



WK2 Front Sump Shield Installation Instructions

REQUIRED TOOLS

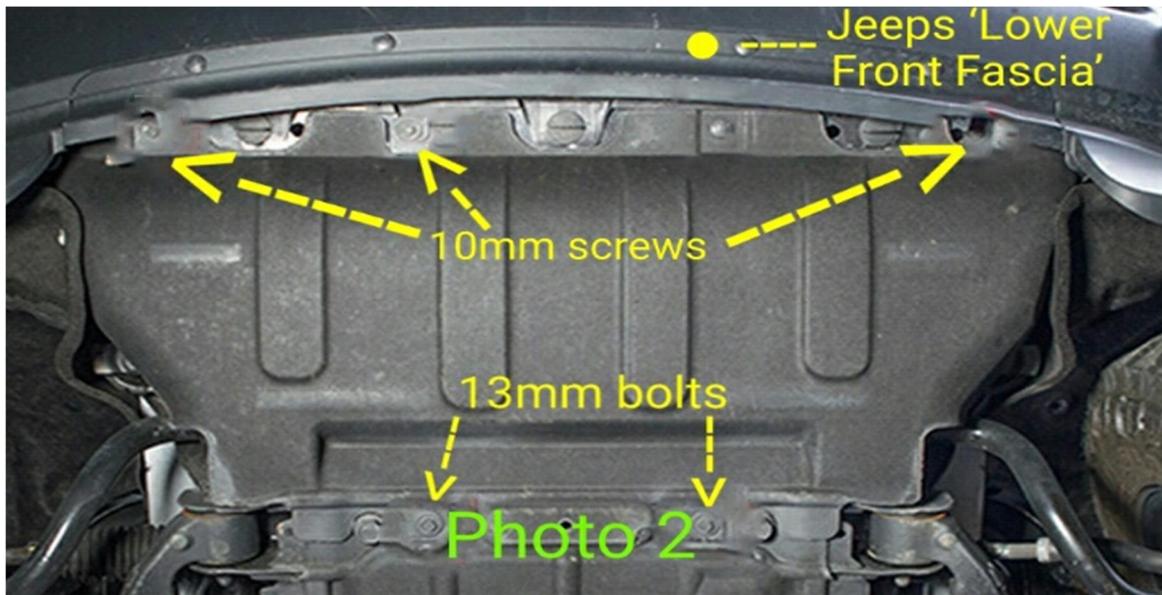
- Ratchet
- Ratchet extension
- 10mm Socket
- 13mm Socket
- Blue Loctite
- Floor jack
- Jack stands
- Safety goggles

Thank you for purchasing our Shield. Please read all instructions prior to beginning to become familiar with installation procedures. Installation time is approximately 25 to 30 min.

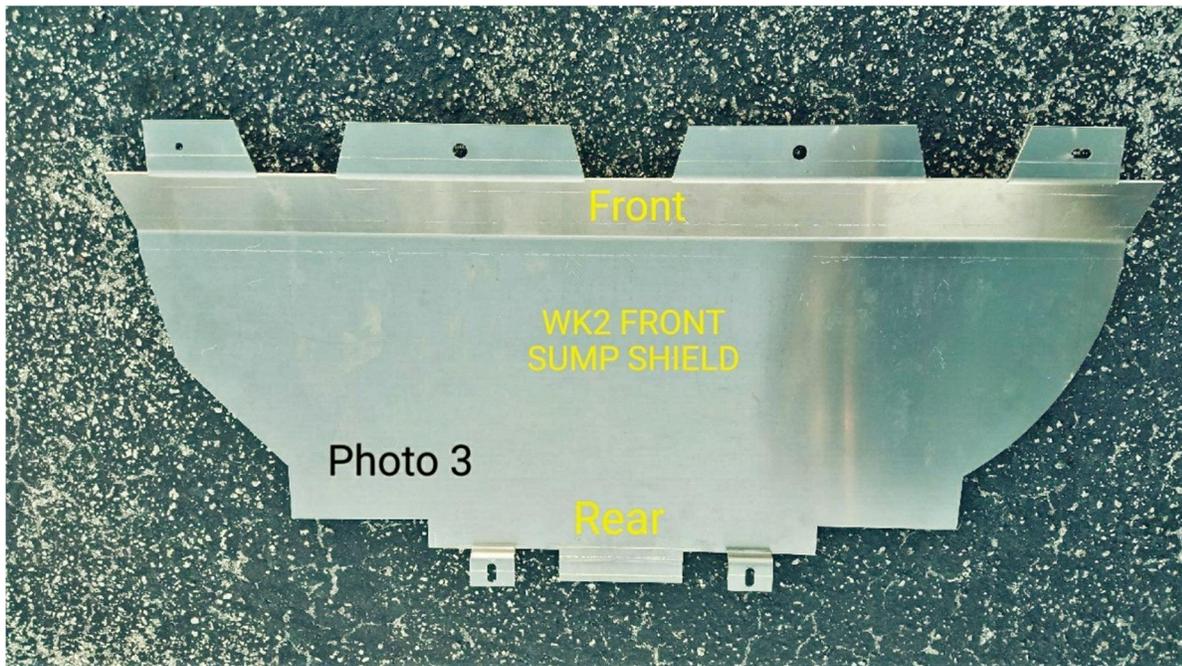
Park the vehicle on a flat and safe surface, set the parking brake, and chock the rear wheels. Jack up front of jeep enough for you to be able to work under the Jeep, or if equipped, set adjustable suspension to the maximum raised position (Off-Road 2) then from the dash go to settings, then suspension, then check the "tire jack mode". You should see on heads up display "Air suspension temporarily disabled for jacking and tire change". Also place jack stands in appropriate and safe positions under Jeep for safety.

NOTES

Very important, do not over tighten the 10mm fasteners when reinstalling or you may strip out the threads. The OEM fasteners will be reused for installation. No other hardware is needed for this installation. Removal of the Jeeps Lower Front Fascia is not required. See [photo 2](#).

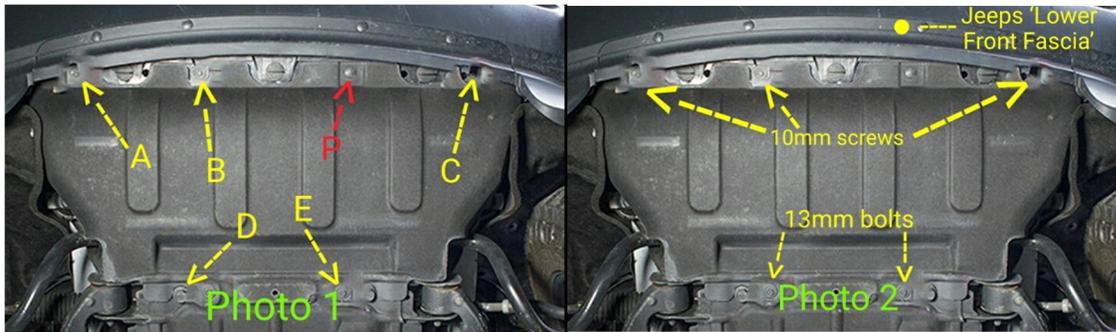


The WK2 Front Sump Shield is designed to fit and be installed right over top the existing stock plastic felt cover so it will not need to be removed before installation. The front of the Shield will have 4 holes and the rear; will have 2 tabs with holes. See [photo 3](#).



Step 1

Using the 10mm Socket with ratchet and extension, locate and unscrew the three 10mm OEM screws under the radiator area marked A, B and C in photo. Place the screws to the side to reuse. The plastic push-in fastener on some models will not have to be removed, leave it in place. See [photo 1 & 2](#).



Next using a 13mm socket, locate and unscrew the two 13mm bolts which attach the front of the OEM Mopar skid plate to the chassis marked D and E in the photo. Place the bolts to the side to reuse. The front of the Mopar skid plate should be hanging down a little bit at this time. See [photo 1 & 2](#).

Step 2

Installing the WK2 Front Sump Shield

Now take the Shield and slip the end with the two hole tabs up and between the Mopar skid plate and chassis (see Photo 4). The tab holes should line up with the chassis holes where bolts D and E go and the plastic felt cover holes. The plastic felt cover should be above the shield.

Now go back to the front of the shield with the 4 holes. Push the shield above the front fascia of the jeep. You may have to move the shield about a little and bend the fascia a little to do this. Once accomplish, line up the three shield holes with the 10mm screw holes on the jeeps chassis. See [photo 5](#).



Locate the three 10mm screws and add some blue Loctite to the threads. Now place them through the shield holes and partially screwing them back into their A, B and C locations.

Locate the two 13mm bolts and add a little Loctite to the threads. Now making sure all holes are lined up, place the bolts back through the Mopar skid plate and shield tab holes, then re-screw them partially back in.

At this time check to make sure everything is lined up correctly. Now screw in the three front 10mm screws and snug them down being careful not to over tighten. Next screw in the two rear 13mm bolts until tight. Recheck the three 10mm screws to make sure they are tight but not over tight or else it may strip out the threads. Installation is now done. You can check at this point for any vibrations by tapping on the shield in various locations with the palm of your hand or "back

hammer fist". If needed, add a small piece of thick 3M tape to the affected area. You may have to back out the fasteners to do this.

NOTE* **SHIELD MAINTENANCE PROCEDURES *

Once purchased and installed, it is the purchaser's responsibility to properly maintain and or inspect the SHIELD regularly. We suggest the purchaser periodically check the SHIELD, to make sure it is not damaged, (REPLACE IMMEDIATELY AT FIRST SIGN OF DAMAGE), all attaching bolts are still secure and there is no debris IE- leaves, dirt, mud, salt or anything else etc. which may have found its way up inside between the SHIELD and the Jeeps chassis if any at all.

The inspection intervals are all depending on each purchaser's driving styles and or habits. (IE - less for mostly normal on road driving; and more for off road driving). The purchaser will need to make that determination them-self as time continues with driving styles etc. and if ever anything is ever found. However we do suggest the purchaser make this inspection directly after each off-roading "4x4" adventure. If any mud, salt etc. Should find its way up between the SHIELD and chassis it should be washed out with water from a hose with normal water pressure nothing with high pressure should be used. This area should be maintained and kept free of any foreign material.