



FITTING INSTRUCTIONS FOR

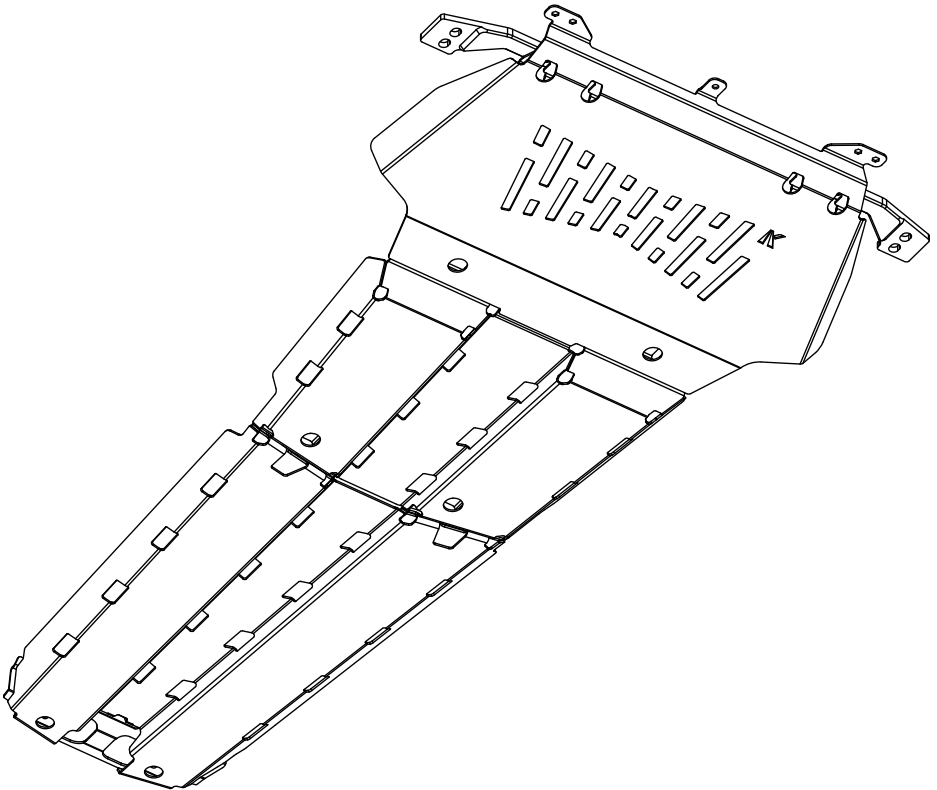
# High Performance X700 Guards

SKU

**KS0958/959**

COMPATIBILITY

**Toyota Prado 250**



**Time**

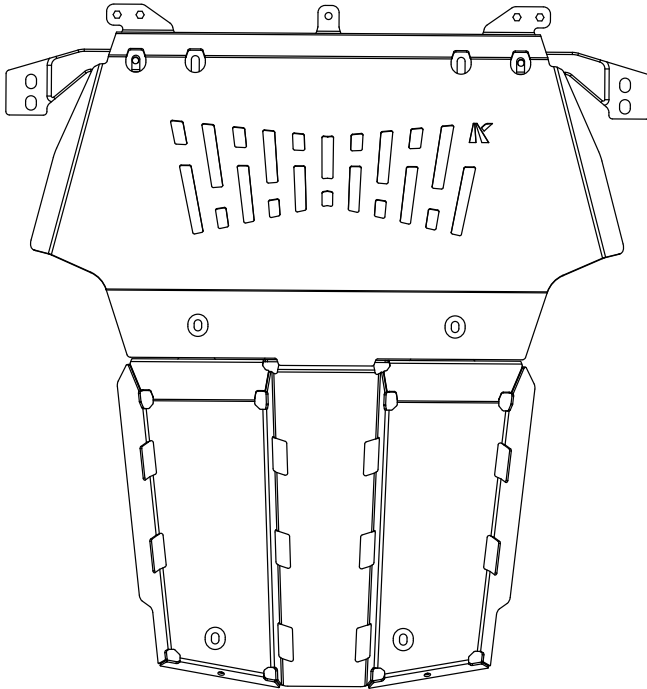
60 minutes / One Beer

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](mailto:info@kaon.com.au)



**The following instructions will vary,**

## **Front and Sump Guards**



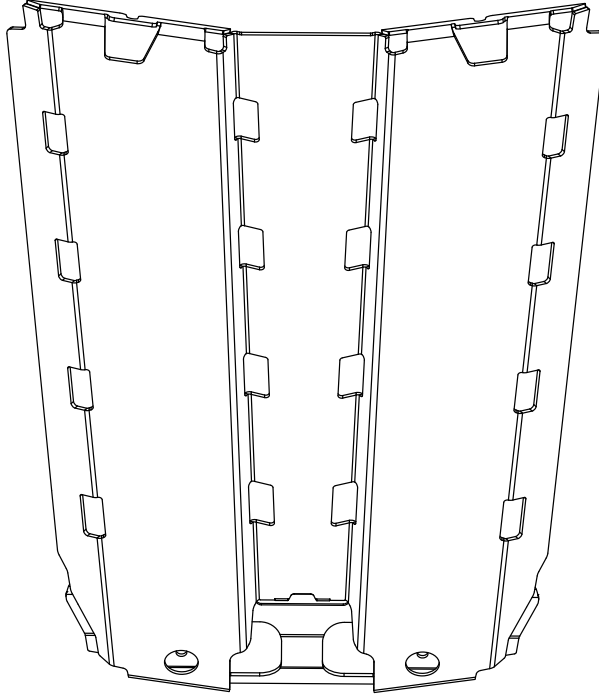
**KS0958**  
**Front and Sump**

### **Front and Sump included contents**

| <b>QTY</b> | <b>COMPONENT</b>               | <b>QTY</b> | <b>COMPONENT</b>              |
|------------|--------------------------------|------------|-------------------------------|
| 1          | X700 Front Guard               | 2          | M10 x 22 x 3 DIN Flat Washer  |
| 1          | X700 Sump Guard                | 2          | M10 x 1.25 x 20 Hex Bolt G8.8 |
| 2          | Cross-Member Brace (LHS & RHS) | 6          | M8 x 25 Flanged Hex Bolt G8.8 |
|            |                                | 6          | M8 x 24 x 2.0 DIN Flat Washer |

**depending on your UVP configuration**

## **Transmission Guard**



**K50959**  
**Transmission**

### **Transmission Guard included contents**

| <b>QTY</b> | <b>COMPONENT</b>        | <b>QTY</b> | <b>COMPONENT</b>              |
|------------|-------------------------|------------|-------------------------------|
| 1          | X700 Transmission Guard | 2          | M8 x 25 Flanged Hex Bolt G8.8 |
| 2          | M8 Channel Nut          | 4          | M8 x 24 x 2.0 DIN Flat Washer |
|            |                         | 2          | M8 x 16 Flanged Hex Bolt G8.8 |

## 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.

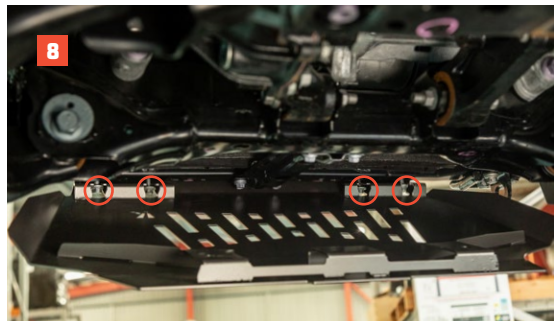
## Preparation

1. Before installation, unscrew and remove the factory front and sump underbody guards, and the factory splash guard. If your model includes Sway Bar Disconnects, you will also need to remove their covers.
2. Remove factory front tow points.
3. With the factory guards and tow points removed, ensure all mounting surfaces are clean and free of dirt or grime. We recommend applying some anti-seize compound in the mounting holes.
4. Slide the supplied Cross-Member Brace inside the front cross-member on each side, ensuring the correct orientation as pictured. Note that the chamfered edges of the braces should face downwards.
5. With the Cross-Member Brace sandwiched between the vehicle chassis and factory tow point, resecure the tow points using the factory bolts.



## Front Guard Installation

6. Loosely thread the two supplied M10 bolts and washers through the opening in the cross-member, into the reinforcing plate.
7. Use the supplied M8 bolts and washers to loosely thread in the cross member, next to the M10 bolt on each side.
8. You'll notice the forward mounts on the Front Guard are open slots, as pictured. Line these up with the bolts started in the cross member and slide the guard on. The Front Guard should be able to hang and hold itself in place.
9. Secure the rear mounting points with two supplied M8 bolts and washers, ensuring that you leave enough room on the thread to still slide on the Sump Guard.



---

## Sump Guard Installation

10. Slide the slotted mounts at the front of the Sump Guard over the Front Guard's rear mounting bolts. Ensure that you sandwich it between the Front Guard and the vehicle.
11. Attach the Sump Guard loosely at the rear, by threading the supplied M8 bolt and washers upwards through the openings in the guard and into the cross-member.
12. If you are installing a Transmission Guard, proceed to Step 12. If not, you may proceed to finishing the installation in Step 17.

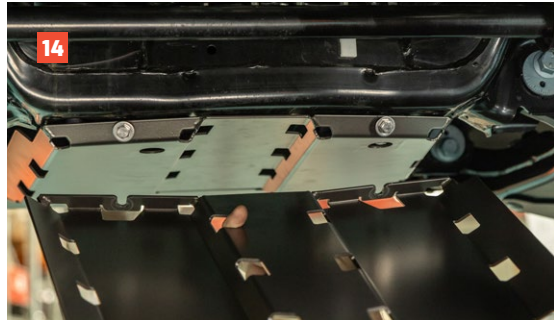
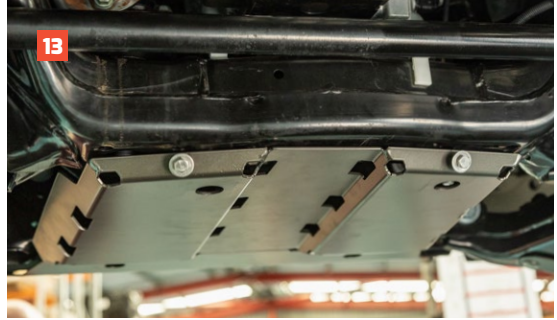


## Transmission Guard Installation

13. Locate the captive threads on the rear of the Sump Guard, and loosely attach the supplied M8 x 16 bolts and washers. Ensure that you leave enough room on the thread to slide on the Transmission Guard.
14. The Transmission Guard has two slotted mounts at the front. Line these up with the thread of the M8 bolts and slide on the Transmission Guard, as pictured.

Whilst this can be done on your own, you may find it easier to ask a mate for help.

15. Reaching through the gaps in the rear cross member, place a supplied slot nut in each mounting position on each side of the wider opening, as pictured.
16. Align the rear mounting points of the Transmission Guard with the positioned slot nuts. Secure with the supplied M8 x 25 bolts and washers.



## Finishing the Install

17. With all the bolts finger tight, make sure each guard is central and aligned properly to the vehicle and one another.
18. Working from the front factory tow points backwards on the vehicle, tighten up all the guard bolts as per the recommended torque settings.
19. Reattach any plastic trims or splash guards to the Front Guard.
20. That's it, you're done! All that's left to do is to pack the car and hit the tracks.



### 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)

Disclaimer: The products sold by KAON should not be modified, and are for use only on the vehicles specifically stated. KAON will not be liable for any damages arising out of the use or misuse of its products. It is the customers responsibility to ensure the products are safely and properly used and installed. KAON consistently seeks to improve its products and reserves the right to make changes to any product.