



VICTORY
4X4

5TH GEN 4RUNNER & GX460 INSTALLATION INSTRUCTIONS

TOOLS NEEDED

- Pry tool
- 12mm socket
- 14mm socket
- 3/16" allen
- 5/16" allen

HARDWARE

Engine Skid

- 1/2-13 x 1 1/2" Button Head qty. 2
- 1/2-13 Flange Nut qty. 2
- 5/16-18 x 3/4" Button Head qty. 4
- 5/16-18 x 2" Hex Head qty. 2
- 5/16-18 Flange Nut qty. 6
- 5/16 Flat Washer qty. 2

Transmission Skid

- 1/2-13 x 1 1/2" Button Head qty. 2
- 1/2-13 Flange Nut qty. 2
- 8mm-1.25 Hex Head Flange Bolt qty. 4

Transfer Case Skid

- 1/2-13 x 1 1/2" Button Head qty. 6
- 1/2-13 x 1" Button Head qty. 2
- 1/2-13 Flange Nut qty. 2
- 8mm-1.25 Hex Head Flange Bolt qty. 2

Please read the instructions below carefully before attempting to install.

1. Remove the factory skids and the front splash guard (if you have it) with a 12mm socket and a panel tool.



2. If you are installing an engine skid, remove the factory braces. There will be three bolts each.



If you plan to run a TRD front skid with our mid skid, see step 13

3. Remove the two skids/crash bars shown. There are four bolts each.



4. The next step will be to place washer plates in the cross member (at the rear of the lower control arms). If you are installing a engine and transmission skid, you will need four washer plates (two if installing one or the other). You can slide them in on each side where the LCA meets the cross member. Then using the access holes on the top of the cross member, center them over each hole. The two center holes will be used for the front skid. The two outer holes will be used for the mid skid.



5. Place a flange nut on top of each washer plate. To do this easily, put a screwdriver up through the cross member and washer plate and drop a flange nut onto the screwdriver. This will position it directly over the hole.



6. If installing an engine skid, loosely bolt it in place, using a jack to help hold it. The front two bolts will bolt all the way through the front cross member with a flange nut on top. If you have a diff drop lift, you will need to use our diff drop bolt kit. It includes 3/4" spacers that will go between the skid plate and the cross member.



The rear of the engine skid will bolt up through the cross member into the nuts/washer plates you already installed. Hold the flange nut from the top to get the button head bolts started. If you are using the diff drop kit, place the same style washer plate (this time used as spacers) between the skid and cross member.



7. If installing the transmission skid, place the nut plate on top of the mid skid before install. The transmission skid will bolt into the flange nuts in the cross member at the front and into two threaded factory holes per side in the rear. Again, if using a diff drop kit, use washer plate spacers at the front as well.



8. Next, install the cross member for the transfer case skid. To do so, remove the bolt shown on the driver side frame rail using a 12mm socket.



Remove the plastic clip on the inside of the passenger side frame rail with a pry tool. Place the nut tab in through the hole in the orientation shown and align it with the hole on the bottom of the frame.



Place the drivers side nut tab in just behind the bracket.



9. Put the cross-member in place. The arrow on the cross-member will point toward the front of the vehicle. Bolt it in to the nut tabs on the bottom of the frame and the two threaded holes at the top, on the inside of each frame rail (one through the brake line bracket).



10. Bolt the transfer case skid in place using button head bolts and flange nuts at the rear, and the nut plate you installed earlier at the front.



11. With all of the skids started by hand, position them and tighten them down fully.



12. Bolt in the oil filter access plate using flange nuts and button head bolts. Tighten with a 3/16" allen.



That's it! If you plan to run a TRD front skid, see step 13 on the next page.

- 13.** If you are installing the transmission skid and plan to run it with a TRD front skid, you will need to trim the rear piece of the factory front skid to fit. The cut is shown below. You can loosely bolt the rear of the transmission skid in place, hold the front up tight to the factory skid and trace the line.

