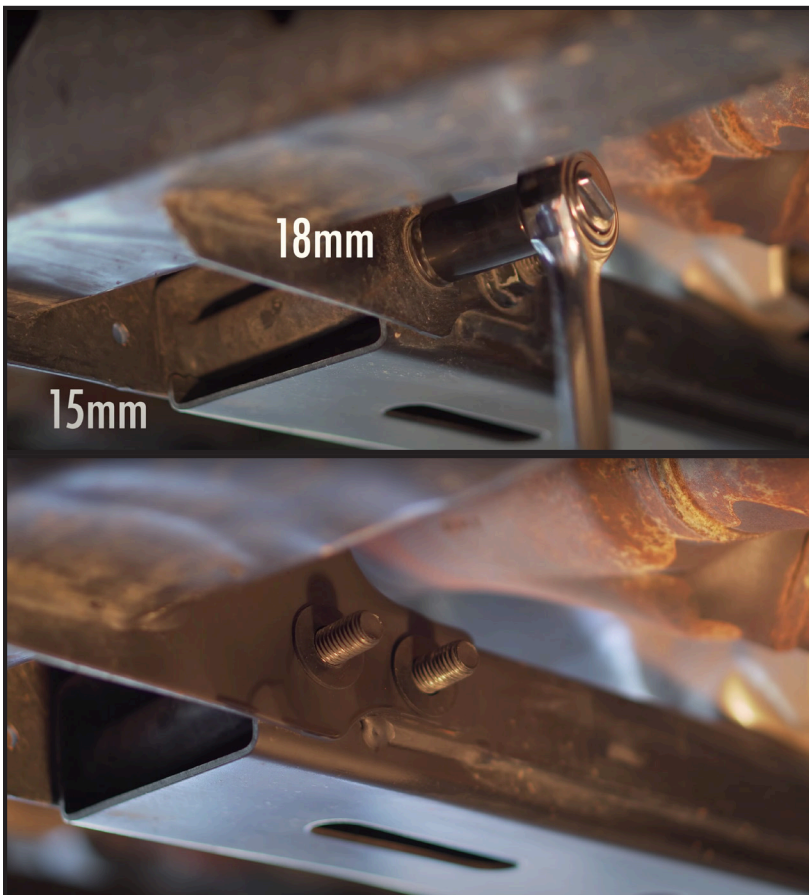


## F150 - Transmission Skid

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.

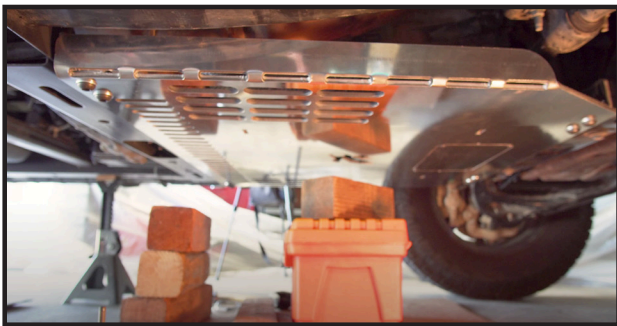
## F150 - Transmission Skid



- 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.



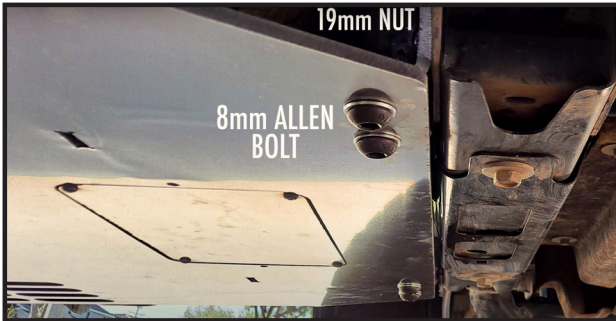
- 5. Fitment: install plate loosely to and adjust brackets until skid is sitting as high as possible without getting too close to any exhaust components.



- 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.



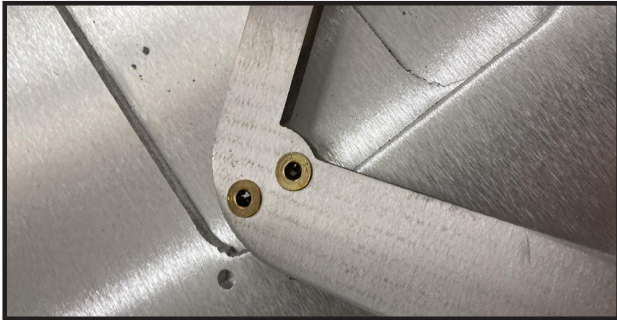
## F150 - Transmission Skid



- 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 ever 500 miles driven.