



PART# WFO DMAX-CM
'01-'10 DMAX CROSSMEMBER

BILL OF MATERIALS

PART #	DESCRIPTION	QTY.
WFO DMAX-CM-DRIVER SIDE	Driver Side Link Mount	1
WFO DMAX-CM-PASSENGER Side	Passenger Side Link Mount	1
WFO DMAX-CM-Center Section	Crossmember Center Section	1
Inner L Brackets – Driver & Pass	Inner Frame rail bolt plate	2
Bolts	1/2" Grade 8 bolt	20
Washers	1/2" Grade 8 washers	40
Nylocks	1/2" Grade 8 nylocks	20

Tools Needed:

- Jack
- Power drill
- 15mm Socket
- 6" Extension
- 18mm Socket & wrench
- 3/4" Socket & Open End Wrench
- 1/2" drill bit

Approximate Install Time: 1hr - 1.5 hours

Note: All the IFS needs to be removed from the vehicle before installing our WFO crossmember





PART# WFO DMAX-CM
'01-'10 DMAX
CROSSMEMBER

- 1.) Support the transmission/transfer case at the rear output shaft. Then you can begin the removal of the stock transmission crossmember.
- 2.) With a deep 15mm socket and a 6" extension, remove the two center transfer case nuts inside the OEM crossmember. Save these nuts, you will reuse them.
- 3.) With a 18mm socket and 18mm wrench, remove the four outer OEM crossmember bolts on the frame.
- 4.) Start with the driver side. Clean out the inner frame rail of all debris. Place the WFO inner bolt plate (L Bracket) inside of the frame rail making sure you're using the driver side plate. It will have a "D" cut out of it. The notches go towards the back of the vehicle.
- 5.) Take the WFO driver side link mount bracket (there is a D cut out on it) and loosely bolt it up through the bottom of the frame and through the inner frame bolt plate starting with the front bolt. Your first bolt hole is the front existing hole of the old OEM crossmember.
- 6.) The second hole is also the existing back hole of the old OEM crossmember
- 7.) Hold the link mount tightly against the outside of the frame rail and tighten the bottom two bolts you just installed, using a $\frac{3}{4}$ " socket and $\frac{3}{4}$ " open end wrench
- 8.) Mark and drill in place, the remaining 4 holes (3 on the side and 1 on bottom). You may want to use a center punch or pre drill with a $\frac{1}{4}$ " drill bit before drilling out to $\frac{1}{2}$ "
- 9.) Install the remaining 4 bolts and final tighten all 6 bolts making sure the link mount is tight against the bottom of the frame and the outside of the frame rail.
- 10.) Repeat for the passenger side.
- 11.) With the side brackets bolted on the frame, loosely bolt up the center section. You might need a bolt pin or a long screw driver to align the holes. Once all 8 bolts are in, tighten all of them.
- 12.) Lower the transmission/transfer case down onto the crossmember, making sure the studs line up with mount. Use the two transfer case nuts you saved from earlier and bolt up through the slots in the new WFO Crossmember.
- 13.) Install complete!