2005+ Tacoma Inner Fender Install instructions

Step 1- Before you start the installation of the inner fenders we recommend that you take a number of measurements that can be used for reference when installing the new inner fenders. Some critical measurements are the distance from the fire wall to the front of the core support as well as the height of the core support off of the frame. It is also important to take a look the front core support body mounts as they are notorious for sagging out over time. We recommend replacing the soft OE body mount bushings with Energy suspension bushings however this is not required.

Step 2- Once you have taken the necessary measurements you can begin stripping the truck apart. You will need to remove the fenders, grill, head lights, battery, power steering reservoir, factory air box, windshield wiper bottle and any accessories that are attached to the factory inner fenders. The OE fuse box will need to be unbolted and tied up out of the way. You do not need to remove the hood and the under side of the hood can be used to tie the fuse box to. You will also need to pry back the factory plastic wiper cowl

Step 3- Before you start cutting the inner fenders out its very important that you protect the wire harness on the driver side. The factory inner fender needs to be cut against the fire wall on the driver side and the harness is directly on the other side of the inner fender. We recommend placing a piece of scrap sheet metal between the harness and the inner fender prior to cutting.

Step 4- Mark your cut lines on the factory inner fenders as seen in the attached pictures. We use a die grinder with a cut off wheel to make the cuts however a body saw, sawsall or electric grinder will work too. It is also easiest to cut the inner fenders out in sections rather than trying to cut it out all in one piece. Make sure you DO NOT cut the factory seam against the cab as this is where the new inner fender will bolt to.

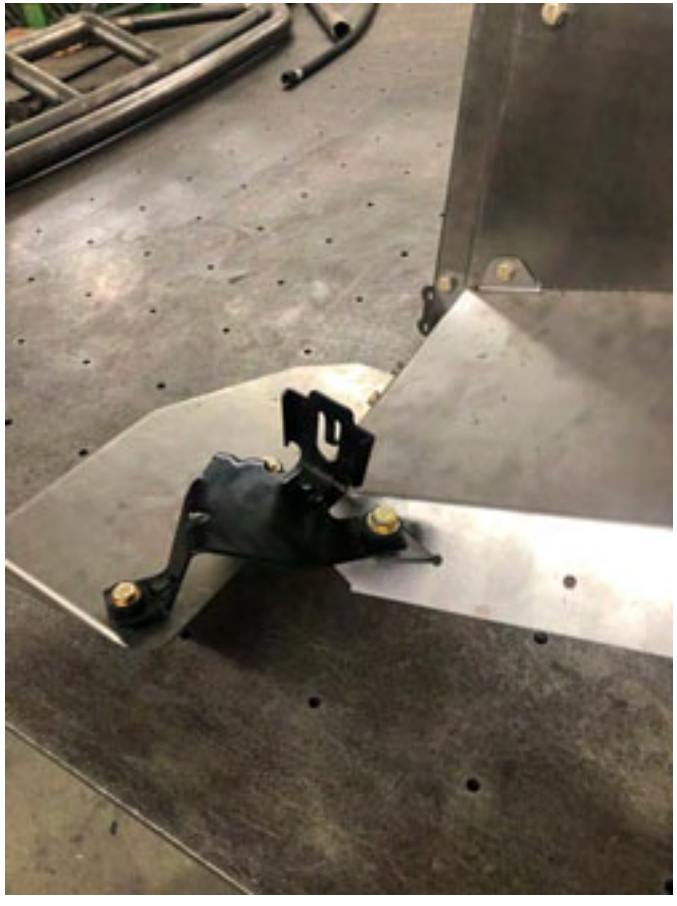
The line drawn in yellow gives you an idea of the initial rough cut. We recommend cutting an inch or so towards the front of the truck- remember you can always cut more!!!

Step 5- Once you have cut out the factory inner fenders you can start fitting up the new inner fenders. Use your original reference measurements to make sure the front core support is in the original location. You may need to do multiple test fits and remove additional material in order to get the inner fender to sit flush against the cab.

Step 6- After you get the fenders properly fit up against the cab you can match drill the mounting holes and bolt the fender to the truck. From there work you way forward to the core support and repeat the process of match drilling and bolting up the new inner fenders. Once you have the inner fenders bolted to the truck you can then attach the lower front plates to the inner fenders. You want to make sure that the factory inner fender is completely cut off of the front core support and sanded smooth otherwise the lower front plates wont sit flush against the core support. Once you have the lower front plates sitting flush against the core support you can then match drill and bolt them in.

Step 6 continued-

Step 7- For the passenger side you will need to use the supplied brackets to remount the factory power steering reservoir and to attach the AC condenser lines. For trucks with vacuum boosted brakes you will need to mount the ABS module to the new inner fender. The factory brake lines have enough give in them to move the module to the new inner fender. We recommend eliminating the factory air box in favor of an after market unit, ideally the 4" x19" UMP air cleaner is ideal. If you have a truck with the abs module you will need to go with the 13" UMP or any after market intake setup.



Step 8- On the driver side you will need to bolt in the battery mount using the supplied hardware. From there you need to mount the fuse box with the supplied brackets. Once you have the fuse box mounted you can route the wiring accordingly making sure it is secured to the new inner fender. Our inner fender kit comes with two different battery tray options that bolt to the battery mount. We prefer using the smaller tray that is designed around the dimensions of an optima red/ yellow top battery. When using the larger battery tray make sure you have clearance between the top of the battery and the hood.

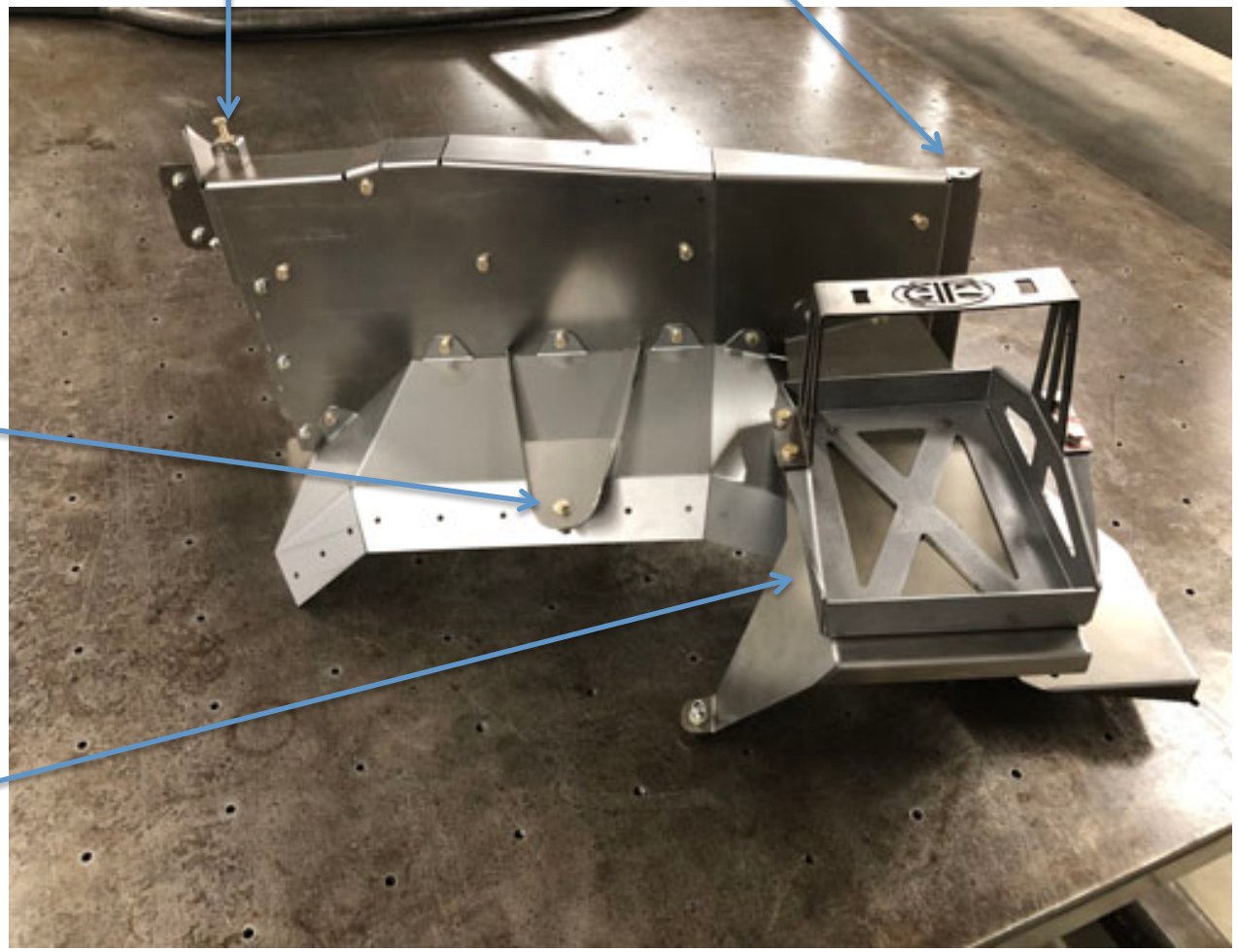
Weld the supplied ¼”x 1” bolt to the top of the shock tower so it acts as a stud for the battery tray

Step 8 continued (Second Gen)

When installing the inner fenders on a second gen you will need to weld on the two fender mounts that are specific for the second gen.

If you are installing the inner fenders on a second gen then you will need to use the fuse box mount in the picture

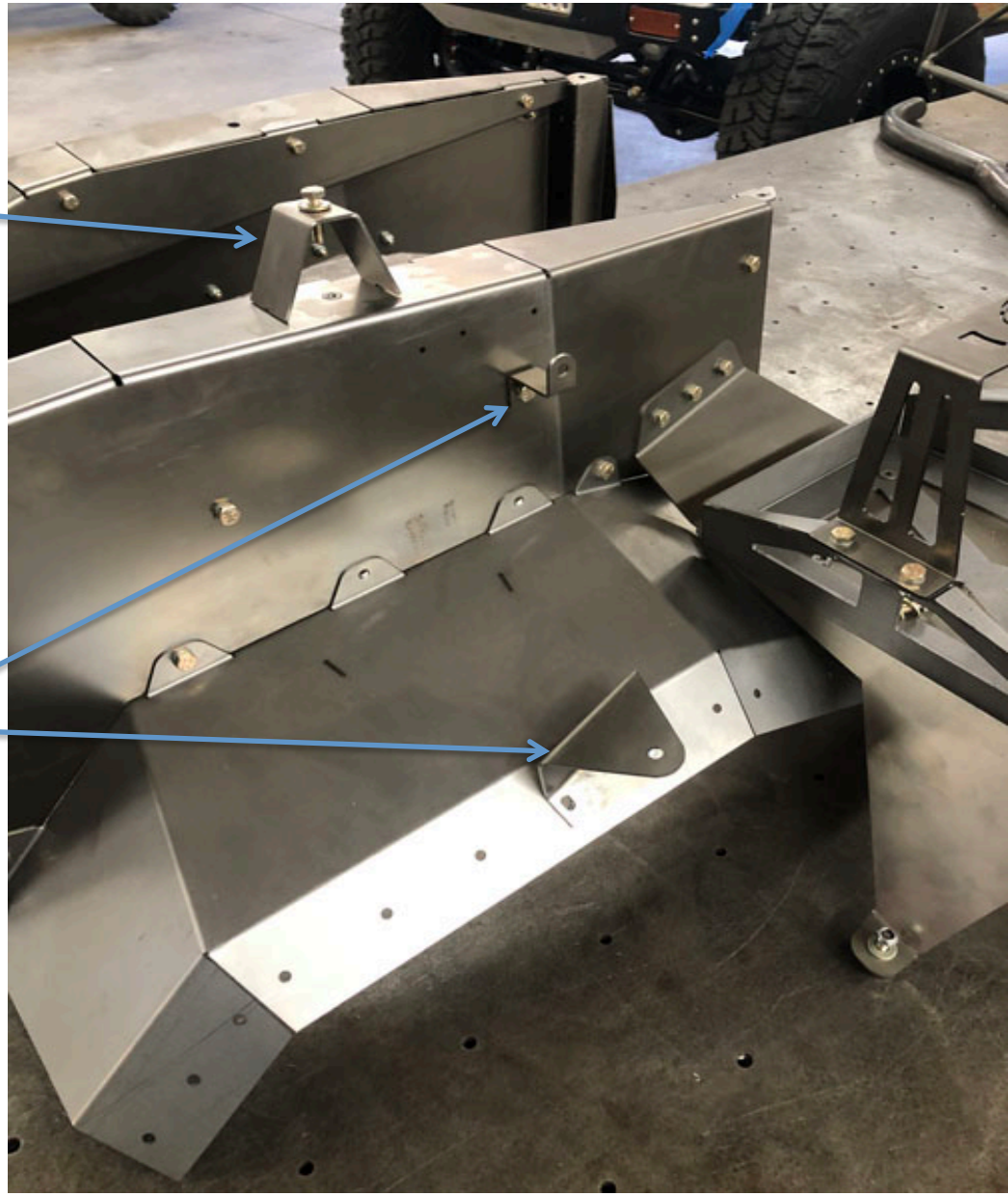
You will also need to weld the supplied tab to the battery tray for the fuse box in this area.



Step 8 continued (Third Gen)

For the third gen you will need to add this raised middle fender mount. DO NOT cut the fender mount at the cab side as it is reused

The third gen fuse box is mounted using different brackets than the second gen. You will also need to cut down the plastic mounting ear on the fuse box and re drill a new hole so the box can mount to this tab.



Step 9- Once you have both sides completely installed we recommend taking everything back apart to paint or powder coat the inner fenders. You can do this prior to steps 1-8 however you may need to sand off paint/ powder coat during the install process to weld on additional tabs for mounting accessories.

Additional Info- Please note that the installation of the inner fender kits requires fabrication and small amounts of welding for mounting additional accessories. We include a generic tab kit to assist in the installation of aftermarket accessories.