



FITTING INSTRUCTIONS FOR

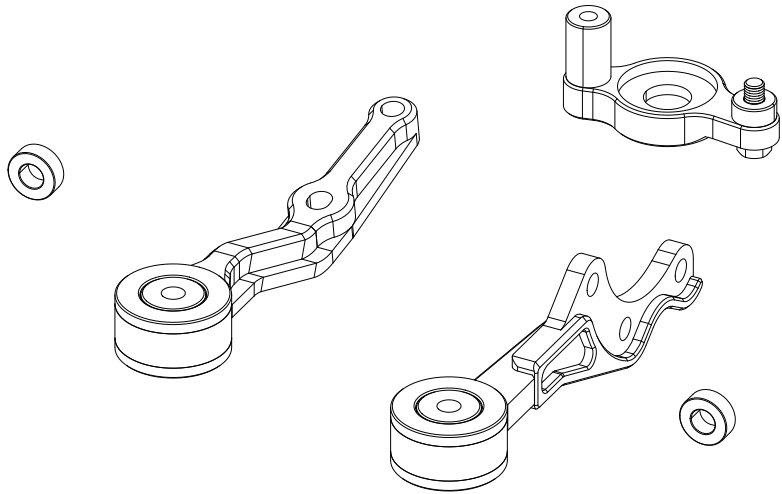
# Front Arm Style Diff Drop

SKU

**KS0721**

COMPATIBILITY

***Toyota Prado 150, FJ Cruiser & Lexus GX 460***



## Included contents

| QTY | COMPONENT                | QTY | COMPONENT                      |
|-----|--------------------------|-----|--------------------------------|
| 2   | Arm Brackets (LHS & RHS) | 1   | Lithium Grease Sachet          |
| 1   | Pinion Bracket           | 1   | M12 x 1.25 x 40 Hex Bolt G10.9 |
| 4   | Rubber Bushings          | 1   | M12 x 24 x 1.5 Flat Washer     |
| 2   | Camber Bolt Spacers      | 2   | Bushings sleeves               |



**Time**

1.5hrs / A beer or two

Scan the **QR code** to watch the video installation guide,  
or for further information contact KAON on **07 3180 1470** or **info@kaon.com.au**



## G10.9 Coarse Thread Bolt Torque

| DIAMETER (mm)       | 6mm   | 8mm   | 10mm  | 12mm   | 14mm   |
|---------------------|-------|-------|-------|--------|--------|
| LUBRICATED (Nm)     | 8 Nm  | 24 Nm | 47 Nm | 82 Nm  | 105 Nm |
| NON-LUBRICATED (Nm) | 11 Nm | 32 Nm | 63 Nm | 109 Nm | 140 Nm |

# Let's get to work.

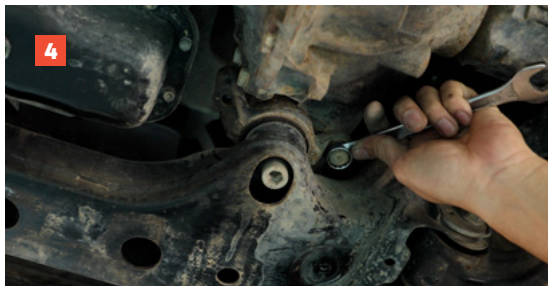
## Removing the Factory Diff Arms

1. Loosen each of the 19mm bolts on the side of the Diff Arms.
2. Unscrew and completely remove the bolts connecting the diff arms to the chassis. Ensure that the diff is supported as it will sag and fall once the bolts are removed.
3. Next remove the bolts attaching the arms to the diff itself. Place all the nuts, bolts and washers to one side, these will be reused later.



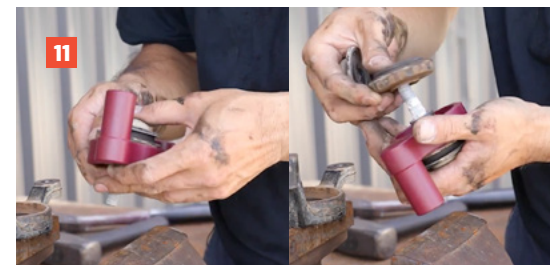
## Removing the Factory Pinion Bracket

4. Use a 17mm spanner to loosen the two top bolts on the Pinion Bracket.
5. Loosen the 12mm allen nut on the bottom.
6. With the bottom nut loosened, remove the top two bolts.
7. Carefully lift the Diff from the back and slide out the Pinion Bracket. Set aside the factory Pinion Bracket to prepare the part to be replaced.



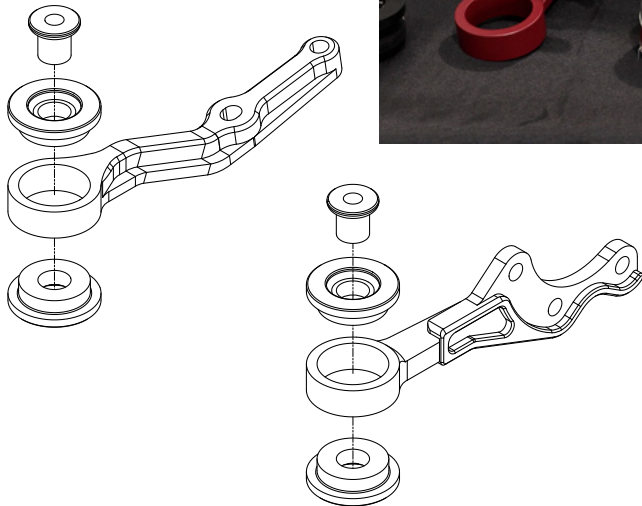
## Preparing the Pinion Bracket

8. Place the factory Pinion Bracket on a solid surface with the bolt facing up. Replace the allen nut loosely, only screwing in by a few threads.
9. Use a packer and/or spacer along with a clamp to hold the bracket secure and level. Then, using a hammer or press, bear down on the allen nut until the thread comes loose.
10. Undo the allen nut and separate the base and top. Be sure to take note of the order and orientation of the parts as this will be important in the next step.
11. Place the centre bushings, bolt pin and cap screw of the original factory Pinion Bracket in to the new Diff Drop Pinion Bracket, in the exact same orientation as the factory part (as pictured).
12. Use a large socket to press the bracket assembly back together, ensuring that the interior of the socket clears the bolt thread and rests on the washer. Tighten the assembly using a vice as pictured, or alternatively a hammer can be used.



## Preparing the Arm Brackets

13. Cut a corner of the grease packet open and apply grease to the inside edge of the rubber bushing.
14. Push the rubber bush firmly into the Diff Drop Arm. Grease a second rubber bushing and push into the underside.
15. Repeat this process with the second Diff Drop Arm.
16. Apply the grease to the outside of the steel bushing sleeve. Push them firmly into the tops of the rubber bushings, as pictured.
17. Wipe off any excess grease.



## Installing the KAON Pinion Bracket

18. Use a jack to lift up and support the diff.
19. Feed the new Pinion Bracket into position from behind.
20. Replace the allen nut until it is hand tight.
21. Reaching behind the Pinion Bracket, align the factory top bolt from before with the Diff and screw in until hand tight.
22. On the underside of the Pinion Bracket, align the bolt holes. Thread the supplied bolt and washer through and screw in until hand tight.
23. Once all bolts and washers are in place, tighten up each bolt until they are secure.





## Installing the KAON Arm Brackets

24. Reusing the factory 19mm bolts, loosely secure the Arm Brackets, as pictured. Work from the back bolts first, before starting on the front.
25. Push the factory bolt and washer from the front of the Arm Bracket through, lining it up with the cross member. Loosely secure.
26. Tighten all bolts until secure, again working from the back to the front of the arms.



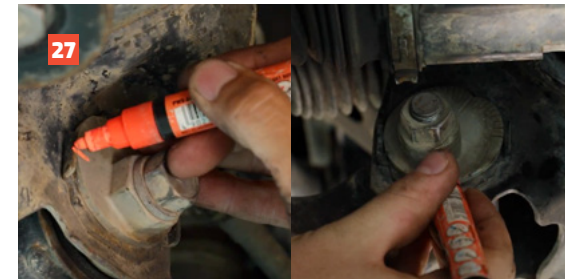
## Installing the Lower Control Arm Spacers

27. Now that the Diff has been lowered, the Lower Control Arm bolt threads will sit closer to the CV. To fix this, we need to install a spacer. First use a marker to identify the current position of the Camber bolt on both the front and back. This is to ensure that you can restore factory positioning after the install.
28. Remove the camber bolt and washer. Note that depending on your underbody condition, these bolts can, in some instances, be rusted in place. This will require cutting the bolt and sourcing a replacement.
29. Thread the bolt through the factory washer and the provided spacer, and through the lower control arm mount.
30. Ensure the cam position aligns with the marks we made earlier, before tightening until secure.
31. Repeat on the other side.
32. Confirm that everything is aligned and then tighten all bolts to the recommended torque.

For the M14 bolts on both the Diff Drop and Control Arms, the torque setting will vary depending on whether you have opted to apply anti-seize or lubrication to the bolts.

Lubricated M14 Bolts: 84 Nm  
Unlubricated M14 Bolts: 112 Nm

33. That's it, you're done! We recommend checking that the bolts remain tight after a few hundred kilometres, and then during routine servicing and maintenance after that.





### **Local Knowledge & Assistance**

We know half the fun of building your dream 4x4 is getting your hands dirty. But we also know that sometimes, things don't go to plan. If in the pursuit to build the ultimate setup you find yourself off-track, we're here to help you get unstuck.

**For further information call 07 3180 1470 or email [info@kaon.com.au](mailto:info@kaon.com.au)**

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