

# DDRAN02V2—CONTINUED

FIG 6. Ensure the diff is supported and undo the forward most front diff mount on passenger side, remove 2 nuts & main fixing bolt, knock the fixed nut from the bracket and retain for fitment. Allow the diff mount to be removed from the mount. move to fig 7.



← FIG 7. Left hand rear upper most diff mount, unbolt forged diff mount from diff housing, and lower diff housing, remove dowel from diff mount (this must be removed to allow fitment), then install tapered block between diff mount and diff centre, applying a small amount of thread lock to the bolts supplied—M10 & M12 respectively (different size bolt per side of the block)

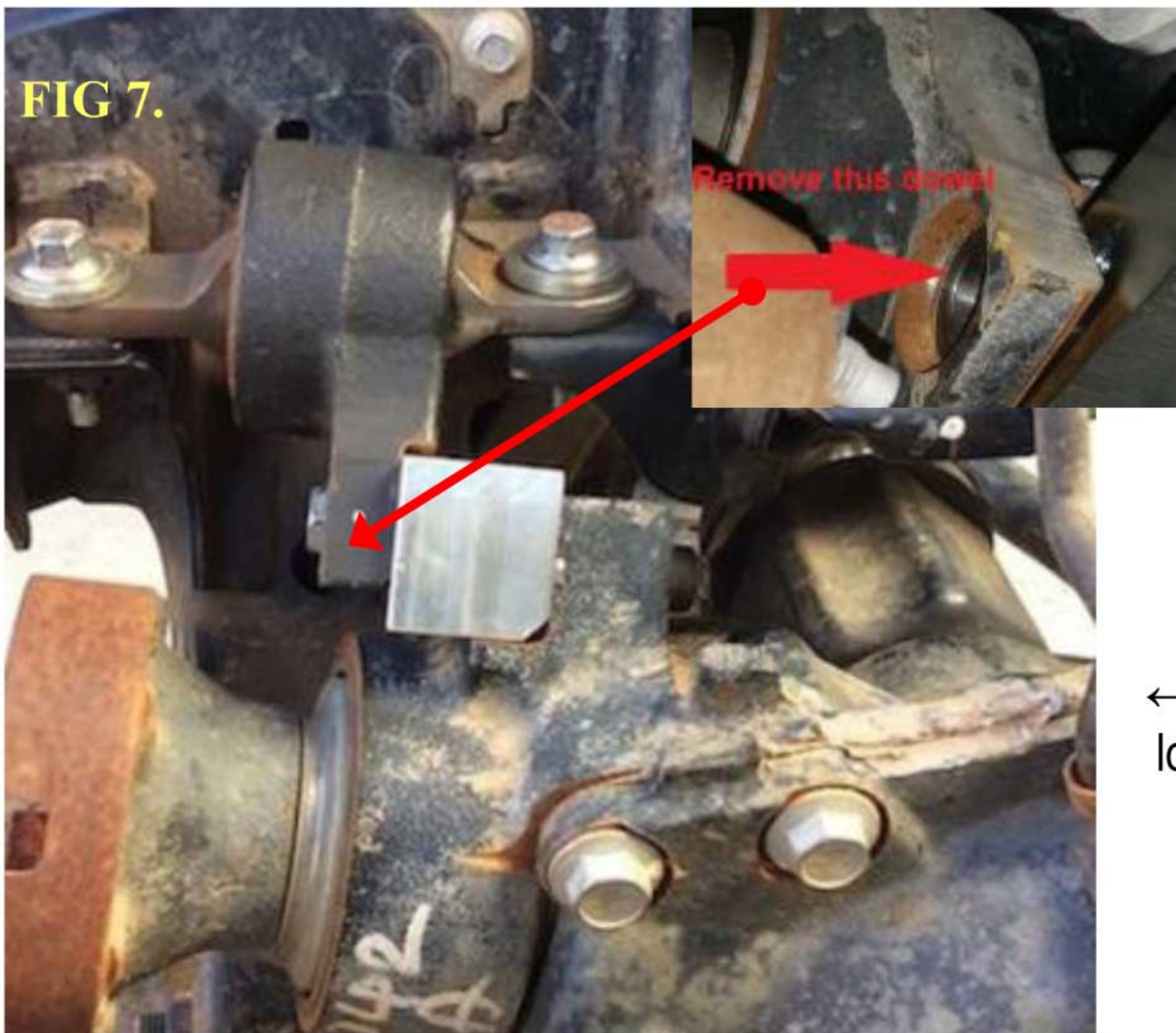
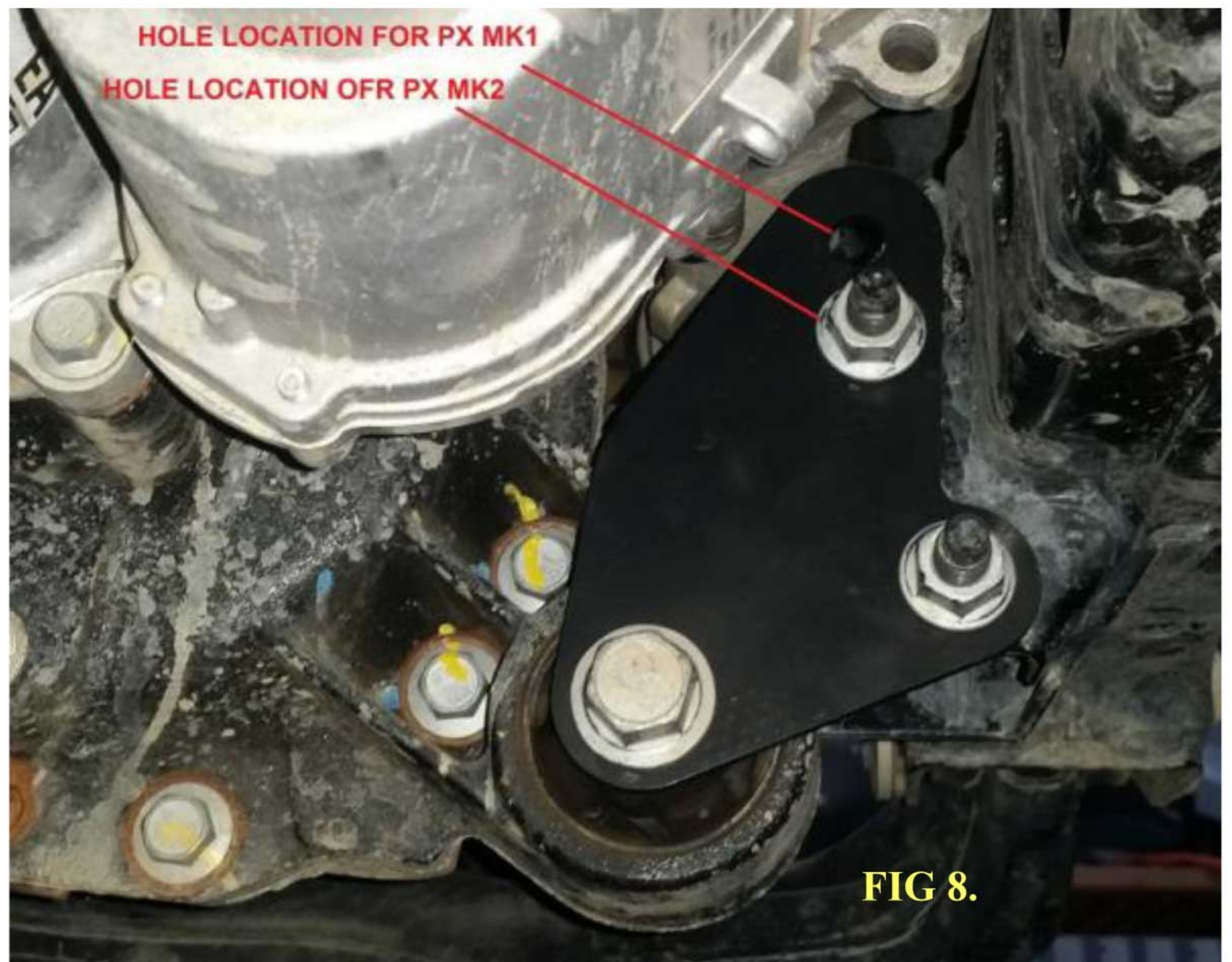


Fig 8. Passenger side front diff mount—Plate fitted as required—current stock does not allow for PX M2 with additional hole shown →



← FIG 9. Plate fitted to outside of bracket to locate diff mount, loosely install 10mm ID spacer and dome head M10x1.5px40mm bolt to original hole. Reuse the original 16mm bolt & nut with through bushing to bolt plate.



FIG 10.—Install Tail shaft spacer to front Tailshaft at Diff end, apply a small amount of thread lock to the new hex head bolts supplied.



Once all components have been installed in the prescribed order, tighten all bolts to recommended torque values, re-install the bash plates. Now you have lowered the front diff mount, the bash plates will require spacing. Spacers for Bash Plate relocation are not included in the kit.—spacer requirements are specific to Bash Plate brand and design.



# Diff Drop FITMENT GUIDE

## FORD RANGER PX1— MAZDA BT50

Suitable for fitment —

- Ford Ranger PX M1 & M2 models
- Mazda BT50 2012+
- Ford Everest—all models

This kit will lower diff by 26mm and moving diff forward 20mm thus reducing the angles CV Joints need to operate on and increasing clearances.



FIG1. Front factory bash plate to be removed—keep for refitting—modification will be required to refit..



FIG 2. Drivers side rear mount needs to be removed, this will require small grinder and a thin cutting disc. →



FIG 3. Once removed, clean the area with a flap disc and paint to avoid future corrosion.



FIG 4&5. Fit bracket as shown in images using the 2 x M10x1.50P x 110mm long bolts with M10 Flange nuts and washers supplied. Reinstall factory bolt through diff mount into new bracket, fit supplied washer and flange nut, leave loose until the end of installation procedure.



RECOMMENDED FOR INSTALLATION BY A SPECIALIST 4WD MECHANIC