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LOPRO Transmission Mount Install Instructions

'03–'06 Jeep Wrangler TJ & '04–'06 Wrangler Unlimited LJ



This mount is a direct replacement for the factory transmission mount. It is almost 1" shorter than the factory piece, which lowers the transfer case into the skid plate by the same amount. That extra inch goes a long way toward stopping metal-on-metal vibration and avoiding a body lift. Expect some increase in felt drivetrain vibration with this mount.

You will need to modify the factory bracket that connects the transmission mount to the transmission by shortening a flange with a sawzall or angle grinder. The LOPRO mount ships assembled but unpainted, so paint all bare steel before you install it.

> **Engine:** Made for the 4.0L six-cylinder. It hasn't been test-fit on the 2.4L four-cylinder yet, so call us if you have one.
>
> **42RLE automatic:** The LOPRO mount is not directly compatible with UCF high-clearance transfer case skids when used with the 42RLE automatic. The transmission pan hits the bent front edge of the skid, but the front edge can be modified so the two parts work together.

Before you begin

Disconnect the battery and support the vehicle on jack stands. Set the parking brake, and put an automatic transmission in Park or a manual transmission in gear. Read these instructions all the way through before you start, and call us with any questions. Under Cover Fabworks assumes no liability for accidents from the use (proper or improper) of these instructions.

Installation

1. Paint all bare steel on the LOPRO mount. Let the paint dry fully before handling it.
2. Support the rear of the drivetrain with a floor jack or bottle jack under the transmission housing, about 8" in front of the factory skid. Don't lift the drivetrain; apply just a little pressure.
3. Remove the (4) nuts that attach the factory transmission mount to the factory skid. These won't be reused.
4. Carefully remove the (6) bolts that hold the factory skid to the frame rails. Nothing will hold the skid up once they're out, so keep your arms and legs clear. A second jack under the middle of the skid helps.

5. Remove the (4) nuts that attach the factory mount to the factory adapter bracket. Save them; they'll hold the LOPRO mount to the bracket. Remove the factory mount. It won't be reused.

6. Remove the (4) bolts that hold the adapter bracket to the transmission. Save them for reinstalling the bracket. The bracket also sits on the catalytic converter hanger with a rubber bushing. Slide it off and take it to a work surface.

7. Using an angle grinder with a cut-off wheel, remove the flange from the bottom of the adapter bracket (Figure 1). Remove only as much as needed for the LOPRO mount to sit square on the bracket and for the bracket to clear the top of the skid. To test-fit, bolt the LOPRO mount to the bracket with the factory nuts and hold it against the skid in its installed position. It may take a few tries; getting it right here prevents metal-on-metal vibration later.



Figure 1: Flange removed from the bottom of the factory adapter bracket.

8. Remove the nuts from the test fit, coat the threads with thread-locking compound, and reinstall them for the final time. With an angle grinder, trim off the exposed stud and about 1/16" of each nut so they clear the skid (Figure 2).

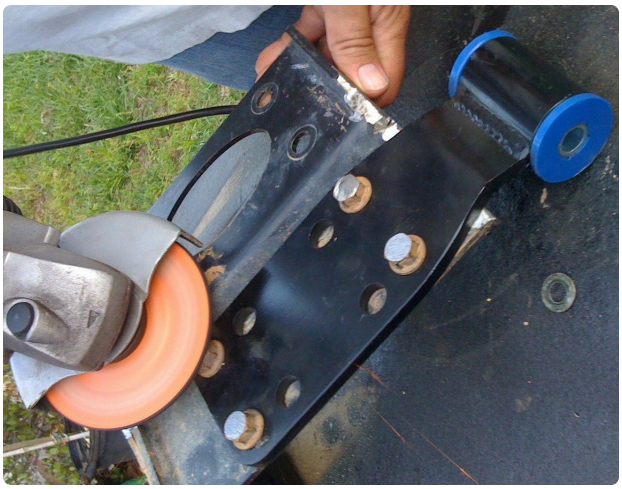
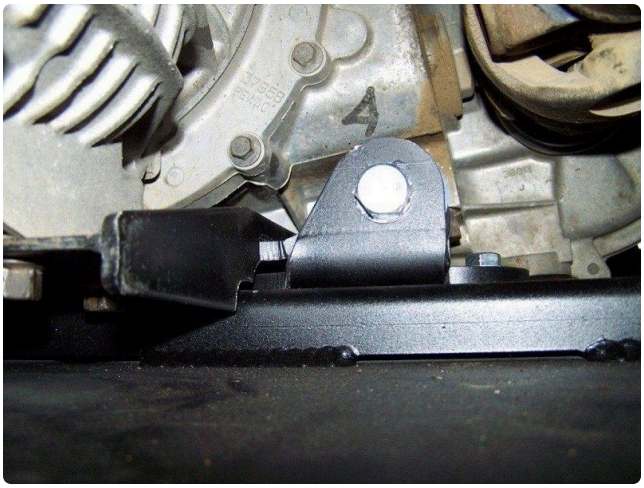


Figure 2: Trimming the studs and nuts flush.

9. *This step is usually needed only with an Ultra High-Clearance skid. You can often skip it with an Extra-Clearance, No Body-Lift or factory skid.* Find the exhaust hanger strut on the side of the adapter bracket. It has (2) holes just over 1" apart. Drill both holes out to 1/2", then cut the strut in half between them with a saber saw or cut-off wheel. Bolt it back together loosely with 3/8" hardware. The oversized holes let you center the catalytic converter between the body tub and the skid. Paint the bare edges you cut.
10. Slide the assembled LOPRO mount and adapter bracket back onto the exhaust hanger. Bolt the bracket to the transmission with the factory bolts and thread-locking compound.
11. With a floor jack under the skid, lift it into place so it lines up with the holes in the bottom of the LOPRO mount. Loosely install the supplied socket head cap screws and washers through the (4) slotted holes in the skid.
12. Line the skid up with the frame and snug the (6) factory bolts. Remove the jack from under the drivetrain and let the transfer case settle onto the skid.
13. Tighten the 5/16" socket head cap screws to 15 ft-lb and tighten the (6) skid bolts to 55 ft-lb.
14. Center the catalytic converter between the body tub and the skid, then tighten the 3/8" bolt in the exhaust hanger strut.



Finished install.

That's it. Thanks for choosing Under Cover Fabworks. Call or email us with any questions.