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Transfer Case Skid Plate Install Instructions

'87–'95 Jeep Wrangler YJ · '97–'06 Wrangler TJ · '04–'06 Wrangler Unlimited LJ



These instructions cover every UCF No Body-Lift, Extra-Clearance and Ultra High-Clearance transfer case skid for the YJ, TJ and LJ, in steel or aluminum, plus the DIY Transfer Case Skid Plate Kit. They all install the same way, with a few small differences noted below.

Hardware: reuse your factory mounting hardware, both the bolts that hold the skid to the frame and the nuts that hold the transmission mount to the skid.

Finish: all skids ship bare. Coat a steel skid before you install it, at least on the top surface, to prevent rust. An aluminum skid can be installed raw.

Early TJ ('97–'02) with an automatic: the small transmission mount adapter brackets on the factory skid move over to the UCF skid (Step 5).

YJ: the skid includes an adapter bracket for automatic transmissions. We recommend installing it with a manual too, in case of a future transmission swap (Step 5).

DIY Transfer Case Skid Plate Kit: this skid has no transmission mounting channel or mounting holes, so skip Steps 3, 5 and 6 and the transmission mount torque in Step 9. Mounting your transmission or transfer case is up to your own custom setup.

LOPRO mount with an automatic: the transmission pan hits the bent front edge of the skid, so the front edge must be trimmed for the two parts to work together. If you plan to run a larger-capacity transmission pan, a LOPRO mount isn't recommended.

Body lift needed for each skid

Skid	YJ ('87–'95)	Early TJ ('97–'02)	Late TJ & LJ ('03–'06)
No Body-Lift	None	None	None
Extra-Clearance	At least 1" body lift recommended	Not offered	At least 1" body lift, or a UCF LOPRO mount
Ultra High-Clearance	At least 2" body lift recommended	At least 1" body lift, or a UCF LOPRO mount	At least 2" body lift, or a 1" body lift plus a UCF LOPRO mount

Running an Extra-Clearance or Ultra skid with less lift than shown can let the transfer case touch the tub and cause vibration. It can be done by clearancing the tub where the transfer case would touch, but we don't recommend it.

Before you begin

Support the vehicle on jack stands so you have a safe place to work under the transmission and transfer case. 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. Coat a steel skid (at least the top surface) and let it dry fully. An aluminum skid can go on raw.
2. Support the rear of the drivetrain with a floor jack or bottle jack under the transmission housing, just in front of the factory skid. Don't lift the drivetrain; apply just a little pressure. Keep it supported the whole time the skid is off.
3. Remove the nuts that attach the transmission mount to the factory skid. Save them; they'll be reused.
4. Carefully remove the bolts that hold the factory skid to the frame rails. Save them and their washers; they'll be reused. 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. **Early TJ automatic:** remove the small transmission mount adapter brackets from the factory skid and install them on the UCF skid with the factory carriage bolts and nuts: bolts up from the bottom, nuts on the top side.
   YJ: the steel adapter plate ships attached to the front set of mounting holes with 3/8" low-profile bolts. Remove it, paint it, and bolt it back on. With a manual transmission you can leave it off, but we recommend reinstalling it so it's there if you ever swap to an automatic.
   All others: skip this step.
6. With a floor jack, lift the UCF skid into place so the transmission mount studs pass through the holes in the skid. Start the factory nuts by hand.
7. Line the skid up with the frame and install the factory frame bolts and washers. Snug them, but don't tighten them yet.
8. Remove the jack from under the transmission and let the drivetrain settle onto the skid.
9. Tighten the frame bolts to 55 ft-lb and the transmission mount nuts to 24 ft-lb.
10. Check that the exhaust and catalytic converter, driveshafts and transfer case shifter linkage all clear the skid and the tub.

Adding a UCF engine skid?

You can install the transfer case skid first; there's no reason to wait for the engine skid. UCF transfer case skids aren't pre-drilled for the engine skid. You'll drill (4) holes during the engine skid install, using the engine skid as a guide.

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