

INSTRUCTION SHEET

1990-91 MAZDA 323/PROTEGE  
STYLE #2108-42

NOTICE

1. The Tow Bar coupler is designed to be parallel to the ground when the Tow Bar is attached to both the towed and towing vehicles. If the coupler is at an angle, there is a risk of damage or accident.
2. This Tow Bar has been designed to tow a manual transmission car or an automatic which has been equipped with a transmission pump, drive shaft disconnect or half shaft disconnect.
3. The transmission should be placed in neutral when towing.
4. Unlock the steering wheel to allow the front wheels of the towed vehicle to "track".
5. Be sure the car being towed is properly aligned.
6. USE SAFETY CABLE OR CHAIN (see sketch). Blue Ox Style #8805 (5ft) or #8806 (6ft) Safety Cable Kit is recommended. The shorter #8805 is normally best.
7. Adjust the coupler for proper fit to the ball (see coupler adjustment). Lubricate the ball slightly with grease. For added security, place a lock, pin or bolt through the hole provided in the coupler locking lever.
8. Check the vehicle to vehicle clearance in a turning situation.
9. Most states require lighting at the rear of the towed car. A Blue Ox Style #8811 Wiring Kit or Style #8813 Light Bar is recommended.
10. Prior to starting on a towing trip, check to be sure all towing accessories and attachment points are secure; ie. all bolts tight and no cracked welds. This is important on all occasions but particularly on a new installation. All bolted connections and weldments on a new installation should be checked just prior to initial towing and again after 100-200 miles of towing.
11. Do Not Back Up when towing. Backing up may damage the Tow Bar assembly or the towed car's chassis.
12. Avoid sharp turns and rough terrain. Check installation after any unusual event and periodically on a long trip.
13. Do not use towed vehicle for storing luggage, etc.; you may exceed the towing capacity of the Tow Bar.

PARTS LIST

Qty./Part number	
1	TOW BAR 61-3536
1	BASE PLATE, BX2108
1	61-3532, SIDE MOUNT BRACKET, LEFT
1	61-3533, SIDE MOUNT BRACKET, RIGHT
6	101-4710, SPACER WASHER
1	101-4785, RETAINER BRACKET, LEFT
1	101-4786, RETAINER BRACKET, RIGHT
2	200-1316, PIN, 1/2 X 2 1/2 EFF., W/CLIP
4	201-0051, 1/2-13 X 1 1/2 HEX BOLT
6	201-0424, 10MM-1.25 X 35MM W/14MM HEAD BOLT
4	202-0005, 1/2-13 HEX NUT
4	203-0012, 1/2 LOCK WASHER
6	203-0104, 10MM LOCK WASHER

TOOLS

- 3/4 SOCKET
- 10MM SOCKET
- 14MM SOCKET
- 17MM SOCKET
- JACK
- LOCTITE

PROPRIETARY INFORMATION

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## SPECIAL NOTICE

1. Blue Ox Towing products and accessories are intended to be installed by professional installers with experience, proper equipment, and knowledge of how to do "fit" work. Installers with this background will normally be found in Hitch Shops or RV/Automotive Service Centers.
2. If the car to be towed has been in an accident, the chassis may be damaged in an area where the Base Plate attaches. It may no longer be suitable for towing. Extreme caution and careful examination are required in such a situation. It is also likely, even from a minor accident, that the installation will be more difficult due to hole alignment problems.
3. Many Blue Ox Base Plates are designed to use existing holes and hardware to mount the Base Plate to the towed vehicle. Even though the bolt is there however, do not assume it is adequate for mounting the Base Plate. Manufacturers make many changes in hardware both within and between model years. Be sure the bolt is long enough to protrude past the nut a distance no less than 1/2 the diameter of the bolt, after the Base Plate is mounted. The threads should be in "as new" condition. It is recommended that "Loctite Blue" be used. If a new bolt is required, be sure it is SAE Grade 5 or Metric 8.8.

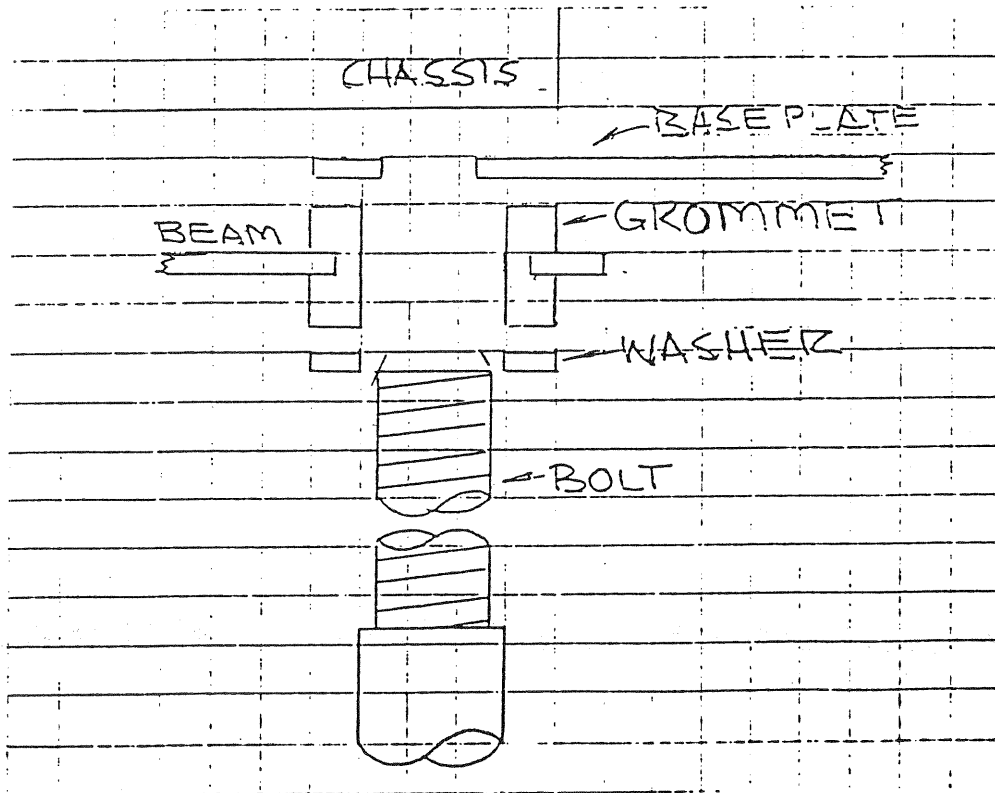
## INSTALLATION

1. The Tow Bar assembly consists of a permanently mounted Base Plate and a detachable Tow Bar.
2. The Base Plate mounts to the front underside of the car using 8 bolts, three on each side, and two in the middle.
3. On the front underside of each corner of the car there is a stamped metal part that protrudes downward with an oval at the bottom. This part is a combination "tie-down" bracket and chassis structural element. DO NOT REMOVE THIS BRACKET.
4. The Base Plate uses just three of the bolt positions on each side used by the "tie-down" bracket; two that install from the inside out and one that installs toward the front.
5. Using a 10mm socket, remove the belly pan in the area of the "tie-down" mount bolts.
6. Hold a Side Mount from the Base Plate assembly in position over the "tie-down" to establish which bolts must be removed.
7. With a 14mm socket, remove the proper six bolts, 3 on each side which will be used to mount the Base Plate. These bolts will be replaced by 6 - 10mm x 35mm bolts provided in the hardware kit. Note that the tie-down is never removed.
8. Place a 10mm lockwasher on each bolt and install the Side Mounts loosely on the car. Please note, you must use Loctite on these bolts. Put two spacers on each of the upper outward facing bolts and one spacer on each of the lower bolts between the side mounts and the tie-downs.
9. Place a jack under the front to back beam that supports the motor and transaxel.
10. Remove the two front bolts and washers that secure the beam to the chassis using a 17mm socket. These bolts and washers will be re-used.
11. Drop the jack slightly to allow approximately a 1/8" gap between the chassis and top of the "grommet like" isolation pads.
12. Slide the rectangular plate, welded to one side of the

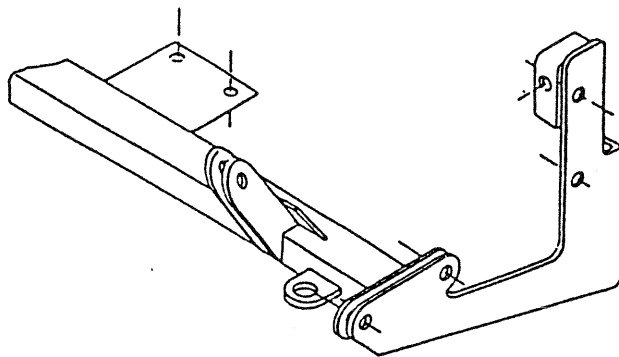
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Base Plate Cross Tube, between the top of the isolation pad and the chassis. The two holes should align with the holes in the beam/chassis. Note this plate is offset from center (see sketch).

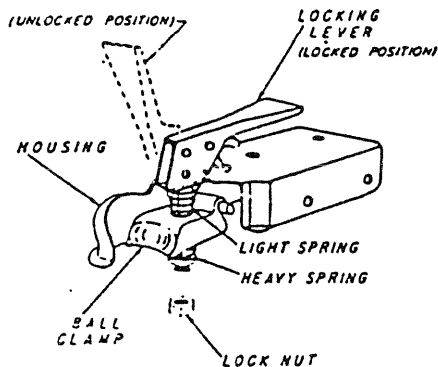
13. Put Loctite on the two bolts/washers removed in Step 10 and hand start back up through the engine beam - Base Plate - chassis.
14. The dimensional variations between otherwise identical cars can be considerable. While the location and size of the holes in the Base Plate were designed to facilitate easy installation, it may be necessary to file or drill a hole slightly to allow a bolt to clear.
15. Install the Cross Tube onto the Side Mounts loosely using the 4 - 1/2"-13 x 1-1/2" bolts, lockwashers and nuts provided. Use Loctite.
16. Tighten the engine/transaxel beam to the chassis fully; then tighten the side mounts to the chassis. Finally, tighten the bolts securing the Cross Tube to the Side Mount Assemblies. Re-attach the belly pan, notching appropriately with scissors.
17. With all bolts properly installed, you are ready to install the Tow Bar. Hold the Tow Bar in position with the tabs aligned inside the tabs on the Base Plate and insert the pins.
18. INSTALL A SAFETY CABLE OR CHAIN AND ADJUST THE COUPLER.  
(SEE SKETCHES)
19. Do Not Substitute other devices if the pin and clip are lost.



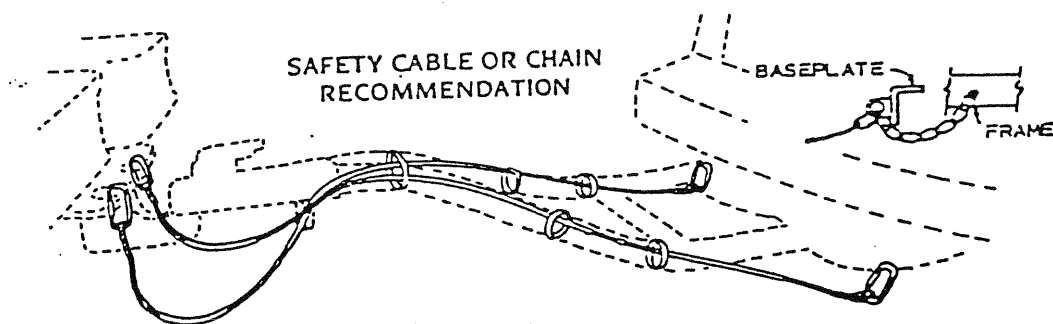
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**COUPLER FIT ADJUSTMENT**



1. Using a 3/4" socket adjust the coupler to the ball by turning the nut. Tighten or loosen the nut until firm contact between coupler and ball is established.
2. Check ball to housing tension periodically and tighten if necessary.
3. Lightly lubricate the ball.



1. "X" pattern below Tow Bar solidly connected to the frame of the towing car and to the Base Plate convenience loops.
2. Permanent chains connected to the convenience loops and to the frame of the towed car.
3. Use cable or chain with at least the load rating that is on the coupler.

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