

Ricochet skid plate installation

Toyota Tacoma 2016 and up

Tools needed:

3/8 drive ratchet set with a 12mm and a 13mm socket, extensions etc.

13mm box end wrench

T40 Torx bit

Anti seize

A tap handle and an 8x1.25 metric tap

Step one: Remove all of the factory skid plates. If you are installing the full set, you also need to remove the cat converter protection bars as well. These will be re installed later. You will need a 12mm socket to remove the stock components.

Step two: If you are installing the full set, you need to also remove the bolts that hold the brake line union and the brake line shield. These are on the driver side.

Step three: Using your 8x1.25 tap chase out all of the threaded mounting locations. This is extremely important.

Step four: If you are installing the full set, it's easiest to install the cross member first. The cross member will mount with the supplied bolts to the brake line union mount and the brake line shield mount on the driver side. On the passenger side there are two holes in the frame, but they aren't threaded. You will use bolts with nuts in that location.

It may take two people to get the cross member up and into position. Line up the mounting holes in the cross member to the threaded holes on the driver side. You will re mount the brake line union and shield with the cross member. Put anti seize on the bolts and get those two started, leaving them loose for now. On the passenger side, it's the same thing but you will be putting a nut on the bolt as there are no threads on that side of the frame. Once all of the bolts are started, get the cross member butted up against the frame and tighten down all of the bolts. On the passenger side, you will need a 13mm box end wrench to hold the nuts while tightening the bolts. Here is how the cross member looks installed on the driver side, with the union and shield re mounted with the cross member.



Now that your cross member is installed, you can start from the front of the truck and work your way back.

Step five: Get your front bash plate into position, and start one of the long bolts in the center of the plate. Remember to put anti seize on all of your bolts. Leave this loose for now and get the other bolts started. If you are installing the full set leave the two rear bolts out for now , as they are a common mount for the transmission skid. Leave all bolts loose for now.

Step six: Get your transmission skid into position. The front mounts of the transmission skid share the same mounting point as your front bash plate. Slide the transmission skid between the bash plate and the frame. Line up the holes and install the bolts with the cup washers and spacers. Leave these loose for now.

Step seven: Re install the cat tube protector bars on the frame rails re using your stock bolts. Just barely start these bolts for now. Use anti seize on these bolts.

Step eight: Get your transfer case skid into position, you can start the rear mounts of the skid into the cross member using the supplied nuts, bolts and washers. Leave these loose for now.

Step nine: Line up the mounting holes on the rear of the transmission skid, and the front of the transfer case skid. Now take your cat tube bars, and put the “rock block” in between the flanges on the un mounted side of the bar. Get the bar into position, and start the long flat head Torx bolts. Leave these loose for now, and repeat for the opposite side. Here is a pic of how the rock blocks and the cat tube bars will be assembled.



Step ten: Get all of the plates you have mounted so far squared up, and start tightening your bolts from front to rear. Don't forget to tighten the cat tube bars, and remember to anti seize everything.

Step eleven: Get your fuel tank skid into position and start your hardware. Leave all nuts loose until you have all four nuts started on the tank strap studs. Once all of the nuts are started you can tighten all of them down.

Step twelve: When mounting the a arm skids, it's easiest to do it with the wheels on, and the truck on the ground. Take a cup washer and the shortest bolt, insert it through the a arm skid on the outboard hole, then bring the skid into position and run the bolt through the a arm. There are existing holes in the a arm so no drilling is required. Put a fender washer over the bolt followed by a nut. Leave this loose for now. You will repeat this for the other two mounting points, with the longest bolt in board on the rear, and the last bolt inboard on the front. Square up the plate and snug it down. At this point you need to start the truck and turn the wheel lock to lock while having someone checking the clearance of the a arm skid. If everything clears you are set, and can tighten the bolts down fully. Repeat this whole procedure for the other side. This completes your installation. If you have any questions, you can contact us by phone or email. Thanks for your purchase!

Hardware list for 9977 full set 2016 up Toyota Tacoma

998HD (Front Bash Plate)

- 4) 8x40 hex bolts
- 2) 8x90 hex bolts
- 2) 833-8 cup washers
- 2) M8 HD washers
- 2) M8 washers
- 6) M8 lock washers
- 2) FJ-2 spacer

997-4 (Transfer Case Skid)

- Rock blocks on front mount
- 3) 8x30 Torx bolts
- 3) M8 nylock nuts
- 6) M8 HD washers

997-5 (Fuel Tank Skid)

- 4) M8 washers
- 4) M8 nylock nuts

997-3 (Transmission Skid)

- No hardware
- Front mount is common with rear mount of bash plate
- Rear mount is common with transfer case skid

999-6 (Rock Blocks)

- 4) 8x 50 Flat head Torx bolts

997-C (Cross Member)

- 4) 8x 25 hex bolts
- 4) M8 HD washers
- 2) M8 nylock nuts

999-A2 (A-Arm Skids)

- 2) 8x65 hex bolt
- 2) 8x 80 hex bolt
- 2) 8x90 hex bolt
- 6) 833-8 cup washers
- 6) 1 ¼ washer
- 6) M8 nylock nuts