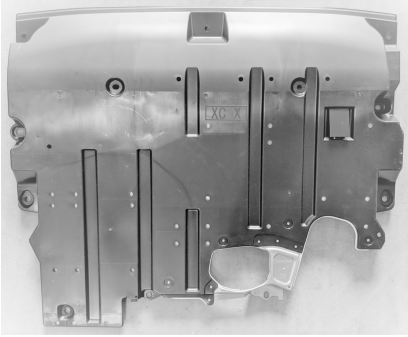
Instructions for Mounting Primitive™ Front Skidplate for: 2019+ Subaru Ascent.

1. Remove packaging and any protective wrapping from the new Skidplate and do a quick inventory of the hardware and verify it matches this sheet, then raise the car securely on jack stands, ramps or a lift if you're fancy.

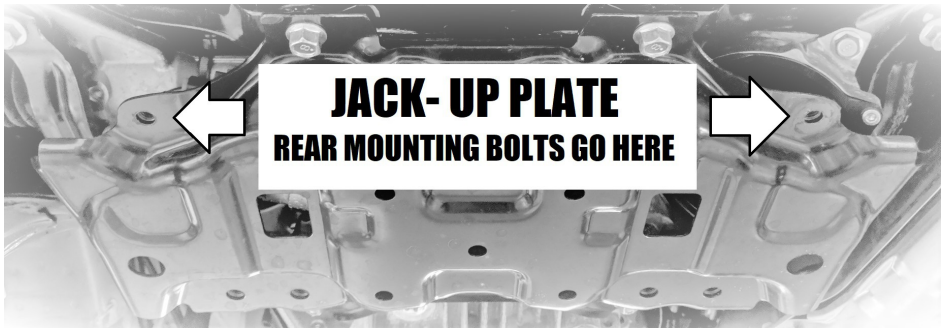
Front Skidplate Components:	3/8 Flat Washer x2	1/4”-20 Nyloc-Nut (7/16”Head) x4
Front Skidplate Main Plate w/ oil hatch, counter sunk bolts and quick mount rear towers attached.	M8 – 1.25x25mm JIS Flange head hex Bolt x5 (12mm Head)	Nylon (off-white) Turbo Duct Spacer x4
Front Skidplate Bracket x1	Side Splash Shields X2	1/4” Flat Washer x4
M10 – 1.5x55mm Hex Bolt x2 (17mm Head)	Large Plastic push clips x8	
10 – 1.5 Nyloc Hex nut X2 (17mm Head)	1/4”-20x1-1/8” Phillips Screw x4	

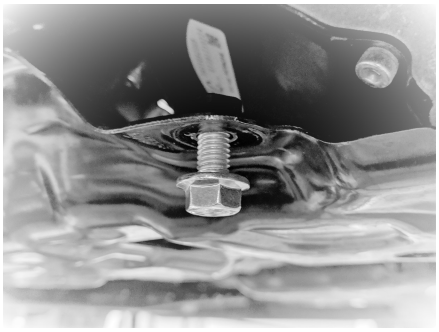
2. Remove the front plastic splash shield, it's attached with 14 push clips (6 medium on the sides and 8 large around the bottom edge) and qty: 4 - 12mm headed bolts. If you've purchased the “Front Lip” with your Skidplate the front three (large) push clips should be put back into place and four of the medium sized push clips should be set aside, none of the rest of the stock hardware will be used with this installation.



3. Attach the front Skidplate Bracket (bracket and mounting locations pictured below), using the two M10 bolts. The four rectangular cut outs go along the front edge and the single rectangular cutout faces the rear, the bolts will go through the holes circled in the photo below. Tighten the bolts to ~30ftlbs, enough that the “slack” is taken up between the inside of the bracket and the subframe, over-tightening may deform the subframe.

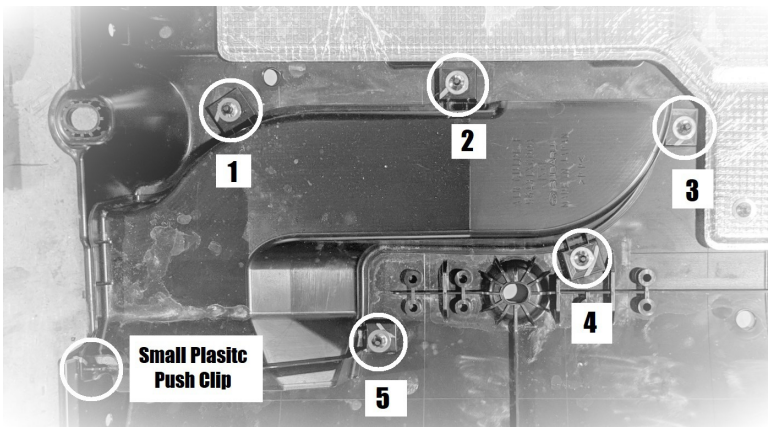
4. Thread two of the M8x25mm JIS Flange bolts into the rearward locations where you removed two of the 12mm headed bolts that held the stock splash shield onto the car, thread the bolts in about 3 turns.

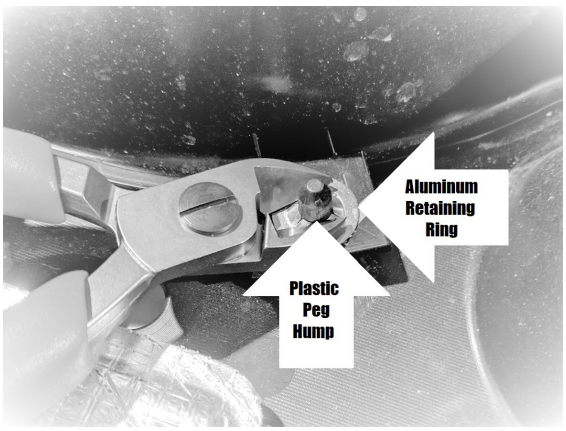




5. Install the Turbo Cooling duct:

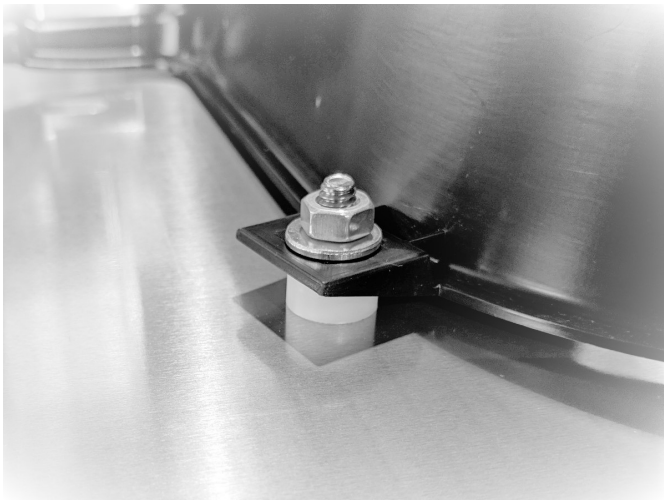
Warning this mod is semi-permanent, once you cut the plastic pegs that attach the duct to the stock splash shield you would need to find an alternate method of fastening it back to the stock splash shield, if for any reason you choose to remove the skidplate and revert the car back to stock.





a) First remove the one small plastic push clip from the side, then there are 5 aluminum retaining rings that attach the turbo duct to the splash shield, they lock onto plastic pegs formed into the stock plastic splash shield once they are pushed over a hump they lock on. To remove them you can pry them up over the hump on the pegs, cut them and take them off or cut off the pegs.

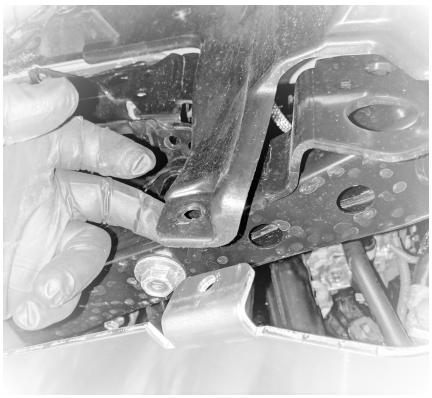
b) After you've separated the turbo cooling duct from the stock splash shield you can attach it to the skidplate; using the 4 nylon spacers on top of the skidplate, then the turbo duct then 1/4” washers with the 1/4” Stainless steel phillips head screw through it all and nyloc nuts on top. The #5 tab won't be used and may need to be trimmed to fit with the front bracket. Tighten only until nothing moves, over tightening will break the plastic on the mounting tabs.

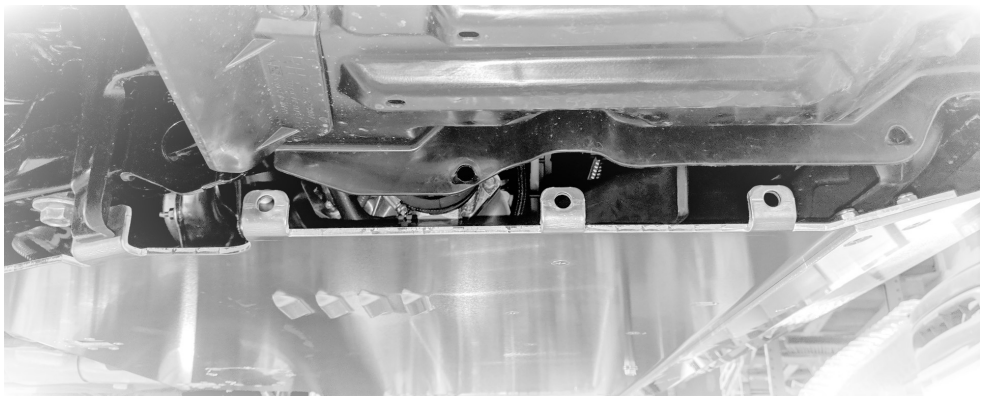


*******If you have purchased the “Front lip” or “Snow-Shield” with your skidplate please refer to the separate instructions included with those kits.*******

6. With the Skidplate front bracket installed and the rear mounting bolts threaded three turns into the jack up plate position the slots in the mounting towers over the rear mounting bolts, having the front of the plate angled down will help during this step. Now with the plate hooked over the mounting bolts it will hang there without the need to hold it up, just don't pull forward on it too much or will come off the bolt heads and fall down.

7. Pivot the front of the skidplate up to mate with the front bracket, make sure that the turbo duct doesn't get caught on anything and nestles up into the portion of the duct that feeds it and also make sure the two tabs on the fender liners (right and left) are pulled to sit on the outside of the plate. Install the remaining three M8-1.25x25mm JIS Flange bolts through the skidplate and into the skidplate front mounting bracket. Tighten all 5 - 12mm headed bolts and torque them to 11-14ft/lbs, if you live in an area where cars are prone to rusting some anti-seize is recommended.





8. With the front skidplate now installed securely on the vehicle, you can install the side splash shields, slide them up into place and then pull down to seat the notches over the corresponding tabs.

9. The upper 2 holes (on each side of the vehicle) will re-use the medium sized pushed clips set aside in step 2, the passenger side will use the lower front hole and the drivers side will use the upper front hole. The other 3 (tabs on each side of the vehicle) holes in the side splash shield will use the large plastic push clips provided in our hardware pack. The two remaining large plastic clips will be used to secure the stock plastic fender liner to the tabs closest to the rear of the plate.