



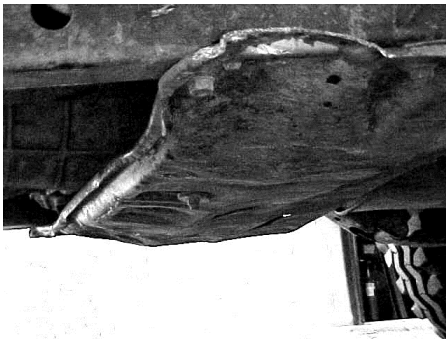
Installation Instructions for Engine/Transmission Skid Plate for 1987-1995 Jeep® YJ with 4 or 6 Cylinder engine

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:

- | | |
|---|-----------------------------------|
| 1. (1) Engine/Transmission Skid Plate | 7. (4) 3/8" Lock Washers |
| 2. (1) Mounting Bracket | 8. (1) M10-150x35mm Hex Head Bolt |
| 3. (1) Strut Rod | 9. (1) M10 Lock Washer |
| 4. (2) 3/8-16 UNC x 1.0" Carriage
Head Bolts | 10. (1) M10 Flat Washer |
| 5. (2) 3/8-16 UNC x 1" Hex Head Bolts | 11. (1) M10-1.50 Hex Nut |
| 6. (4) 3/8-16 UNC Hex Nut | |

When working under your Jeep, be sure to place jack stands under the vehicle before working underneath it.



Step 1: Check your transfer case skid plate before attempting the installation of the engine skid plate. If it is severely damaged from rock bites like the one shown at the left, this would be a good time to get a replacement for it. This is because the engine skid plate attaches to the transfer case skid plate and may not fit if the leading edge is damaged. Replacing a damaged transfer case skid plate may reduce your driveshaft angles and the new engine/transmission skid plate will help reduce damage to the new transfer case skid plate by preventing the leading edge from getting hit by rocks.



Step 2: To install the skid plate you will need to verify that the rear bolt for the passenger side leaf spring is installed with the threads facing inward. If it is not, the bolt will need to be removed and then re-installed with the bolt head to the outside of the chassis and the threads facing inward.



Step 3: From under the hood remove the motor mount bolt on the driver's side.(Shown above on the left.) Then replace it with the new M10-1.50 x 35mm bolt and flat washer supplied.(Shown above on the right.) Once this bolt is tightened you are done under the hood.

NOTE: Due to the age of the vehicle, the threads in the chassis may be corroded. It may be helpful to run a M10-1.50 tap through the threads to clean out any debris that can cause the threads to bind. Use of an anti-seize lubricant is recommended when installing the new bolt.



Step 4: Place the small “L”-shaped bracket over the threads of the bolt you just installed and attach it to the underside of the motor mount using the nut and lock washer provided. While the nut is metric an 11/16” wrench fits just fine if you don't have the correct metric wrench. **TIP:** Stuff a rag into the bottom portion of the motor mount to make retrieving the nut and washer easier if they are dropped while installing this bracket. This is much easier than retrieving the parts once they have fallen into the mount. Remember to remove the rag after these parts are installed.

Step 5: Lift the engine skid plate and place it over the threaded portion of the rear spring bolt. Place the nut onto the bolt to hold the skid plate in place.

Step 6: 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 parallel to the leading edge of the factory transfer case skid plate. Drill two 3/8” holes through the leading edge of the factory transfer case skid plate using the square holes in the rear of the engine/transmission skid plate as a guide.

Step 7: Install the two 3/8-16 x 1.5” carriage bolts through the holes just drilled using two lock washers and nuts.

Step 8: Tighten the rear spring bolt nut at this time and then tighten the carriage bolts installed in Step 7.



Step 9: Take the strut rod and attach it between the mounting bracket installed in Step 4 and the skid plate using two 3/8-16 x 1” hex head bolts, lock washers, and hex nuts. The end with the square cut is the bottom of the strut rod. This gives you the most clearance for the differential and driveshaft.

Step 10: Tighten all hardware once everything is fit together. Be sure to tighten the rear spring mounting nut to the torque recommended by the factory if the vehicle is stock or by the suspension manufacturer if the vehicle has been lifted.

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

Sincerely,

The Staff at SFK Manufacturing, LLC

SFK Manufacturing, LLC
PO Box 306, Shermans Dale, PA 17090
Phone 717-701-8315
Fax 717-701-8316

www.SkidRowOffroad.com