



Strong As An Ox™

## BX2102 Installation Instructions 1983-91 Ford Ranger 1983-90 Bronco II

Depending on the model, the installation of this baseplate requires removing the chassis cross brace and cutting the air dam to clear the baseplate.

1. The ride height on the several Ranger/Bronco II models varies considerably, as they are fitted with a variety of wheel/tire combinations. Typically, the 4WD & Bronco II models ride about 3 1/2" higher than the standard units. "Lift" kits are frequently added by the dealers or customers. Extra attention should be paid to be sure the Tow Bar coupler is level when it is installed on the towed and towing vehicles.
2. All models and years of the Ranger/Bronco II use the same 4 bolt pattern on the truck to mount the baseplate to the chassis. These holes are punched in the chassis channel. (See Sketch) There are some differences in the mounting details between several of the models, however, each of the three variations will be covered separately.
3. On some '89- models the front bumper bracket on each frame rail hangs down below the rail and must be cut or bent out of the way to clear the baseplate. Following the instructions below, mark the bumper brackets while the baseplate is being held in place and cut or bend the brackets where necessary.

### RANGER 2WD MODELS

1. The 4 bolt pattern of the Ranger 2WD is used to attach a chassis cross brace/steering arm shield to the chassis. This is a large stamped steel part which goes across the front underside of the chassis with an offset vertical section shaped to protect the steering arm.
2. Remove the cross brace completely using a 15mm socket and 18mm wrench. Note the position of the brace as it will be re-installed. The nuts and bolts will not be used again.
3. Hold the baseplate in position with the tabs facing forward, the angle pieces with holes against the bottom of the chassis rails, and the holes aligned to the holes in the chassis where the cross brace was mounted. Note that the plastic front air dam prevents the baseplate from sitting up flush.
4. Loosely install two of the nuts and bolts provided in the hardware kit in the rear most holes (one on each side) and hand tighten sufficient to hold the baseplate tabs up against the lower edge of the air dam.
5. Using the tabs as a guide, mark the air dam for cutting. A rectangular hole 1 5/8" wide x 1 3/4" high with the top edge located 3/4" down from the top of the air dam will allow the tabs to protrude through the air dam just below the bumper. Remove the baseplate and cut the air dam holes.
6. With help, hold the baseplate again in proper position. Now place the cross brace removed in step 2, up below the baseplate, with its holes properly aligned. Install the four nuts, bolts, and lockwashers provided. In final form, the baseplate should be sandwiched between the cross brace and the chassis. The cross brace should be in the same position as originally except spaced 1/4" lower.
7. Go to ALL MODELS section.

### RANGER 4WD MODELS

1. The 4 bolt pattern on the ranger 4WD is not used for any standard parts on the vehicle. On early models they are the only unused 4 holes in the front end of the chassis. On later models they are the third and fourth holes back on each side (see sketch).
2. Hold the baseplate in position with the tabs facing forward, the angle pieces with holes against the bottom of the chassis rails, and the holes aligned to the holes in the chassis. Note that the plastic front air dam prevents the baseplate from sitting up flush.
3. Loosely install two of the nuts and bolts provided in the hardware kit in the rear most holes (one on each side) and hand tighten sufficient to hold the baseplate tabs up against the lower edge of the air dam.
4. Using the tabs as a guide, mark the air dam for cutting. A rectangular hole 1 5/8" wide x 1 3/4" high with the top edge located 3/4" down from the top of the air dam will allow the tabs to protrude through the air dam just below the bumper. Remove the baseplate and cut the air dam holes.
5. Hold the baseplate again in proper position. Install the four nuts, bolts and lockwashers provided.
6. Go to "ALL MODELS" section.

## BRONCO II MODELS

1. The 4 bolt baseplate mounting pattern on the Bronco II is partly used. The rear most holes on each side are used to mount the sway bar bracket to the chassis (see sketch). The two front holes are open.
2. Remove the front mounting bolt only from the sway bar bracket on each side. Hold the baseplate in position with the tabs facing forward, the angle pieces with holes against the bottom of the chassis rails, and the holes aligned to the holes in the chassis. The slot in the baseplate angles allows the baseplate to clear the vertical angles on the front end of the sway bar bracket. Note that the plastic front air dam prevents the baseplate from sitting up flush.
3. Loosely install two of the bolts provided in the hardware kit in the rear most holes (one on each side) and hand tighten sufficient to hold the baseplate tabs up against the lower edge of the air dam.
4. Using the tabs as a guide, mark the air dam for cutting. A rectangular hole 1 5/8" wide x 1 3/4" high with the top edge located 3/4" down from the top of the air dam will allow the tabs to protrude through the air dam just below the bumper. Remove the baseplate and cut the air dam holes.
5. With help, again hold the baseplate in position. You will also need a "spacer plate", two bolts, two lockwashers, and one nut, for each side from the hardware kit. Place the spacer plate between the chassis and the baseplate with the hole aligned to the front hole and the "long" side of the plate facing rearward. Place a bolt up, through each of the front holes of the baseplate, the spacer plate and the chassis. Slip a lockwasher over the bolt end and hand secure the assembly with a nut. Take the other two bolts provided, slide a lockwasher onto each one and hand start them on each side in the rear holes. The baseplate is now in final position. If properly installed, the sway bar bracket in the rear and the spacer plate in the front are sandwiched between the baseplate and the chassis. Finally tighten each of the four bolts.
6. Go to "ALL MODELS" section.

## ALL MODELS

1. The dimensional variations between otherwise identical cars can be considerable. While the location and size of the holes in the baseplate were designed to facilitate easy installation, it may be necessary to file a hole slightly to allow a bolt to clear.
2. Install the tow bar and safety cables according to the instructions included in their packages.
3. Do not substitute other devices if the pin and clip are lost.
4. **DEALER OR INSTALLER:** BE CERTAIN THE USER RECEIVES THE INSTRUCTION SHEET.

## Tools Required

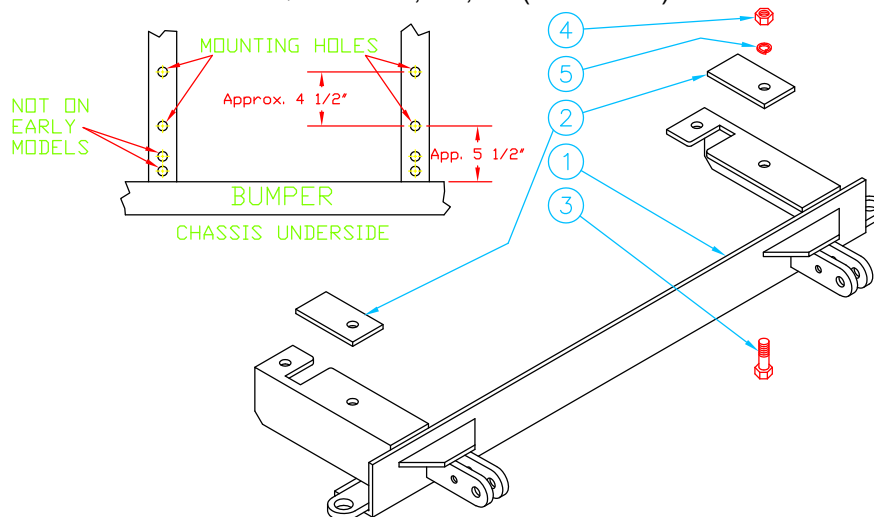
3/4" Socket

15mm Socket

18mm Open-end Wrench

## Parts List

Ref. No.	Qty.	Part No.	Description
1	1	61-3285	WLDMNT BASE RANGER/BRONCO II BX2102
2	2	102-2697	FLAT, SPACER PLATE, BRONCO II
3	4	201-0415	12MM-1.75 X 50MM HEX BOLT GD.8.8 ZP
4	4	202-0117	12MM-1.75 HEX NUT, ZP
5	4	203-0105	12MM LOCK WASHER, ZP
	2	226-0046	BASEPLATE SAFETY CABLE, 36" CL III (Not Shown)
	4	229-0359	QUICKLINK, 3/8, ZP (Not Shown)



# General Information

1. It is the owner's responsibility to inspect all towing equipment for cracked welds, missing or worn parts and loose bolts before each towing trip. Be sure to use Loctite® Red on all bolts and tighten to the recommended specifications.
2. It is the owner's responsibility to hook up all towing equipment per manufacturer's instructions/recommendations.
3. Remove the attachment tabs when not in use (if applicable).

## Notice To Baseplate Installer

### 1. It is YOUR responsibility to watch for:

- Oil cooler and air conditioner lines
- Electrical wires and hoses
- Missing parts or attaching points on the frame

\*\* If the baseplate is improperly installed and is against a wire or hose, it could cause fluid leaks or electrical shorts some time after the actual baseplate installation.

## Permanent Baseplate Safety Cable Installation

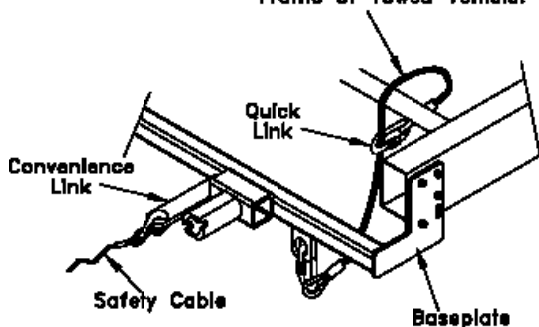
Permanent baseplate safety cables are strongly recommended when towing a vehicle with a tow bar. The principle function of the permanent baseplate safety cables is to prevent the towed vehicle from breaking loose in the event the connection between the frame of the towed vehicle and the baseplate fails or becomes disconnected. The cables must be connected from the baseplate to the frame rail or cross member of the vehicle's frame. The illustrations below show the possible arrangements recommended by Blue Ox®. Each permanent baseplate safety cable must have an adequate weight rating for the towing system. The weight rating of the two (2) cables together will not qualify.

***Do not mount the permanent baseplate safety cables against wires, hoses or brake lines.***

These permanent baseplate safety cables should remain installed as long as the baseplate is installed on the vehicle. Permanent baseplate safety cables are to be used in conjunction with, and NOT a replacement for legally required safety cables attaching the towed vehicle to the towing vehicle.

### OPTION #1

Permanent Baseplate Safety Cables to Cross Member or Frame of Towed Vehicle.



### OPTION #2

Permanent Baseplate Safety Cables to Cross Member or Frame of Towed Vehicle.

