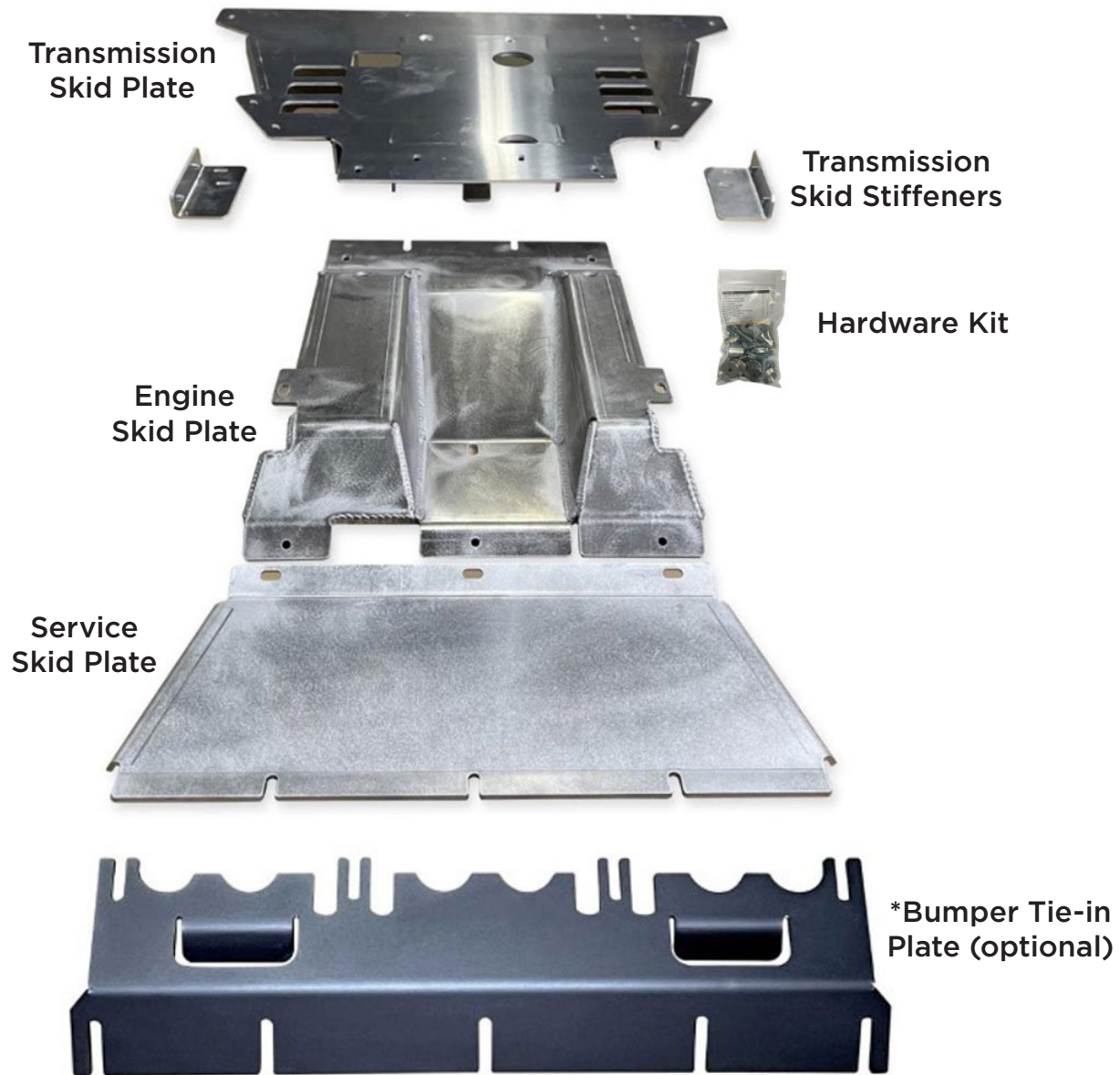




**DISSENT**  
— OFF·ROAD —

**LC 200 SKID INSTALL**  
INSTRUCTIONS

# 1 Parts Overview



## 2 Remove Factory Skids

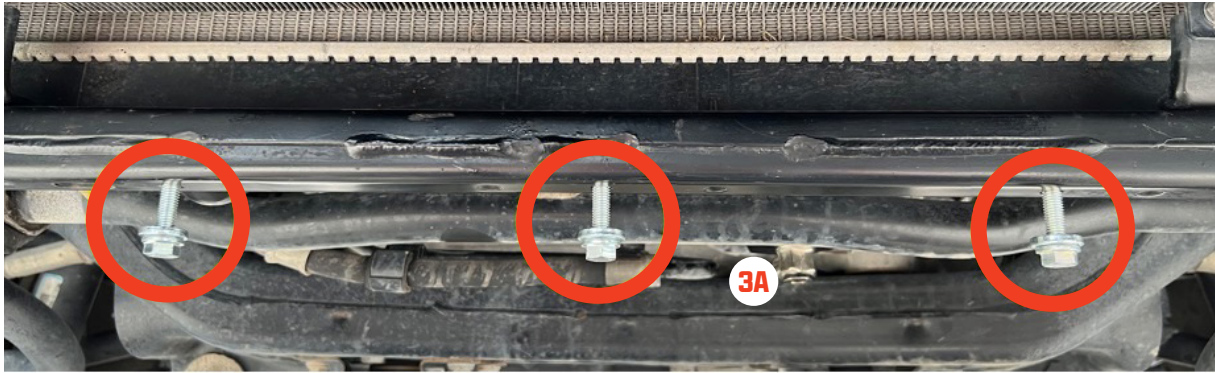


**2A** Remove two front plates, front plate cross member, large plastic engine cover (with oil access door), and metal “H” transmission plate. There is a combination of 10mm and 12mm hex bolts throughout.



**2B** Remove the two metal bowl-shaped covers on the front differential.

### 3 Install Bumper Tie-in Skid (optional)



**Tie-in Skid is only provided for customers who have a Dissent Front Bumper**

**3A** Begin with the bumper tie-in skid (if applicable). Screw in three metric bolts, but leave 1/4" - 3/4" threads exposed.



**3B** Slide the top of the plate behind to bumper as far as it will go, and then lower back down onto the three bolts you put in place in the previous step.

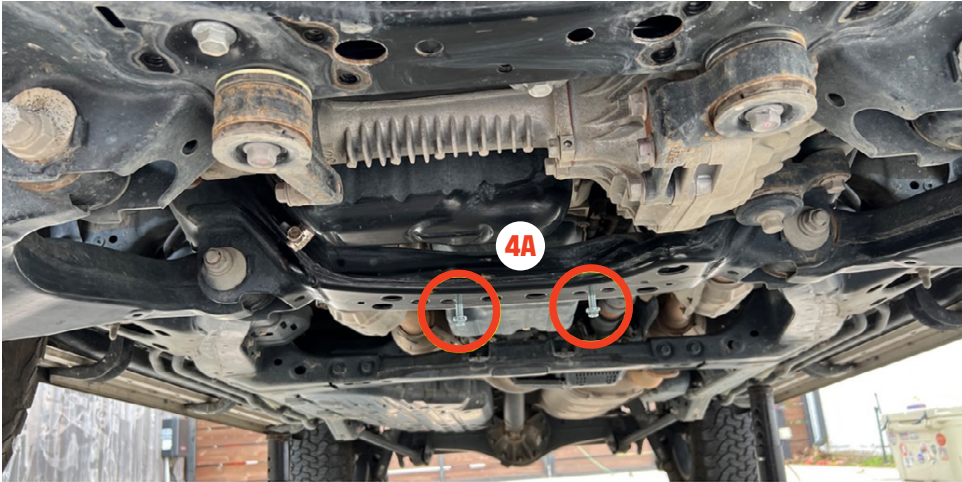


**3C** Using the four rectangular nut plates, position them behind the tie-in plate.



**3D** Using the circular cutouts, hold the nut plates in place. Screw in a flat socket head bolt and Washer combination into each captive nut. Leave all bolts finger tight.

## 4 Install Engine Skid



**4A** Inset two bolts into the frame crossmember and leave about half of the thread exposed.

**4B** The front of the skid has collars that will slide over the differential mounting points. You won't be able to lift straight up onto the differential. Instead, lift the plate slightly in front of the differential protrusions, and then slide the plate back onto the bolts that you inserted in the previous step.

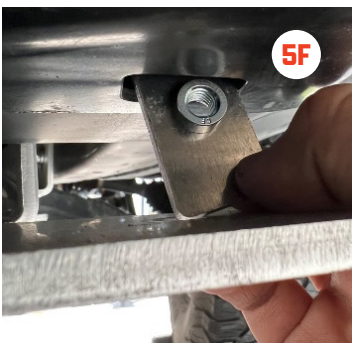
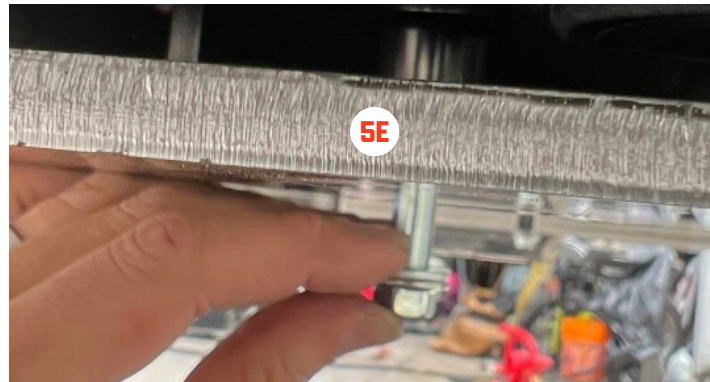


**4C** If installed correctly, the collar will sit on top of the differential's mount and hold the front of the plate in place.



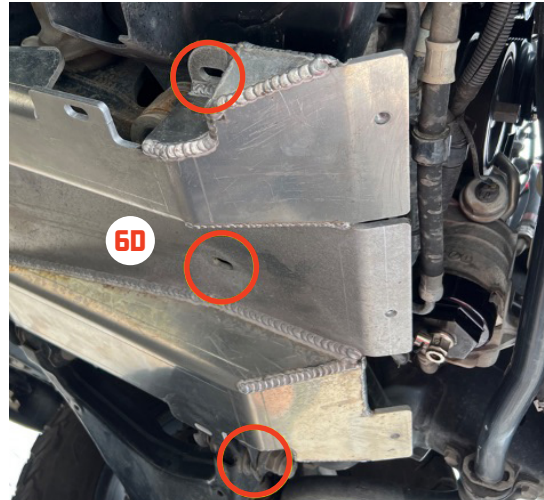
**4D** Here, you can see the plate hanging in the front, and the two rear bolts are still threaded only half way. The weight of the plate will make it appear as if the bolts are screwed in entirely.

## 5 Install Transmission Skid



- 5A** Install two frame stiffeners as pictured, leaving the frame bolts finger tight, allowing it to loosely hang down. This will be the passenger side.
- 5B** Lift the transmission plate into place and slide the front of the plate under the engine plate.
- 5C** While holding the rear of the plate, temporarily screw in two long bolts or support the back of the plate with jack stands. Loosely install six flat socket head bolts into the frame stiffener.
- 5D** Two large spacers fit between the plate and the crossmember. Lower the rear of the plate and slide the spacers into place.
- 5E** Insert two long metric bolts through the center of the spacers and into the frame's captive nuts.
- 5F** The rear corners of the transmission skid use flat socket head bolts, concave aluminum washers, and rectangle nutplates. Insert the rectangular nut plate into the frame. Use the access hole in the frame to position and hold the plate while threading the bolt.

## 6 Final Alignment



- 6A** Starting from the rear, make sure the transmission skid is centered left to right, and that the front mounting holes are aligned with the engine skid.
- 6B** Tighten the eight flare socket head bolts, and the six hex head bolts in the Transmission skid.
- 6C** Next, tighten the four bolts holding the stiffeners to the frame.
- 6D** Finally, tighten the three hex bolts at the front of the engine skid.

## 7 Install Service Skid Plate



- 7A** Install service plate using six hex bolts. Slide the front of the plate over the bumper tie-in plate and secure the service skid to the engine skid using three hex bolts.



