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LAND ROVER PARTS

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Fitting Instructions for Front Differential Guard

Part Nr. RNA0100

Fits:

Series

Defender

Range Rover Classic

Discovery I

Discovery II

READ ALL INSTRUCTIONS COMPLETELY BEFORE BEGINNING!

Suggested Tools:

- 17mm Wrench
- 15mm Wrench or Socket & Ratchet Wrench
- 14mm or 9/16" Wrench or Deep Socket & Ratchet Wrench
- Adjustable Wrench
- 2 x 13mm or 1/2" Wrench or Wrench/Socket & Ratchet Wrench Combination
- 8mm Allen Wrench/Hex Drive
- Torque wrench
- Pry Bar or Equivalent



Kit contents includes

- Front galvanised differential guard
- Galvanised upper bracket
- 2-10mm x 1.25 socket head cap screws (SHCS) and washers
- 2-8mm x 1.25 hex head bolts, washers, nyloc nuts
- Harmonic dampener spacer



Various Sockets, Extension, Wrenches

8mm Allen Hex Drive



Safety Glasses



Large Pry Bar

Fitting Instructions for Front Differential Guard**Directions:**

Please use jack stands, safety glasses, etc. while working on any vehicle for personal protection. Vehicle directions are referenced as if you were sitting in the car facing forward. The vehicle used to develop the directions was a 1995 Range Rover Classic.

Note: Although installing the differential guard can be performed by one person without raising/jacking-up your Land Rover, you may find it easier to raise the vehicle and have someone give you a hand.

**Fig.1**

Step 1. Using a 17mm wrench remove the two jam nuts holding the right end of the steering stabilizer mounted in the bracket below the differential housing and harmonic dampener (if so equipped). You may need to hold the flattened end of the steering stabilizer rod with an adjustable wrench to break the two jam nuts loose. See fig.1

**Fig.2**

Step 2. Remove the steering stabilizer from the bracket and push out of the way, fig. 2.

Fitting Instructions for Front Differential Guard



Fig.3

Step 3. Using a 15mm wrench remove the two bolts holding on the steering stabilizer bracket and the harmonic dampener (if so equipped). fig. 3.

CAUTION: USE CARE WHEN REMOVING THE HARMONIC DAMPENER! IT IS HEAVIER THAN IT LOOKS!



Fig.4

Step 4. Using a 14mm wrench remove the two top differential housing nuts shown. If your differential uses bolts instead of studs and nuts, you will need a 13mm wrench. fig. 4.



Step 5. Install the upper bracket over the differential studs from which you just removed the two nuts then loosely install the nuts so the bracket can "wobble". If your differential is equipped with bolts instead of studs and nuts, loosely install the upper bracket using the bolts so the bracket can "wobble". fig. 5.

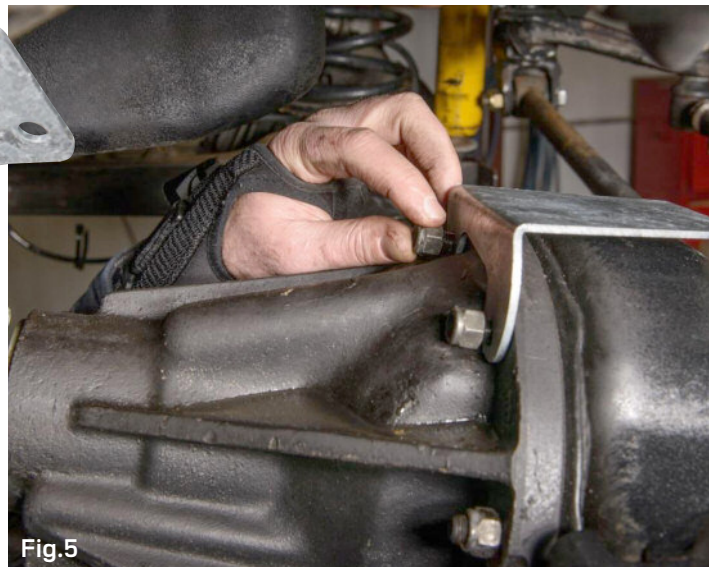


Fig.5

Fitting Instructions for Front Differential Guard

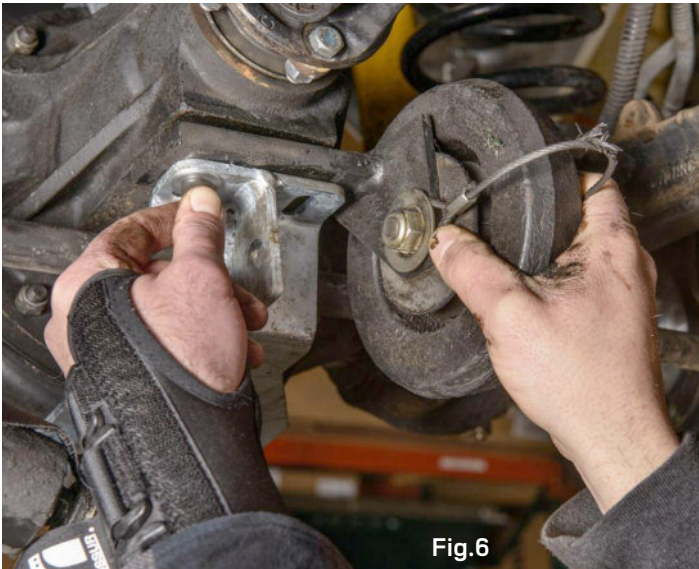


Fig.6

Step 6. Loosely install the diff guard and harmonic dampener (if so equipped) to the differential housing using the two supplied 10mm x 1.25 SHCS and washers. The diff guard is designed to mount using the same bolt holes shared by the harmonic dampener and steering stabilizer bracket. The diff guard is also designed to replace the steering stabilizer bracket; because of this the factory bracket is no longer needed. fig. 6.



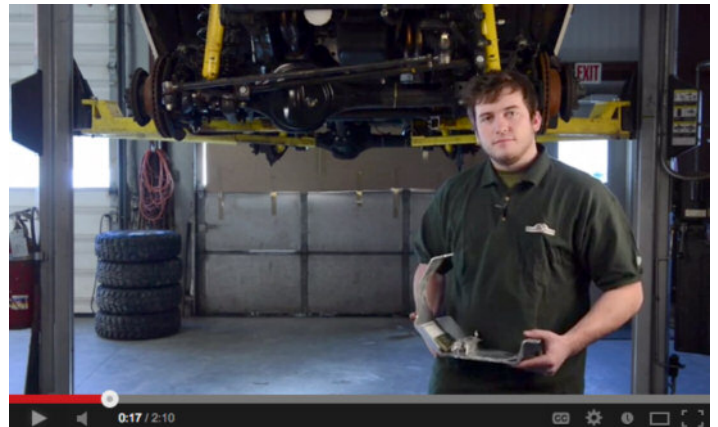
Fig.7

Tech Tip: If installing the diff guard by yourself you may find it helpful to hold the diff guard in place using a jack or jack stand while lining up and installing the 10mm x 1.25 SHCS. fig. 7.



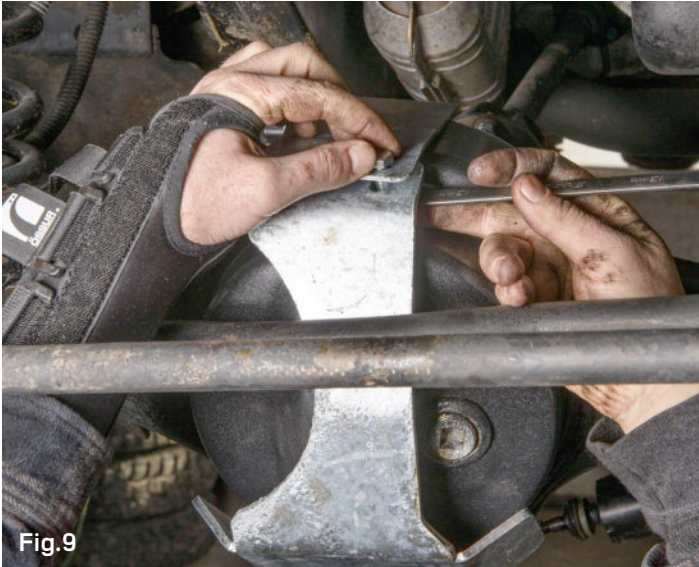
Fig.8

Note: If your front axle was not equipped with a harmonic dampener, you will need to install the included spacer between the skid plate and the axle housing for proper fit. fig 8.

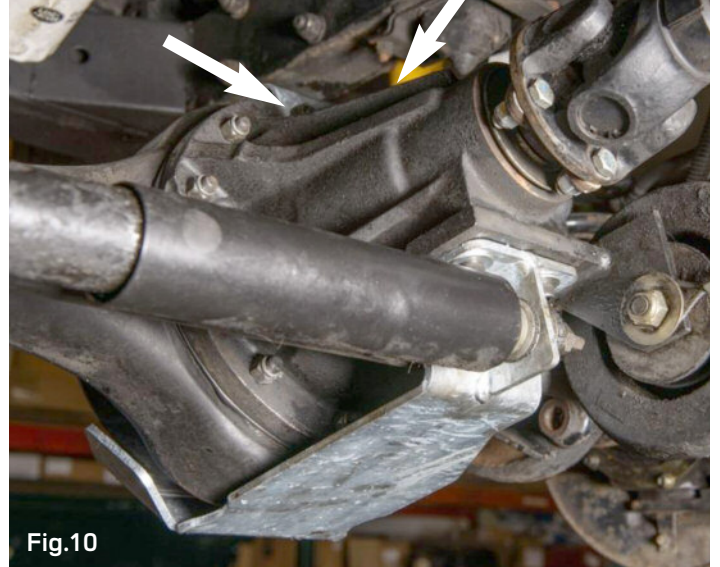


Watch the **YouTube**
Rovers North
installation video on
your mobile device.

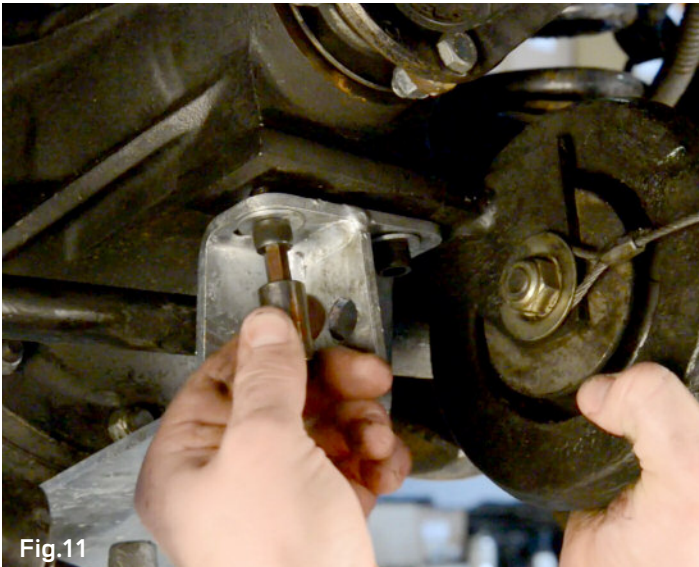
<http://youtu.be/7GCHdWLpeUQ>

Fitting Instructions for Front Differential Guard**Fig.9**

Step 7. With the diff guard and upper bracket loosely installed, loosely install the 8mm x 1.25 bolts, washers and lock nuts (connecting hardware) through the upper bracket and diff guard. The bolts shall be installed from the top with lock nuts and washers installed from the bottom. fig 9.

**Fig.10**

Step 8. Torque the differential housing nuts holding the upper bracket to 41 Nm (30 lbf.ft). If you have bolts holding your top bracket instead of studs and nuts, tighten the bolts to 55 Nm (41 lbf.ft). fig 10.

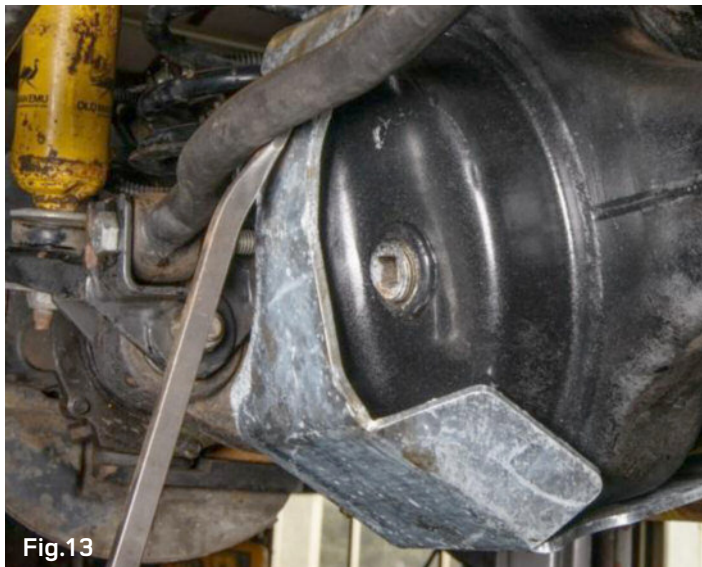
**Fig.11**

Step 9. Using an 8mm hex key, tighten the two 10mm x 1.25 SHCS holding the bottom of the diff guard and harmonic dampener (or provided spacer) you installed in step 6. fig. 11.

**Fig.12**

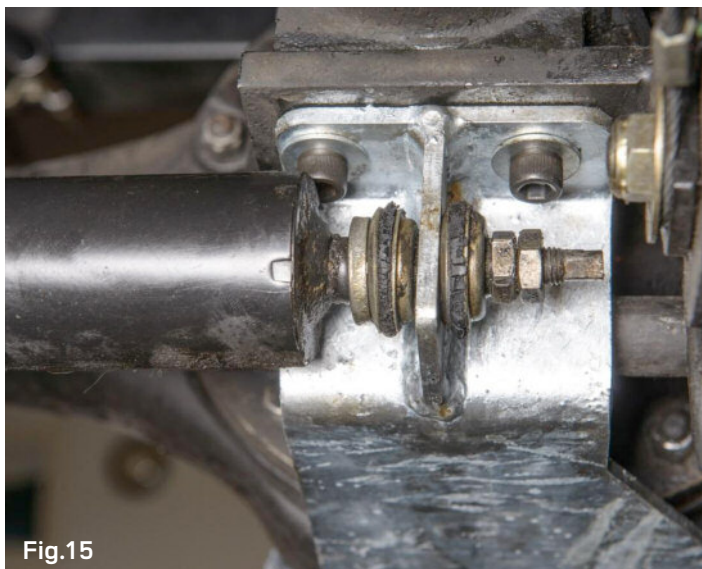
Step 10. Tighten the 8mm x 1.25 connecting hardware holding the diff guard to the upper bracket. Use an open end wrench NOT a box end wrench to hold the 8mm x 1.25 nut. Once tight, there will not be enough room between the end of the 8mm x 1.25 bolt and the axle housing to remove a box end wrench. . . yes we did learn this the hard way. fig. 12.

Fitting Instructions for Front Differential Guard



Tech Tip: If there is not enough room between your panhard bar (also called a track bar) and the diff guard, loosen but don't remove the connecting hardware holding the diff guard to the upper bracket. Once loose, use a pry bar or equivalent to hold the diff guard away from the panhard bar while tightening the 8mm x 1.25 connecting hardware. fig. 13.

Step 11. Reinstall your steering dampener through the bracket welded on the bottom of the diff guard. fig. 14.



Step 12. Install the hardware back on the steering stabilizer tightening the two jam nuts holding the steering stabilizer in place, completing the installation. fig. 15.

Step 13. You're finished, go for a test drive. fig. 16.