

Mobtown Offroad 2005+ Toyota Tacoma Bolt On Rock Slider Installation Instructions

Tools Needed:

- 9/16" Box Wrench
- 9/16" Standard and Deep Well Socket, 3/8" Drive
- Ratchet, 3/8" Drive
- 3/4" Standard Socket
- 3/4" Box Wrench
- 10mm Standard Socket, 3/8" Drive
- 12mm Standard Socket, 3/8" Drive
- 14mm Standard Socket, 3/8" Drive
- 17mm Standard Socket, 3/8" Drive
- Various Length Extensions, 3/8" Drive
- Needle Nose Pliers
- Razor Knife
- Floor Jack or a second set of hands is helpful due to their length and weight

Parts Included:

- 1 Driver Side Rock Slider
- 1 Passenger Side Rock Slider
- 2 Transmission Cross Member Rectangular Washer w/ Welded Bolt
- 2 Long Handled Washer w/ Welded Bolt
- 1 Driver Side Formed "L" Clamp
- 1 Passenger Side Formed "L" Clamp
- 1 Driver Side Formed "C" Clamp
- 1 Passenger Side Formed "C" Clamp
- 4 Beam Clamps
- 4 1/2-13 x 1-1/2" Long Grade 8 Hex Bolt
- 4 1/2-13 Grade 8 Nylon Lock Nut
- 2 M10 x 1.25 30mm Long Grade 10.9 Bolt
- 2 3/8" Grade 8 Flat Washer
- 2 1/2" Grade 8 Flat Washer
- 8 Square Steel Washer
- 16 3/8-16 x 1-1/4" Long Grade 8 Hex Bolt
- 20 3/8-16 Grade 8 Nut
- 20 3/8" Grade 8 Lock Washer

Step 1:

Remove the factory installed M10 bolt from the carrier bearing cross member using a 14mm socket and ratchet. Set this bolt aside, it will not be re-used.



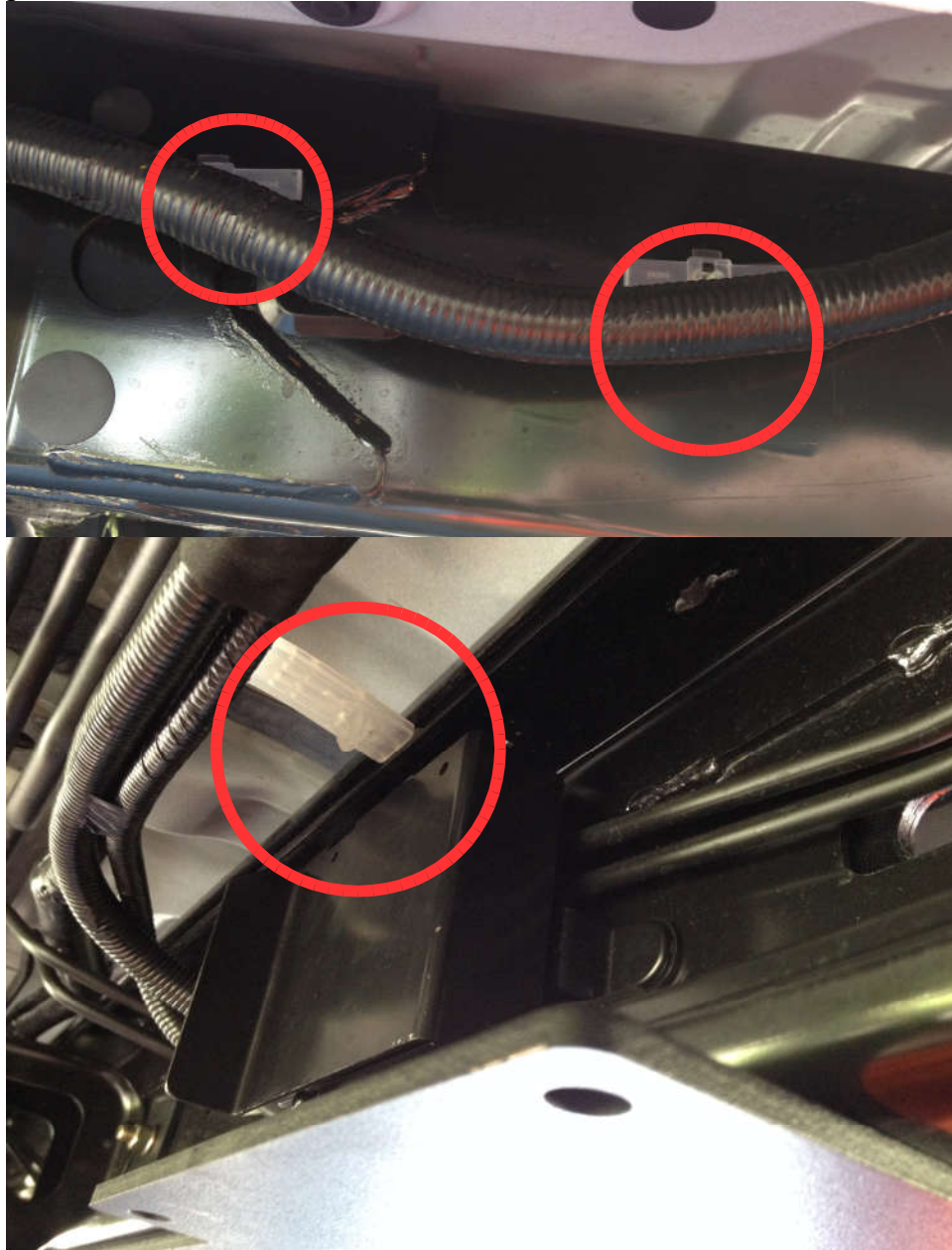
Step 2:

Remove the bolt and two nuts on the driver side using a 12mm socket and ratchet. The bolt is holding a metal bracket and the two nuts are on studs that are passed thru the chassis. The studs are holding a box against the chassis from the inside. Special Note: The box with the two studs and nuts are only on the 3rd gen Tacomas, 2016+. There are plastic clips holding the brake lines pushed thru the chassis, squeeze them with needle nose pliers and push them through the chassis from the outside.



Step 3:

Carefully with a razor knife cut the electrical tape off holding the wire looms to the plastic brackets on the driver side and passenger side. Then with needle nose pliers, similar to the plastic clips in step 2, remove them and discard. There is two on the driver side outer chassis face, then one on each side of between the top of the chassis and underside of the truck cab.



Step 4:

Remove the bolt on the driver side holding the bracket lines to the chassis using a 12mm socket and ratchet.



Step 5:

If you have a factory or aftermarket skid plate on the fuel tank, remove it and set it to the side. It will potentially interfere with the rock slider installation. It can and will be reinstalled once the rock sliders are on.

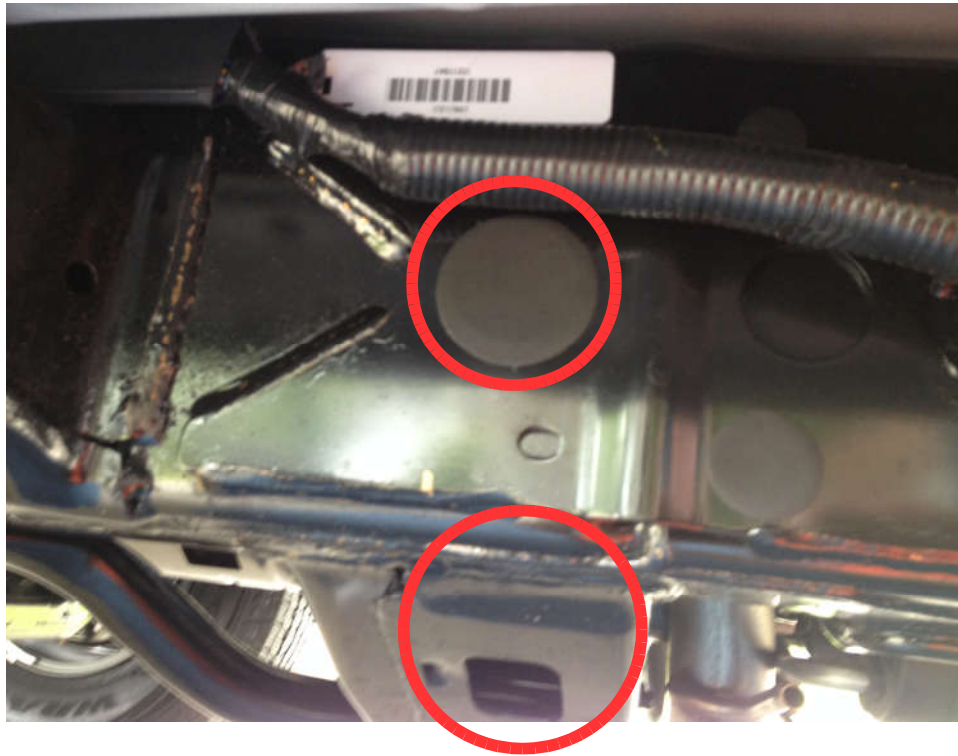
Step 6:

Locate the rectangular washer with the bolt welded to it. Run one of the 3/8-16 nuts over it to clean out any paint or powder coat that may be in the threads.



Step 7:

This step applies to both driver and passenger side. Remove the nut from **Step 6** and then place the washer in the transmission cross member through the hole below. Be sure to have the washer with the flat side facing you, bolt sticking through the hole. Remove the sticker covering a hole in the chassis, this is only on 2016+ trucks.



Step 8:

With the help of a friend, or using a jack and jack stands, lift the slider in to place. Align them using the narrow slot on the underside of the main flange with the bolt that you removed in **Step 1**. Install the supplied M10 x 30mm long bolt, 3/8" flat washer and 1/2" flat washer to hold the sliders in place using a 17mm socket and ratchet. Special Note: Place a floor jack under the rock slider flange at the back end where the flange bends under the chassis then back up. The reason is because the sliders are heavier at the back end and they will try to lean back making the sliders install crooked.





Step 9:

Referencing **Step 6** and **Step 7**, install on each side one 3/8-16 grade 8 nut with lock washer into the rectangular washer with bolt welded to it. To slip the washer up and in place to install the bolt, there is a rectangular cut out on the side of the cross member. You can get a finger in that area, or use a long screw driver to slide the washer up the the sloped face. The front flange may not look like it lines up perfectly, don't be alarmed. It may be offset depending on the transmission you have in your truck but one of the holes will line up with the cutout in the transmission cross member. Don't tighten this hardware yet, just snug it. The top holes are used on the second gen Tacoma, bottom holes are used on the third gen Tacomas. The holes used shown in the picture below are for automatic transmissions. The holes closer to the edge of the flange are used on the manual transmissions.



Step 10:

This step you will certainly want an extra set of hands. Above the bolt you installed in **Step 9** on the face of the chassis will be a hole in the front flange of the rock slider above the square tube. Put the long handled washer with the bolt welded to it thru the boxed portion of the chassis where you removed the brake line bracket in **Step 4**. Install one 3/8-16 grade 8 nut and lock washer through the hole and snug down with a 9/16" socket and ratchet, do not tighten yet.



Step 11:

Slip the formed L bracket over the top of the chassis at the front end of the main attachment flange on the rock slider. Drop two 3/8-16 grade 8 bolts from the top side of the formed L bracket pointing down toward the ground. Stick one 3/8-16 bolt through one of the square washers, slip that through the cutout on the chassis from the back side, having the bolt point out. That bolt will go through a hole in the rock slider flange, then the slot in the formed L bracket. Slip a lock washer and nut over the bolt and tighten. The direction of the formed L bracket depends on the truck. DCSB is shown in the photo below. If you have a Double Cab Long Bed, you will use the other Formed L Clamp that will point the leg down and on the front side of the square tube.



Double Cab Short Bed Formed L Bracket Orientation

Step 12:

Reinstall box that you removed in **Step 2** using a 12mm socket and ratchet.

Step 13:

Place formed C clamp in place, slip 3/8-16 grade 8 bolts through the bottom pointing up, lock washers and nuts. Install lock washers and nuts on the bolts on the top of the formed L clamp. Tighten all hardware with 9/16" socket, ratchet and 9/16" box wrench.



Step 14:

Place the 3/8-16 bolts through the square washers, then from the inside of the chassis, slip the bolts through the chassis cutouts where there are 7/16" diameter holes in the rock slider flange. The chassis will have an assortment of large holes and large rectangular cutouts in it where these bolts will go. Place a lock washer and nut on the bolt and tighten down using a 9/16" socket, ratchet and 9/16" box wrench.

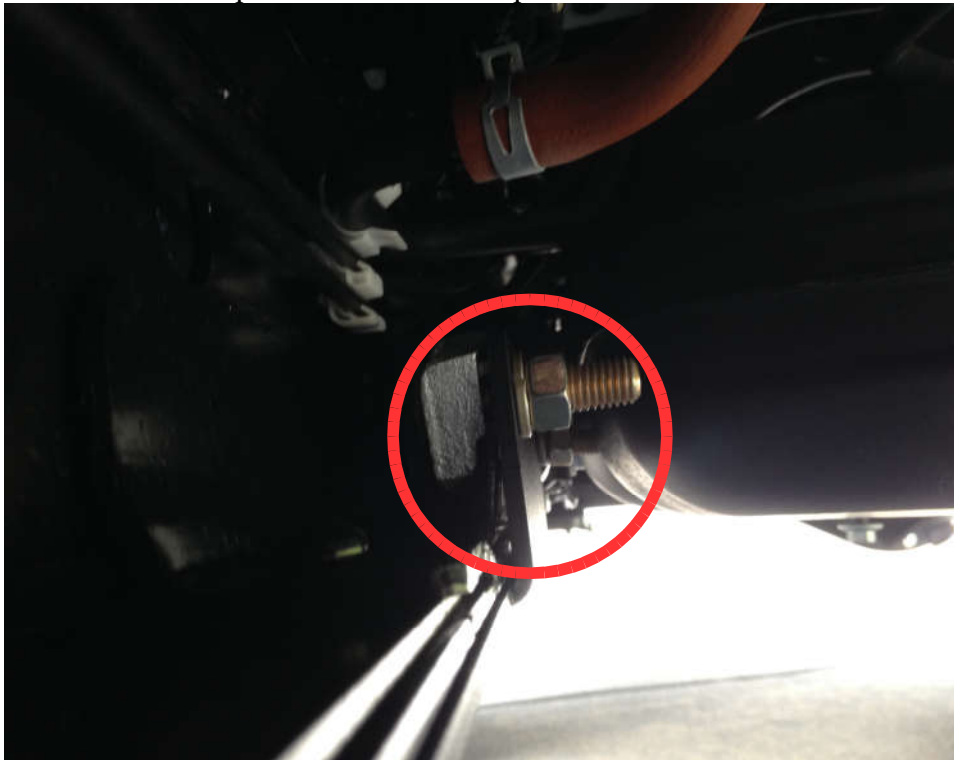


Step 15:

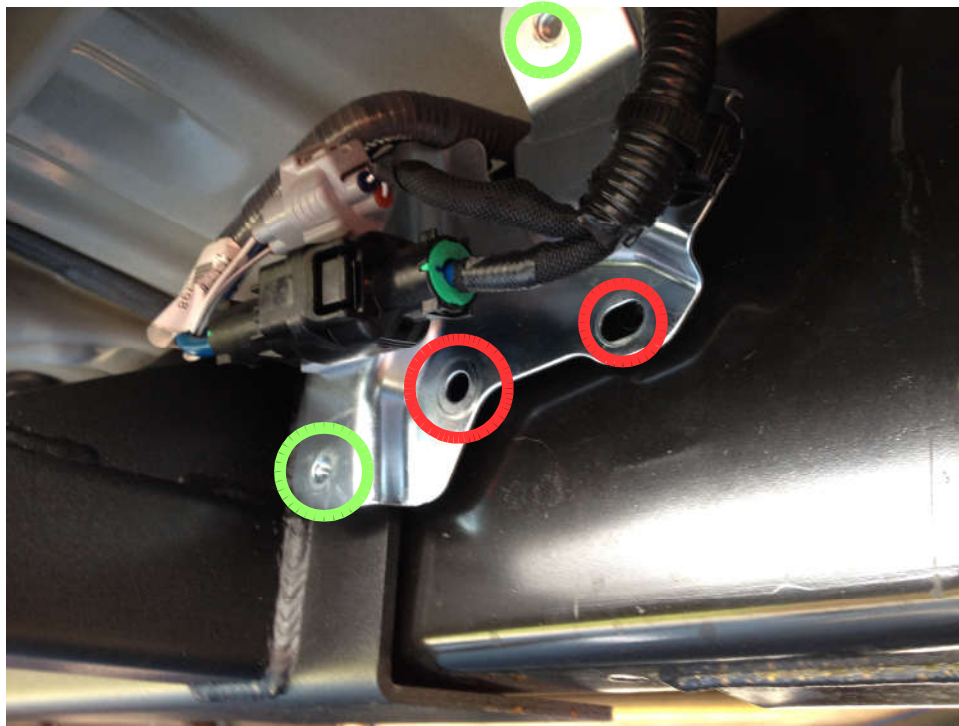
Reinstall the brake line bracket and bolt on the driver side of the chassis using a 12mm socket and ratchet that you removed in **Step 4**.

Step 16:

Place a 1/2-13 grade 8 bolt through the beam clamp, head of the bolt will sit inside the raised edge of the beam clamp. Then slip that through the rock slider flange from inside of the chassis pointing toward the fuel tank. Place a nylon lock nut over the bolt and tighten using a 3/4" box wrench over the nut. The bolt is held in place in the beam clamp. Repeat step for both sides, each side has two clamps. Reinstall plastic fuel tank skid plate once beam clamps are installed.

**Step 17:**

On the passenger side on some 2015's and all 2016's and newer there is a box attached to the outside face of the chassis. Remove the two bolts on the plastic cover using a 10mm socket and ratchet (circled in green), then the metal bracket itself using a 12 mm socket and ratchet (circled in red). Follow all the above steps to install the passenger side except the step requiring you to remove the brake line bracket and optional factory fuel tank skid plate because they are not on the passenger side. Once sliders are installed, push the metal bracket that you removed forward one hole location and reinstall the bolt using a 12mm socket and ratchet, reinstall the plastic cover using a 10mm socket and ratchet. You will not be able to install both bolts back through the metal bracket into the chassis, discard the second bolt.



Step 18:

Go through one last time and verify all bolts everywhere are tight. Reinstall your fuel tank skid plate, remove the floor jack. Then put all your tools away and enjoy your new, full bolt on no drill rock sliders from Mobtown Offroad!

