



Installation Instructions
for
Engine/Transmission Skid Plate
for
1997-2002 Jeep® TJ Wrangler with 4.0L 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 Skid Plate | 5. (1) Clamp |
| 2. (1) Mounting Bracket | 6. (6) 3/8-16 UNC x 1" Hex Head Bolts |
| 3. (1) T-Shaped Nut Plate | 7. (2) 3/8-16 UNC Hex Nuts |
| 4. (1) Strut Rod | 8. (6) 3/8" Lock Washers |

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

Step 1: 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 2. 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 2: Take the T-shaped nut plate and slide it into the driver's side motor mount through the top opening. Once the nuts can be seen through the two holes in the lower side of the motor mount, the tab may be folded over to hold the nuts in position. It is helpful to give the tab a slight arch before inserting it into the motor mount.



Step 3: Take the mounting bracket and attach it to the bottom of the motor mount using two of the 3/8-16 bolts with lock washers with the tab to the rear of the vehicle. The view in the picture above is looking from the front. **NOTE: The tab MUST be to the rear of the vehicle or control arm damage could result.**



Step 4: Take the engine skid plate and loosely attach the transfer case skid plate clamp using two 3/8-16 bolts with lock washers. Be sure that the hook shaped portion of the clamp is facing the back of the skid plate as shown above.

Step 5: Lift the engine skid plate and place the skid plate clamp over the forward lip of the factory, transfer case skid plate. Then rotate the engine skid plate into position and slide it over the threaded portion of the lower control arm bolt.

Step 6: Install the nut on the lower control arm bolt to hold the skid plate in position.



Step 7: Take the strut rod and attach it between the mounting bracket and the skid plate. The end of the strut rod with the tab should be near the motor mount. Use one 3/8-16 bolt, lock washer, and nut to bolt it to the front of the skid plate and use the remaining bolt, lock washer, and nut to attach it to the mounting plate on the motor mount. **The strut rod will lean toward the rear of the vehicle when properly installed. This is to assure clearance between the strut rod and the differential housing.**

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,

The Staff at SFK Manufacturing, LLC

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