

Front Skid Plate Installation

1. Start by removing the 19mm bolt holding the clam shell spare tire carrier up. Punch out the holding pin in the hinge of the stock spare tire carrier clasp and remove the whole clasp from the van (Fig.1). Bag this part and label it in case you need it in the future.
2. Locate and inspect the cross member rail in between the radius arm bushings under the van where the rear of the skid plate will be mounted. These 3 holes will be there but vary on different vans (Fig.2). Some vans already have threaded holes and some vans will need the J clip receiver plate (provided) through the inside channel.
3. If using the J clip receiver plate you can insert it through the channel with the J clips oriented on top of the plate with flat side pointing down to be able to accept the bolts from underneath (Fig.3).
4. If your van has the valance (front trim piece under bumper), you will need to remove the 4 bolts , 2 on either side of the clasp and 19mm bolt and slide the skid plate between the valance and the body. Replace the phillips head screws with the hex head provided hardware. There are 4 holes you will need to use for the front of the skid plate (Fig.4). If the existing holes for the valance are in good shape, you will not need to use the provided nutserts, if you do not have the front valance, follow the steps for installing these nutserts. Drill these holes out to 3/8" diameter exactly. Use a 3/8" drill bit as any other size will not allow the nutsert to open and seat properly and the lip of the nutsert will go right through the hole. These holes are pretty close to the size they need to be so they may just need to be cleaned out instead of drilled. Test fit the nutsert before drilling; you may not even need to drill.
5. In order to mount the front of the skid plate to the van, you will have to install 4 nutserts to accept the hardware provided with the skid plate unless these holes are already threaded. (Fig.5) shows the provided hardware. You are provided with a nutsert, a locking washer, coupling nut, flat washer, and a 5mm allen bolt which is 6x1.0. Place the flat washer over the bolt so it's against the head of the bolt, slide on the coupling nut, place lock washer over bolt, and



Front Skid Plate Installation (cont.)

6. Assemble the hardware as shown in (Fig.5). Insert the nutsert into the hole. It should stop at the lip of the nutsert if your hole was drilled properly. Hold the nutsert with pressure up in the hole as flat as possible and as straight as you can so the nutsert seats properly. Hold the coupling nut with an 11mm wrench while you turn in the 5mm allen bolt.(Fig.6). Turn the bolt with a torque wrench and allen socket until you feel heavy resistance. As the nutsert compresses it will get easier to turn. Continue turning bolt until you reach **8 ft lbs**. At the end of this sequence when it has bottomed out, the nutsert should have opened up and now be installed (Fig. 7). Back off the allen bolt and remove it along with the coupling nut, flat washer and lock washer. Repeat this step for the other three holes using the same hardware with a new nutsert. The bolt, lock washer and flat washer are just tools to install the nutsert. You will use the hardware provided with the skid plate to mount it to the van.
7. Hold the skid plate up under the van and start the original 19mm tire carrier bolt in its' original position and leave it loose (Fig.8).
8. Locate the skid plate rear outer mounting plate and the 3 allen head bolts. Start the bolts through the outer plate, through the skid plate and into the welded nut backing plate in the channel of the cross member. Leave these loose until all mounting bolts are started (Fig.9).
9. Start the 6x1.0 bolts and washers in the front of the skid plate, 2 on the left side of the 19mm bolt and 2 on the right side of the 19mm bolt. Tighten these down evenly into the nutserts you installed (Fig.10).
10. You can now tighten the mounting bolts in the rear of the skid plate (Fig.11). Final installation picture (Fig12).

