



## **Thor Audi Allroad Skid Plate Installation Instructions**

### **Parts List:**

- 1 Aluminum Skid Plate
- 2 Aluminum Side Wings
- 1 Rivet Nut Install Tool
- 2 10x40mm Bolts
- 2 10x30mm Bolts
- 6 10x25mm Bolts
- 3 8x30mm Bolts
- 6 10mm Nuts
- 2 10mm Hex Rivet Nuts
- 3 8mm Speed Nuts
- 16 10mm Fender Washers
- 10 10mm Lock Washers
- 1 10mm Small Od Flat Washer
- 1 10mm Star Washer
- 3 8mm Fender Washers
- 2 Polyethylene Spacers

### **Tools You Will Need:**

- Driver with Extension and Metric Socket Set
- Car Ramps or a Jack
- Flathead Screw Driver
- T50 Torx Bit
- Anti Seize Compound
- Regular Lubrication Grease
- Jack Stands For Your Safety
- 10mm Thread Tap 1.5 Pitch

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 and T50 Torx bit for the front 2 bolts. 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 A:** Underside of your engine.



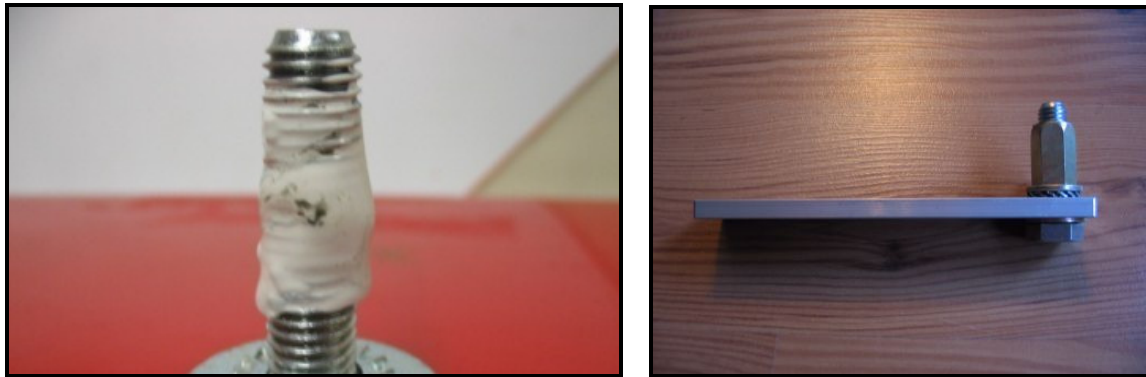
**Step #2:** Next you will be installing the two Rivet-nuts into the two existing Hexagon shaped holes on the rear sub frame located right behind your oil pan. There are only two holes there that are shaped this way so they won't be hard to locate.

**Picture B:** 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 10x30mm bolts in your kit and slide the 10mm small OD flat washer onto it. Then insert the bolt into the hole on the flat aluminum install tool and then slide the star washer onto the bolt as well. Next you will want to grease the threads on the 10x30mm bolt just like in the picture below. Now simply thread one of the Hexagon Rivet-nuts onto the bolt until it is tight against the star washer.

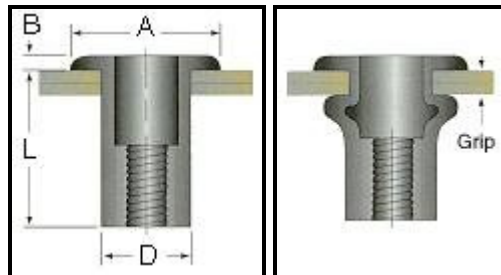
**Picture C:** Grease applied to the threads of install bolt (Left). Rivet nut tool assembled (Right).



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.

**\*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.

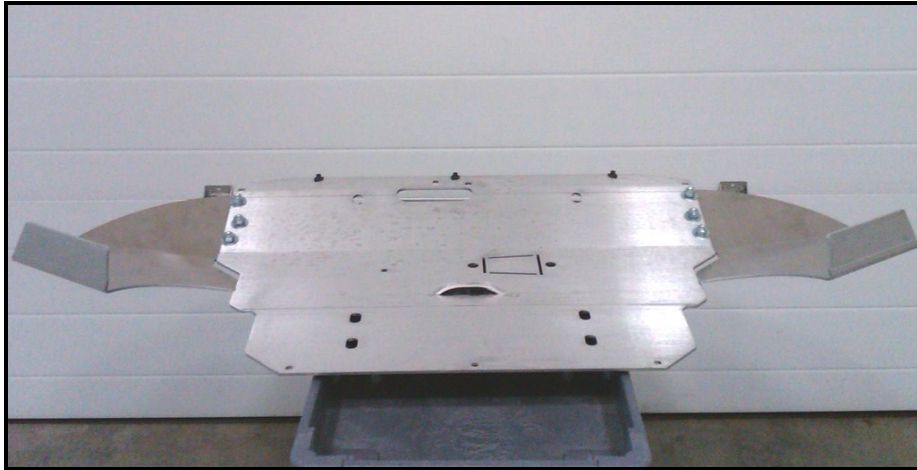
**Picture D:** Illustrating how the rivet nuts work. The pictures are upside down compared to when you install them.



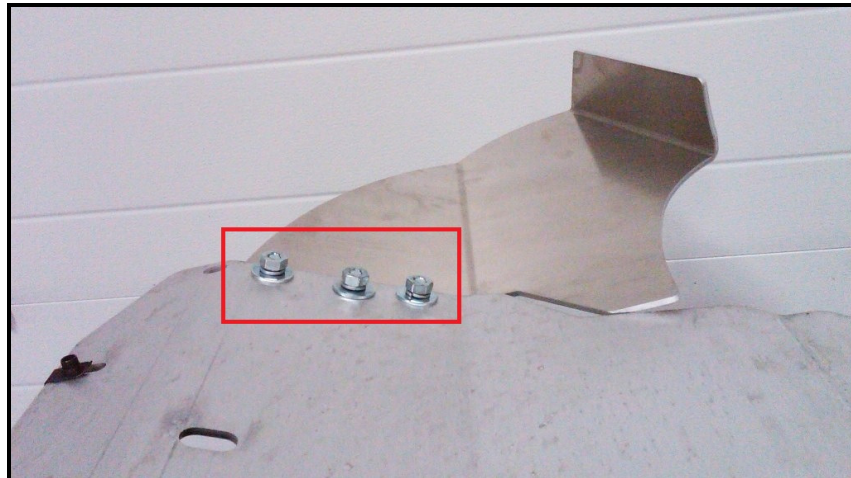
**\*Note:** Make sure to put Anti Seize compound on all of the bolt threads or they may seize in place over time.

**Step #4:** Next you will need to bolt on the aluminum wings and put the speed nuts on the skid plate. Each wing is marked with passenger and driver side and they bolt onto the bottom front left and front right of the skid plate using 3 10x25mm bolts, 3 10mm nuts, 6 10mm fender washers and 3 10mm lock washers. Bolt the wings on to the skid plate with a fender washer on the top and the bottom and with the lock washer and nut on the top side. Once both wings are bolted on you will be clipping the speed nuts onto the front 3 holes of the skid plate by lining up the wedge shaped edge to the edge of the skid plate and tapping them on with a hammer.

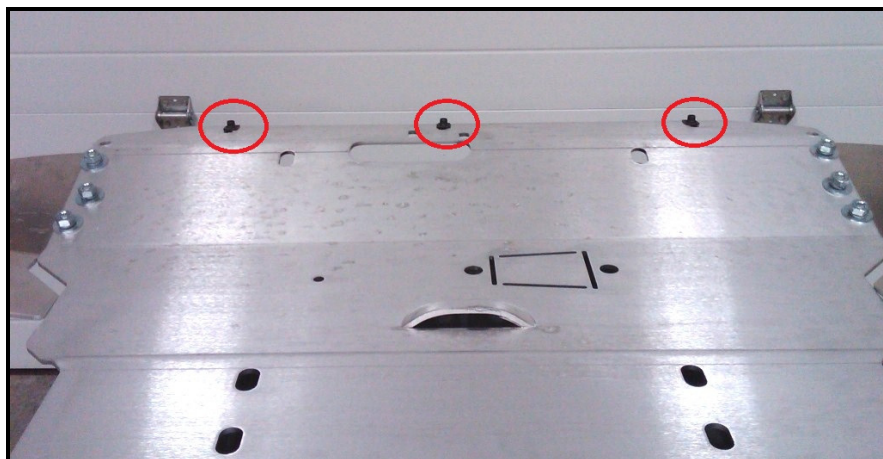
**Picture E:** Wings bolted onto the skid plate.



**Picture F:** Lock washers and nuts on the top side.



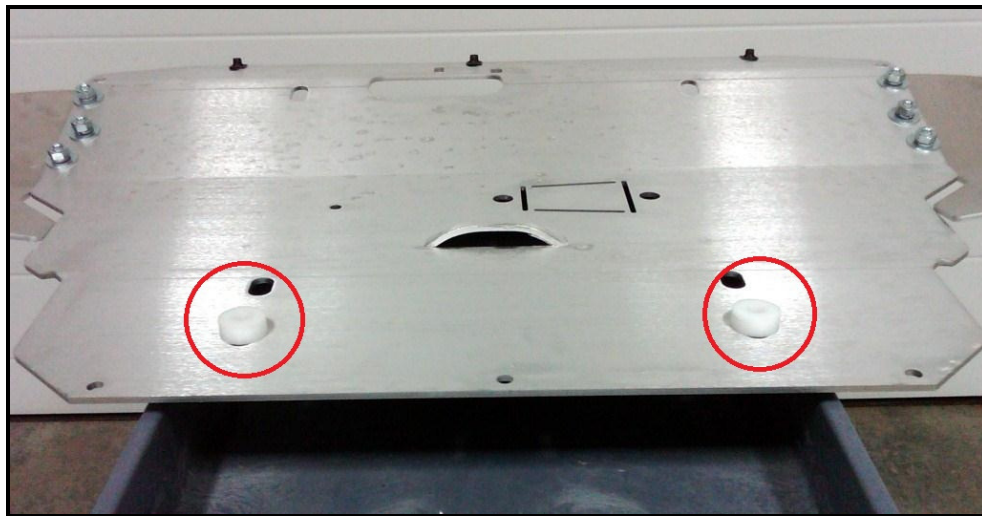
**Picture G:** All three speed nuts installed with the nut side on the top.



**Step #5:** Your Allroad has two metal brackets at the front that held the plastic skid plate on with two 10mm Torx bolts. The aluminum skid plate will also bolt onto these two mounts using the supplied 10x30mm bolts. On all three Allroads we used for testing the skid plate, these two threaded mounts had bugged up threads. If you can't easily thread a new 10mm bolt into them by hand you will need to use a 10mm tap with a 1.5 pitch to clean up the threads. The tap can be purchased at almost any auto or industrial store.

**Step #6:** Now that all the mounting hardware is installed, you will slide the front of the skid plate in and on top of the plastic front valance into exactly the same position as the stock plastic skid plate. You will need to be to the left of center initially to line up the right wing making sure it hooks the front fender liner, then shift it to the right and hook the left fender liner. Once slid in you will line up the back two holes of the skid plate with the two Rivet Nuts. Slide one of the polyethylene spacers on top of the skid plate so it is right below one of the Rivet Nuts and take one of the 10x40mm bolts with the lock washer and flat washer on and thread the bolt through the skid plate, the spacer and into the Rivet Nut 3 full turns. Repeat this procedure with the other Rivet Nut as well. If you are finding it difficult to line up the holes with the Rivet Nuts, make sure the wings are bolted on as far back as possible and that they are not meeting resistance from the lower front valance.

**Picture H:** Location of where the spacers are to be located on the skid plate. You can also apply some exterior silicone to the bottom side of the spacers to attach them to the skid plate. This way when you do an oil change they won't fall off and roll away when taking the skid plate off.



**Step #7:** Now that the rear bolts are in loosely you can take the two 10x30mm bolts with lock washer and flat washer on them and run them through the skid plate into the two threaded brackets towards the front of the skid plate. Only turn them in by 3 turns though.

**Step #8:** Next you will want to install the three 8mm bolts into the speed nuts on the front edge of the skid plate. Slide the 8mm flat washer onto each bolt and add some Never Seize compound to the threads. Then thread the bolts through the valance and skid plate into the appropriate speed clips. At this point you will only want to thread them on 3 turns

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



**Step #9:** Now that the whole skid plate is loosely bolted on you can check all areas for proper fitment with the plastic valance. Next tighten all bolts until snug, and you're now done the installation.

**Picture J:** Skid plate installed.



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

**Copywrited by EVOLUTION IMPORT INC**  
**Not to be distributed!**