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LOPRO Transmission Mount Install Instructions

'97–'02 Jeep Wrangler TJ, manual transmission



This mount is a direct replacement for the factory transmission mount. It is almost 3/4" shorter than the factory piece, which lowers the transfer case into the skid plate by the same amount. That extra room 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.

Included: LOPRO mount, 1/4" spacer bracket, and longer socket head cap screws for the spacer.

> **Manual transmission only.** Don't use this mount with an automatic transmission in the '97–'02 TJ. The factory adapter that attaches the transmission mount to the skid doesn't support the bottom of the LOPRO mount well enough.
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> **Orientation:** On the '97–'02 TJ, the LOPRO mount installs turned 180° from the way it goes on the '03–'06, with the round bushing on the passenger side. This clears the early transfer case.
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> **Catalytic converter:** On some Jeeps the bushing sits close to the catalytic converter. If it does, move the converter slightly forward or rearward so exhaust heat can't damage the bushing (Step 14).

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 and the spacer bracket. Let the paint dry fully before handling them.
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. 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, **turned so the round bushing is on the passenger side**, set the spacer bracket under it, and hold the assembly against the skid in its installed position. It may take a few tries; getting it right here prevents metal-on-metal vibration later.
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.
9. *This step is usually needed only with an Ultra High-Clearance skid. You can often skip it with a 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 position the catalytic converter. Paint the bare edges you cut.
10. Slide the assembled LOPRO mount and adapter bracket back onto the exhaust hanger, with the round bushing on the passenger side. Bolt the bracket to the transmission with the factory bolts and thread-locking compound.
11. Set the spacer bracket on top of the skid, lined up with the (4) slotted holes. With a floor jack under the skid, lift it into place so the spacer and skid line up with the holes in the bottom of the LOPRO mount. Loosely install the supplied longer socket head cap screws and washers up through the skid and spacer into the mount.
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. Check the gap between the round bushing and the catalytic converter. If it's tight, move the converter slightly forward or rearward so exhaust heat can't reach the bushing.
15. Center the catalytic converter between the body tub and the skid, then tighten the 3/8" bolt in the exhaust hanger strut.

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