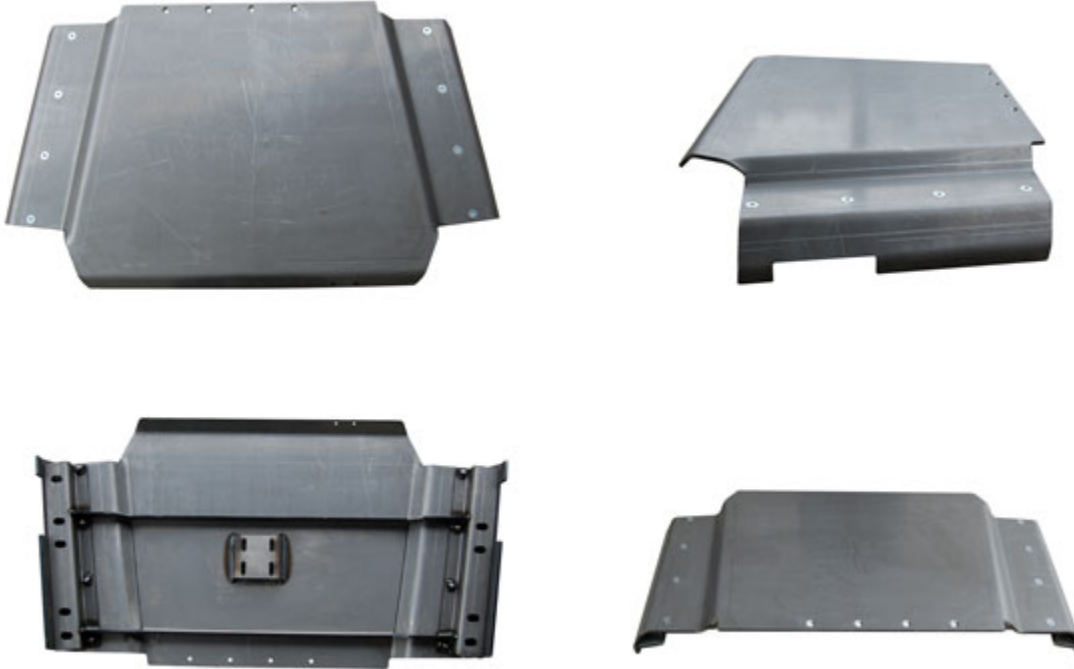


Thank you for purchasing a Clayton Off Road Mfg product.



Please check to make sure you have all necessary parts before you start your install.

- (1) ¼ Flat skid plate
- (1) 3/16 laser cut cradle (shipped attached to skid plate)
- (1) Rubicon models come with a new air pump cradle and hardware
 - a. *** Rubicon models, or Jeeps with Rubicon transfer cases or Atlas transfer case require a 1 inch body lift.
 - b. **** Skid plates ordered for an Atlas or any other aftermarket tcase will require custom positioning of center transmission mount.

If you are missing any of the above items, or are unclear about what parts you need, please call and ask before you begin your installation process.

(203) 757-0339
sales@claytonoffroad.com

Tool requirements

- 1. Various shop tools for removing your factory skid plate.
- 2. 7/32's allen key

Installation Procedures

1. Separate Clayton Off Road Mfg. 2 piece skid plate and paint or powder coated bare metal.
2. If installing on a Rubicon model install **REQUIRED** 1 inch body lift.
3. Support Drivetrain.
4. Rubicon models unbolt the air locker pump mount. This OEM bracket will NOT be reused. Be careful with the airpumps, and their fittings.
5. Remove 4 transmission bolts in the center of the skid plate.
6. Remove skid plate.
7. Install Clayton Off Road skid plate cradle. Depending on model year different cradle position holes will be used. Only 2 holes per side are used on TJ models. Make sure cradle is centered left to right.



8. With any standard transfer case the bolt holes will align with the center plate. Tighten up all 4 transmission mount bolts, as they will not be accessible later.
 1. *** If installing on any aftermarket transfer case you will need to take that center bracket and align it with your transmission mount. You may need to cut out the center hole larger to be able to move this bracket forward or backwards. Once you have it aligned check for any clearance issues and weld center bracket in and tighten up transmission bolts.
9. Make sure your new skid plate cradle is centered, the OEM skid plate bolts are all tight, and the transmission bolts are tight.
10. The 1/4 laser cut skid plate now bolts to that cradle using the 8 counter sunk 3/8s allen bolts.

Installation Manual
Main Skid Plate: TJ Skid Plate Installation
TJ Models
Last Revision No.: 10/15/07

11. Rubicon models come with a new bracket to relocate the OEM air pumps.

- a. Remove both air pumps off OEM bracket.
- b. Reinstall the rubber grommets into new bracket.
- c. Reinstall both Oem pumps, one will be backwards from original location.
- d. Bolt to back of skid plate, and reattach wires and hoses.



- 12.
13. Tighten up all 8 allen bolts, check for any driveshaft clearance issues, and you are ready to wheel.



14.

If you have any questions, concerns or comments please feel free to give us a call, send an email or fax.

Phone : (203) 757-0339

Fax : (203) 757-8005

Email : sales@claytonoffroad.com or (203) 757-8005

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Damage or Missing Parts Policy: If you receive a product that is damaged or missing parts you must contact us within 14 days to arrange replacement. You maybe required to submit photos of damaged parts before new parts are sent. Damage parts maybe request to be returned for inspection.

Return Policy: You have 30 days to return a product in it original packaging. Parts cannot have been installed, painted and/or modified in any way. You must contact us to obtain a RGA # (Return Goods Authorization) before shipping your product back. All returns are subject to a 15% restocking fee. Your return must have the return authorization number clearly marked on the outside of the package and must be shipped prepaid. Packages shipped COD will be refused. Return's are subject to inspection and maybe refused if they are damaged or used. You are responsible for proper shipping to ensure product is not damaged or lost. We recommend insuring your product for the full amount in the case it is damaged or lost during return shipment.

Warrantee Policy: Clayton Off Road Mfg. comes with our abuse proof limited lifetime warrantee against bending or breaking our control arms only. This covers the original purchaser of our suspension lift. This warrantee cannot be transferred to a secondary purchaser and is void if the control arm is modified in any form or not used in its proper application. Original purchaser must obtain a RGA # and is responsible for shipping the product back and agrees to return shipment charges. This warrantee does not cover worn bushings, missing snap rings, or any kind of rust damage to the threads or inserts or actual arm.

What is not covered:

Clayton Off Road Mfg. components may have minor finish damage to powder coated or plated surfaces, which may occur during shipping and is not covered under warranty. Johnny Joint bushings, washers, snap rings, OEM rubber bushings, hardware, brake lines, shocks, springs, skid plates, trackbars, and any mounting brackets are not covered. These parts are subject to wear and are not considered defective when worn. They are warranted for 90 days from the date of purchase for defects in workmanship only. Products or components which have been subjected to abuse, accident, alteration, modification, improper installation, tampering, negligence, misuse, or products installed on a vehicle used in sanctioned racing events. A race is defined as any contest between two or more vehicles, or any contest of one or more vehicles against the clock, whether or not such contest is for a prize.

Clayton Off Road Mfg. is not responsible for any retail parts that maybe sold.

Clayton Off Road Mfg. shall not be liable for any loss, damage or injury, whether ordinary, direct, special, incidental or consequential damages, arising from the manufacture, sale, installation, resale, delivery, possession, handling or use of its products.

Clayton Off Road Mfg. is not responsible for typographical errors either in pricing or in content.

Warranties, policies and prices subject to change without notice.