



EVO MFG Protek Skid System

PLEASE READ: It is recommended that the oil pan be drained before install. Although it is sealed with RTV silicone and will retain to the engine block well with all bolts removed. If you decide to install EVO Skid without draining the oil, do so when oil is cold and at **YOUR OWN RISK**.

1. Recommended: follow manufacturer's instructions on draining engine oil.
2. With oil drained, using a 10mm wrench remove all bolts from oil pan. **DO NOT REMOVE PAN FROM ENGINE.**
3. Carefully install EVO Oil Pan Skid over factory oil pan. Make sure you do not hit or tap on factory pan.
4. Using the two nuts (one on driver front, one on pass rear corners) quickly hand tighten the nuts on these two studs. This will keep the pan and skid held to the engine.



begin to touch the EVO Skid. **VERY IMPORTANT: Do not fully tighten any bolts/nuts at this stage.**

5. Begin to thread **BY HAND** all factory bolts into engine through both the EVO Skid and factory oil pan holes. Make sure to thread all bolts in at least 3 full turns on each bolt before using a wrench. You are threading into aluminum and therefore they are easy to strip. **Thread first few turns by hand is a very important step.**
6. Using a 10mm wrench and/or ratchet begin to thread all bolts until they



7. With all bolts just slightly touching the EVO Skid, begin to tighten all bolts in a crossing fashion to 85 **in/lbs**. The pan/skid will work its way to become tight and compressing the RTV sealant. You will need to go over all bolts in this crossing fashion a few times until all bolts are tight.
8. Double check that all bolts are tight by starting at one bolt and going around in a circle and ending at the bolt you started with. You may need to do this a couple times aswell. Importance is placed on having all bolts equally tight.
9. With all bolts tight, follow factory specifications on finishing the oil change.

**Before you start engine: MAKE SURE YOU HAVE ENGINE OIL INSTALLED.
500 miles after install, check for any oil residue or leaks from pan.**

EVO-1092 2012+ JK Auto Transmission Skid

EVO-1104 2012+ JK Manual Transmission Skid

Note: Requires install of EVO-1091 Oil Pan Skid for installation

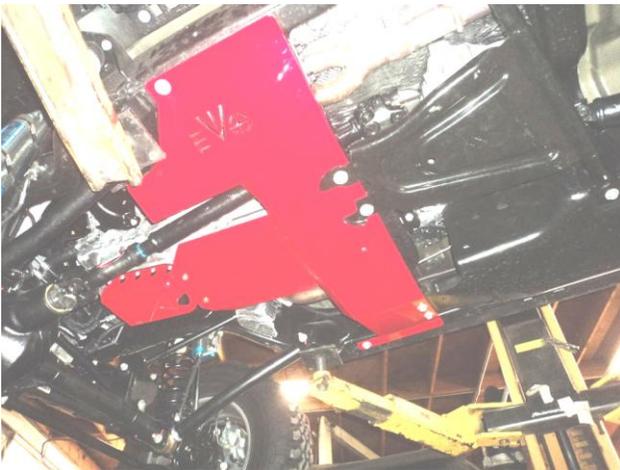


First Column: Photos of Manual Skid

Second Column: Photos of Auto Skid

1. Remove two nuts on top of transmission cross member that secure the transmission mount top plate. These are the two nuts that are on each side of the transmission that the treaded stud if facing up.
2. Manuals: With these two nuts removed, slide the EVO transmission skid over these two studs where the studs stick through the two slots cut into the EVO Skid. Thread factory nuts onto studs.
3. Autos: With these two nuts removed, using a floor jack, lift the transfer case about a ½" so the studs are just protruding past the transmission mounting plate. Now slide the EVO skid onto the stud on the driver side. Make sure stud is lined up with the hole in the EVO Skid and then carefully lower transmission/transercase with the jack. On passenger side, install the supplied passenger side mount bracket onto transmission stud, round hole on EVO Bracket at this end, big slot side on top EVO Skid. Install both factory nuts at transmission and supplied 3/8" hardware at mating between EVO Passenger skid mounting bracket and EVO Skid.
4. Using the supplied 7/16" Hardware, install front of skid to oil pan. Transmission skid should be on the lower side of the two tabs on back of the EVO oil pan skid.
5. Tighten all bolts: Factory bolts 37 ft/lbs, 7/16" bolts to 60 ft/lbs, 3/8" bolt to 40 ft/lbs

EVO-1093 JK Transmission Crossmember and Exhaust Skid



1. Remove factory transercase skid (4 bolts: 2 on the center of the transmission cross member, 1 on gas tank, 1 on driver side frame)
2. Some JKs have a skid plate/bar on the front of the transmission cross member, remove this as well. Save Hardware, Factory bar you will not reuse.
3. Remove two bolts on passenger side that attach the gas tank skid to the transmission cross member.

4. Remove only the nut on the driver side lower front control arm at the control arm mount at the frame. Leave bolt installed.
5. Carefully lift EVO Transmission Crossmember/Exhaust Skid up. Pay attention to round tab on driver side with a hole in it. This hole needs to connect with factory lower control arm bolt. Using Factory hardware, thread the two bolts a couple of turn's by hand that hold the gas tank skid to the transmission crossmember. Overlapping the EVO Skid on top of the skid for the gas tank. (Factory gas tank skid portion will be sandwiched between the transmission crossmember and EVO Skid).
6. Thread a couple of turns by hand the nut back onto factory lower control arm sandwiching the EVO Skid against the frame. Thread the center bolt into transmission crossmember.
7. If your JK came with a skid/bar forward of the transmission crossmember use this hardware. If not use supplied EVO hardware. Thread a couple of turns the two forward most holes on the bottom of the frame on both the driver and passenger sides through the EVO Skid.
8. Reinstall the factory transercase skid over the EVO Skid at the transmission crossmember and factory location at the gas tank and driver side frame will factory hardware.
9. Tighten all Hardware: Lower Control Arm Bolt 125 ft/lbs, All others 80 ft/lbs