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5th Gen. 4Runner Rock Sliders - 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 durability. If at any time during the installation you have any questions, please give us a call. We also welcome and appreciate your feedback and suggestions via phone or email on all of our products!

Tools Required :

- 1 - 13mm wrench and/or socket wrench
- 1 - 12mm wrench and/or socket wrench
- 1 – Ratchet
- 1 – Drill w/ 3/8 drill bit
- 1 – Floor jack or Jack stand (Optional)

Parts Included:

- Driver side slider
- Passenger side slider
- Bolt on Gusset
- Qty 10 M8 1.25x30mm Bolts
- Qty 10 5/16" Washers
- Qty 10 5/16" Lock Washers
- Qty 10 3/8 x 1 1/4" Bolt
- Qty 11 3/8" Washers
- Qty 10 3/8" Lock Washers
- Qty 8 3/8" Stick Nuts
- Qty 1 3/8" Nut
- Qty 2 Zip Ties

Finishing bare steel sliders (skip to next section if you ordered them powder coated)

1. If you ordered your sliders bare, paint or powder coat them before installing to prevent rust.
2. Clean them thoroughly with a solvent such as acetone or lacquer thinner, prime then paint them.
3. 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.
4. Let the paint dry hard before attempting installation, usually overnight.

Installation

***** NOTE ***:** Due to some variations in the frames between year models, We have provided some extra hardware. Some of the later models did not provide some of the threaded bolt holes that the earlier models did. In this case rather than using the M8 hardware, use the provided 3/8" hardware and stick-nuts.

1. We usually lay a blanket down for installation to protect the Powdercoat finish .
2. Lay the slider on the ground centered between the wheel wells (bracket with 4 holes toward the front) Notice where the brackets will slide up and capture the frame, make sure to unfasten any obstructions from the frame to enable the bracket to slide behind any hard lines.
3. On the driver side, you will need to remove the bolts securing the hard lines to the side of the frame (12MM socket). Also remove all bolts along the under side of the frame rail securing the gas tank skid (12MM socket) and the front strap supporting the tank itself (14MM Socket/wrench). **WARNING: After removal of the gas tank skid prior to removing the bolt on the gas tank strap place a jack stand or jack under the gas tank as the gas tank will want to come partially down once the front strap bolt is removed.**
4. Lift the Slider into place. The tab on the front mounting plate will sit in line the transmission cross-member. The rear leg is a bit tricky. You will have to pull the hard lines away from the frame and slide the mounting plate between the frame and the hard lines. The tab on the rear mounting plate will line up with the hole on the bottom of the frame rail in which the gas tank support was fastened with.
5. Thread in one of the M8 bolts at each mounting plate so that the slider will be able to hang on the frame hands free. **DO NOT FULLY TIGHTEN ANY HARDWARE UNTIL ALL BOLTS ARE IN PLACE.** On the rear mounting plate, the gas tank strap will have to mount on the bottom side of the rear mounting plate and you will reuse the factory bolt that you removed in step 3 (14MM). All of the holes along the side of the frame will fasten into threaded holes in the frame rail using the M8 hardware with 5/16" washers and lock washers. The slotted hole on the tab of the front mounting plate will fasten the same. Snug up all hardware except the upper bolt of the rear leg. *****Note: later model trucks only have threaded inserts for the M8 hardware at the front mounting plates on the side of the frame. Use the 3/8x1 1/4" w/**

stick nuts where there are no threaded inserts. The hole for in the transmission crossmember has been removed completely and will need to be drilled for a 3/8 bolt.***

6. For the upper bolt of the rear plate you will need the Bolt-on Gusset. When put in place, the short tab of the gusset will line up with the upper hole of the mounting plate and the long tab will line up with the small triangular tab welded on top of the leg, shown in the pictures. **IMPORTANT: Use the zip ties provided to wrap around the hard lines, spacing them away from the slider to prevent rub wear from metal to metal contact.**
7. For added strength we provided an additional hole on the tab of the front mounting plate in which you will have to drill using a 3/8" drill bit. *This step is **OPTIONAL**.* Once the hole is drilled you will use one of the Stick Nuts provided to fish the nut into the back side of the drilled hole and fasten with a 3/8 x 1" bolt with washer and lock washer. *NOTE: You may need to remove the small skid plate protecting the hard lines in order to maneuver the stick nut.*
8. For the passenger side, installation is the same with a few small exceptions. The bottom hole of the rear mounting plate lines up with an existing hole. This hole will need to be enlarged with a 3/8" drill bit and fastened with a 3/8 x 1" bolt and Stick Nut. You will find a large hole on the inner side of the frame rail with a plastic plug in it, remove this plug to create an access hole for the stick nuts. Also, we have noticed that some vehicles do not have the threaded hole in the transmission cross-member for the slotted hole in the front mounting plate. For this reason we have provided an extra 3/8 bolt and Stick Nut for replacement. *****NOTE: you may need to unbolt the tab securing the e-brake cable to get the slider in place. It can be remounted after the slider is installed.*****
9. Tighten all bolts and reinstall any unclipped lines or removed pieces (ie: gas skid bolts, line mounting tabs ect...)

Driver Brackets (Below)



Passenger Brackets (Below)

