



FRONT STEEL HYBRID SLIMLINE BUMPER INSTALLATION

2014+ Tundra

Version 1.1 - 2017

Thank you for purchasing the Southern Style OffRoad Tundra Slimline Hybrid front bumper.

Included Content:

- 4) M12-1.25 x 25 Hex Head Flange Bolts
- 6) 3/8"-16 x 3/4" Flat Socket Cap
- 14) M10-1.25 Hex Head Flange Nuts
- 81" Edge Trim
- (2) 12" Zip Ties
- (2) Aluminum Spacers
- Lower Skid
- Left Bracket
- Right Bracket

- Optional Accessories
 - Light bar, winch, etc.

- Additional tools required:
 - 17,14,12,10 mm socket/impact
 - 3/8" extension
 - 1/2" and 3/8" drive ratchet wrench
 - Flat and Phillips screwdriver
 - 1 inch wide blue painters tape
 - Dremel style rotary tool with rip saw blade or high speed cutting disk

A 3/8" air ratchet is also very helpful if it's possible to obtain.

We're going to begin the installation by jumping right into cutting out the oem center section to make way for the Slimline Hybrid. It is much easier to make the cut with the bumper on the truck. This also makes it easy to unbolt the aluminum crash bar. Using your dremel with a cutoff wheel or ripsaw blade, begin your cut from the inside edge following the examples in the pictures below. The provided edge trim will clean up the lines nicely regardless if you aren't an Edward Scissorhands with the cutoff wheel. Be certain not to cut the face of the bumper, only the inside lip leaving enough material for the edge trim to grip. Be careful near the corners not to over extend your cut. Sometimes this is not able to be covered by the edge trim.















Once the cut is complete, you'll be able to remove the center section and clean up any ragged edges left with a razor knife.

Unplug your foglights and remove the 10mm screws and clips in the wheel well.



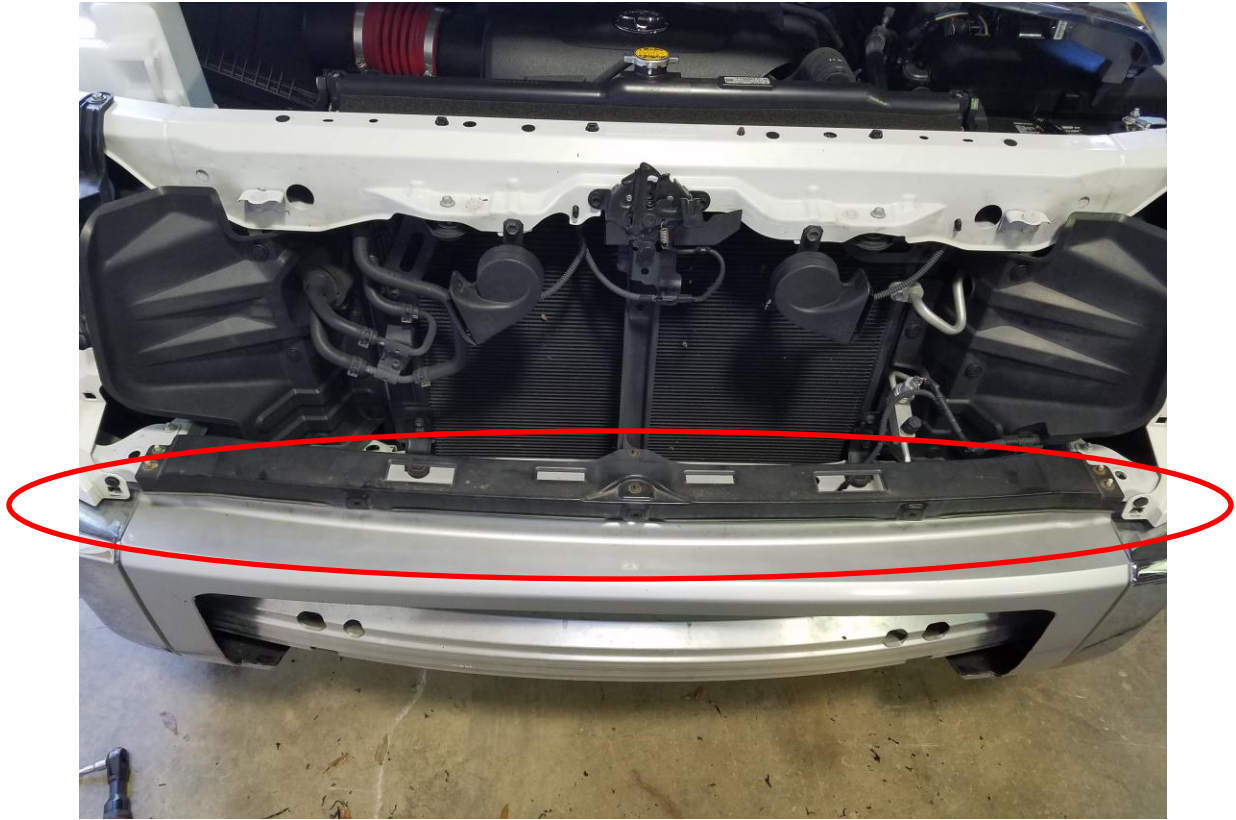
Including this one, but be certain to keep up with this particular clip. We'll be utilizing it during the install.



Remove your upper grille. There are 4 10mm screws and two push pins holding the top on. The bottom is a plastic push clip built into the grill. It attaches to the body pieces beneath the headlights near the bottom left and right edges on the grille.



Remove this center bracket with a 10mm socket.



Next, we'll remove the entire front bumper assembly by removing these 6 14mm nuts.



Set the bumper assembly aside in a safe location.



Next, we need to remove the aluminum crash bar from the bumper assembly. To do that, begin by unbolting the side brackets from the bumper until all you're left with is the aluminum crash bar and side brackets.



Remove the side brackets using a 14 mm socket.



Reattach the side brackets back to the bumper assembly. Discard the aluminum crash bar.



Also, reattach the fender liners back to the oem assembly. We'll be using that clip location to help us secure the bumper for a few minutes while installing the Slimline hybrid.

Going back to the truck, remove the remaining bolt on frame extension. These are also 14 mm nuts.



Carefully place the modified bumper assembly back into position on your Tundra. To hold it in its general location, use the provided zipties to secure it at the middle like this.



Using that clip I mentioned for you to hang on to, reattach the sides by the fender liners. Your bumper will gently hang in this position while you install the bumper.

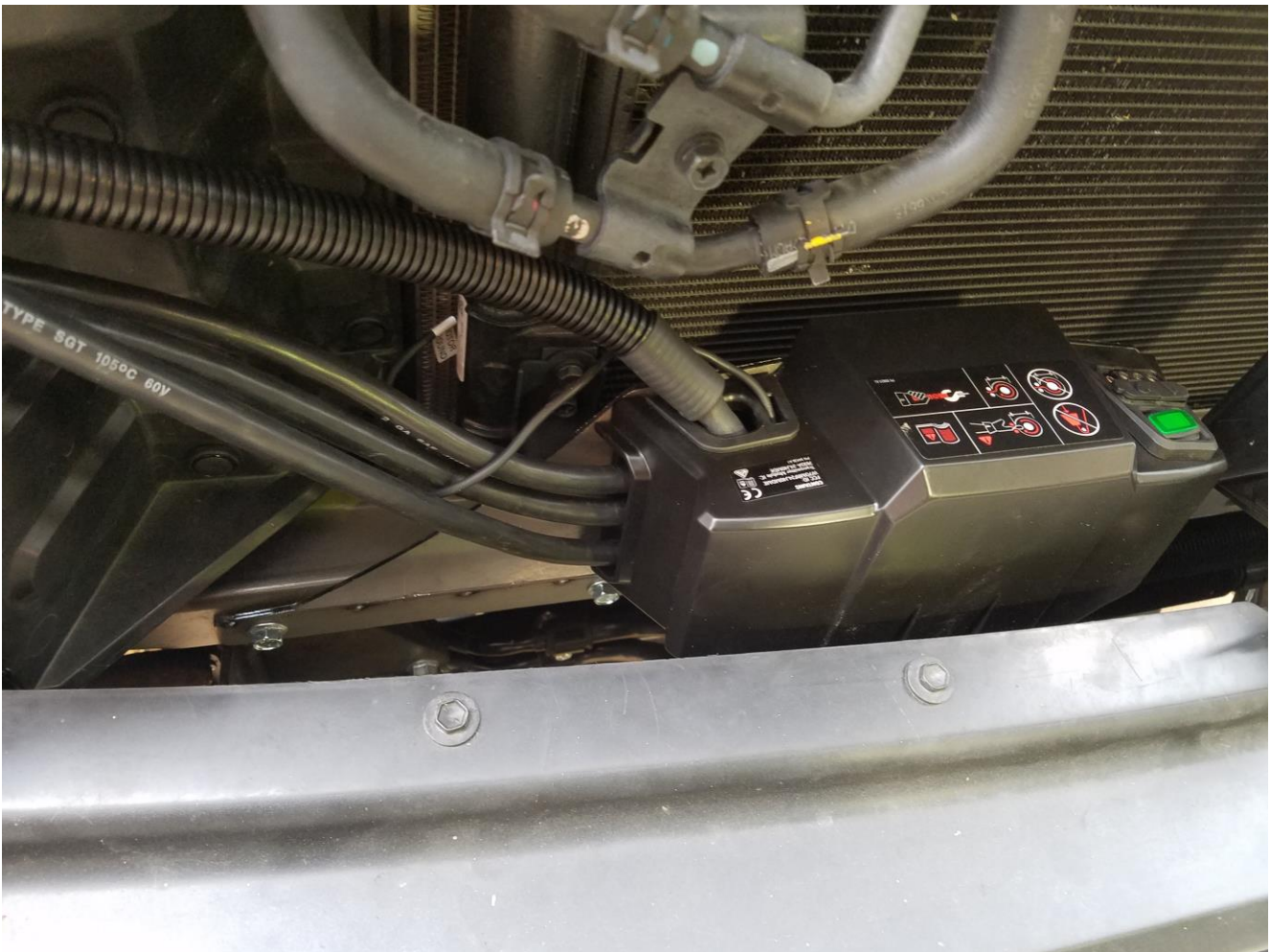


Using the packing material from the box, make an area to rest the bumper on its face while you install the winch, lights, or other accessories. The lines should be long enough to directly install to the truck as well.



Also install the edge trim around all cut surfaces. You may need to snip any remaining portion off.

If you purchased the OEM+ version of our bumper, you'll need to purchase Warn's 3 ft extension kit. We have provided a solenoid bracket specifically designed to the Warn Zeon Platinum 10s series winch. It attaches to the body in front of the radiator mount using the supplied m8 flange head bolts. You may need to chase these threads as they are not used from the factory. Follow the instructions from Warn on how to remove the solenoid and substitute our bracket for theirs.



Once you are ready, ask a friend for help to guide the bumper onto the truck. Don't forget about the aluminum spacers if you are NOT running the TRD skid plate. These spacers are intended to be sandwich from the two underside mounts and the frame of the truck.



Slide the bumper onto the truck and **ONLY** secure it using the **(4) m12 bolts from below and (1) m10 nut on each inner side of the mounting pad**. Leave the 3 bolts in a vertical line on each side unbolted for now.



Now, you'll need to install the supporting side brackets that hold the oem bumper into place. The side brackets supplied utilize the same 3 holes that we left unbolted on the bumper itself. The other 3 holes in a triangle attach to the brackets that are already bolted to the oem bumper. They are slotted to allow for maximum adjustability.

This picture shows the left and right bracket difference.



Slide these into place from up and under and tighten the 3 vertical bolts first, generally square to the bumper. The adjustability in the slots should allow for plenty of movement for the perfect alignment, however you can loosen the 3 vertical bolts for even more adjustability up or down on each side.

Once you've achieved the desired spacing, tighten down all the m10 and m12 nuts/bolts on both the bumper and side brackets. Install the lower skid using the supplied 3/8 conical bolts. The edge trim will fit very snugly against the skid plate and will help to center the bumper as well.



The following pictures show general alignment:









Reinstall all remaining oem parts in reverse order from the instructions above. Don't forget to hook up your fog lights either. Finally, sit back and stare at your truck while you enjoy a beer for all your hard work!



