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3rd Gen 4Runner Skid Plates - Installation Instructions:

Thank you for purchasing a ShrockWorks product. We are confident you will enjoy it for many years and find it to be superior in fit, quality and especially durability. If at any time during the installation you have any questions, please give us a call. We also welcome your feedback and suggestions via phone or email on all of our products.

Tools Required:

- 3/8" Ratchet
- Short 3/8" Extension
- 19 mm Socket
- 14mm Socket
- 19 mm Wrench
- Drill
- 1/2" drill bit

Parts Included for 4Runner Rad Skid:

- 4 - M12-1.25 x 35mm Bolts
- 4 - 1/2" SAE Flat Washers
- 4 - 1/2" Lock Washers
- 2 - 3/8" x 4" Bolts
- 2 - 3/8" Fender Washers
- 2 - 3/8" Flat Washers
- 2 - 3/8" Lock Washers
- 2 - 3/8" Nuts
- 2 - 1/4" Frame Shims

Parts Included For 4Runner Engine Skid:

- 6 - 5/16 x 1" Carriage Bolts
- 4 - 5/16 x 1 1/2" Carriage Bolts
- 2 - M8-1.25 x 35mm Bolts
- 8 - 5/16" Flat Washers
- 12 - 5/16" Lock Washers
- 10 - 5/16" Nuts
- 4 - 1/4" Flat Washers
- 2 - 3/16" Frame Shims

Parts included for 4Runner Transmission Skid:

- 3 - 5/16 x 1" Carriage Bolts
- 4 - 5/16 x 1 1/2" Carriage Bolts
- 2 - 5/16 x 2 1/2" Carriage Bolts
- 1 - 5/16 x 3" Carriage Bolts
- 2 - M8-1.25 x 35mm Bolts
- 3 - 3/8" Fender Washers
- 10 - 5/16" Nuts
- 10 - 5/16" Lock Washers
- 3 - 5/16" Flat Washers
- 4 - 1/4" Flat Washers
- 2 - 3/16" Frame Shims (per skid package)
- 1 - 1/4" Cross-member Shim

Parts included for 4Runner Transfer-Case Skid:

- 1 - 5/16 x 2" Carriage Bolt
- 2 - 5/16 x 2 1/2" Carriage Bolts
- 2 - 5/16 x 3" Carriage Bolts
- 5 - 3/8" Fender Washers
- 5 - 5/16" Nuts
- 5 - 5/16" Lock Washers
- 1 - 1/4" Cross-member Shim (per skid package)

Parts included for 4Runner Gas Tank Skid:

- | | | | |
|-----|----------------------------|------|--------------------------|
| • 4 | - 5/16 x 1" Carriage Bolts | • 7 | - 5/16" Nut |
| • 1 | - 5/16 x 2" Carriage Bolt | • 10 | - 5/16" Flat Washers |
| • 2 | - 5/16 x 3" Carriage Bolts | • 7 | - 5/16" Lock Washers |
| • 2 | - 3/8" Fender Washers | • 1 | - Inner Mounting Bracket |
| • 3 | - M8-1.25 x 35mm | • 1 | - Outer Mounting Bracket |

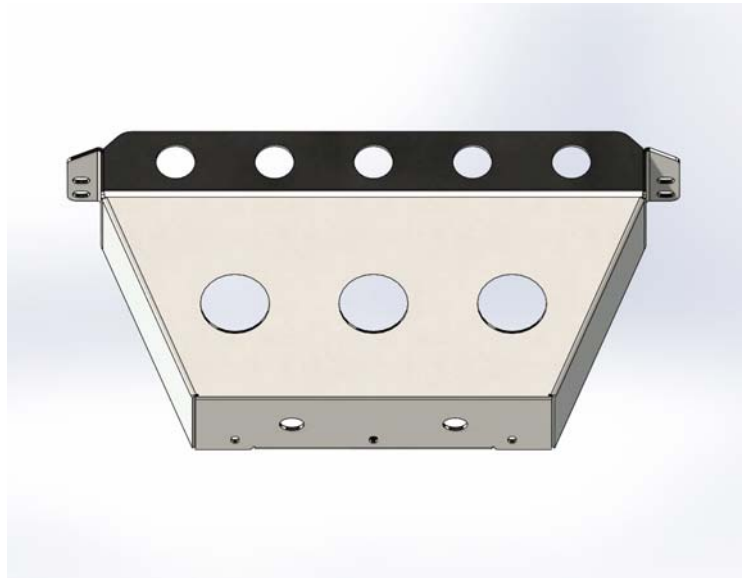
Finishing bare steel 4Runner Rear Bumper:

- Paint or powder coat products before installing to prevent rust.
- Clean them thoroughly with a solvent like acetone, prime then paint.
- We recommend Dupli-Color brand Black primer and semi-gloss black paint. It is available at most auto parts store like AutoZone and Napa. Hammerite brand black paint is also an excellent choice. It is more of a dark grey color though.
- Let the paint dry hard before attempting installation, usually overnight.

Installation Instructions:

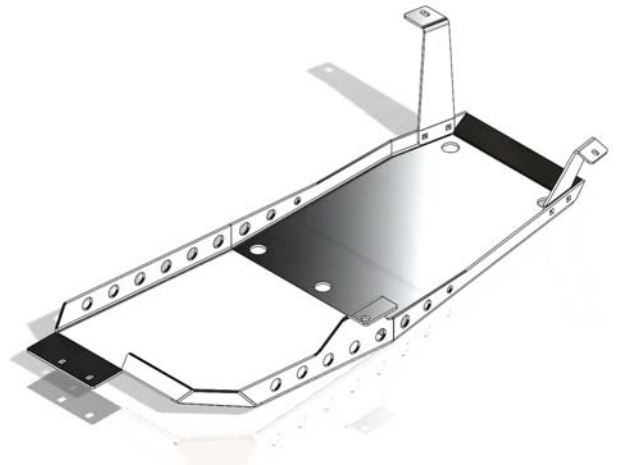
1. Radiator Skid.

- Remove the stock skid if you still have it in place as well as the factory recovery/tie down points.
- The front portion of your new skid will fasten using the previous recovery/tie down locations. Lift the skid into place aligning the 4 slotted holes with these bolt holes. If you are not running our front bumper or another bumper that uses these bolt holes you will need to insert the 1/4" Frame shims provided between the skid plate and the frame. Use the M12 bolts provided with corresponding washer and lock washer to fasten, but do not tighten these bolts at this time.
- The internal mounting plate of the skid plate should when lifted into place now rest against the first large cross-member in the frame, and the two slotted holes in it should align with a couple of holes in the cross-member that pass all the way through the top and bottom of the cross-member. Use the 3/8" bolts provided with 3/8" fender washers (large diameter) and pass the bolts from the top of the cross member down through the skids mounting plate and capture with a 3/8" Flat washer, then lock washer, and finally a nut.
- Once all the bolts are in place and the skid is in position, push the skid to the rear most position and tighten down all bolts.



3. Gas Skid:

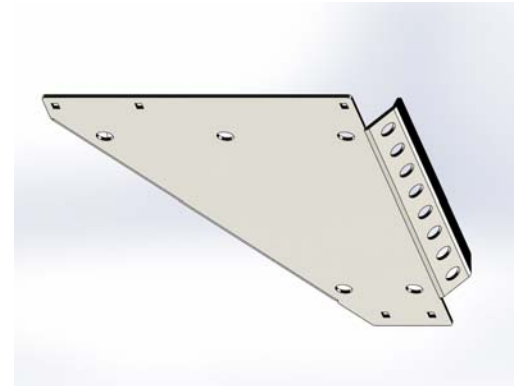
- Remove the factory gas skid if it is still in place.



- b. Loosely fasten the mounting brackets to the skid as shown in the picture using 5/16 x 1" carriage bolts from the inside out so that the smooth head of the bolt is toward the gas tank. Capture the outside using a flat washer, lock washer and nut. Do not tighten the brackets down at this time.
- c. Lift the skid into place with the mounting brackets attached. The brackets will use the same mounting locations that the rear portion of your original skid did, and the front flange will land on the cross-member directly in front of the gas tank.
- d. Use the M8 bolts with 5/16" flat washer and lock washers to loosely attach the rear mounting brackets as well as the side mounting flange along the bottom of the frame rail. Use the 2" bolt to pass through the front passenger most hole in the front mounting flange and cross-member and capture the top side with a fender washer, lock washer and nut.
- e. The driver side hole will have to be drilled to pass completely through using the 3" bolt. This step is recommended but not required.
- f. Once all fasteners are in place push the skid toward the driver side providing as much drive-shaft clearance as possible without the skid contacting the gas tank, and tighten everything down completely, unless you are installing a Transfer-case Skid in which case you will leave the two front bolts loose.

4. Transfer-case skid:

- a. Remove the small tin skid attached to the bottom of the transfer-case (two small bolts in the front as well as rear of case) as well as the vibration dampener hanging off the passenger side of the case. (two large bolts vertical of each other in rear of case)
- b. Lift the skid into place with narrow end toward rear. The rear holes will share the same mounting locations as the gas skid (see step 3d), and will overlap the gas skid mounting flange. The two outer most holes at the front of the skid will line up with the outer most holes in the t-case cross-member. Loosely fasten these with the provided 2 1/2" Carriage shim in between the skid and the raised portion of the cross-member lining up the hole in it with the remaining hole in the skid and fastening with the 3" bolt.
- c. Once all fasteners are in place tighten everything down completely, unless you are installing a Transmission Skid in which case you will leave the front three bolts loose.



5. Engine Skid:

- a. The radiator skid is **required** to run the engine skid because the front of the engine skid mounts to the bottom of the radiator skid, so make sure you have install your radiator skid first. Also, if installing with a transmission skid reference step six before starting installation of the engine skid.
- b. Lift the skid into place and loosely fasten the front edge to the bottom rear edge of the radiator skid using 5/16 x 1" carriage bolts, flat washers, lock washers and nuts. The rear of the skid will fasten to a couple of small plates near the rear mounts of each lower control arm.

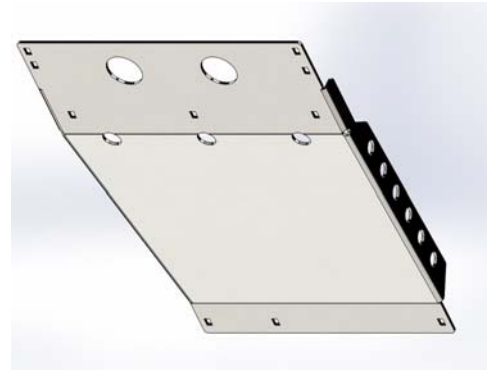


The front hole in each of these plates are threaded and the rear holes are not. Use the M8 bolts to hang the rear portion of the skid mounting the 3/16" frame shims between the skid plate and frame. Make sure to align the frame shims so that the rear bolt holes on these plates are not covered. If installing a transmission skid, skip ahead to step 6 at this point.

- c. Use 5/16 x 1 1/2" Bolts to fasten the rear holes with only lock washers and nuts. There isn't a whole lot of room to get to the nut here but do your best.
- d. If you feel comfortable with the level of torque you were able to apply to the carriage bolts here, and would like to have flush fasteners all the way across the bottom you can drill out the M8 threads in the front holes, and use carriage bolts here as well.
- e. Once all fasteners are in place tighten everything down completely.

6. Transmission Skid:

- a. If you are installing an Engine Skid, you will install them together at this point. Start by bolting the two skids together. The engine skid will lay inside the transmission skid. Align the set of 3 square slots as close to exact as possible and fasten the two skids together using 5/16" carriage bolts, flat washers, lock washers and nuts.
- b. Lift the skid/skids into place. The rear of the Transmission skid will share the same mounting locations as the front of the transfer-case skid (see step 4b), and overlap the transfer case skid mounting flange. The Front of the transmission skid will overlap the engine skid. Refer back to steps 5b-5d for fastening the front end of the skid.
- c. Once all fasteners are in place tighten everything down completely.



7. Final Step:

- a. Give everything another once over making sure all fasteners are tight and clearances are good.
- b. GO WHEELIN'!

