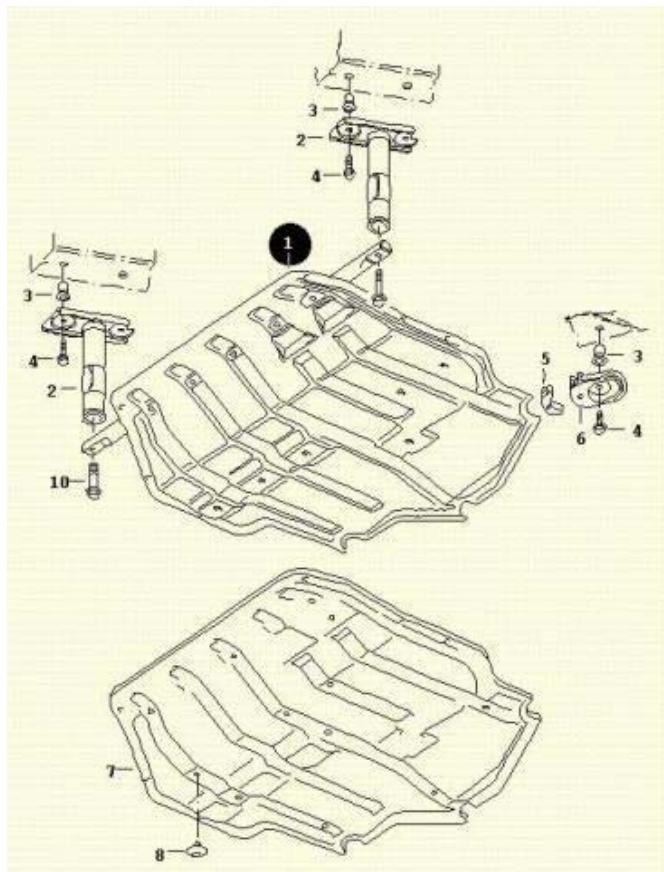


Steel Skid Plate:

The installation process: by Mikeyworks

Parts Required:

1J0 018 930B	Steel skid plate	\$170.95
1J0 018 997	Soft sound dampener	\$82.00
1J0 018 885A	Front pedestal supports	\$24.55 X 2
1J0 018 977	Buffer	\$1.90 X 3
1J0 018 967	Bracket	\$5.05 X 3
N 100 704 03	Bolt	\$1.90 X 7
N 905 333 01	Clamp	\$.27 X 9
N 908 106 01	Nut	\$1.80 X 7
N 908 704 01	Bolt	\$1.90 X 4
N 906 282 01		\$3.15 X 2
Total		\$360.08



Here's a picture of the skid plate from EKTA.

Please refer to the Thread on the TDIClub.com about this product:

http://forums.tdiclub.com/NonCGI/ultimatebb.php?ubb=get_topic;f=19;t=001347

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An installation

I will try to describe the installation process of the steel belly pan. I installed on SVTWEB's ride at the April 13, 2002 Baltimore GTG at Impex. (if the pics look a bit grainy, I had to reduce them in size in order to keep this file size down!!!)

1. First we got all the parts together (or what we thought were all the parts. It turns out we were missing a couple of the rear hangers. So that part is missing, but should be self explanatory):



2. Then we jacked the car up:



3. In my personal experience, I have found that with my rolling jack, if I put a 4" wooden block on top, not only do I get extra lift, but I protect the lift point from damage from the jack. Just be careful not to have the car slide off the jack.

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4. Eric (SVTWEB) proceeded to install the sound padding on the metal skid pan. It connects with a couple snaps.



5. We then removed the old belly pan and began removing the old side panels. In the front and rear (outside side) of the side panels, there are press-on connectors on threaded studs. You can either work them off gently or use a small screwdriver to unscrew them. They are a pain in the butt either way.



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- SVTWEB also has the HIDs (read: very nice). These are self leveling via a couple of motors. These had to be temporarily removed so we could get the side panel off. Here's a before and after:

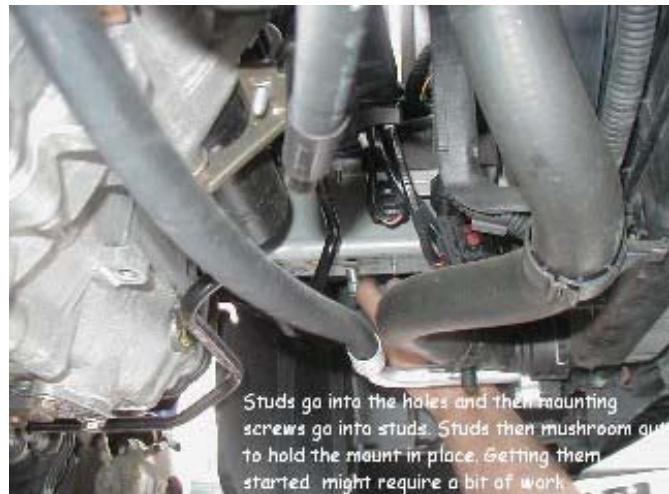


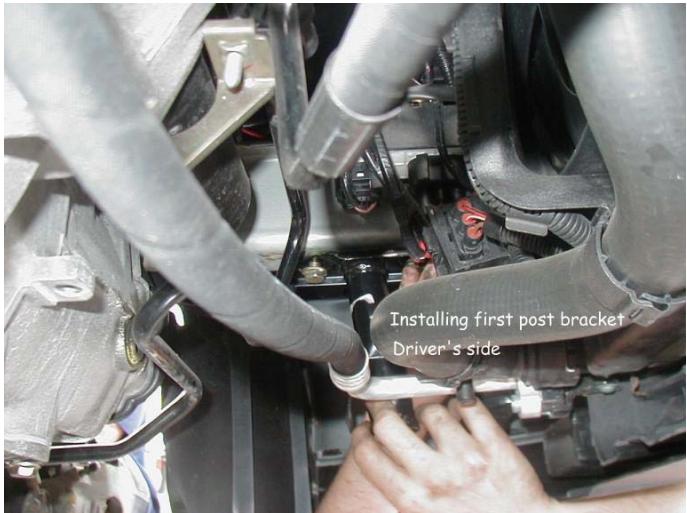
- After the side panels are off, you will see a couple of holes in the frame...it's almost as if they planned this part from the beginning ?!?!?!



- The post brackets can now be attached. They mount via studs that go into the holes shown above. These studs (see below) go into the holes and then as you tighten the screw into it, the stud will mushroom out and secure your post against the frame:

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10. Be sure to tighten the post screws well. This secures your belly pan to the car, and you don't want that shaking loose.

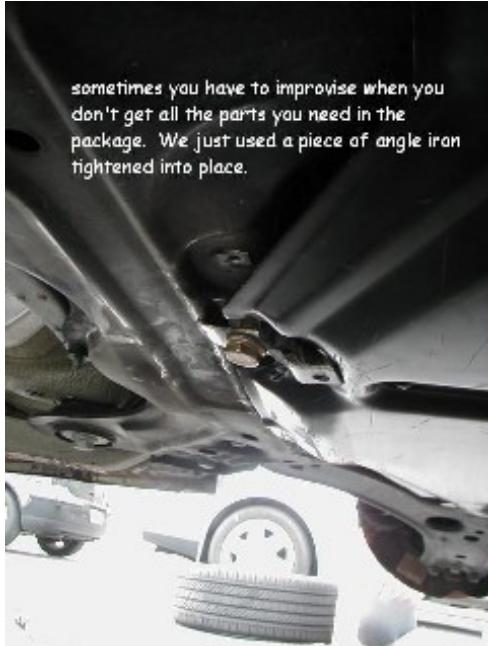
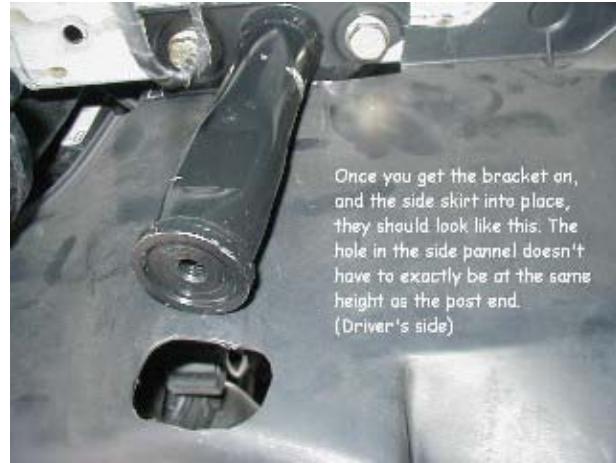


11. It's now time to put the new side skirts on. The front of each one will connect to the lip under the front bumper like the OEM belly pan does. The rear of each one connects to the same screw stud that the old side panel came off of.



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12. Once the side panels are in place. You can see where the mounting arms of the new belly pan go through the new side panel and mount to the bracket.



14. Mount the rear brackets similar to the way you mounted the front bracket arms. These use the stud and screw method as well. In our install we were missing these parts from our kit and had to improvise (pic above).
15. Slide back toward the rear of the car and attach the back of the belly pan to the rear brackets. (Thanks to VWVet for the pic from his install.)

13. Then by inserting the mounting arm of the new belly pan through one hole and then sliding the other arm into place, the arms go through the holes. (sorry no pic for that one) Using the supplied screws, hook the arms to the mounting brackets. They don't have to be tight yet, but enough to support the front end weight. You don't want to put the weight of the belly pan on the side panels.



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16. Go around and tighten up all the screw/bracket connections. (Thanks again to VWVet for the pic from his install.)



17. Now you have a nice bunny/2by4/road debris proof belly pan on your ride.



ENJOY!!!

If you have any questions about this process, you can e-mail me at mhitchings@yahoo.com. I will be more than happy to help you through the process.