



Installation Instructions
for
Engine/Transmission Skid Plate
for
2003-2006 Jeep® TJ Wrangler with 2.4L engine

Thank you for purchasing your new Skid Row Offroad engine/transmission skid plate. It is designed to give you peace of mind while traversing even the toughest trails.



Your skid plate package should come complete with the following parts:

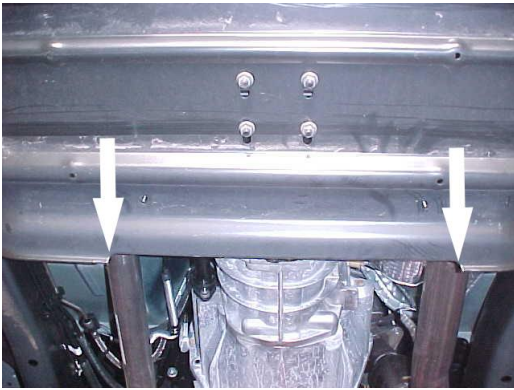
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|----|-------------------------------------|----|--------------------------------------|
| 1. | (1) Engine/Transmission Skid Plate | 6. | (3) 3/8-16 UNC x 1.0" Carriage Bolts |
| 2. | (1) Strut Rod | 7. | (1) 3/8-16 UNC x 1" Hex Head Bolt |
| 3. | (1) 1/2-13 UNC x 1.0" Hex Head Bolt | 8. | (4) 3/8" Lock Washers |
| 4. | (1) 1/2 Lock Washer | 9. | (4) 3/8-16 UNC Hex Nuts |
| 5. | (1) 1/2-13 UNC Hex Nut | | |

WARNING : Be sure to place jack stands under the vehicle before working underneath it!

Step 1: Automatic transmission models require the removal of the factory transmission skid plate. The transmission pan will be protected by your new engine/transmission skid, so the factory part can be discarded.

Step 2: Verify the position of the passenger side, lower control arm bolt. If the threaded portion of the bolt is facing the inside of the chassis as shown in the photo below, simply remove the nut and go to Step 3. If not, the bolt will need to be removed and flipped. To do this first make sure that the vehicle on level ground. This minimizes the load on the control arm and it is less likely to move once the bolt is removed. If the control arm moves rearward, simply pry it forward to line up the holes. If it moves forward, you may need to use something such as a ratchet strap to pull the axle rearward to line up the holes and re-install the bolt. The nut should be left off for now. It will be re-installed later.





Step 3: Lift the engine skid plate and slide it over the threaded portion of the lower control arm bolt. Position the rear edge of the engine skid plate within the notched out area on the factory transfer case skid plate as indicated by the arrows in the picture to the left.

Step 4: Install the nut on the lower control arm bolt to hold the skid plate in position.

Step 5: Using a floor jack or vise grips, hold the rear of the engine skid plate tight against the factory transfer case skid plate. Make sure that the rear edge of the engine skid plate is even with the leading edge of the factory transfer case skid plate. Drill three 3/8" holes through the leading edge of the factory transfer case skid plate.

Step 6: Install the three 3/8-16x 1.0" carriage bolts through the holes just drilled using three lock washers and nuts. Tighten them at this time.




Step 7: Take the strut rod and attach it between the motor mount and the skid plate. Use one 3/8-16 bolt, lock washer, and nut to bolt it to the front of the skid plate and use the remaining 1/2-13 bolt, washer and nut to attach it to the rear of the motor mount. The view in the photo to the left is from the rear on the driver's side.

Step 8: Tighten all hardware once everything is fit together. Be sure to tighten the lower control arm nut to the factory recommended torque of 130 ft-lbs, unless there is an aftermarket suspension installed. In that case torque to the suspension manufacturer's recommended torque.

We hope you enjoy your Skid Row Offroad engine/transmission skid plate!

Sincerely,
Your friends at Skid Row Offroad

<p>Skid Row Offroad 100 Creek Road, Carlisle, PA 17013 Phone 717-701-8315</p> <p>www.SkidRowOffroad.com</p>	 <p>Skid Row Offroad</p>
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