

F-150/PowerBoost - Skid Plate

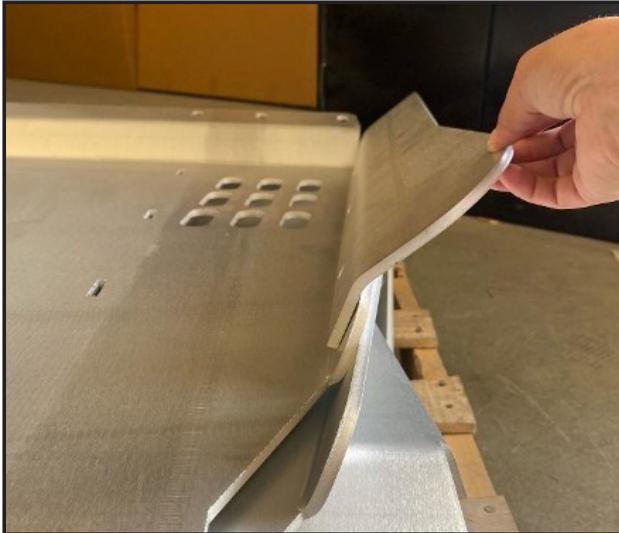
Be sure to use lubrication on all stainless steel nuts & bolts to prevent galling.

Includes:

- 1 - F-150 Main Plate
- 2 - Wings
- 2 - Oil door Brackets
- 1 - Oil door
- 8 - M5x25mm button head bolts with washers - Uses 4mm allen bit
- 6 - M8x25mm button head bolts - Uses 5mm allen bit
- 12 - M8 washers
- 6 - M8 nylon lock nuts
- 2 - 3/8-16 3.5" long bolts - Uses 7/32 allen bit
- 2 - 3/8 nylon lock nuts
- 2 - M10x35mm bolts - Uses 6mm allen bit
- 6 - 3/8-1.5" fender washers



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1. Locate wings and mount on the skid plate with the supplied M8x25mm bolts, washers, and nuts. Wings go on the inside of the plate on the vertical flange. The wings will have the larger side go towards the front, and the bend should have the wings extend toward the outside of the plate as shown below. Note: Due to some variations in exhaust, the wings may need to be mounted on the outside of the flange for additional clearance. Oil drain door and mount can be installed now, or at the end of installation.



2. Remove the Factory Felt Covers if not already removed including the side brackets from the frame.



3. The front felt bracket may be removed or left in place. If keeping the engine felt liners you will need to leave it in place. Loosen the M10x1.5 Bolts so there is approximately a 1/2" gap. You will slide the front slots of the transmission skid plate onto these bolts. If the factory felt liner bracket is left in place, we recommend removing the spring clips to prevent a rattle. We are now including M10 button head bolts which can be installed instead of the M10 hex bolts if desired.

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- 4. Slide the front of the transmission skid plate onto the front bolts. The factory felt liner bracket will go above the transmission skid plate, in between the transmission skid plate and frame. If you have a factory FX4 Skid plate this will go above the transmission skid plate, between the skid plate and frame.



- 5. Locate the 3/8-16 3.5" long bolts with washers and nylon lock nuts. These will go into the slots on the frame and a washer and nut will attach at the top. The slot may have an adhesive heat shield on it, and this will need to be penetrated prior to pushing the bolt through it. Shown above is the driver side. If you have an FX4 transfer case skid it will need to go above the transmission plate.



- 6. Shown is the top of the rear cross member with an adhesive heat shield. Due to placement of the heat shield it can be tricky to get the nut and washer onto the bolt. We recommend doing the driver side first and allowing the transmission skid plate to hang down. This will allow you to do the passenger side easier. When putting the bolt through the frame, only put it slightly above the cross member to allow you to put the washer and nut on.
- 7. Tighten all bolts. You can now install the oil drain door and mounts (if not already completed in step 1).