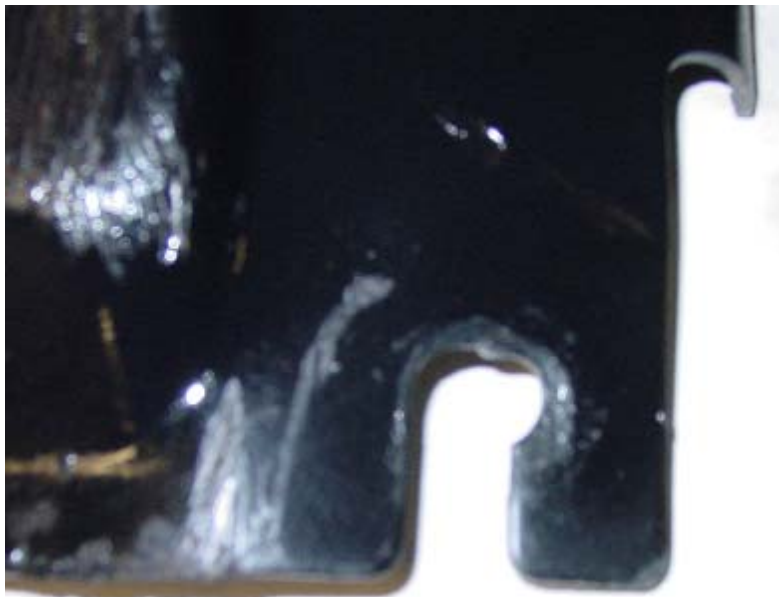


# All J Products KJ Super Skid install directions

## 2002 - 2003 KJ Liberty



1. Remove factory front skid. The front skid will need to have the rear driver's side slot notched as in the picture below. If you previously had another skid plate installed this may be done already. You will be notching the angled corner of the front skid plate, which is the rear driver's side of the plate.



2. Loosely bolt the outriggers to the skid using the 3/8" x 1" bolts, nuts & washers. The washers, both flat and lock washers, go on the inside next to the slots. The extra four 3/8" flat washers are provided in case you need to shim the outriggers out slightly. There are slots on the sides of the Super Skid for these to bolt up. The outrigger with the three holes in the angle goes on the driver's side of the skid. (The skid plate front is the end with the angled tab.)

3. Remove the factory transfer case skid, if equipped. Remove the factory inserts if your KJ has them. You will find two hexagonal holes if you do not have inserts installed. Once these holes are located and clear, use a 1/2" drill to drill up through the crossmember through the top. **NOTE: Drill these holes as straight as possible, or the skid may be hard to install.** Also take care not to drill through into any vital components above the crossmember. (If you wish to retain the factory inserts, the skid can be installed using these inserts and factory bolts. The provided carriage bolts will be the strongest mounting method.)

NOTE: there are two different factory transfer case skids. One version has two holes matching the holes in the crossmember. The other version only uses one hole and will need the edge notched to fit. See the picture below for the second type of skid. The skids that come factory with the KJ have the same two holes that are in the crossmember; no modifications will be necessary.



4. Reinstall factory or other transfer case skid now. Add a provided 3/8" thick square aluminum spacer between the transfer case skid and the crossmember. Only reinstall the side bolts holding the transfer case skid.

5. Now install the **All J Products KJ Skid** starting with the rear carriage bolts going up. A jack or a friend (or maybe your friend is Jack, then you'll have both) will make this step easier. The carriage bolts will go through the **All J KJ Skid**, the transfer case skid, then through the spacer, then into the crossmember. You will add a lock washer and nut to the top of the crossmember to secure. There are two extra 1/2" washers, these can be installed on top with the lock washer and nut, or to shim as needed.

6. Now move to the front of the skid, place a provided 3/8" thick square aluminum spacer between the **All J Products KJ Skid** and the crossmember. Once this is pushed up tight, then reinstall the stock front skid over the **All J Products KJ Skid**, which will be at the bottom closest to the ground. From the crossmember down you will have the spacer, the **All J Products KJ Skid** and the factory front skid at the bottom. Once the skids are in place, line up the provided 10mm x 40mm metric bolts, lock washer, and flat washer, and start them. Once all the bolts are in loosely, make sure the **All J Products KJ Skid** is moved all the way forward. You can use a pry bar in the rear to push the skid forward. Once the skid is forward, tighten the rear carriage bolts from the top and then tighten the 10mm bolts in the front. Their carriage bolts are tough to tighten, a 3/4" wrench will fit, a stubby fits best.

7. Once the **All J Products KJ Skid** is in place, move the outriggers in their slots to adjust fit. You may need to shim the outriggers out or up, depending on your KJ. Once the outriggers are in place, drill up through frame rail with an "F" drill bit, and install the 5/16" thread rolling screws. There are two on each side. The third hole on the driver's side outrigger is only for identification purposes. To thread in the thread rolling screws, use a 1/2" socket wrench and apply a small dab of anti-seize or grease to the threads of each one.

8. Once all four thread rolling bolts are installed and the outriggers in place, tighten the 3/8" bolts holding the outriggers to the **All J Products KJ Skid** plate. Small gaps will be pulled tight when you tighten everything down.



9. Go out and enjoy your new **All J Products KJ SUPER Skid!!**

***Thank you for purchasing the strongest KJ skid out on the market today.  
It should provide years of protection for your Jeep. – All J Products***

Please note: Due to variations in transfer case skids, exhaust systems on early KJ's, and bent crossmembers, etc., there may be small shimming or notching required. If you need assistance, please call All J Products at 909-370-4800! Also if you would like to eliminate the spacers between the plate and the crossmembers, you can have the exhaust system modified to gain the extra clearance. We recommend using the provided spacers. **Also keep in mind, these spacers will go away, when an All J Products transfer case skid and front skid is used, both of these products are due out some time in 2004.**

**All J Products**  
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