

Toyota 4 Runner and Lexus GX Skid Plate installation instructions.

NOTE: When installing the full set of skid plate start at the rear of the vehicle and work your way forward.

NOTE: Torque Specs: Tighten all the bolts until snug then ¼ turn or approximately 25 ft lbs. DO NOT OVER TIGHTEN

Gas Tank:

Hardware: (qty 6) 3/8" Pan Head bolts, (qty 5) m8x35 1.25 thread pan head bolt (11) flat washers

- 1) Remove the Factory Gas tank skid if equipped.
- 2) There are 3 brackets for the new gas tank skid. Locations for these brackets is shown in the picture. The brackets fit inside the lip of the skid plate.

NOTE: GX470 models will have an additional 1/2" tall spacer for the frame side bracket

>Install the brackets to the truck frame using the supplied m8 bolts and a flat washer. Only start the bolts, do not tighten

>lift the skid into place putting the brackets inside the lip of the skid. Start by attaching the front frame side mounts with the supplied m8 bolts and washers, then attach the brackets to the skid with the supplied 3/8" bolts and flat washers. The holes in the skid are larger than required to allow for ease of installation and adjustability.

> once all the bolt have been started, tighten down the front frame side bolts first pulling the skid to the outside of the vehicle as much as possible.

> tighten the rear frame side bracket and bolts to the frame and the skid.

> repeat this process on the inside brackets next.

Transfer Case:

Hardware: (qty 4) m8x45 1.25 thread flange head bolts, (qty 4) small fender washers, (qty 1) ½" x 1.5" grade 8 bolt (qty 1) Large flat washer (qty 1) lock washer (qty 1) nut on a stick

- 1) Remove the factory transfer case skid if equipped
- 2) Remove the factory tubular shaped catalytic converter skid bars. These mount from the cross member in front of the transfer case and go diagonally to the frame towards the front of the vehicle.
- 3) (If installing the transfer case skid with the Transmission skid only start 1 bolt in the crossmember to temporarily hold it and move on to step 5. If installing only the transfer case skid move to step 4)
- 4) Install the (4) supplied m8x45 bolts and flat washers through the front of the skid and into the crossmember. Do not tighten as to allow movement
- 5) Using the supplied "nut on a stick" bend the handle portion as shown and feed the nut through the oval shaped hole in the inside side of the frame use the handle to position the nut into place at the lower hole in the frame. Use the supplied ½" bolt with a lock washer

and then a fender washer and feed the bolt through the skid, frame and catch the nut. This may take a few tries but we assure you it is possible.

- 6) Once the 1/2" bolt has been started tighten the skid down (Note: if installing with the transmission skid move on to that installation before tightening down all the bolts.

Transmission:

Hardware: (qty 4) m8x30 1.25 thread Flange head bolts (if as a set these are shared with the transfer case skid), (qty 4 more) m8x30 1.25 thread Flange head bolts, (qty 4) 3/8" x 1.25" Flange head bolts, (qty 16) small flat washers (12 if sent as a set), (qty 4) 3/8" Flange head nuts, (qty 2) 1/2" x 4" Grade 8 bolts, (qty 2) large fender washers, (qty 2) 1/2" lock washers, (qty 2) 2" Square washers, (qty 2) 1/4" aluminum spacers (only used if not using a front skid), (qty 2) small brackets

- 1) Remove the factory tubular shaped catalytic converter skid bars. These mount from the cross member in front of the transfer case and go diagonally to the frame towards the front of the vehicle.
(Note: this step was already done if installing as a set with the transfer case skid)
- 2) Install the two small brackets using the supplied 3/8" bolts, fender washers and nuts onto the skid plate at each side as shown. Leave the bolts loose enough to adjust to fit.
- 3) Lift the skid into position and install the just installed brackets into the frame using the supplied m8x30 bolts with flat washers. Leave loose enough for adjustment. These bolts will go into the same holes in the frame where the tubular brackets were removed in step one.
- 4) Install the (4) m8 bolts and flat washers at the rear crossmember.

If installing with the front skid:

- 5) Install the 4" bolts with a flat washer through the skid, frame and use the square washer and large flange nut above the crossmember. Leave very loose as the front skid will slide between these bolts and the transmission skid.

If installing without the front skid

- 6) Follow step 5 but add the 1/4" aluminum spacer between the skid and the crossmember
- 7) Tighten all the bolts

Front Skid:

Hardware: (qty 2) M10 x 35 bolts, (qty 2) 3/8" x 2" bolts, (qty 2) 3/8" flange nuts, (qty 6) small flat washers, (qty 2) 1/2" x 4" Grade 8 bolts, (qty 2) large fender washers, (qty 2) 1/2" lock washers, (qty 2) 2" Square washers, (qty 2) 1/4" aluminum spacers (only used if not using a transmission skid)

- 1) Remove the factory skid plate if equipped
- 2) Remove the factory tubular shaped bars. These mount from the cross member in front of the differential and go to the front of the vehicle.
- 3) Remove the front bumper valance/air dam
- 4) Slide the slotted holes between the flat washer and the transmission skid (if installing without the transmission skid follow steps 5 and 6 of the transmission skid instructions)
- 5) Line up the front holes to the holes in the crossmember.
- 6) Install the supplied 10mm bolt with flat washers into the threaded holes in the frame.

- 7) Install the 3/8" bolts with flat washers and flange nut through the crossmember. Check for clearance below the radiator. Bolts should not touch the bottom of the radiator.
- 8) Tighten all the bolts.

Completion of the installation:

Recheck all the bolts after installation to verify they are tight. Congratulations on your new armor modifications. We hope that our products serve you well and hope to have a continued relationship with you for all of your off road needs.



