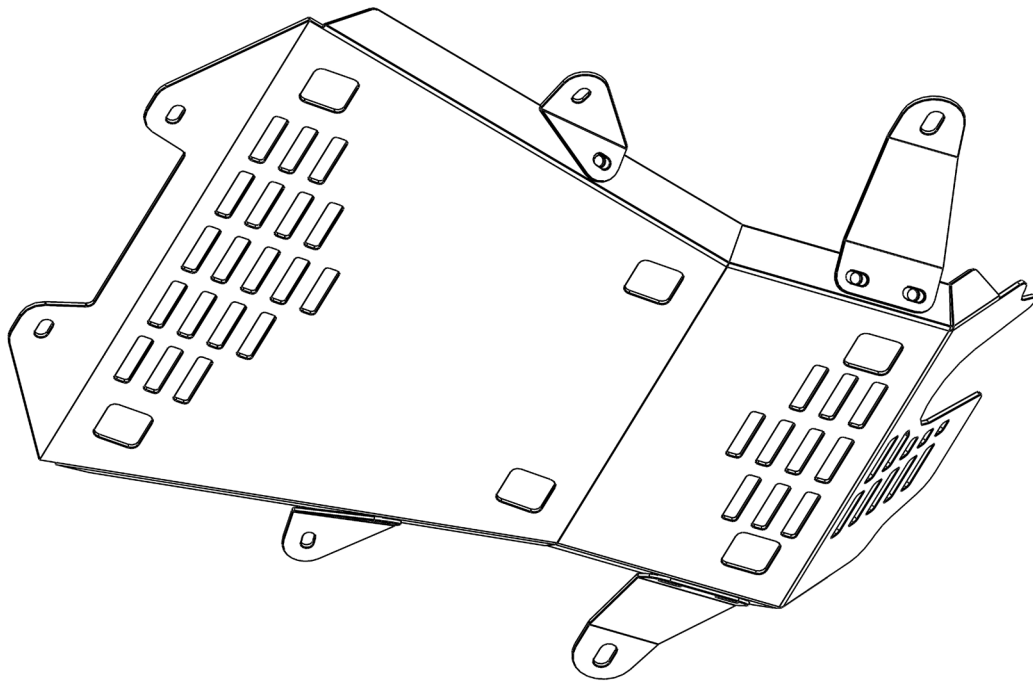




1ST GEN BRONCO SPORT CATALYTIC CONVERTER SKID

INSTALL INSTRUCTIONS



Please read the mounting instructions below carefully before attempting to install.

Be sure to check out the install video on the product page, if available.

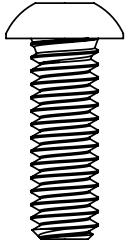
Thank you for purchasing from JcROffroad! Checkout our website, www.jcroffroad.com for other great off-road products. Be sure to rate and review our product online. If you have any questions or are missing parts, please don't hesitate to call us at 269-353-1184!

INCLUDED HARDWARE

INCLUDED BOLT PACK(S) 046-0054

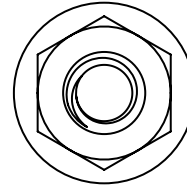
Note: Some Victory 4x4/JCR Offroad/SquatchProof products share hardware kits. Any extra hardware you may receive that is not listed below can be repurposed or discarded.

12x



5/16"-18 x 3/4"
Button Heads

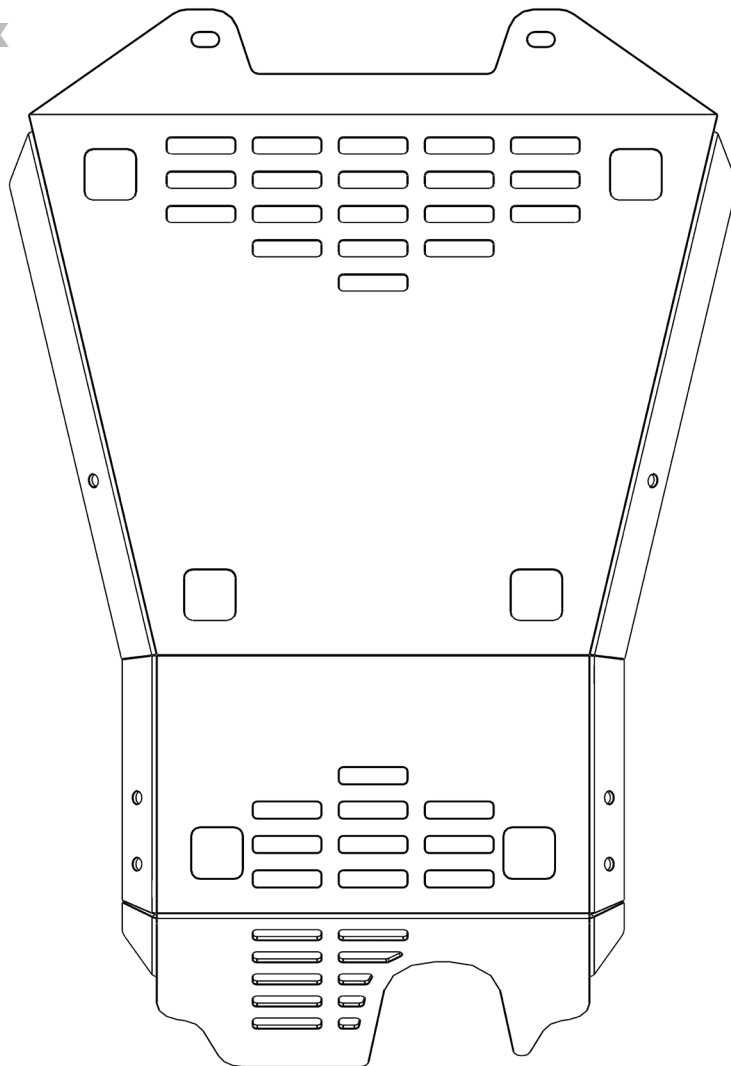
12x



5/16"-18
Serr. Flange Nuts

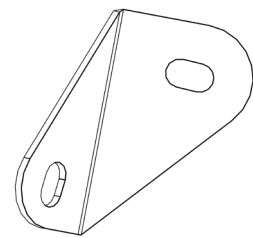
INCLUDED PARTS

1x



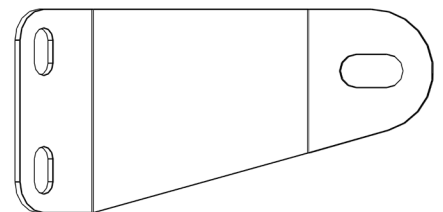
Catalytic Converter Skid

1L/1R



Front Mounting Brackets

1L/1R



Rear Mounting Brackets

2x



#3 Nut Tab Brackets

2x



#2 Nut Tab Brackets

ASSEMBLY

- 1a.** To start, you will need to remove the factory splash guards. To do so, remove the (3) factory bolts on the front of the splash guard as shown below, using a T30 torx. Repeat this on both sides of the vehicle. Once those are removed, there will be a factory clip that will need to be removed with pliers. These will be located on the outside edge of each splash guard, also shown below.



ASSEMBLY

- 1b.** Next, remove the small, stamped nut fasteners using a 10mm socket. There will be 8 bolts per splash guard to be removed along the outside and a the middle of the part, per side. Be sure to keep this hardware for optional reinstallation of the splash guards starting at step 11.



ASSEMBLY

2. Once the splash guards are removed and out of the way, you will have easy access to the (4) factory bolts in each corner of the factory skid that will need to be removed. You will use a T30 torx to remove the bolts, as shown below.



ASSEMBLY

3. With that factory skid out of the way, there will now be (1) white clip that is exposed in each of the factory mounts, as shown below. Both of these will need to be removed. You should be able to reach over the top and pinch the two tabs together before pulling down to remove.



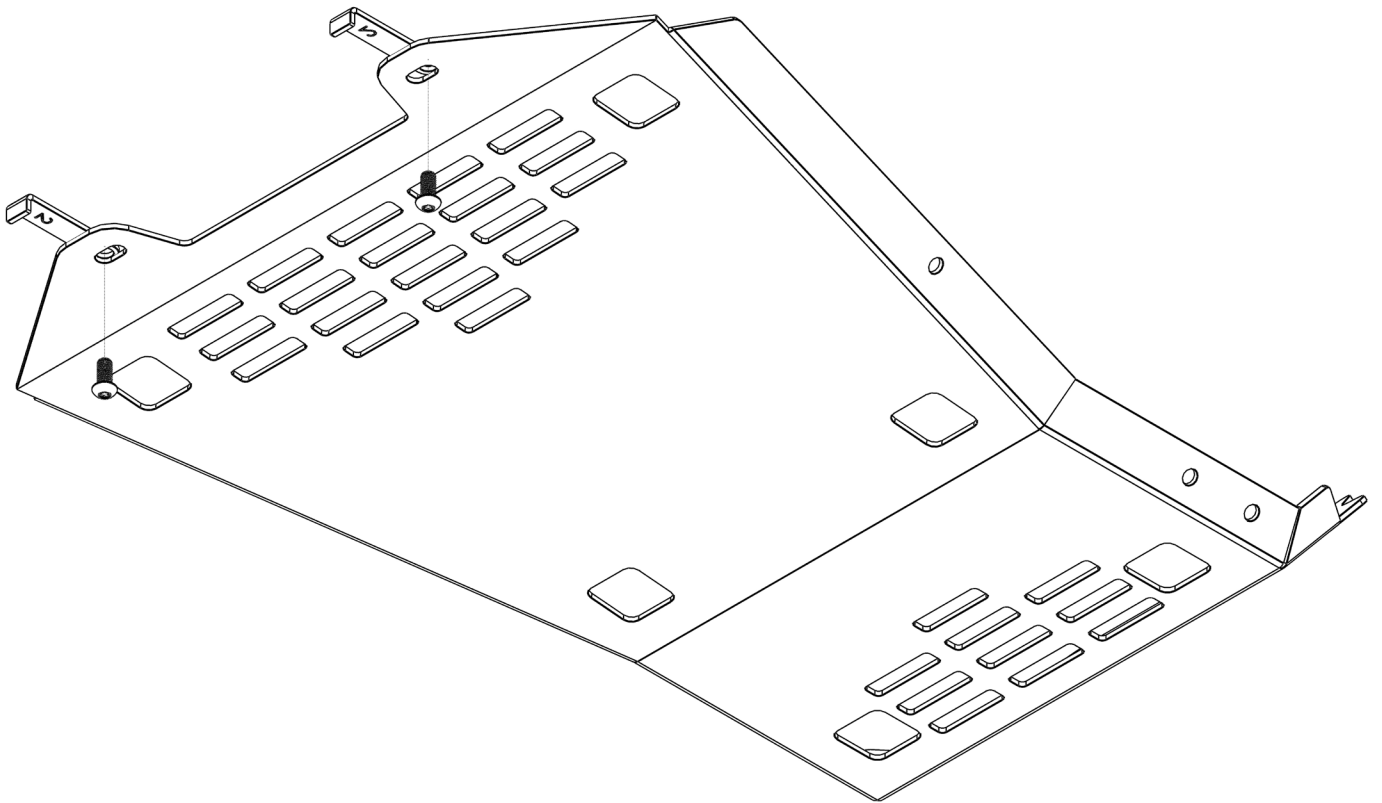
ASSEMBLY

4. Next, you will take the (2) provided nut tabs labeled with the number "2" on them. You will be inserting them into the two larger holes in the middle crossmember, as pointed out below. Once inserted, make sure the nuts are lined up straight back toward the rear of the vehicle, the driver side will line up with a small square hole and the passenger side will line up with a small round hole at the back of the crossmember.



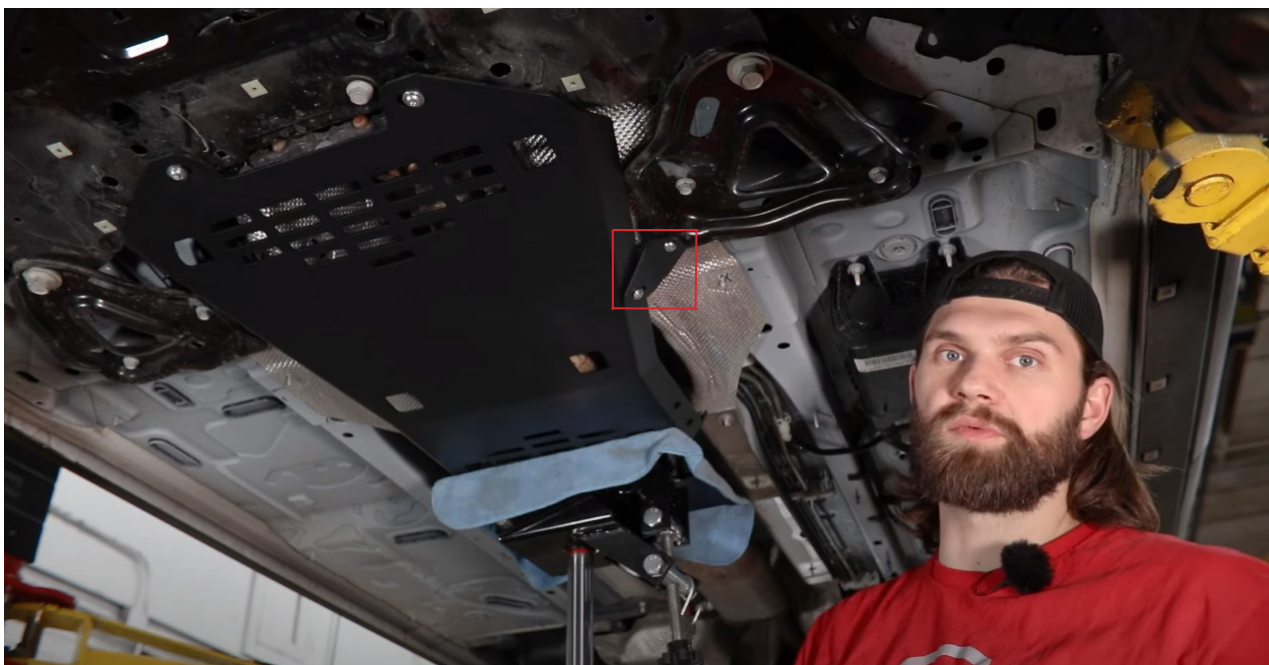
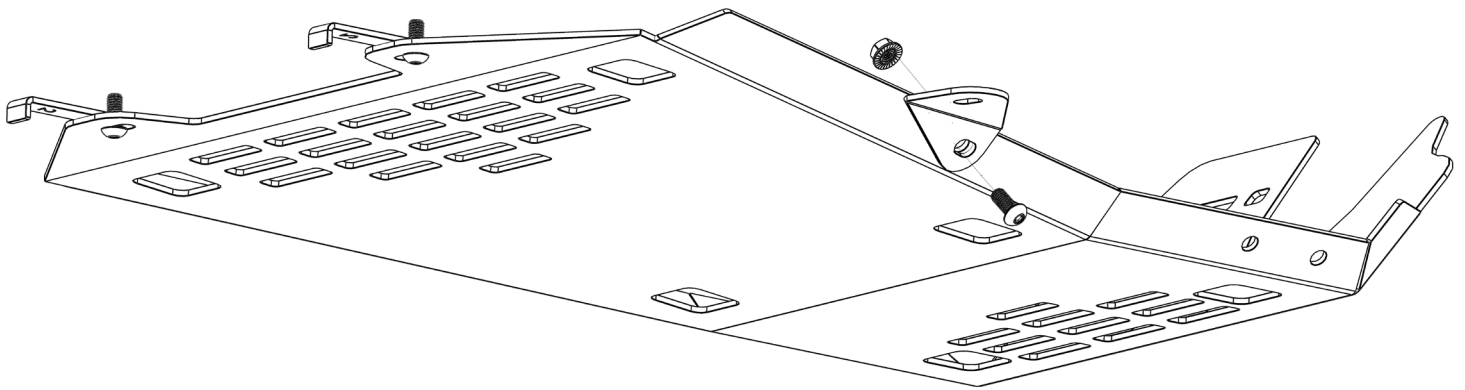
ASSEMBLY

5. With the nut tabs up in the crossmember and lined up with the correct holes you can now take the provided skid plate, with the help of a friend or a jack, and line up the front holes of the skid to the nuts on the nut tab. Start to loosely install them using the provided 5/16" button heads.



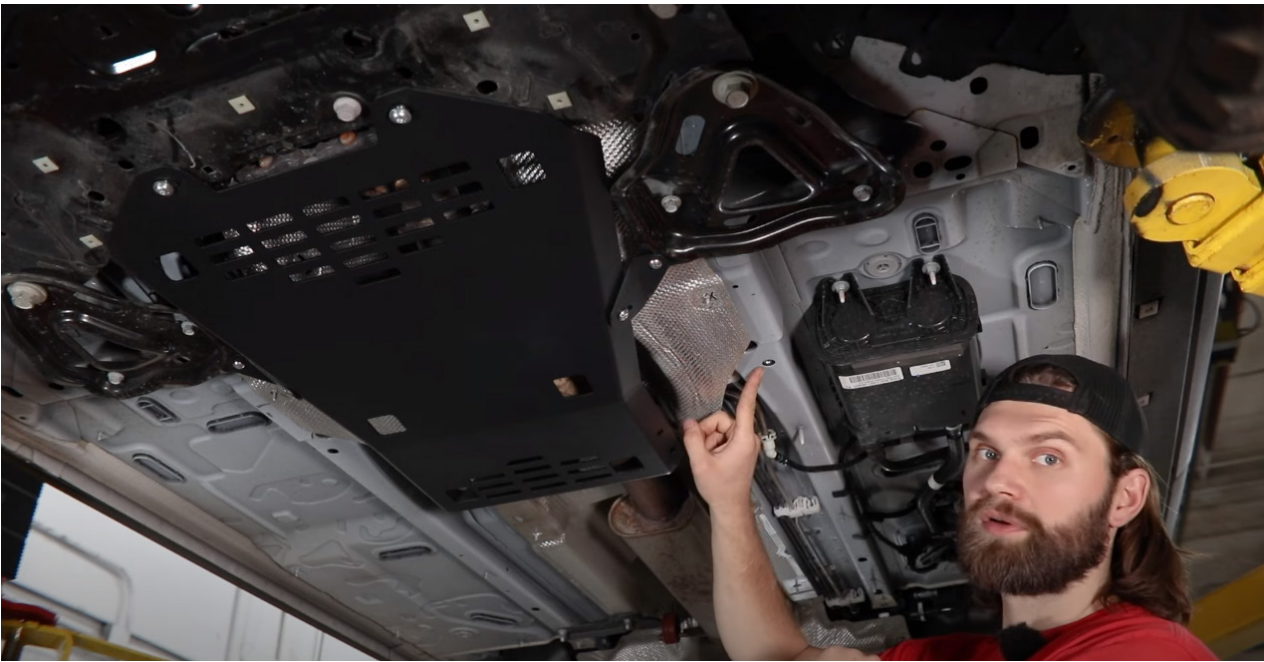
ASSEMBLY

6. Once the front of the skid is bolted up loosely, take the (2) provided front mounting brackets and the the 5/16" button heads and flange nuts. Loosely install the bracket using the middle hole on the skid, as shown below, you will need to reach over the top of the skid to install the nut onto the back side. Once the bracket is loosely in place, you will bolt the other end to the factory mount, using the hole that the white plastic clip was removed from in step 3, you will also need to reach over the factory bracket to get the nut on to the backside. Repeat this process on both sides, refer to the image below for reference.



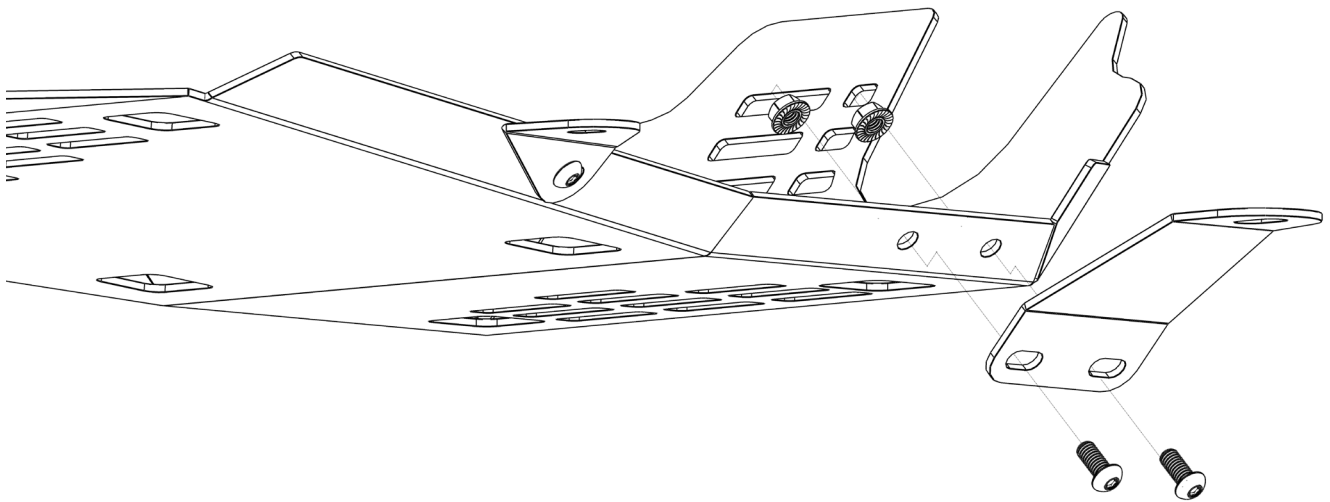
ASSEMBLY

- 7.** You now need to take the other provided nut tabs labeled with a "3" and place them up through the large hole just above the corner of the factory heat shield. Once the tab is in the hole, make sure the nut is in line with the next hole right behind it toward the rear of the vehicle. Refer to the image below for reference. Be sure to repeat this process on both sides of the vehicle.



ASSEMBLY

8. With the front of the skid and the front mounts now loosely secured, there will be enough support to hold the weight of the skid without the help of a friend or a jack. Now take the longer supplied rear brackets, and using the 5/16" button heads and flange nuts, loosely secure the brackets to the rear holes on the skid, as shown below. Repeat this process on both sides of the vehicle. You will also need to reach over the skid to get the nut on the back of the bolt.



ASSEMBLY

9. You can now use a provided 5/16" button head and line the top hole on the bracket up with the nut in the frame from the nut tab that was previously inserted. Once aligned, thread your button head into place, as shown below for visual reference. Be sure to repeat this process on both sides of the vehicle.



ASSEMBLY

- 10.** With all of your hardware is loosely started and your brackets and skid are held in place, you can go around with a 3/16" hex and make sure to tighten down all of your hardware to secure your skid to the vehicle. Make sure to visually verify that your skid is centered in the slots and also the cut out around the exhaust before tightening down.
- 11.** This next step will require some trimming of the factory splash guards that were taken down on the first step, if you choose to put them back on the vehicle. You will need to loosely install and hold up the splash guard in line with the studs to get a measurement. When aligned, take a sharpie and mark 1/2" in front of and behind the rear bracket where it comes in contact with the splash guard, and then again from the flange on the splash guard that contacts the skid.



ASSEMBLY

12. Once you have your cut lines marked, take the splash guard back down off the vehicle to make the cuts. Take a sharp pair of scissors or snips and make your cuts along the lines that were marked with a sharpie. Depending on how accurate your markings were, you may need to pull the splash guard down a 2nd time after making your cuts to touch up any spots that are still touching. Repeat this process for the other splash guard as well.



ASSEMBLY

- 13.** With the splash guards trimmed to your liking, reinstall them back on to the vehicle using the reverse process they were removed in the previous steps, reusing the same factory hardware.

- 14.** Make sure all of your hardware is tight and secure on the skid and the splash guards to complete your installation, enjoy your new Catalytic Converter Skid! Be sure to check out jcroffroad.com for even more Bronco Sport products.

