

# 4RUNNER ENGINE SPLASH GUARDS INSTALL & DIAGRAMS



Remove existing splash guards and don't worry about saving the fasteners as you will be replacing with new (enclosed). A common panel fastener/clip removal tool is the best way to remove the fasteners. Using the diagrams below, line up the appropriate piece with the right location and attach using the enclosed fasteners. There are (22) fasteners needed to attach the splash guards with (20) of them being 5/16" and (2) being 1/4". The diagrams indicate where the 1/4" fasteners are used with one on each side where the front splash guards attach to the side shock frame support. The 1/4" fasteners can just be pushed in but when you put in the 5/16" fasteners be sure and push the body of the fastener through the holes both in the rubber and the frame/body before you push the head in locking it in place. It's important to note that there is supposed to be slack or a ripple effect in some of the rubber guards, this allows for movement as the splash guards attach to the frame on the bottom but to the body at the top. This flexibility adds to the strength and durability.

Our Neoprene rubber is a family of polymers with qualities of superior strength and high resistance to oil, gas, heat, UV and most chemicals. It has a natural black unfinished appearance which makes it ideal for many automotive applications.

## 3RD GEN with/without 1-1.5" Body Lift LIMITED

(photos don't reflect added sizing for lift, however hole locations are the same)

