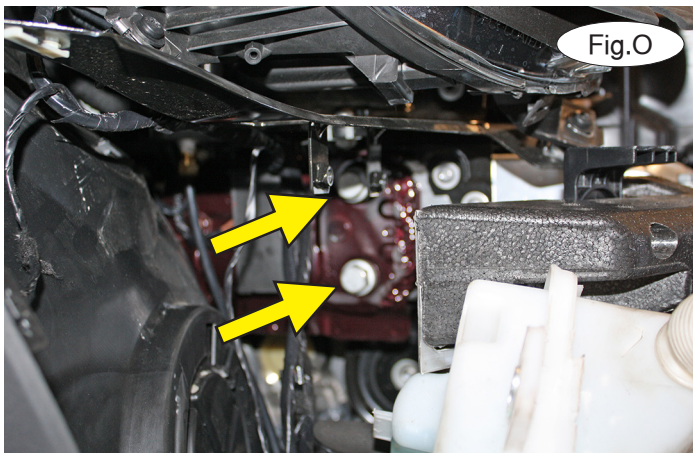
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10. **For '22 and later Base models:** Skip to step 12. **For Clubman models:** On each side, remove two plastic fasteners attaching the back end of the vent tube to the fender liner (Fig.M).

11. On each side, remove one T25 Torx (head) screw attaching the vent tube to the aluminum support bracket (Fig.N). Pull out the vent tube to remove it. The vent tubes will not be replaced.

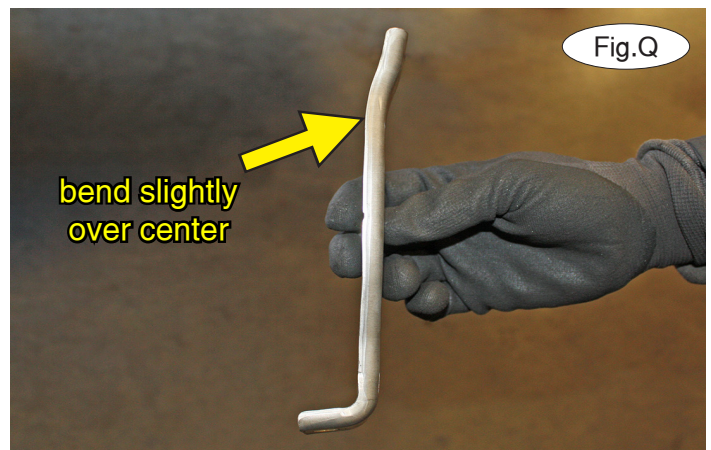
Note: Retain the vent tubes and attachment fasteners for replacement in case the baseplate is ever removed.



12. On each side, remove two 18mm (head) bolts clamping the bumper core to the frame (Fig.O).

13. **For Clubman models:** Skip to step 16. **For '22 and later Base models:** On each side, remove two T30 Torx bolts attaching the aluminum support bracket to the sub-frame (Fig.P – passenger side).

14. Place each support bracket in a vise and bend the upper mount so that it is slightly over center as shown in Figure Q to allow clearance for the mounting braces.



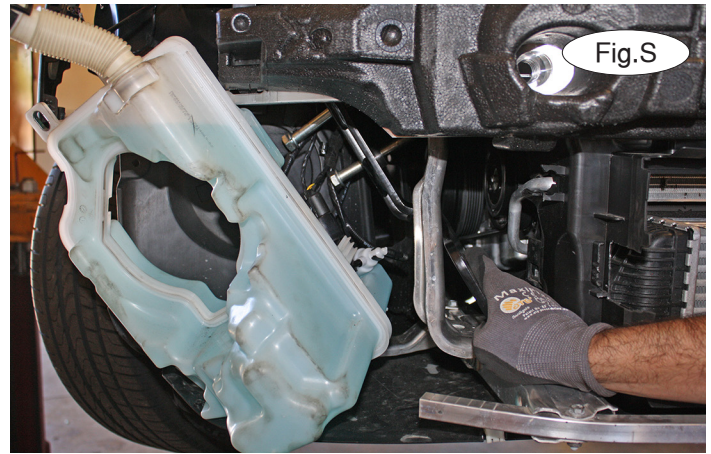
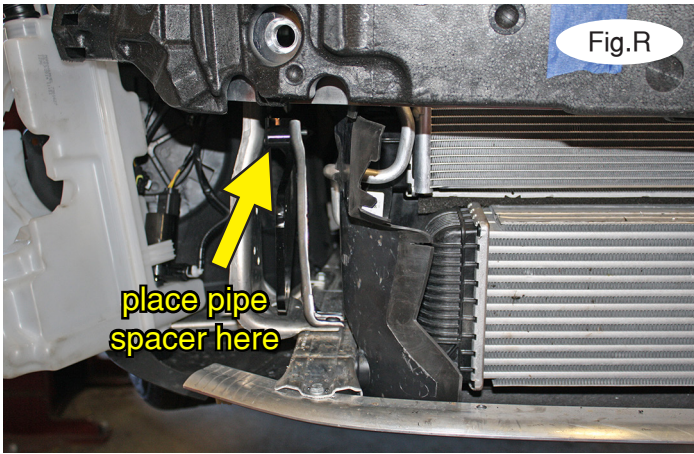


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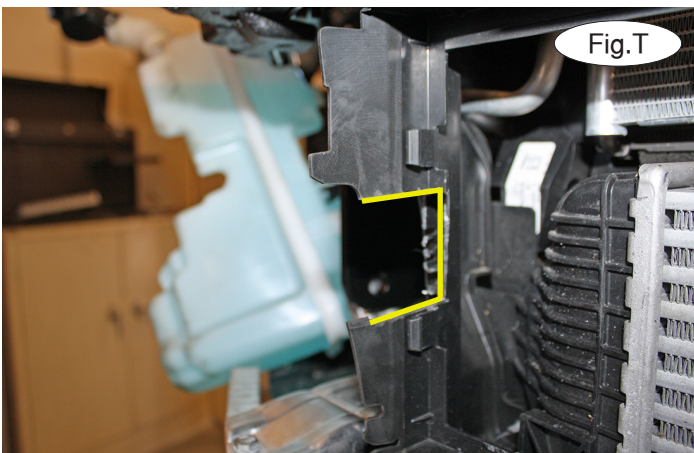
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15. Reinstall each support bracket that you removed in the previous step. Using the drawing on page one to locate the optional hard, on the upper mount, place the supplied 1" x .188 wall x $\frac{3}{4}$ " pipe spacer between the support bracket and the upper mount. Then, place the 6mm lock washer and $\frac{1}{4}$ " flat washer over the 6mm x 1.0 x 40mm bolt and bolt through the support bracket, pipe spacer and subframe. On the bottom hole, use one of the T30 Torx bolts you removed in the previous step (Fig.R).

16. On the passenger side only, slide the rear mounting brace through the aluminum crossmembers. *Note:* Use the drawing on page 1 of these instructions for a reference for determining the specific part for each side. Now, using the two supplied 12mm lock washers and 12mm x 1.5 x 110mm bolts, bolt through the upper mounting points of the rear mounting brace, the 1" x $\frac{1}{4}$ " x .188 wall pipe spacers, and into the frame rail (Fig.S). *Note:* ensure proper alignment, as the bolts will receive Loctite® Red and will be torqued at the end of these instructions.



17. Repeat step 16 for the driver's side of the vehicle.

18. On each side, use the yellow reference lines in Figure T to trim the air deflector to allow clearance for the main receiver brace. It should be approximately flush with the intercooler once it is trimmed.

19. Place the main receiver brace between the two rear mounting braces and on each side, using the two supplied $\frac{1}{2}$ " x $1\frac{1}{2}$ " bolts and $\frac{1}{2}$ " flat washers, bolt through the rear mounting brace and the main receiver brace and finish with a $\frac{1}{2}$ " lock washer and nut (Fig.U).

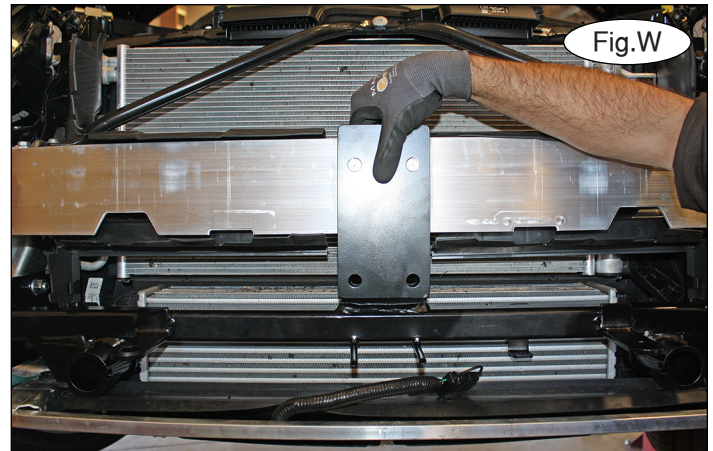
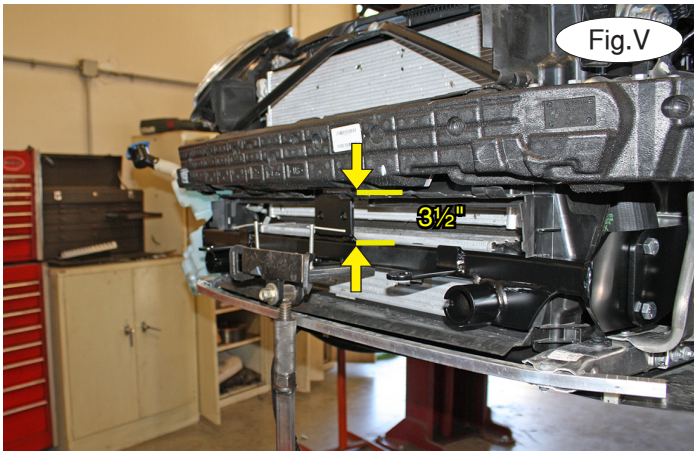


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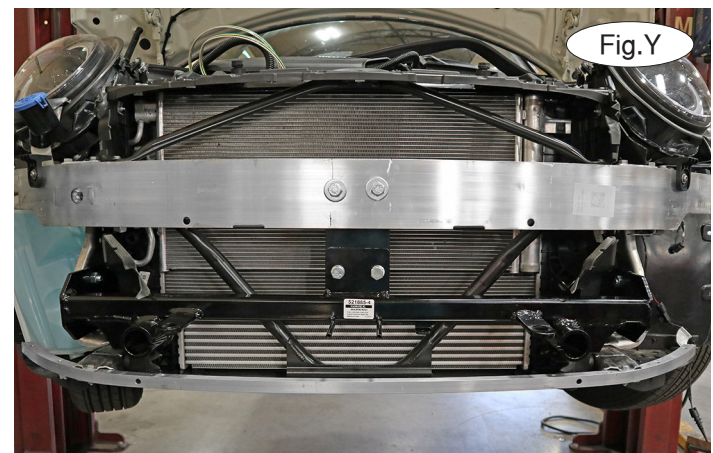
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20. Pull forward and up on the main receiver brace until it is level and square (approximately 3½" from the top of the main receiver brace to the bottom of the bumper core) (Fig.V). Now, tighten the rear bolts first, and then the front bolts to the bolt torque requirements found at the end of these instructions. *Note:* use Loctite® Red on all nuts and bolts.

21. Hold the support plate on the face of the bumper core, aligning the holes with the holes in the main receiver brace and then mark the upper holes for drilling (Fig.W). Drill through the bumper core (Fig.X) and then bolt the support plate to the back of the bumper core using the two supplied ½" x 1¼" bolts on the bottom hole and ½" x 2½" bolts and ½" flat washers on the top holes. Finish all four holes with ½" lock washers and nuts (Fig.Y). Then, tighten the bolts to the bolt torque requirements found at the end of these instructions.



22. On each side, place the plug plate over the inside of the fender liner over the hole you exposed in step 11, aligning the holes in the plug plate with the pre-existing holes in the fender liner from step 10. Bolt it in place using the two supplied ¼" x 1" bolts and two ¼" flat washers and finish with two ¼" nylock nuts (Fig.Z).



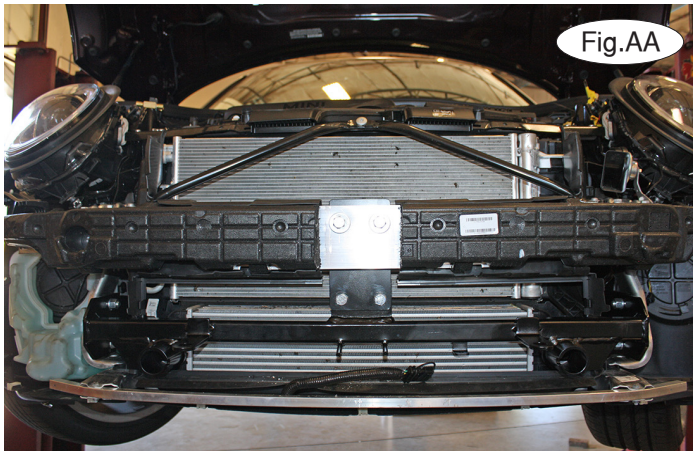


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23. Remove the foam shock absorption pad from the back of the fascia and trim a 5" section on center to allow clearance for the main receiver brace. Reinstall it (Fig.AA).

24. **For Clubman models:** Trim the fascia as shown in Figure BB (yellow lines). **For '22 and later Base models:** Use a 1½" hole saw to trim the fascia as shown in Figure CC.

25. Reinstall the fascia, reversing steps 1 through 8.



26. 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.**

27. Install the tow bar to the mounting bracket according to the manufacturer's instructions.

IMPORTANT!

Safety cables are required by law. When towing, connect safety cables to the safety cable tab shown in Figure DD. 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.



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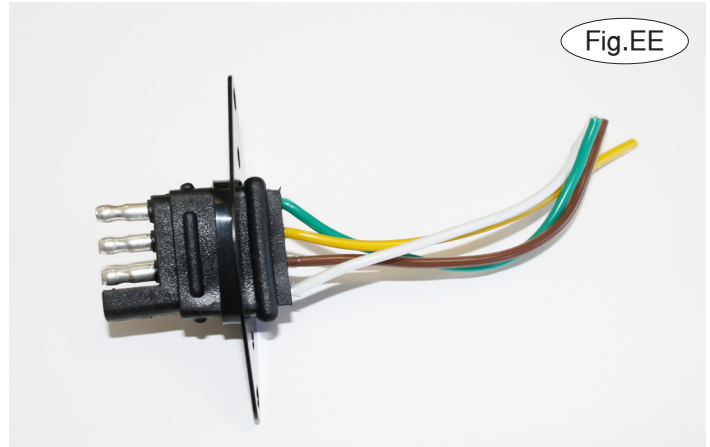
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Three options for attaching the wiring plug to the main receiver brace

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.EE). 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.



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.

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