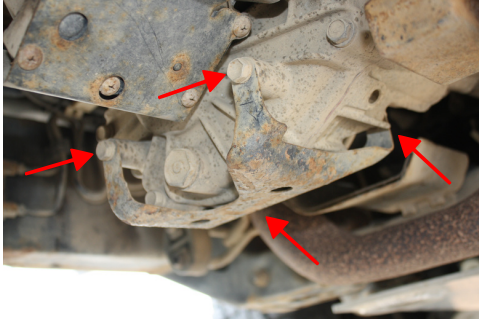
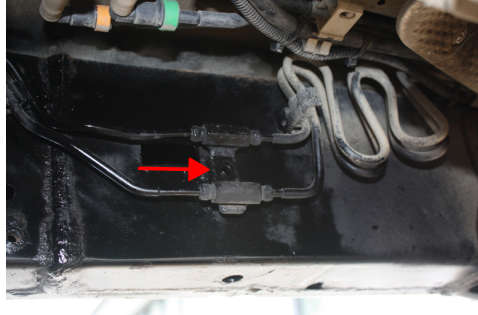


T-Case Skid Plate Kit

'03-'23 4Runner, '07-'14 FJ, '03-'23 GX470/460



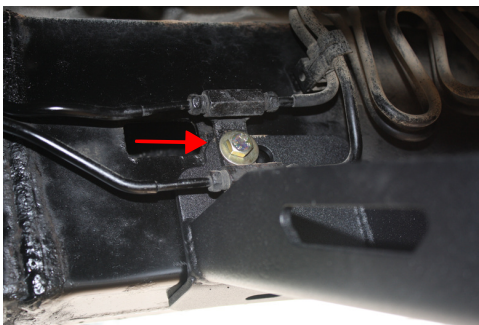
Remove 4 bolts holding factory T-Case Shield on. Remove T-Case Shield.



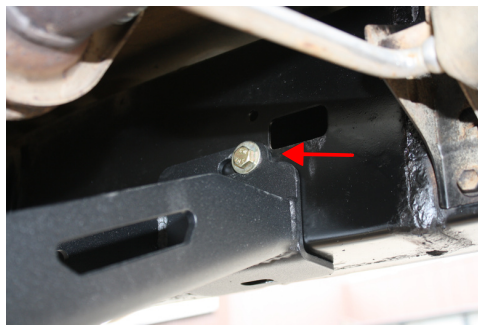
Driver Side Frame: Remove M8 bolt securing brake line bracket to frame.



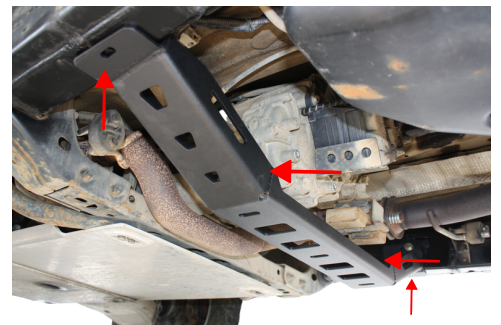
Lift new Crossmember into place. The ends are angled in toward the front to match the frame. **Driver Side:** The Crossmember should be behind the brake line bracket.



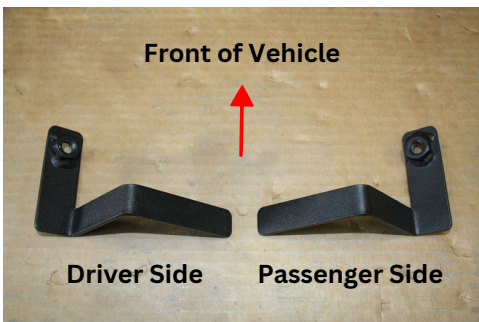
Driver Side: Install supplied *M8x30mm* bolt with washer through brake line bracket and Crossmember, into factory frame hole. Do not tighten yet.



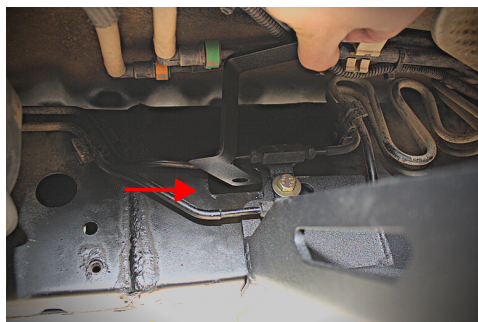
Passenger Side: Install supplied *M8x30mm* bolt with washer through Crossmember and into factory frame hole. Do not tighten yet.



Slide Crossmember forward, and push up flat against the bottom of the frame. Snug M8 bolts to hold Crossmember in position.



Frame Tab Nuts are side-specific. Correct orientation shown above.



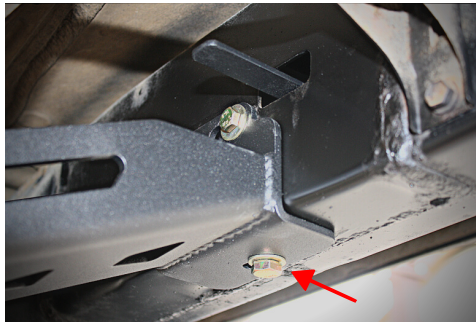
Insert Driver Side Tab Nut into frame access hole, with the nut position toward the front of the truck. Repeat for Passenger Side Tab Nut. **Do not lose Tab Nuts inside frame.**



The Tab Nuts should be sitting flat inside the frame, with no dirt or sand in the way. The Tab end will be sticking out of the frame access hole.



Position the Tab Nuts on each side so the threads can be seen through the crossmember and lower frame holes.

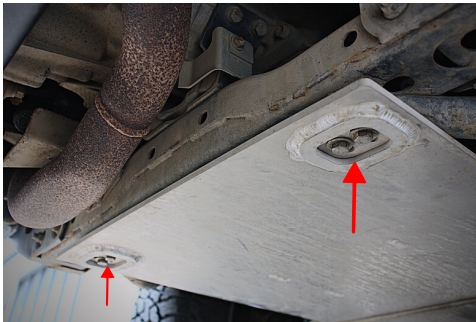


Install supplied *M10x30mm* bolt and washer up through Crossmember and frame, into the Tab Nut. Repeat for opposite side.

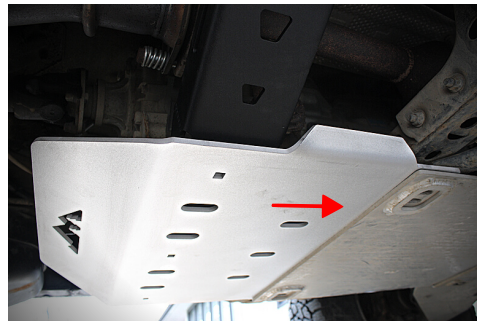
Re-check the Crossmember is adjusted forward and up tight against the frame.

**Tighten *M8 Bolts to 28ft-lbs.*
*M10 Bolts to 42ft-lbs.***

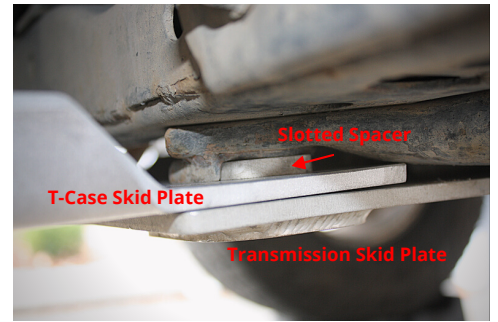
This completes the T-Case Crossmember Installation.



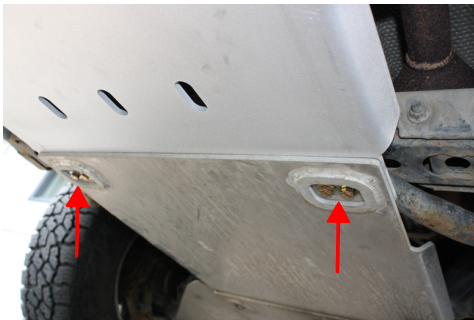
Remove (4) *M8x45mm* bolts and *slotted spacers* from rear of Transmission Skid Plate.



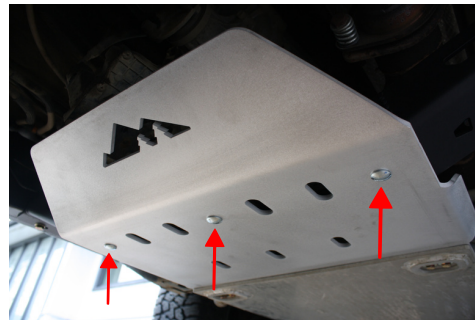
Position T-Case Skid Plate above Transmission Skid Plate. Loosen the front Transmission Skid Plate bolts if needed.



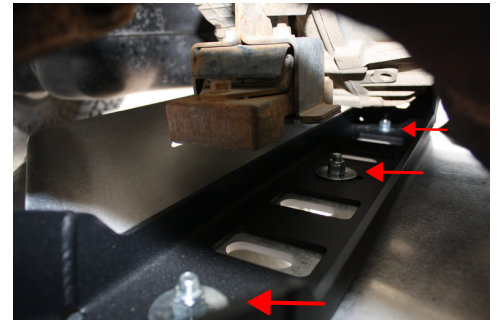
Reinstall the original slotted spacers into the top position as shown. Do not use the new supplied spacers at this time.



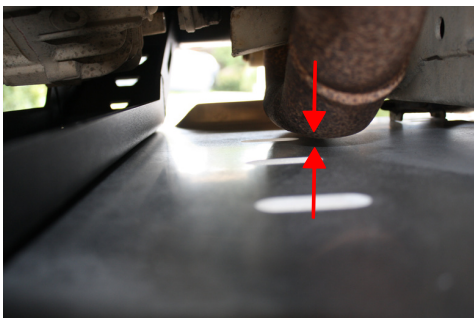
Install supplied *M8x50mm* bolts and washers through Transmission Skid, T-Case Skid, slotted spacers, and into frame. Align T-Case Skid Plate with Transmission Skid Plate and new Crossmember. **Do not tighten yet.**



Install (3) supplied $\frac{3}{8}$ " x 1- $\frac{1}{4}$ " Carriage bolts up through Skid Plate and Crossmember. Secure with large flat washers and Nyloc nuts.



**Tighten Nyloc nuts snug.
Tighten *M8 Bolts to 28ft-lbs.***



Once everything is tight, inspect exhaust pipe clearance. Around $\frac{3}{16}$ " of gap is normal, but it can vary due to exhaust hanger condition. **If the pipe is very close or touching the Skid Plate, replace the original slotted spacers with the thicker ones supplied.** *If the exhaust pipe still makes contact under driving conditions, we recommend replacing the 2 rubber hangers as they can stretch over time and allow the pipe to sag down lower than normal. Another option is to use a band/hose clamp around the driver side rubber hanger to remove some sag and lift the exhaust pipe slightly.*

Inspect and re-torque all hardware periodically