



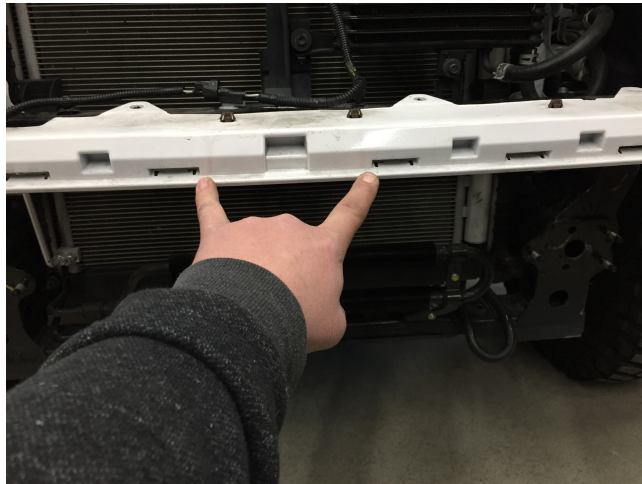
ATH Fab Third Gen Tacoma Front Bumper

DISCLAIMER: This product is intended for off road use only. By installing this product, you are assuming all risk and all responsibility for property damages or personal injury from use or abuse of this product.

Only use kinetic type recovery straps when freeing a stuck vehicle. The stretching of the strap greatly reduces strain on both vehicles and requires less energy to recover the stuck vehicle. Chains or tow straps are ok for towing a vehicle only. They are never ever to be used for pulling out a stuck vehicle because they 'shock load' the recovery points, which break things and people... Winching with steel or synthetic cable is fine because no shock load is applied but traditional safety measures should still be taken. More info on winching and recovery can be found on pirate4x4.com and the US Army field manual 21-305, chapter 22.

Your bumper was shipped bare steel and needs to be coated prior to final install. It is suggested that a 'dry run' mockup install be performed before coating to see how everything goes together without a heavy winch or lights installed. This will make final install go much smoother with less risk of scratching anything. If you are running a winch, you can extend the wiring and install the solenoid control box inside the engine bay. Some wireless controlled winches may work with the box set on top of the winch or mounted to the side. If you have the TRD Pro aluminum skid plate, it must be removed as it will not work with the bumper without modification.

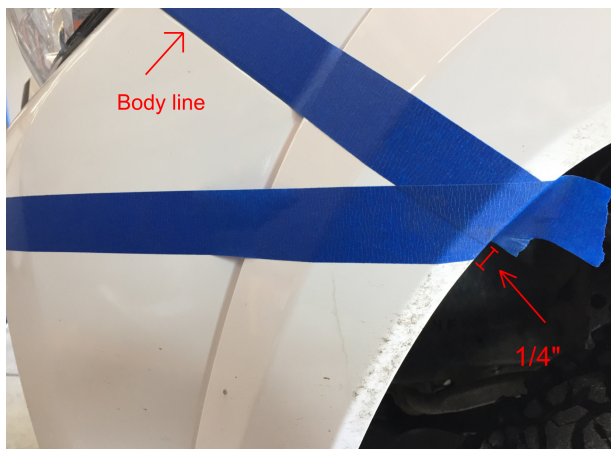
1. Open hood and remove grille. First remove the two small Phillips/10 MM head bolts near the top of the radiator that connect the large tabs to the top of the radiator area. Remove the plastic reusable rivets that hold the other two tabs to the top of the headlight housings. You can use a flat head screwdriver to remove the rivets by first lifting the center portion up and then pulling the entire rivet out with your fingers. Reaching from above, release the 8 tabs at the bottom of the grille that connect to the crossmember and the tab under their headlights that connect the the plastic bumper cover. Not all of these may need to be released and may pop out by pulling forward on the grille.



2. Disconnect the fasteners holding the thin plastic wheel well liners/splash guards up to the point the bumper meets the fender and fold the liner back out of the way for now. Disconnect the fog light wiring harnesses from the back of the fog lights. Remove plastic fog light trim bezels by pulling forward firmly and prying with plastic trim tool. Do not remove plastic bumper cover just yet.

3. Prepare your plastic bumper cover for cutting. You will be cutting the bumper and fender flares while mounted to the truck. The best cutting tool for this is a 4-1/2" angle grinder with thin cutoff wheel. You can also use a body saw, die grinder, or dremel. **WEAR PROPER PPE/SAFETY GEAR!**

Using blue painter's tape, follow the body line where the bumper cover meets the fenders and carry that line straight over the fender flares. Now mask a straight line running from the bottom edge of the fog light opening (at the outer end) to the point shown in the pic, which is a 1/4" below the end point of your first tape line.



Double check your tape lines and make your cuts a **1/4" below the bottom edge of the horizontal tape line**. This will give you room for error, and you will

be mounting the bumper up tight against this cut line later to check your final cut line. Also cut along the top of the plastic fog light pockets where they connect to the bumper cover.

You will be keeping the strip of plastic bumper that runs along the formed sheet metal crossmember because the tabs for the grille fasten to it. Disconnect the lower section of the bumper by laying on your back and removing the 10mm screws and releasing the tabs holding the lower section of the bumper.

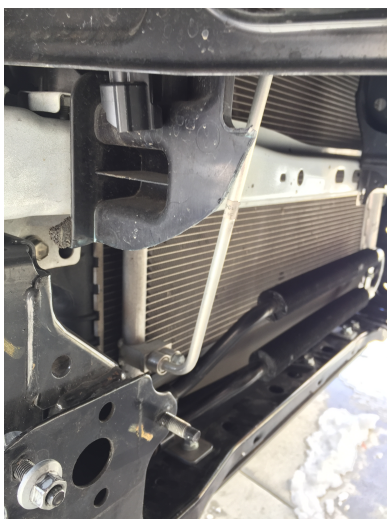
Release the small black grille insert that runs between the fog lights by releasing the tabs at the top from the backside. There are two points on this grille insert near the fog lights that have wiring connectors that need to be released. At this point the unused section of the bumper should drop down and be removed.

Remove the black plastic crush cap on the aluminum crash bar by releasing the tabs and pulling forward. Remove the three sections of the aluminum crash bar. First remove the three nuts per side from the front of the main bar using a 14mm socket and set the bar aside. Remove the other three nuts per side and pull off the crash bar standoffs. Save those six nuts as they will be used to mount the new bumper.

Remove the factory tow hook (if equipped) and the short crossmember extensions. The welded tow loop on the driver side stays in place.

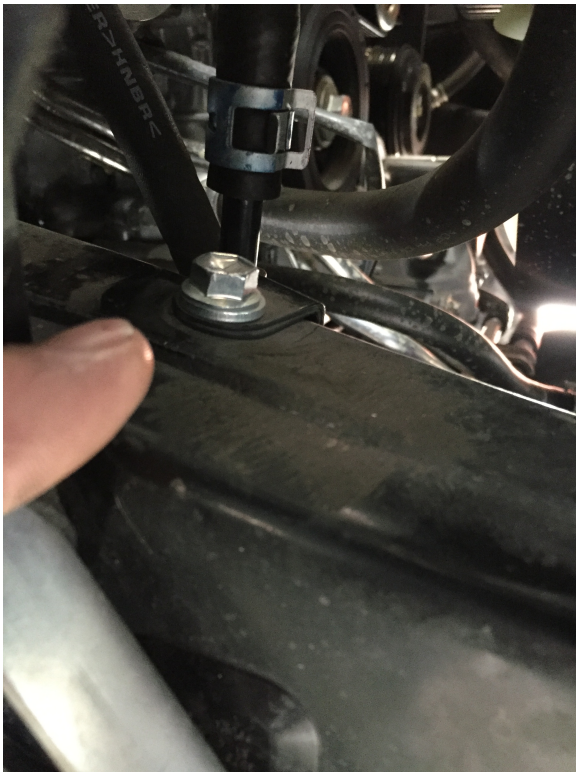
Trim the air dams on either side of the radiator as shown in the pic.

4.



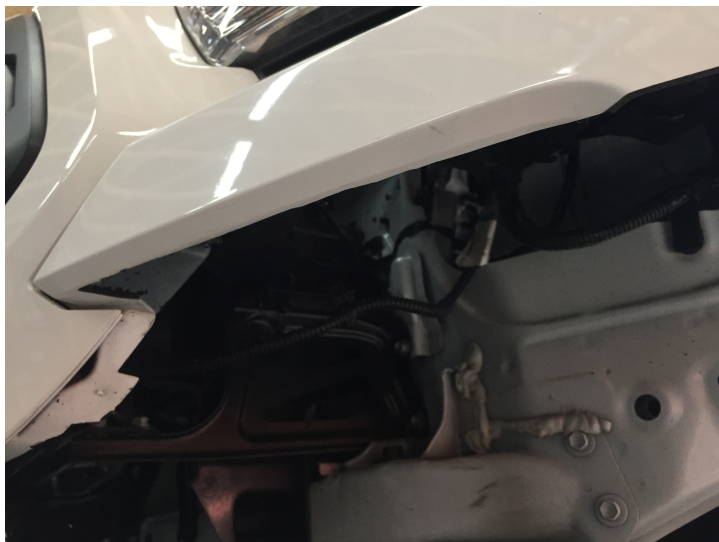
Relocate

power steering cooler using the supplied tabs marked P and D using the 5/16" x 1" bolts, nuts and washers. First unthread the screw holding the power steering cooler line to the frame rail on the passenger side behind the splash guard near the tire (pic below). This bolt does not get reinstalled. Now unthread the two bolts holding the cooler to the front crossmember and save the bolts. Bolt the P and D (passenger/driver) tabs to the power steering cooler mounts with the tabs pointed forward. Bolt the tabs to the crossmember as shown in the pics. The point of this is to push the cooler back to clear the bumper.



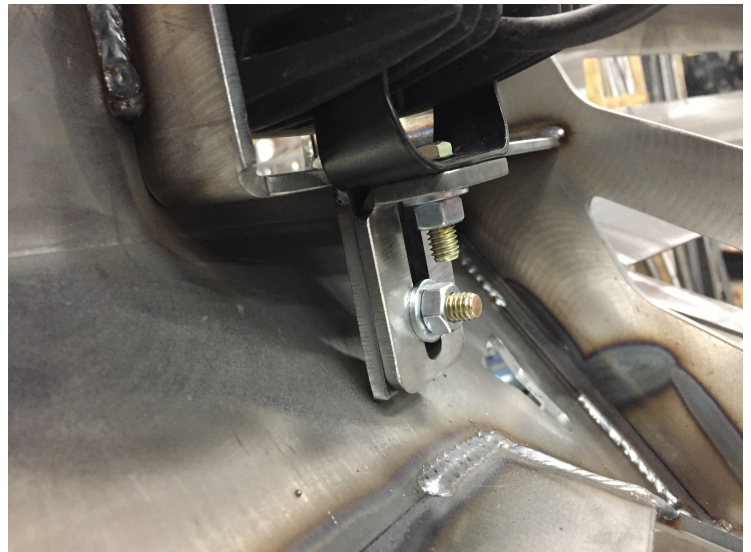
5. Install bumper for test fit and final cutting by lifting on to the crossmember/frame studs and pushing it up tight

to the cut plastic bumper. Tighten the nuts on the outer two studs on each side. If it needs to be tilted forward or backward, you can add one of the extra 7/16" washers to either the top or bottom studs between the bumper and crossmember. **Now check your tape line to be sure it's even with the bumper and adjust if necessary.** You will want about a 3/8" gap between the fender and bumper for cab movement. Remove bumper and make your final cut. Trim off any parts of the fog light pockets left behind if necessary. There is a metal bracket behind the flares that you may need to nip the bottom edge off. Clean up the cut edge with sandpaper. Reinstall grille, being sure to seat all the clips.



6. Prepare bumper for final install.

The supplied light brackets are adjustable to fit different light brands and aim them. The lightbar mounts fit 20"-21" single row bars with single bolt points at the ends of the lightbar. The supplied 90° brackets bolt to the bumper using the supplied 3/8" stainless button head bolts and can slide in the slotted holes to fit the lightbar's exact width and depth. Depending on your lightbar's supplied end bolts and mounts, shorter bolts may be necessary or you can shim them with washers so they can be tightened the the brackets without bottoming out first. Make sure lightbar is level and centered and tighten all bolts. The brackets for the driving/fog lights have slotted holes for up/down and in/out adjustment. Install winch if applicable. Run line through fairlead opening and install fairlead. You will want to clock the clutch lever to the front of the bumper (see winch manual)



7. Install bumper.

Being careful not to ding the fender flares, lift bumper onto the factory studs on the crossmember and thread nuts on but don't fully tighten. The nuts for the frame studs inside the bumper will require a socket extension and access through the bumper's holes from the front. Lifting the bumper may require some help due to it's weight with the accessories and winch. Using a floor jack to lift the bumper and guide onto the studs may also be helpful. Now level the bumper and set the height. With the nuts slightly loose, lift each side of the bumper with a floor jack so that there is about a 3/8" gap between the fender flares and bumper to allow cab movement. If needed, the bumper can be tilted by placing a washer on either the upper or lower studs between the bumper and crossmember. Every truck is built slightly different from the factory, so adjustment will vary from truck to truck. Once you have the bumper set, tighten all six nuts on the factory studs. Remove plastic plugs on the backside of the crossmember and install the supplied 4" x 7/16" bolts, with a washer on each side, through the slotted bumper holes and frame/ crossmember.

Remove plastic frame plugs and install frame tie-ins. If you have coilovers with remote reservoirs, the reservoir bracket may need to be modified or slightly rotated by removing the forward sway bar bolt (works for those not running a sway bar). To install, remove the two factory nuts on the outboard sides of the bumper and slide tie-in brackets over the studs. The bumper will not move if you have the other bolts tight. Slide the supplied 4" x 7/16" bolt through the bracket and frame, with a washer on each side, and thread nut into the bolt. Do not tighten the nuts on the 4" bolt so much that it starts crushing the frame! Install is now complete, enjoy your new upgrade!

