

CUT PLATE DIMENSIONS AS SHOWN. PLATE MATERIAL AND THICKNESS YOUR DISCRETION. .10 THICK ALUMINUM DIAMOND PLATE SEEMS SUFFICIENT AND EASY TO CUT ON TABLE SAW WITH RIGHT BLADE. DRILL HOLES AS SHOWN. THESE ARE MINIMUM REQUIRED. TWO $\phi 0.37$ FOR WHERE THE OLD PLASTIC PANELS SCREWED ONTO CROSS MEMBER. THREE $\phi 0.31$ FOR BOLTING TO FRONT OF LR "SKIDPLATE". THE BEND IS APPROXIMATE - I BENT MINE BY FIXTURING SOME WOOD 2 X 4'S AND DRIVING OVER IT WITH CAR UNTIL IT FIT. NEXT REMOVE PLASTIC PLATES AND SCRAP. ATTACH NEW SKID PLATE TO CROSS MEMBER. MARK THREE HOLES AT FRONT OF LR "SKIDPLATE". REMOVE LR SKIDPLATE FROM CAR. DRILL HOLES IN LR "SKIDPLATE". I ALSO ATTACHED 1 X 1 X 1/8 ALUMINUM ANGLES TO SIDES OF SKIDPLATE AND LR "SKIDPLATE" JUST FOR EXTRA STIFFNESS AND ANTI-RATTLE. USE LOCKTITE AND LOCKWASHERS AS THIS ASSEMBLY WILL COME OFF CAR IN ONE PIECE IN THE FUTURE FOR MAINTENANCE AND OIL AND FILTER CHANGES. DESIGN HAS BEEN TESTED ON MULTITUDINOUS ROCKS IN NORTHERN NEVADA. R.C. 3/7/03

