

# Instructions

## Front Diff - Drop Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Page 1 of 5

- Raise vehicle evenly and safely support.

*Never rely on a Jack only*

**Application** - Ford Ranger PX1/2/3  
- Mazda BT-50 UP UR

*(Always refer complete catalogue listing)*

- Contents**
- Tail shaft spacer 25mm x1
  - Flat plate - LH front mount x1
  - Bent plate - LH front mount x1
  - Welded plate - RH mount x1
  - Steel block - LH upper mount x1
  - Stepped spacer x1
  - Spacer 25x16x6 - PX2/3
  - Spacer 25x16x14 - PX1
  - Spacer 25x10x10 - Px1
  - Bolts M8x80mm x6
  - Bolts M10x110mm x2
  - Bolts M10x35mm x2
  - Bolt M10x40mm x1
  - Bolt M12x30mm x2
  - Nut M10 x4
  - Washer 30x10x2.5 x6



- Start by removing all 3 splash guards.

- Un-bolt front drive shaft from transfer case.



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Front Diff - Drop Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

*Page 2 of 5*



- Place stand under differential - ready to support as you un-bolt and lower down.

- The original RH mount will have to be removed.

Use a grinder to cut from sub-frame



Refer red lines.

Supplied bolts and washers

- Bolt up supplied welded bracket using M10x110 bolts, nuts and washers.
- Re-use OE bolt with supplied washer and nut when bolting to steering rack



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Front Diff - Drop Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

*Page 3 of 5*



- Lower Diff down slowly  
- ready for brackets.

PX 1

PX 2/3

- Place flat plate over studs.

**Note - the very upper hole is for PX1.**



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Front Diff - Drop Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

Page 4 of 5



- Place spacer and M10 x 40mm bolt in sub-frame - as per image.

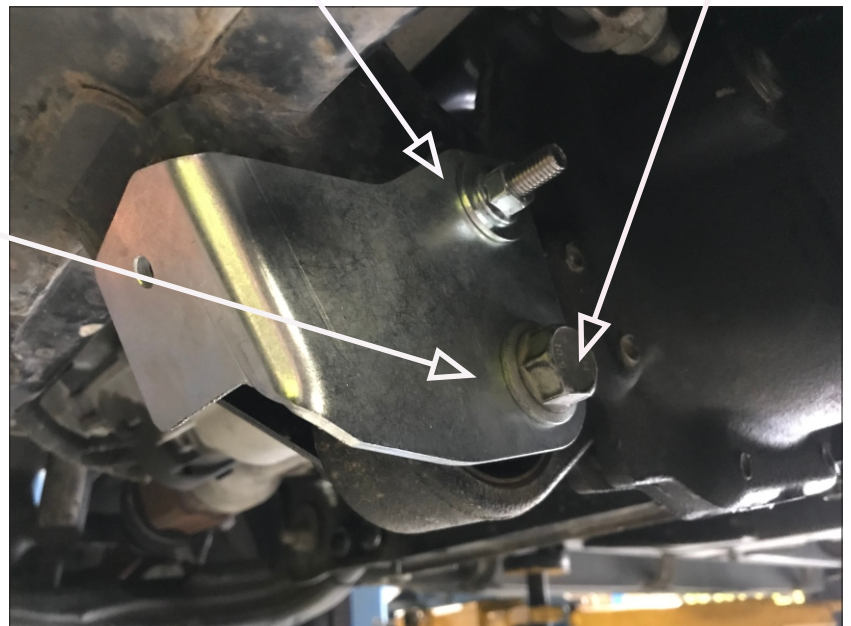
Stepped spacer suits PX2/3  
25x10x10 spacer PX1

Supplied nut and washer      OE nut and bolt

**Note - a spacer is required between bushing and bent plate**

**Spacer 25x16x6 PX2/3**  
**Spacer 25x16x14 suits Px1**

- Bolt up bent plate as per image



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.

# Instructions

## Front Diff - Drop Kit

**N.B:** This instruction sheet should be used in conjunction with the workshop manual and proper safety procedures followed.

*Page 5 of 5*

- Bolt up upper mount with steel block, with M10x35 and M12x30mm bolts.

**Important** - re-check all bolts after 100kms travelled

**Note** - remove OE locating dowel from bracket/hanger

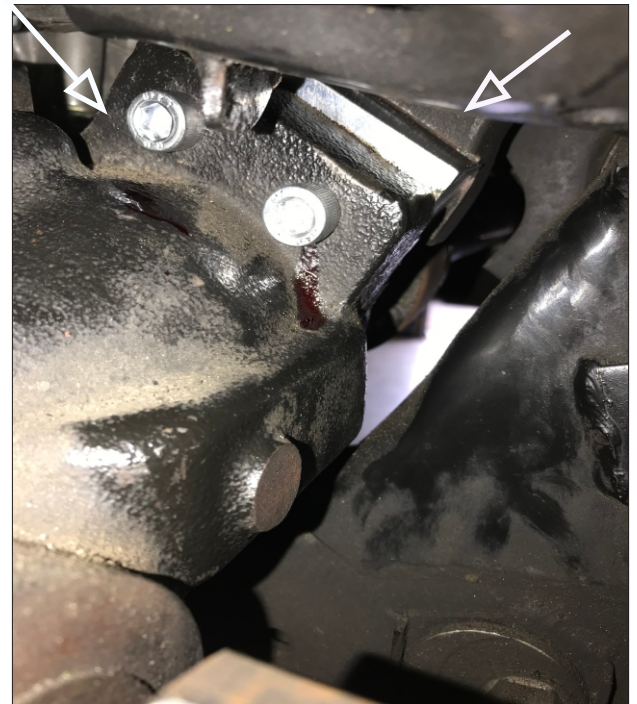
**Note** - the rear M12x30mm bolts may need to be shortened, depending the vehicle.

- Screw front M10 bolts in as per image below. Loctite is a good idea for these 4 bolts.
- Bolt up front drive shaft spacer with supplied M8x110mm bolts. Mark shaft and yoke as per below - to make sure re-aligned correctly.
- Tighten all bolts and road-test.



Steel block

### Shaft spacer



**N.B:** It is recommended that a licenced workshop or tradesperson carry out the above procedure and that workshop manual and relevant safety procedures are followed in addition to the above.