

UCF Engine Skid Install Instructions:

Before beginning you should paint all steel parts included with the engine skid with a quality product to prevent corrosion. Aluminum engine skids can be left uncoated, but must be kept clean to prevent excessive oxidation.

Step #1) Support the Jeep on jack stands so you will have a safe place to work around the bottom of the engine and transmission.

Step #2) Insert (4) of the supplied 3/8"x1" hex bolts with 3/8" flat washers into the existing holes just below the motor mounts. They should be installed from the top side so that they hang in place. They can be slid into place by inserting them from the outside edge of the motor mount stanchion with the bolt pinched between the tips of your fingers.

Step #3) Place the 1/4" thick strut-to-frame mounting bracket over the threaded ends of the 3/8" bolts installed in step 2. They should be installed so that the rounded tab hangs down toward the inside. Use a 3/8" flat washer, 3/8" lock washer and 3/8" hex nut (in that order) to secure these brackets to the frame. The lock washers will keep the bolts from spinning while the nuts are tightened to 33 FT-lbs.

Step #4) Install the 3/16" struts onto the mounting tabs that hang down from the strut-to-frame bracket. The longer strut goes on the driver side of the vehicle. The struts should be installed so that one edge points toward the front of the vehicle while contacting the strut-to-frame bracket on the outside surface of the bracket. Use (2) of the remaining 3/8"x1" hex bolts and nuts to make this connection. Do not tighten these bolts at this time. The struts must be able to move to complete the install.

Step #5) Support the body of the engine skid under the Jeep so that the front edge is in about the same plane as the struts. Align the bottom of the struts with the mounting holes on the front surface of the engine skid. If you have previously installed a motor mount lift you can use the bottom set of mounting holes, otherwise use the top set of holes in the front of the engine skid. Insert (2) of the supplied 3/8"x1" hex nuts from the inside of the engine skid so the 3/8" nuts can be installed from the outside so they are in contact with the steel strut. No washers are required here because the holes are sized appropriately for the fasteners. Do not torque these fasteners yet.

Step #6) Using a floor jack, align the top back surface of the engine skid with the bottom of the transfer case skid plate so that the ellipse cutout in the engine skid is aligned with the path of oil from the engine oil drain. If you are using the UCF Engine Skid in conjunction with a UCF Transfer Case Skid the drain hole should line up (front-to-back) in a way that will let most of the spent oil through the skid without making a big mess. If you are using the UCF engine skid with any other transfer case skid you may have clean-up issues after performing an oil change.

Step #7) Using a power drill with a 3/8" drill bit and using the engine skid as a guide, drill (4) holes through the transfer case skid. Insert the supplied 3/8"x1" button head cap screws from the bottom of the engine skid and secure with the remaining supplied 3/8" hex nuts. Torque these bolts to 33 FT-lbs.

Step #8) Go back to the front of the engine skid and tighten all other fasteners to 33 FT-lbs. This completes the install of the UCF Engine Skid.