



FITTING INSTRUCTIONS FOR

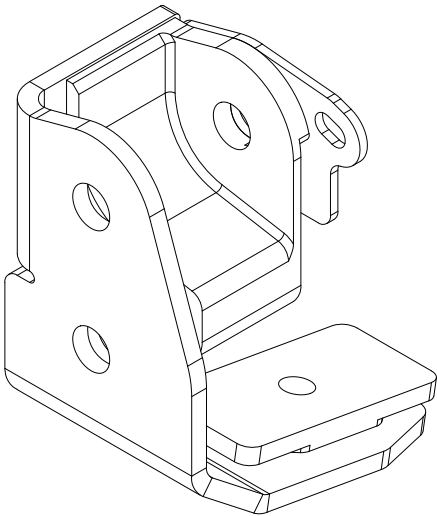
# Panhard Corrector

SKU

**KS0722**

COMPATIBILITY

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



## Included contents

QTY	COMPONENT	QTY	COMPONENT
1	Panhard Corrector	1	M14 Flanged Nyloc Nut
2	M12 x 20mm G8.8 Hex Bolt	1	M14 x 28mm x 1.5mm Washer
1	M14 x 90mm G8.8 Hex Bolt	2	M12 Nordlock Washer



**Time**

1 hour / One Beer

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**



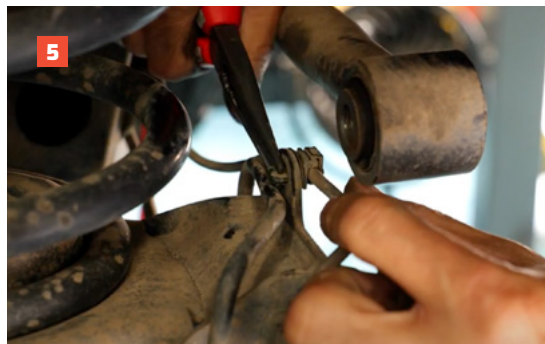
## G8.8 Bolt Torque

DIAMETER (mm)	5mm	6mm	8mm	10mm	12mm	14mm
LUBRICATED (Nm)	5 Nm	8 Nm	16 Nm	33 Nm	56 Nm	84 Nm
NON-LUBRICATED (Nm)	6 Nm	10 Nm	22 Nm	44 Nm	77 Nm	112 Nm

# Let's get to work.

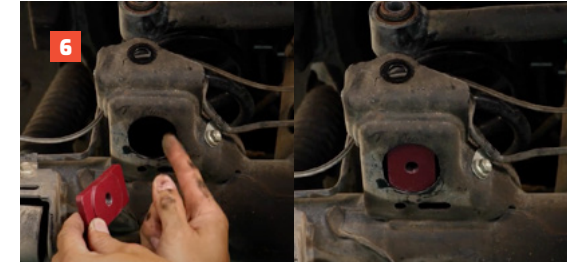
## Preparation

1. Before beginning installation of your Panhard Corrector, you will need to apply support to the axle so that it doesn't move during the installation process. We recommend using ratchet straps to hold the axle in place.
2. Attach one point of the ratchet strap to the Axle, and the other point to the underbody of the Prado, as pictured. Tighten until the strap holds its position.
3. Remove the left hand side panhard rod mounting bolt and washer, and set to one side to reuse later.
4. Push the Panhard rod up and out of the factory mount.
5. Once clear, remove the ABS sensor line. Use a set of pliers to squeeze the barbs on the back of the clip and pull it through. Gently shift the line to one side, we will relocate later in the install.



## Installation

6. At the opening in the bottom of the panhard mount place your tap plate with the spigot facing downwards, letting it settle in to the recess.
7. Next up, place the folded bracket in place. To do this, line it up with the factory bracket (as pictured) and twist inward in to position.
8. Thread one of the supplied M12 bolts with a washer through the bottom of the Panhard Corrector bracket into the tapped plate installed earlier. Loosely secure.
9. Place the inner mounting block inside the folded bracket. Make sure that the bolt holes at the bottom, side and top of the bracket are in alignment with the outer folded bracket.
10. With this in place, replace the factory bolt and washer to its original position, screwing in until hand tight. At the side of the folded bracket, thread through the M12 Bolt and washer, and hand tighten.
11. Before proceeding you will need to move the brake line. To do this, loosen off the bolts that hold the brake line clamps located to the left and right of the Panhard Corrector. Once removed, gently push the brake line back, out of the way.
12. Push the Panhard rod in place, in the top of the Panhard Relocator bracket. Place the provided ABS line relocater plate at the back, as pictured. With everything lined up, thread the M14 bolt and washer through and secure with the Nyloc nut at the back. Loosely secure.



## Installation cont.

13. Slide the ABS line clip to the right before flipping and pushing it through the hole in the back of the relocater bracket to secure.
14. Re-attach the brake lines, replacing the bolts back into the clamps and checking there is sufficient clearance for everything.
15. With the Panhard Rod secured, remove the ratchet strap.
16. It's time to tighten everything up! Secure the bolts in the following order: original factory bolt, two M12's on the bottom and side, and finally the bolt through the Panhard rod last. If you are using a Hoist or a Jack, lower the vehicle to ground level before tightening the panhard rod bolt, to ensure the bush doesn't get twisted.
17. Congratulations! Your Panhard Corrector is now installed, and the Panhard rod should now be restored to factory geometry.



### 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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