

TuffAnt RockSliders

**Estimated
Install Time**

 **3-4 hours**

Congratulations on ordering your TuffAnt RockSliders!

Before you start the install process, there are a few tools and parts you will need for the install. Our **Hot Tip** is to get these ready as they will make the process easier. Remember this is a 1-2 person job, and if you are doing a solo install, a trolley jack is a must have. Also, please ensure your New Defender is on a flat surface for safety, and in offroad height for ease of accessibility.

For region specific information, please go to Page 9. Please note, in this document when referring to a direction, we are talking from perspective of being in the drivers seat.

Important Note: These cannot be installed on a hoist, due to the RockSliders covering the jack points.

Tools Required:



- 6mm T-Bar/Allen Key



- 4mm T-Bar/Allen Key



- T30 Torx Screw (Large Flat-Blade Screwdriver also suits)



- Trolley Jack



- 8mm Socket



- 10mm Socket



- 13mm Socket



- 15mm Socket



- 55-65mm (2 1/4"-2 9/16") Hole Saw Bit

Parts Required:



- New Defender

- TuffAnt RockSliders



- Bolts, spacers and washers (provided)

TuffAnt RockSliders Install Instructions

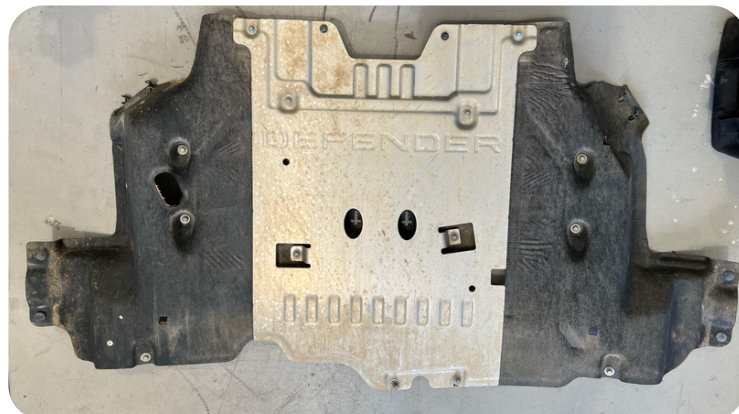
Part A

🕒 90 min

- 1 Remove metal front transmission guard & felt mat.

It has 10mm bolts, torque screws, & plastic clips into the mud guard liners & side sills.

NOTE: The metal front transmission guard will be reinstalled.



- 2 Remove right & left felt mats & splash guards.

They have 2x 8mm bolts, 10mm bolts, 2x 13mm bolts, and plastic clips.



- 3 Remove right & left felt mat brackets.

They have 10mm bolts.



- 4 Reinstall front transmission guard.

Re-use the 10mm bolts.



TuffAnt RockSliders Install Instructions

I tried 2 hole saws:

2 1/4" (57mm) and 2 1/2" (64mm)

I drilled all the holes with the 57mm and would not recommend it. Too small. Not enough room for adjustment.

I'd use 2 1/2" (64mm) - much better.

Part A

🕒 90 min

- 5 Locate the 4x 13mm bolts under the plastic trim on the edge of the car.
- Note: From the rear jack point go up 170mm to find your first hole, then go 270mm forward, 315mm forward again, 190mm forward again, and finally 230mm to find the last hole. (Inches are on Pg9)



- 6 Using the 55-65mm Hole Saw bit, drill through the plastic below the bolt areas. Ensure the hole saw centre drill bit is just proud of the saw (<10mm) so you don't drill into the chassis.
- Then remove the bolts using the 13mm socket. Re-Install the plastic plugs into their original position.



- 7 Using the 15mm socket, remove the circled bolt on both sides of the car. This is located between the front jack point and transmission guard.



These 2 bolts were the most difficult to align when installing the sliders, something about the transmission guard seems to misalign when you undo these bolts so the holes in the guard no longer line up with the body threads. I couldn't figure out what was going on. I got it to realign by pressing up on the transmission guard when mounting the sliders. It seemed to flex a bit and all was well.

TuffAnt RockSliders

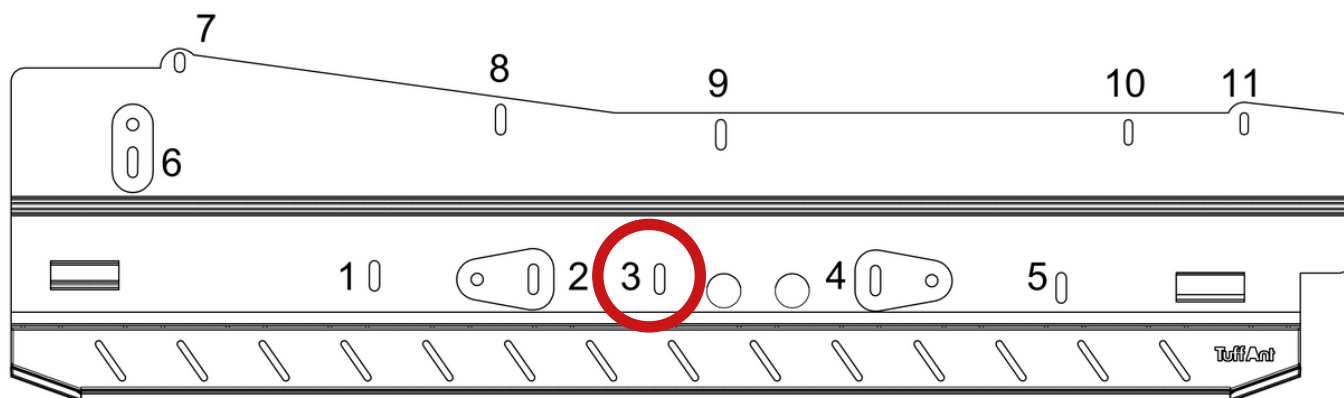
Install Instructions

Part B

🕒 90 min

8 Unbox your TuffAnt RockSliders. Remove all the nylon spacers, bolts and washers and place them aside.

9 Place a slider on the trolley jack, with slot 3 sitting on the saddle of the jack. This will allow the slider to balance by itself while you continue to set up. Doing this close to the side of the car you are working on will allow for easier installation. This is the same for both sides.



10 Distribute each Nylon spacer to the required position, using the [Layout Guide](#) for spacer allocations (pages 7 & 8)



Tuff Ant RockSliders

Install Instructions

Part B

🕒 90 min

11

Once in position, grab 2 of the M10x 120mm bolts and 2x M10 washers, threading the bolt through the washer. Grab 2 of the E-type Clips and go to slots 8 & 9.

Insert each bolt through the bottom of the slider and spacer for slots 8 & 9. When fully inserted, gently screw an E-type Clip 10-15mm. *These clips will help hold the bolt up when raising the slider to help with initial alignment and fitment.*

12

Roll the slider underneath the car and begin to jack up slowly adjusting as you go.

When the slider is close to the car, make sure that the Jacking-point brackets are aligned with the jacking points on the car, so that they will sit inside the brackets.

Raise the slider slowly, you will want the slider as close to the car as possible but importantly not allowing the nylons to press against the car. If the nylons are pressed against the car, it will not allow for adjustments during fitment.

Continue to adjust as needed and screw in slots 8 & 9 part way to the chassis.

You can also use anti-seize grease on the bolts if desired, for easy removal if required.

13

Insert a bolt and washer for the remaining 9 slots, and thread slightly.

For the left side, please use the M6x60mm bolt for slot 10, and the M6x100mm bolt for slot 11.



DO NOT use a impact driver to tighten the RockSliders as it can damage the hex head fitment on the cap of the bolt, making it hard to remove if required.

Tuff Ant

RockSliders

Install Instructions

Part B

🕒 90 min

14

Once all 11 bolts are threaded slightly into the chassis, lower the jack and remove it.

Continue to thread bolts in slots 7-11, checking the fitment as you go.

Important note: Do not tighten completely yet.

15

Now continue to thread bolts in slots 1-6.

Again, do not tighten completely.

16

Once the RockSlider is in position, and you are happy with the alignment, tighten all the bolts fully, starting at the front working back.

Recheck and tighten the bolts, this time working from back to front, as some will not be fully tightened at the front of the vehicle. Tighten M10 Bolts to 40nm, and M6 to 30nm.



17

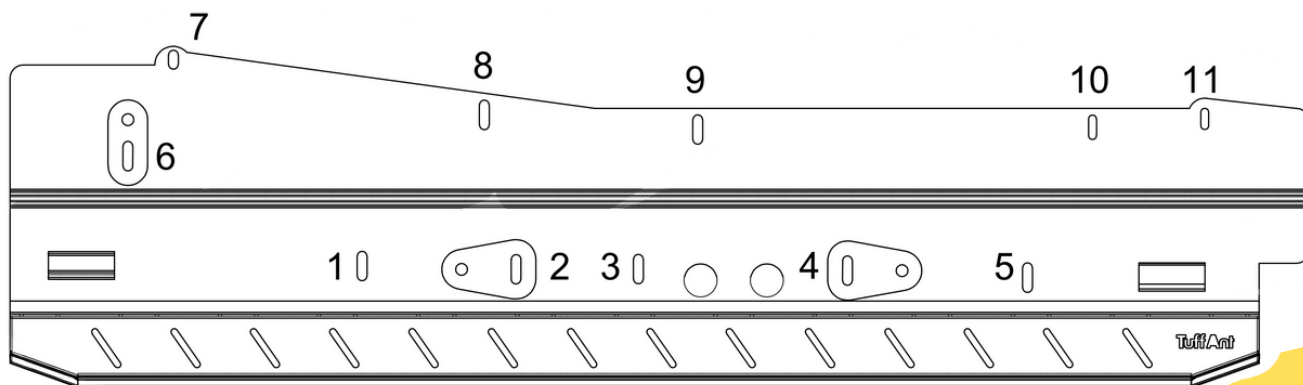
Repeat steps 9-16 on the other side of the vehicle.



DO NOT use a impact driver to tighten the RockSliders as it can damage the hex head fitment on the cap of the bolt, making it hard to remove if required.

Layout Guide Left Side

Hole Number	Bolt Required	Nylon Height	Quantity
1-3	M10	50mm	3
4-5	M10	41mm	2
6	M10	80mm	1
7	M10	65mm	1
8	M10	84mm	1
9	M10	80mm	1
10	M6	14mm	1
11	M6	70mm (2-step)	1

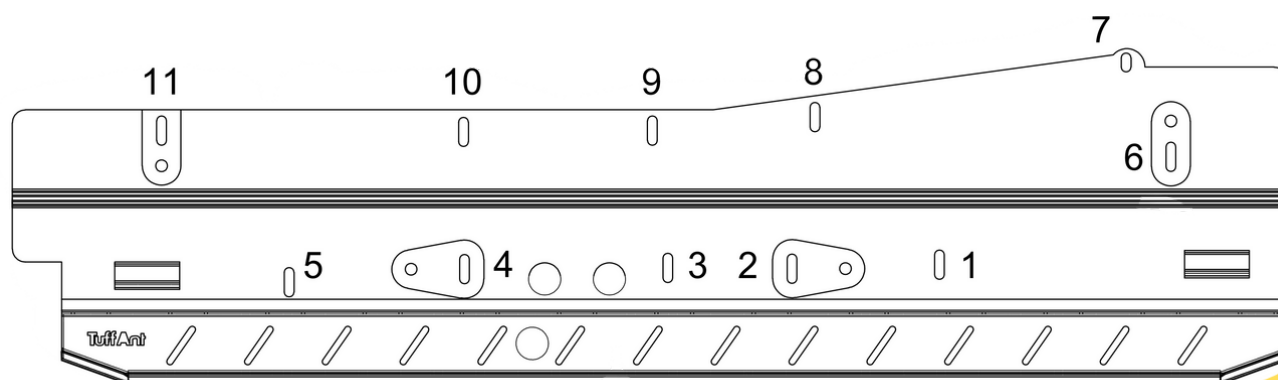


Position #11: This is where an M6 bolt is used on the driver's side, along with the unique 2-step spacer. It secures a clamp that holds what appears to be an insulated AC line. There are two possible mounting points, but once the slider is positioned, you'll see which one actually aligns—it took me a minute to figure this out. Instructions don't mention this: you need to remove a small bolt on the car. I used a long 1/4" extension through the hole in the slider (while the slider was already loosely mounted). After removing the small bolt, there's room to then insert the spacer, and then install the long M6 bolt.

Position #10: This is for a short M6 bolt that screws into a lightweight heat shield. It doesn't provide any structural support for the slider, so its purpose seems to be just to prevent rattling.

Layout Guide Right Side

Hole Number	Bolt Required	Nylon Height	Quantity
1-3	M10	50mm	3
4-5	M10	41mm	2
6	M10	80mm	1
7	M10	65mm	1
8	M10	84mm	1
9	M10	80mm	1
10	M10	70mm	1
11	M10	70mm	1



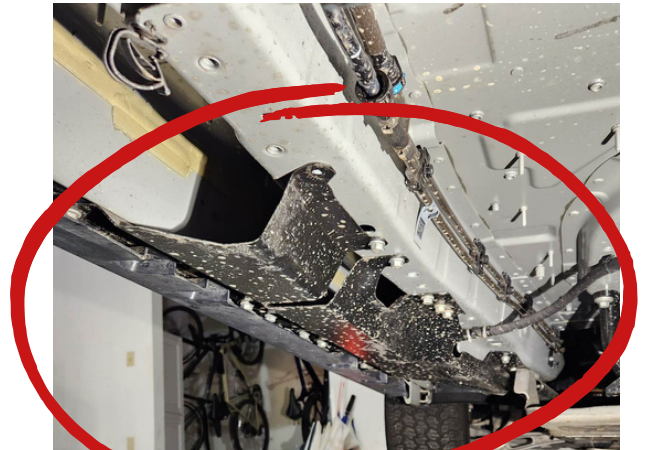
TuffAnt RockSliders Install Instructions

Side Steps

🕒 90 min

Please note, the following items address issues not found in the standard installation guide and may be region specific.

If you are in North America, you will need to remove the protection guards as follows, which come standard on your car.



The above step wasn't mentioned in the AUS instructions I mistakenly followed, so I didn't remove the guards. You can leave them on (I did—figured it might add more protection?). However, you'll need to test-fit the sliders first and then remove the bolts that align with the slider holes. Here's what I did:

I jacked the slider up against the car tightly to hold it in place. Using a paint pen, I marked the bolts that aligned with the slider holes. Then, I removed the slider, got back under the car, and removed those bolts (three, if I remember correctly). This method worked well and kept things manageable.

For cutting the plastic trim, from the rear jack point go up 6.7in to find your first hole, then go 10.63in forward, 12.4in forward again, 7.5in forward again, and finally 9in to find the last hole.

