



Installation Instructions
for
Transfer Case Skid Plate with Catalytic Converter Guard, TA-0011
for
1996-2002 Toyota 4Runner

Thank you for purchasing your new Skid Row Offroad transfer case skid plate and catalytic converter guard. It was designed to give you peace of mind while driving offroad or parked in even the toughest, middle-class neighborhoods.



Your package should come complete with the following parts:

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|--|---------------------------------------|
| 1. (1) Transfer Case Skid Plate | 8. (3) 5/16-18 Hex Nuts |
| 2. (5) 3/8-16 UNC x 3.0" Carriage Head Bolts | 9. (3) 5/16" Flat Washers |
| 3. (5) 3/8-16 UNC Hex Nuts | 10. (3) 5/16" Lock Washers |
| 4. (5) 3/8" Lock Washers | 11. (1) Nut Plate |
| 5. (5) 3/8" x 1.5" Large Flat Washers | 12. (1) 3/8-16 UNC x 3" Hex Head Bolt |
| 6. (1) Catalytic Converter Guard, REAR | 13. (1) 3/8" Flat Washer |
| 7. (3) 5/16-18x1.0 Carriage Head Bolts | |

Step 1: Remove the Skid Row transmission skid plate if you've already got one installed.

NOTE: The order of the skid plate installation is important. The transfer case skid plate with its guard needs to be installed first and then the transmission skid plate with its guard can be installed.

Step 2: Attach the catalytic converter guard to the passenger side of the skid plate using the 5/16-18x1.0” carriage bolts, flat washers, lock washers, and hex nuts provided.

Step 3: Remove the nut from the inner, passenger side bolt holding the transmission crossmember. It’s shown loosened in the photo below left. Place the nut plate over the bolt and replace the nut as shown below right. DO NOT tighten it completely. Leave it loose for now to allow the nut plate to float a little.



Step 4: Remove the factory “skid plate” from the transfer case.



Step 5: Lift the new transfer case skid plate into place as shown above. There should be existing holes in both chassis cross-members. You may want to use a floor jack to hold the skid plate in position.

Step 6: Install three 3/8-16 UNC x 3.0” carriage head bolts, large flat washers, lock washers, and nuts through the rear crossmember. Leave all the mounting bolts loose to allow the skid plate to shift a little.

Step 7: Install the 3/8-16 UNC x 3” Hex Head Bolt and flat washer through the skid plate and into the nut plate. You may need to wiggle the nut plate or the skid plate a bit to get the threads started. Be careful not to cross-thread the bolt into the nut plate. Once it’s started properly, tighten it. Then go ahead and tighten the rear bolts holding the transfer case skid plate to the chassis crossmember to keep it from moving. If re-installing a transmission skid plate, there’s no need to tighten the front, driver side carriage bolt.



Step 8: With the 3/8-16 UNC hex head bolt tightened, the nut plate's location is now determined. Tighten the crossmember bolt holding the nut plate. A wrench can be slipped between the skid plate and the crossmember to hold the nut. Use a ratchet wrench on the head of the bolt as shown in the photo above.

Step 9: If installing one of our transmission skid plates, remove the 3/8-16 UNC hex head bolt just installed as well as the carriage bolt at the front, driver side of the transfer case skid plate.

Step 10: Install or re-install your Skid Row transmission skid plate as per the TA-0003 installation instructions substituting the 3/8-16 UNC hex head bolt for the carriage bolt originally used.

Step 11: Tighten all the bolts and you're ready to hit the trail or maybe just to park with your cats intact!

We hope you enjoy your new Skid Row Offroad transfer case skid plate with catalytic converter guard and that it keeps your converter safe from theft!

Sincerely,

Your friends at Skid Row Offroad



Skid Row Offroad
100 Creek Road, Carlisle, PA 17013
Phone 717-701-8315

www.SkidRowOffroad.com



Skid Row Offroad