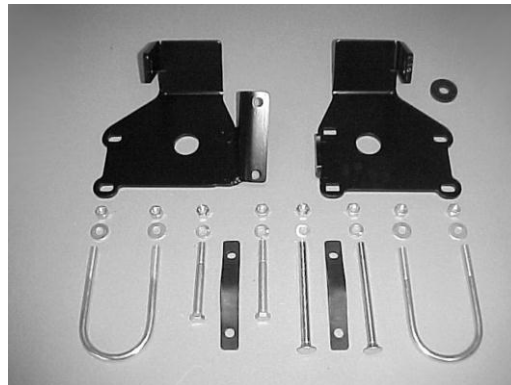


Installation Instructions
for
Lower Control Arm Skid Plates for Dana 30 & Dana 44 Front
Axle on Jeep® TJ, LJ, XJ, MJ, and ZJ

Thank you for purchasing your new Skid Row Offroad lower control arm skid plates. They are designed to give you peace of mind while traversing even the toughest trails.

Your skid plate package should come complete with the following parts:

1. (1) left control arm skid plate (shown on right)
2. (1) right control arm skid plate (shown on left)
3. (1) ¼" Thick Washer (Used on Driver's side only)
4. (2) Straps
5. (2) 3/8-16 UNC x 5" Carriage Head Bolts
6. (2) 3/8-16 UNC x 2.5" Hex Head Bolts
7. (4) 3/8-16 UNC Hex Nuts
8. (4) 3/8" Lock Washers
9. (2) U-bolts
10. (4) 3/8" Flat Washers
11. (4) 3/8-24 UNF Hex Nuts



Step 1: Read through the instructions from start to finish before starting this project. You should find the job easier.

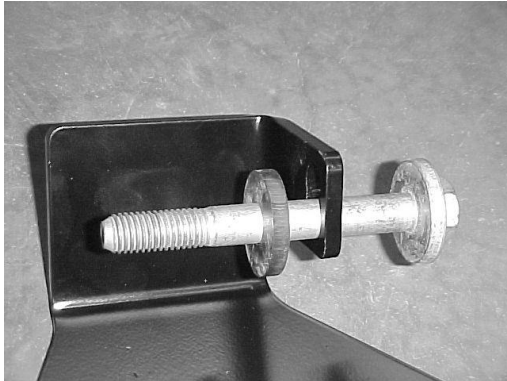
Please Note: The control arm skids must be installed with the vehicle and axles kept level. If the axles are articulated even a little it will be much more difficult to reinstall the control arm bolts. There is no need to raise the vehicle. However, if you do raise the vehicle, **be sure to support it with jack stands before getting under it.**

Step 2: (1997-2002 TJ) Only 1997-1998 model years came factory equipped with cam bolts. If your vehicle is equipped with cam bolts, use an indelible marker to mark the position of the cam washers on the lower control arm bolt so that the front-end alignment can be maintained. Remove the nuts from the front of the lower control arms where they mount to the front axle. Be sure to leave the large, thick washers in place as they prevent the axle from shifting position relative to the control arm.

(2003-2006 TJ or LJ with D30 or D44 axle) There are no cam bolts on these models. Also, the lower control arm bolts on these models are installed in the opposite direction from all prior

years. On the passenger side of the vehicle simply remove the lower control arm bolt and reverse it so that the threads face the wheel. On the driver's side this can also be done, but it is very difficult, especially with the Dana 44 front axle. Instead, remove the lower control arm bolt. It will be reinstalled later.

(1984-2001 XJ, 1986-1992 MJ, and 1993-1998 ZJ) There are no cam bolts on these models as the alignment is adjusted at the rear of the control arm. Simply remove the nuts from the front of the lower control arms where they mount to the front axle.



Step 3: Start with the driver's side skid plate.

On all models except 2003-2006 TJ and LJ's simply put the 1/4" thick washer in your can of spare nuts and bolts. It isn't needed. On 2003-2006 model TJ and LJ's slide the control arm bolt you removed in Step 2, through the skid plate and then place the washer over the bolt as shown in the picture to the left.



Step 4: On 2003-2006 model TJ and LJ's reinstall the bolt through the mounting tabs on the axle. Make sure that the 1/4" thick washer is properly located in the adjustment plate on the lower control arm mounting tab as shown to the right. On all models except 2003-2006 TJ and LJ's simply place the skid plate over the threaded portion of the lower control arm bolt. The threads should be facing toward the wheel on both sides.

Step 5: Re-install the nut on the lower control arm bolt, but do not tighten it. Only snug it up so that the washers cannot move out of position.



Step 6: Place the U-bolt over the axle on the side nearest the wheel, which would be the right side in the picture at the left. Rotate the skid plate into place over the U-bolt and put the flat washers and 3/8-24 UNF nuts loosely in place.

Step 7: Install the two 3/8-16 UNC x 5" carriage bolts through the skid plate and strap with the strap over the axle as shown on the next page. Install the 3/8-16 UNC hex nuts and lock washers.

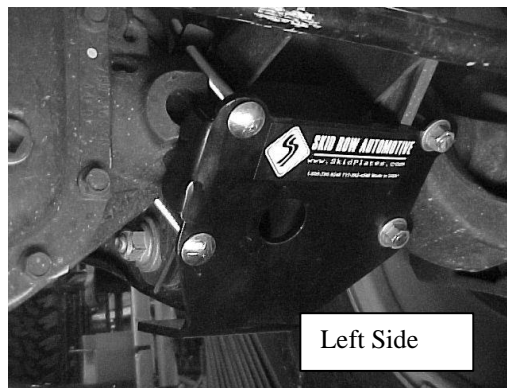
Step 8: Evenly tighten the two nuts on the U-bolt making sure that there is approximately the same amount of thread visible on both ends of the U-bolt. Also tighten the nuts on the two carriage bolts. The skid plate should lie flat on the sway bar mounting bracket that is welded to the axle. You may have to push the skid plate up into position to get it to sit correctly.



Step 9: For vehicles equipped with cam bolts turn the bolt head until the marks you made earlier line up. Holding the head from turning, torque the nut on the lower control arm mounting bolt to the recommended torque. Sorry, but we can't give a number for this since it varies based on model year and whether or not you are using factory or after-market control arms.

Step 10: Once the skid plate is installed you can cut off the excess U-bolt threads that stick out. However, the U-bolts may need to be replaced if the skid plates are removed and re-installed. These U-bolts are custom-made for this application and can be ordered separately.

Step 11: On the passenger side a ¼" thick washer is **not** used. With the control arm bolt threads facing toward the wheel install the skid plate using the same basic steps outlined above. However, use the 3/8-16 x 2.5" Hex Bolts instead of the carriage bolts. Tighten all the bolts and you're done! The pictures below show properly installed skid plates on each side looking from the front of the vehicle.



We hope you enjoy your new Skid Row Offroad lower control arm skid plates!
Sincerely,

The Staff at SFK Manufacturing, LLC

SFK Manufacturing, LLC
PO Box 306, Shermans Dale, PA 17090
717-701-8315
Fax 717-701-8316

www.SkidRowOffroad.com