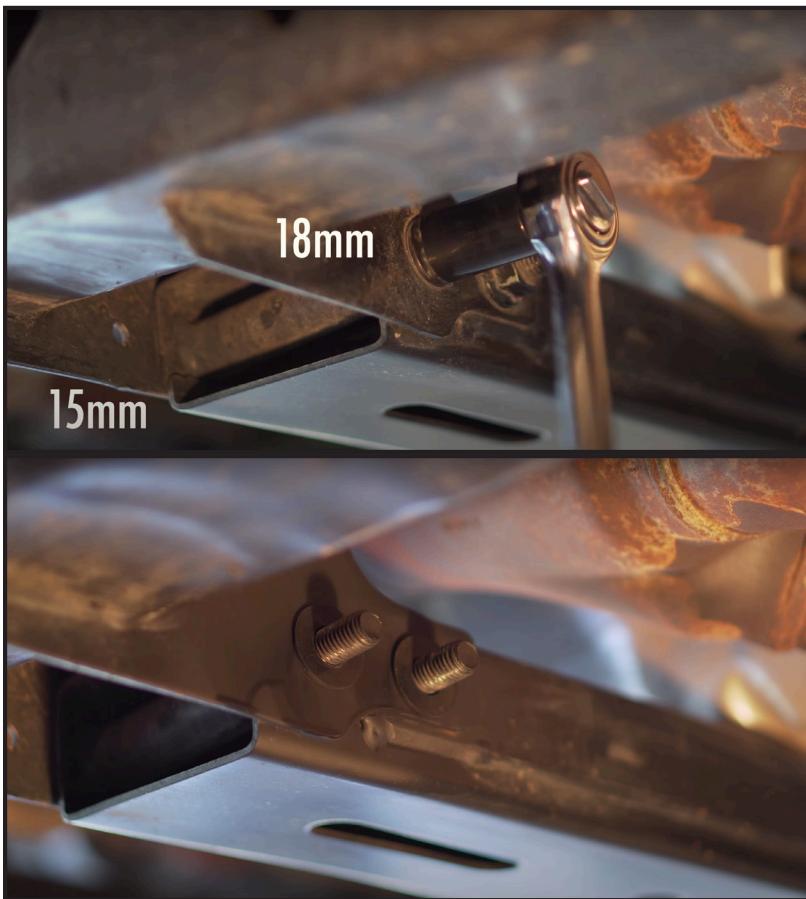


F150 - Transmission Skid

Be sure to use lubrication on all stainless steel nuts & bolts to prevent galling.



1. Remove factory felt liner. There are four 8mm bolts and two brackets (driver and passenger side) held on with 13mm bolts.



2. Remove front and rear 18mm crossmember nuts but do not remove the 15mm bolts. Clean and treat any areas of rust or damage to frame.



F150 - Transmission Skid



3. The two brackets on the left are the front brackets. The short side goes on the frame. The two brackets in the right are the rear brackets.



4. Install all four skid plate mounting brackets (two front, two rear). Reuse factory nuts but do not tighten yet.



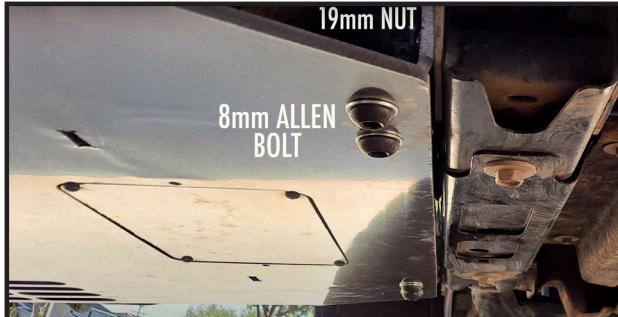
5. Fitment: install plate loosely to and adjust brackets until skid is sitting as high as possible without getting too close to any exhaust components.



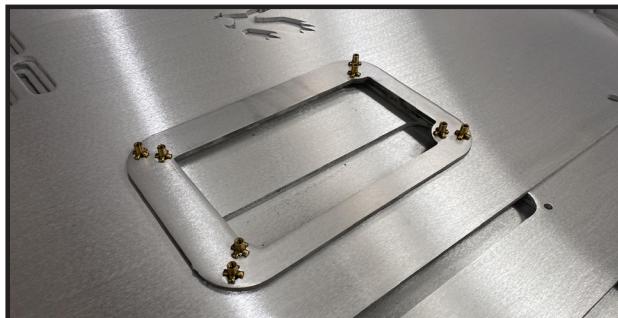
6. Note that a gap in the rear of the skid plate and rear crossmember is normal and good to prevent contact with exhaust components.



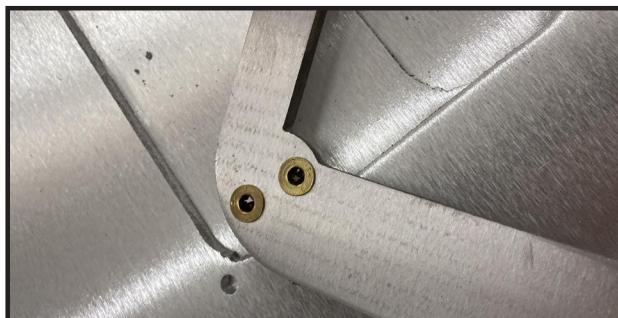
F150 - Transmission Skid



- 7. Once fitment is achieved, lock in brackets and torque them down to 66ft-lb. Then torque down skid plate to brackets at 40ft-lb.



- 8. The oil door mount goes on the inside of the plate.



- 9. Flanges on the riv nut go against the plate.



- 10. Double-check all torque values and enjoy. Re-check torque values after the first 100 miles and again after every 500 miles driven.