

VEHICLE Ford Ranger PX - all models,
Mazda BT50 2012 - onwards, Ford Everest - all models
PRODUCT Diff Drop Kit
PRODUCT CODE DDRAN02V2

IMPORTANT INFO

This kit will lower the diff by 26mm and move the diff forward 20mm, thus reducing the angle the CV joints operate at.

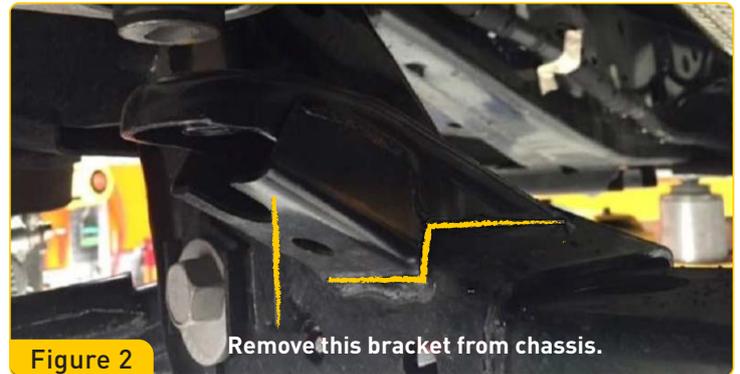
KIT CONTENTS

1 x RHR Fabricated Diff Mount (1 piece)	8 x M12 flat washers - zinc	2 x M12x1.75P x 30mm - HT 12.9
1 x Tapered Diff Spacer	4 x M10x1.5P Flange Nuts	1 x PX1 Fitting Kit (see page 3) (1x M10 ID Spacer & 1 x 12mm ID Spacer)
1 x Tail Shaft Spacer	6 x M8x1.0 x 80mm cap head bolt - HT 12.9	1 x PX2/3 Fitting Kit (see page 3) (1 x 16mm ID Spacer & 1 x 10mm Stepped Spacer)
1 x LHF Diff Mount Bracket (2 piece)	1 x M10x1.5P x 40mm long dome head bolt - zinc	
2 x M10x1.5P x 110mm long zinc bolts - HT 8.8	2 x M10x1.5P x 35mm cap head bolt - HT 12.9	

1. Front factory bash plate to be removed. Keep for refitting. Modification will be required to refit. See figure 1.



2. Driver's side rear mount needs to be removed. This will require small grinder and a thin cutting disc. See figure 2.



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



4. 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. See figures 4 & 5.



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5. Ensure the diff is supported and undo the forwardmost front diff mount on the passenger side. Remove two nuts and main fixing bolt. With some effort, physically knock the fixed nut from the bracket and retain for fitment. Allow the diff bush to be removed from the mount. See figure 6.
6. Left-hand rear uppermost 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). In some vehicles, there is some variance and the bolt length must be checked. In the case where the supplied cap head bolt is marginally too long, install supplied flat washer under the head of the bolt to correctly set the length of the bolt. See figure 7.



Figure 6



Figure 7

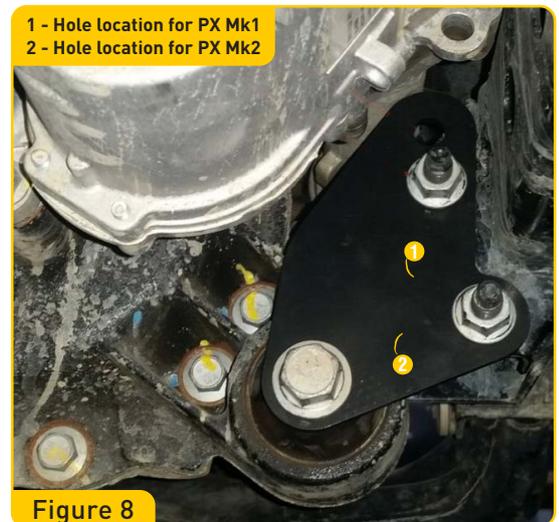


Figure 8

7. Passenger side front diff mount: Plate fitted as required. See figure 8.
8. Right angle bracket shown fitted to outside of front left chassis bush mount to locate the diff mount to the original chassis mount. Select the correct step spacer from the marked clear bag and loosely install 10mm ID step spacer and dome head M10x1.5p x 40mm bolt to original bushing bolt hole as pictured. Use the other machined spacer to space the gap between the chassis mount and the new right angle bracket and reuse the original 16mm bolt & nut through the bushing into the backing plate. See figure 9.

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9. The supplied Tail Shaft Spacer was designed to fit the front tail shaft at the diff end. Apply a small amount of thread lock to the new hex head bolts supplied. In some scenarios where a fuel cooler is fitted, clearance may be an issue. The Spacer can be fitted to the transfer case end, which will provide increased clearance to the fuel cooler (see figure 10).

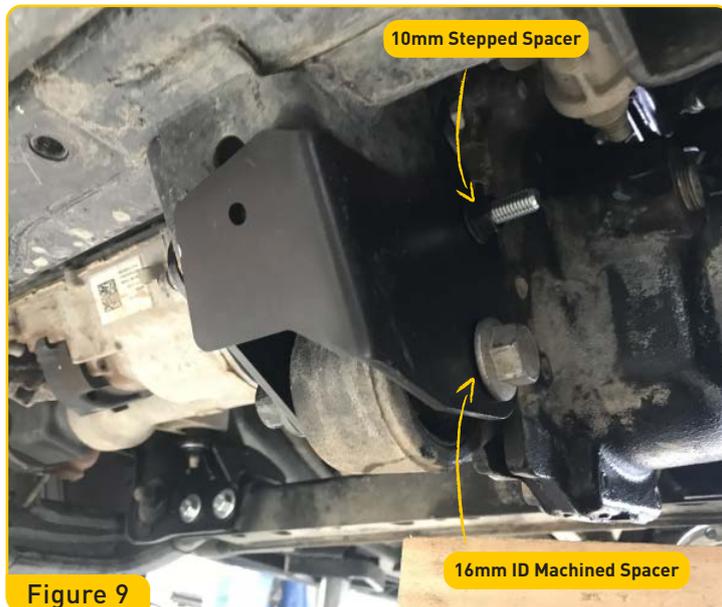
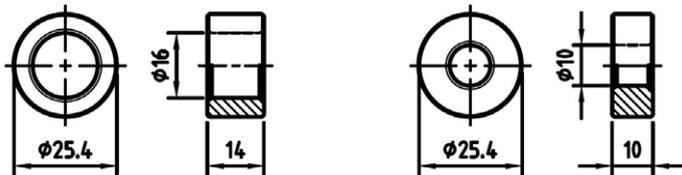


Figure 9

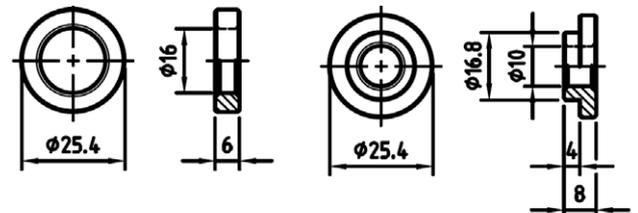


Figure 10

10. Once all components have been installed in the prescribed order, tighten all bolts to recommended torque values and reinstall the bash plates. Now that you have lowered the front diff mount, the bash plates will require spacing or modification. Spacers for bash plate relocation are not included in the kit. Spacer requirements are specific to the bash plate brand and design. The Roadsafe Bash Plates do not require modifications or spacers to be fitted with this diff drop kit.



DDRAN02V2-PX1



DDRAN02V2-PX2-3