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Engine Skid Plate Install Instructions

'97–'02 Jeep Wrangler TJ (2.5L four-cylinder)



Included: engine skid plate, (2) 3/16" steel struts (both the same length), and all 3/8" mounting hardware. On the 2.5L TJ the struts bolt straight to the frame, so no frame brackets are needed.

Hardware: (4) 3/8" x 1" button head cap screws (engine skid to transfer case skid), (4) 3/8" x 1" hex bolts (struts), (8) 3/8" nuts and (4) 3/8" flat washers (struts).

Finish: all parts ship bare. Paint the steel parts with a quality paint before you install them to prevent rust. An aluminum skid can be left bare, but keep it clean to prevent heavy oxidation.

Transfer case skid: UCF transfer case skids are not pre-drilled for the engine skid. You'll drill (4) holes during this install (Step 6).

Drilling required: you'll also drill (1) 7/16" hole in the passenger side motor mount gusset (Step 2).

Before you begin

Support the vehicle on jack stands so you have a safe place to work under the engine and transmission. Set the parking brake, and put an automatic transmission in Park or a manual transmission in gear. Install all hardware finger tight until everything is in place, then tighten it all as the last step. 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. Support the Jeep on jack stands with room to work under the engine and transmission.
2. The struts bolt to the vertical gusset just below each motor mount, not to the bottom of the motor mount stand. The **driver side** gusset already has a hole. The **passenger side** gusset does not: drill a 7/16" hole in it in the same spot as the driver side hole.
3. Bolt a strut to each gusset with (1) of the supplied 3/8" x 1" hex bolts, a 3/8" flat washer and a 3/8" nut. The struts are the same length and are steel angle: install them as mirror images of each other, with one flange facing in toward the center of the Jeep and the other facing forward. Leave them finger tight for now; the struts need to move to finish the install.

4. Support the engine skid under the Jeep with its front edge roughly in line with the struts. Line up the bottom of the struts with the mounting holes on the front face of the skid, with the forward-facing flange of each strut flat against the front of the skid. If you have a motor mount lift, use the lower set of holes; otherwise use the upper set. Insert (2) of the supplied 3/8" x 1" hex bolts, one per strut, from inside the skid and install a 3/8" flat washer and nut on the outside of each strut. Leave them finger tight for now.

5. With a floor jack, raise the rear of the engine skid up against the bottom of the transfer case skid. Slide it front to back until the oval cutout lines up with the engine oil drain plug. With a UCF transfer case skid, most of the oil will drain through without a big mess. With other transfer case skids, oil changes may be messier.

6. Using the engine skid as a guide, drill (4) 7/16" holes through the transfer case skid. Insert the supplied 3/8" x 1" button head cap screws up from the bottom of the engine skid and secure them with the remaining 3/8" nuts, finger tight for now.

7. Once everything is in place, go back and tighten every nut and bolt to 33 ft-lb.

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