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Gvw-SKIDPLATE-SHIFTER

Light Skid Plate for Coolant Pipes and Shifter Linkage

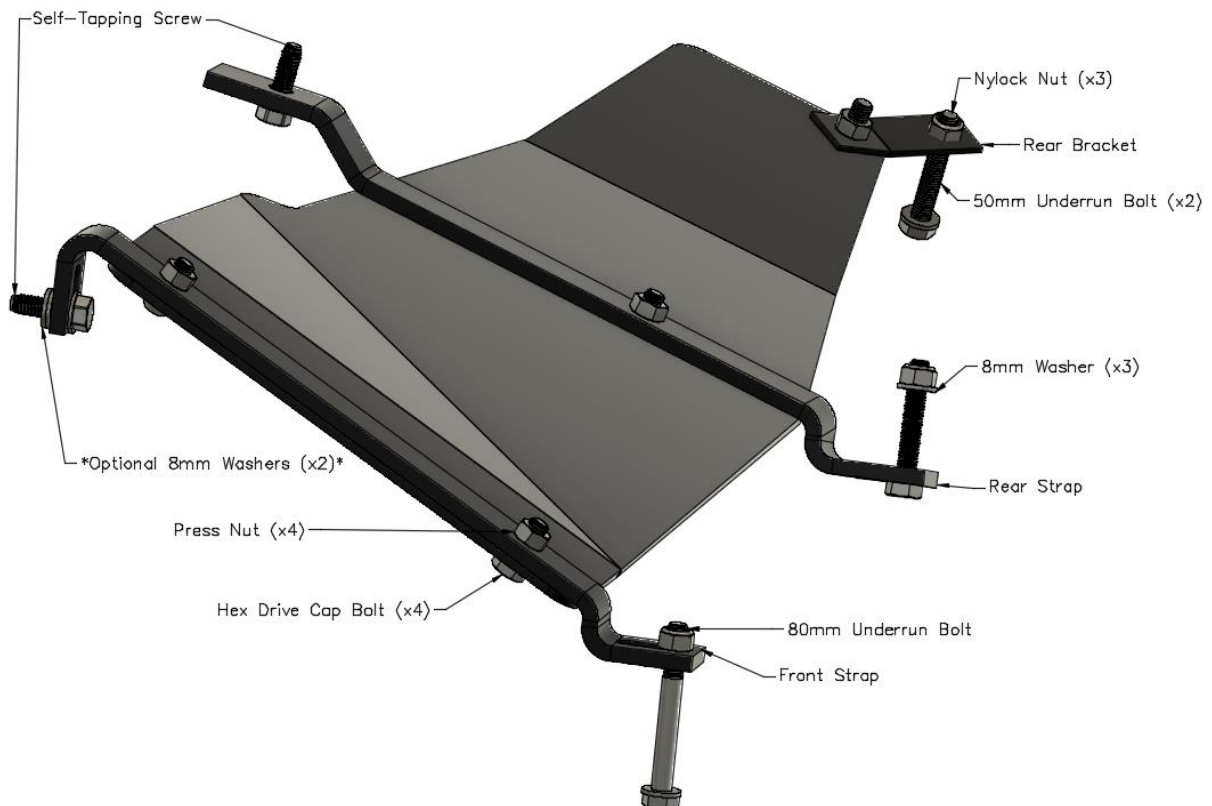
1986-1991 Vanagon Syncro

VW originally included a plastic tube to protect the shift linkage at its lowest point. We designed a full powdercoated steel skid plate to protect your coolant pipes and your shift linkage at their most vulnerable points.

DISCLAIMER: *This kit has been designed for easy installation. However, it does involve drilling into the factory crossmember. The installation of this kit is not within everyone's ability. Read through these instructions carefully and decide if installing it is for you. If not, please take your vehicle to an automotive professional.*

Hardware List	Parts List	Suggested Tools
(4) 8mm Press Nuts	(1) Shifter & Coolant Skid Plate	5mm Allen Key
(4) 8 x 20 mm Hex Drive Cap Bolts	(1) Front Strap	13mm Wrench Box End
(1) 8 x 80mm Bolt	(1) Rear Strap	21/64" Drill Bit
(2) 8 x 50mm Bolts	(1) Rear Bracket	6.9mm (19/64") Drill Bit
(3) 8mm Nylock Nuts		
(5) 8mm Washers		
(2) 5/16" Self-Tapping Metal Screws		

Installation Note: *This skid plate was designed to fit a stock, straight underrun bar. If your underrun bars are not straight, you will need to straighten them out BEFORE installing this kit.*





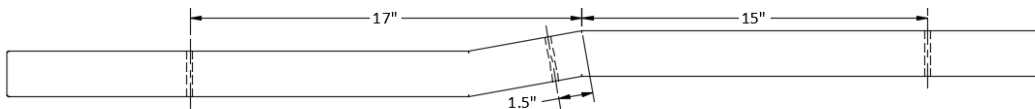
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Installation Instructions

- 1) Begin by pressing the nuts into the supports straps and rear bracket. If you do not have a press nut tool, you can simply torque the bolt down until the nut is properly seated on the strap. It is best to tighten these nuts before attempting to install the skid plate. Make sure the rear bracket nut is pressed into the shorter side of the bracket.
- 2) Loosely connect all straps and position your skid plate in place underneath the van. A jack stand is highly recommended for positioning the plate with more accuracy. If you have underrun center skid plates, reuse the carriage bolts and loosely fasten them through the existing holes first to help constrain the location of the skid plate. If you do not have the underrun skid plates, it is still recommended that you drill and check the inner underrun bar holes before drilling the outer strap holes. The front strap and rear bracket will rest on top of the underrun bars, while the rear strap will rest below the underrun bars. The approximate locations of the holes are shown on the underrun bar below. Once you have found an ideal location for your skid plate, mark the hole locations to be drilled.



 *Note: If you intend to install this kit in conjunction with the frame to rocker skidplate, you will need to drill through the frame to rocker skidplate for the rear outer strap hole.*



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- 3) Remove your skid plate and drill holes for your hardware. The inner underrun holes will require a 21/64" drill bit while the outer holes require a 6.9mm (or 19/64") drill bit. It is best to start by drilling the inner strap holes, then reinstall the skid plate and measure your outer hole locations again before drilling. The front outer hole can be drilled from the outside through the frame.

Rear Outer Hole




Front Outer Hole



 *Note: Make sure your drill bits are designed for use with steel.*

- 4) With your holes drilled, loosely install the straps and bracket. If you have the underrun center skid plates (below), reuse the carriage bolts in the inside holes. Otherwise, use the included 8 x 80mm and 8 x 50mm bolts. Install the self-tapping screws in the outer strap holes. You may need to use some included washers if your front strap rests a bit off the frame. Keep the straps loose and tighten the skid plate in place, then tighten the straps. The plate can now be removed and reinstalled any time without removing the straps or bracket.



 *Note: Ensure the rubber heater lines on the underside of the metal coolant lines are not pinched under the front strap.*

That's It!