



Thor Audi A4/S4 Skid Plate Installation Instructions

Parts List:

- 1 Aluminum Skid Plate
- 2 Aluminum Side Wings
- 10 10mm Flat Washers
- 3 8mm Flat Washers
- 3 8mm Speed Clips
- 2 10x40mm Bolts
- 3 8x35mm Bolts
- 2 Rivet-nuts
- 2 1/2" Aluminum Spacers
- 1 Rivet-nut Install Tool
- 6 10mm Lock Washers
- 4 10x25mm Bolts
- 4 10mm Nuts
- 1 10mm Small Flat Washer
- 1 10mm Star Washer

Tools You Will Need:

- Driver with Extension and Metric Socket Set
- Set of Large Metric Wrenches
- Vise Grips
- Flat Head Screw Driver
- Crescent Wrench
- Car Ramps or a Jack
- Anti Seize Compound
- Regular Lubrication Grease
- Jack Stands For Your Safety

Now that you have familiarized yourself with the parts of the skid plate and prepared the tools you will need to do the job, you're ready to get started.

Step #1: Drive your car onto a set of car ramps or jack the car up and place jack stands under the vehicle for safety. Also make sure to apply your emergency brake, (we recommend using both the ramps and the jack stands). Start by removing all of the plastic skid plates using your flat head screw driver. Also you will want to remove the metal bracket that is located just behind your lower sub frame. It is the black metal bracket that attaches to the frame with two 10mm head bolts. The following picture shows this bracket.

Picture A: Metal bracket that needs to be removed.



Some of the newer A4's will have an extra plastic piece under your front fender liner that needs to be removed. It is held on with one Torx screw that is located directly in front of the tire in the fender well.

Picture B: Plastic lip that needs to be removed (Left) and Torx screw in the fender liner (Right).



Once everything has been removed you will have access to the whole underside of your vulnerable engine compartment. Depending on the engine and transmission type, it should look similar to the following picture.

Picture C: Underside of your engine and transmission.



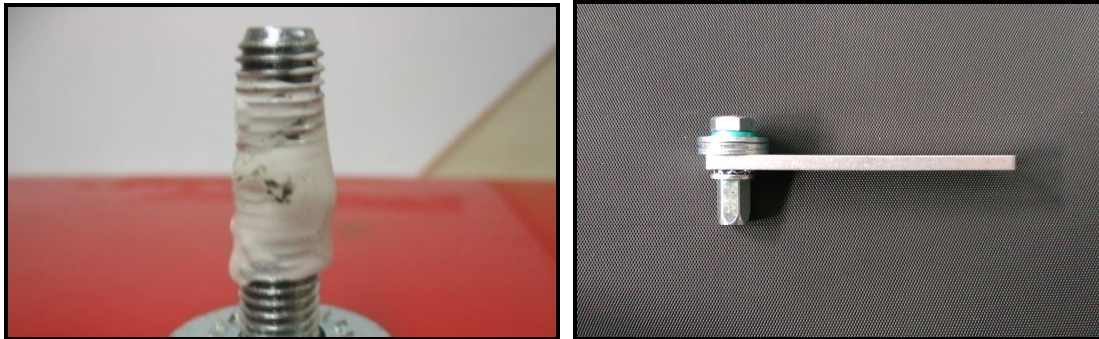
Step #2: Next you will be installing the two Rivet-nuts into the two existing Hexagon shaped holes on the rear sub frame located right behind your oil pan. There are only two holes there that are shaped this way so they won't be hard to locate.

Picture D: Location of where the two Rivet-nuts will be installed on the rear sub frame.



Step #3: To install the Hexagon Rivet Nuts you will want to take one of the 10x40mm bolts in your kit and slide the small flat washer onto it and then 3 of the large 10mm flat washers. Then insert the bolt into the hole on the flat aluminum install tool and then slide the 10mm star washer onto the bolt. Next you will want to grease the threads on the 10x40mm bolt just like in the picture below. Now thread one of the Hexagon Rivet Nuts onto the bolt until it is tight against the star washer.

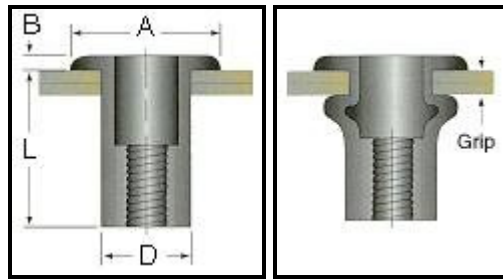
Picture E: Grease applied to the threads of install bolt (Left). Rivet nut tool assembled (Right).



Now simply insert the Rivet Nut that's on the install tool into either hole and tighten to at least 25 foot pounds torque. While tightening the bolt, make sure the head of the Rivet Nut stays flat against the frame by holding upward pressure on the driver while tightening the bolt. Also the flat aluminum install tool acts as a wrench and will need to be held in place so there is no spinning of the rivet nut. Once tight, remove the bolt and repeat the same procedure for the other Rivet Nut. Click the following link to watch a video demonstrating how to install a Rivet Nut. <https://www.youtube.com/watch?v=t6LWZT62fIY>

***Note:** What is happening when you're tightening the bolt is the piece of the rivet-nut inside the hole is basically mushrooming down and pinching the metal causing it to stay very tight. Tight enough to the point where it won't spin when you are finished. Be careful not to strip the threads on the Rivet-nut, it takes a lot of strength to do it, but it is possible. Here is an uninstalled (Left) and an installed (Right) picture of a rivet-nut.

Picture F: Illustrating how the rivet nuts work. The pictures are upside down compared to when you install them.



Step #4: In the center of the steel lower intercooler pipe or radiator bracket (V6) depending on your engine there is the existing ¼ turn clip that held the center of your old plastic skid plate on. Remove the clip using a flat head screwdriver. Once it is removed, one of the 8mm speed clips from your new kit will get slid onto the same location right over the same hole. This is the only structural mount on the front of the skid plate as it is the only steel mount on the front of the car. The front left and right corner may line up with part of the plastic radiator shroud in some cases and you may be able to use the two additional 8mm speed clips but this will only be for aesthetic purposes. If your lower valance is damaged or sagging, you could drill two 8mm holes through the valance and the skid plate and use these two speed clips and bolts to help support it.

Picture G: 8mm speed clip installed.

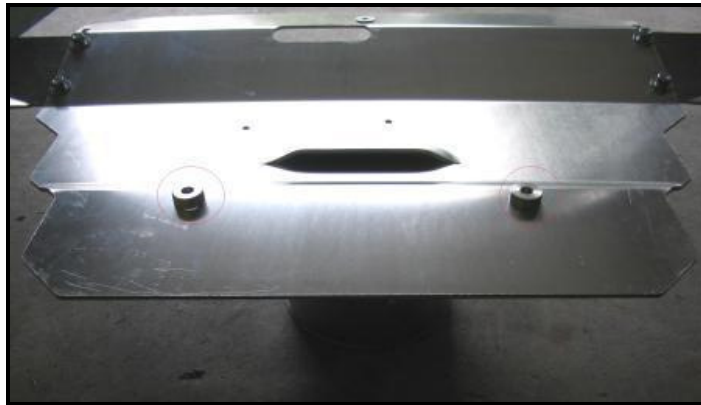


Step #5: Now that all the mounting hardware is installed, you will slide the front of the skid plate in and underneath the plastic front valance into exactly the same position as the stock plastic skid plate. Once slid in you will line up the back two holes of the skid plate with the two rivet nuts. Take both of the 10x40mm bolts with the lock washer and flat washer on and thread the bolts into the rivet nuts 3 full turns.

***Note:** Make sure to put Anti Seize compound on all of the bolt threads or they may seize in place over time.

Step #6: In order to have extra air flow directed over your transmission, you need to install the two 1/2" aluminum spacers between the skid plate and the Rivet-nuts. This will create a gap between the skid plate and the subframe so the air vent on the skid plate can direct the air flow in the appropriate direction. Simply remove one of the 10x40mm bolts and slide one of the spacers on top of the skid plate until it is directly underneath the rivet-nut. Then reinstall the bolt. Repeat the same procedure for the other spacer and bolt. You can also apply some exterior silicone to the bottom of each spacer affixing it to the skid plate to ensure they don't get lost during your next oil change. If your car is the V8 you will use the ¾" spacers at the back and two ¾" spacers at the front. One at the front center and the other at the front right. Also switch to the longer bolts that came in the Spacer Pack (A2007).

Picture H: Location of where the spacers are to be located on the skid plate.



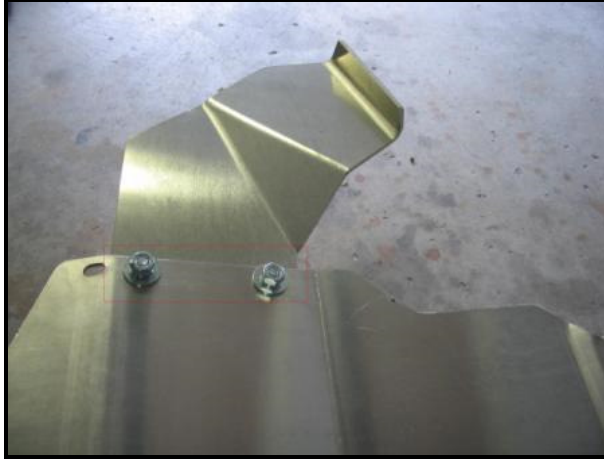
Step #7: Next you will want to install the 8mm bolts into the speed clips you are using. Slide the 8mm Flat Washer onto each bolt and add some Never Seize compound to the threads. Then thread the bolts through the skid plate into the appropriate speed clips. At this point you will only want to thread them on 3 turns. Remember, the front center bolt and speed clip are the only structural mount on the front as the whole front edge of the skid plate is braced by the huge inter cooler pipe.

Picture I: Skid plate bolted to one of the front speed clips.



Step #8: This next step is to stop the front of your fender liners from blowing back into your tires at highway speeds. The side wings bolt onto the skid plate with two bolts and stretch back to hook onto the front of the fender liners. Take the left wing and slide the outer edge slightly under the side valance and line the three hole locations up with the ones on the skid plate. Make sure that the side wing has hooked the fender liner so that the fender liner is being held forward by the side wing. Take one of the 10x25mm bolts with a flat washer on it and insert it through the bottom hole while holding the wing in place. Then place one of the flat washers onto the top side of the bolt and then a lock washer as well. Then take one of the 10mm nuts and thread it onto the bolt until it is finger tight. Repeat the same process for the top front hole only finger tight as well. Now install the right side wing in the same manner as the left tightening the bolts only finger tight as. Both wings have a center hole in case you need to relocate one of the 10x25mm bolts if it is hitting and engine bay component. The two wings only hook the fender liners and do not fasten onto them.

Picture J: How the side wings normally bolt to the skid plate.



Step #9: Now you will want to snug up the 3 bolts that bolt the skid plate to the frame while pulling the skid plate towards the front of the car. This will give you the maximum clearance from the engine. The reason why the bolts were never tightened as soon as they were installed is so you can maneuver the skid plate to line up with the next bolts that needed to be installed. Now once those 3 bolts are tight you will want to finish the installation of the side wings. Push the side wing as far forward as possible to hold tension on the fender liner. While holding it forward, tighten the back bottom bolt and nut to hold the wing in place. Next tighten the front bolt and nut. Repeat the same procedure with the other wing. This is the only time these wings will need to be installed as they are now part of the main skid plate and will come off as a complete unit at oil change time. The two holes in the end of the wings are only there in case you ever wanted to attach them to the fender liners but 99.9% of the time, there is never a need to.

Picture K: Side wing holding the front fender liner forward.



Installation Completed
Your baby (car) is now fully protected.

If you have any questions or run into any difficulties, please only contact us or the distributor you purchased from as we are the best resource to answer your questions. 250-963-3232

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