

Detroit Tuned Countryman Skid Plate

Installation Instructions:

Don't let low slung items on your Countryman or Paceman get all banged up or broken due to winter ice or off road rocks! If you rally your car ever, you need to have this in place. It will protect your underbody from rocks, small stumps, speed bumps, steep driveways.

READ ALL DIRECTIONS THOROUGHLY BEFORE YOU START!!!

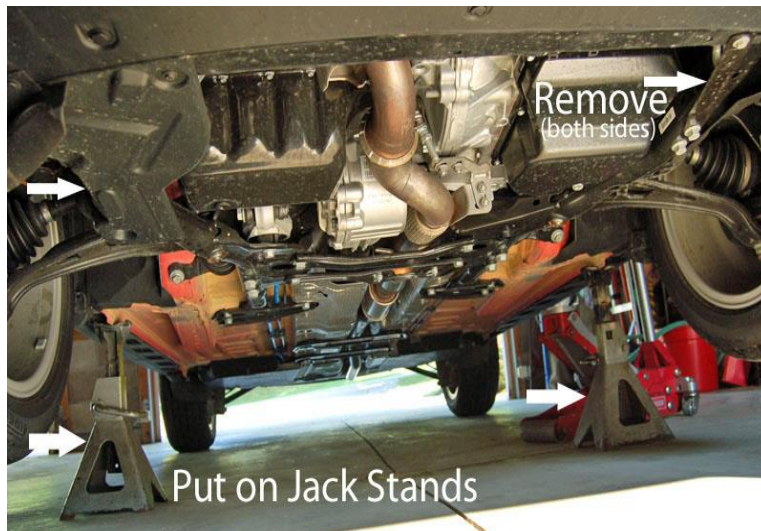
NOTE: WHENEVER WORKING IN THE ENGINE BAY, YOU SHOULD WEAR SAFETY GLASSES AND THE ENGINE SHOULD BE COOL. IF AFTER READING THESE DIRECTIONS, YOU FEEL THIS IS WORK YOU CANNOT COMPLETE, YOU SHOULD CONSULT A TRAINED MECHANIC.

Tools Needed:

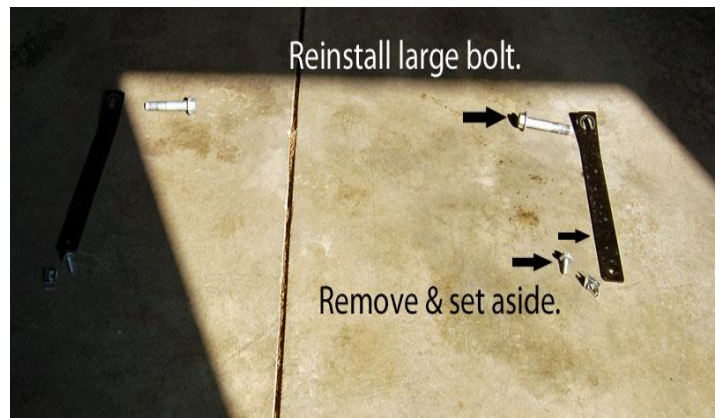
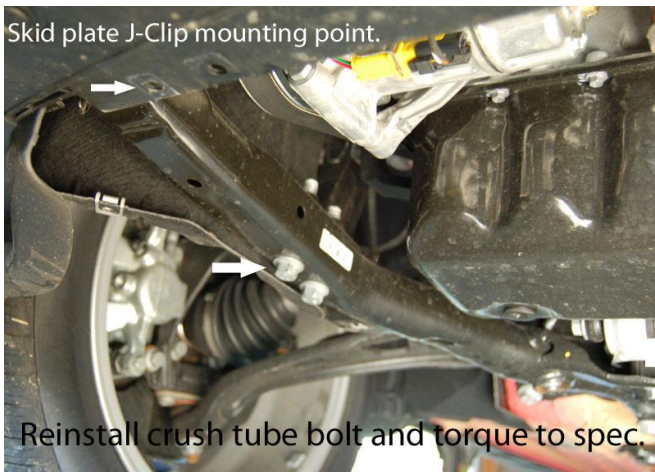
- 22mm & 18mm Socket w 1/2" Ratchet
- 13mm & 9/16" Socket w/3/8" Ratchet
- Torque Wrench (1/2" **and/or** 3/8")
- Flat Head & Phillips Head Screwdriver
- Red Loctite
- Drop Light
- Jack & Jack Sands
- Safety Glasses

Directions:

1. On level ground, jack up your vehicle and support the front end with jack stands so that it is secure. If you're only jacking up the front end, it's a good idea to set the hand brake so the vehicle will not want to roll. With your safety glasses on, remove the splash guard with a Phillips head screwdriver and set it to the side.



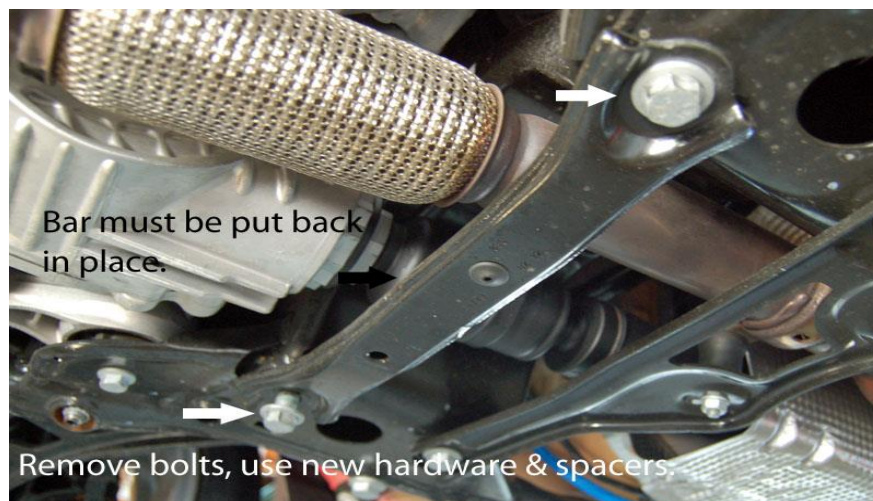
2. Remove the two support bars shown in the photos. Reinstall the two large bolts back into the crush tubes. **Torque them to 7 ft. lbs.** Remove the j-nuts and small bolts that hold the front ends of the support bar. Put them in a box and save them in case you ever need them.



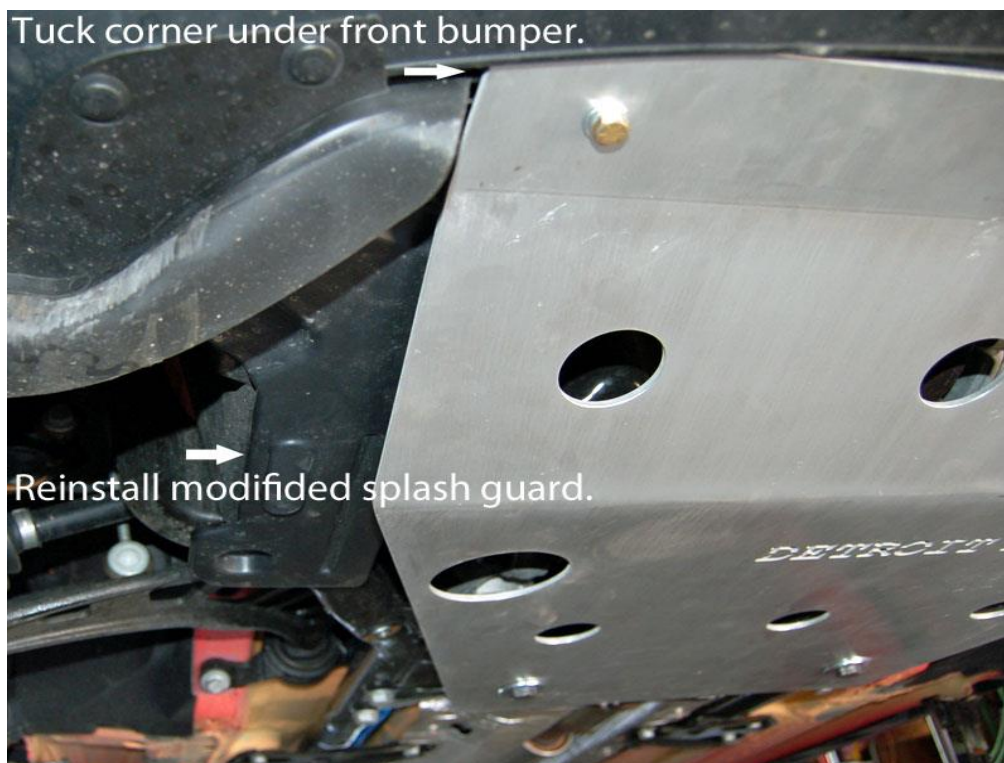
3. Slide the (3) J-Nuts over the three holes in the core support. On the side that has two holes, use the outer hole. Make sure the nut side goes up on the inside of the core support so that the skid plate will fit flat against the surface.



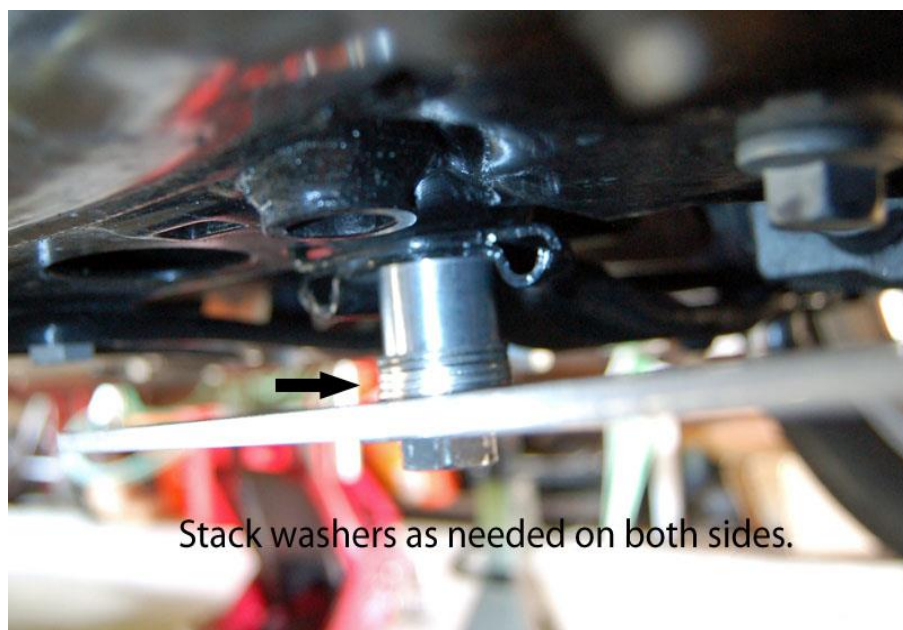
4. Next remove the two bolts that hold the lower sub-frame support to the sub-frame. We will use new longer bolts to attach the skid plate, but the support must be put back into place, so it will be reused. It will only go on in one direction due to the tab on one side.



- Using the (3) 5/16 bolts put the lock washer on, then the flat washer, then a few drops of red loctite on the treads. Slide the skid plate up into the bumper so that the corners are tucked up into it a bit. Line up the holes with the j-nuts and screw the bolts in hand tight for now. Do not fully tighten it at this time. We want the plate a bit loose to be able to move it around while we line up the rear bolts.

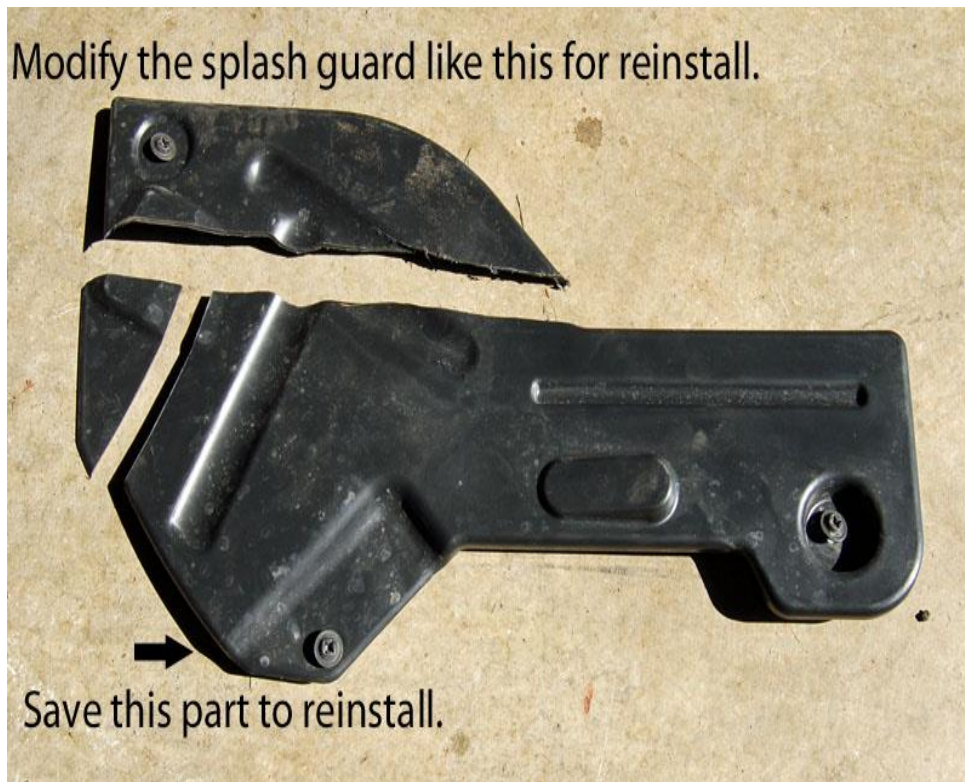


- Using the two large bolts, put the two large flat washers on and a few drops of red loctite on the threads. Insert them thru the plate, then add the large alum spacer then the lower sub frame support. Hand tighten the bolts to check for fitment and clearance. If you do not have enough space between the exhaust or the transfer case, add an equal amount of washers to both sides to have enough clearance. Due to difference in production, your car might not need any, or as many as 6 per side. **Once you are happy with the fitment, torque the front bolts to 25 ft. lbs., And torque the rear bolts to 140 ft. lbs.**





7. Next, we need to modify the splash guard as shown. This is the most you will need to cut off as shown in the photo. Use a sharp box cutter or knife to trim as needed. Leave the two screws so that you have a way to mount it back to the car in the stock locations. It might be best to do this in steps and test fit after every cut to make sure you are happy with fitment.



8. You are now done with the skid plate installation. This is what the final product should look like. If you have any questions give us a call or send us an email.



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