



M57 SWAP PRE-PUMA

BOLT-IN LT230 MOUNTS - INSTALLATION GUIDE

APPLICATION

For KINGPIN Fab bolt-in LT230 mounts used to position the transfer case in the Puma TDCi location on pre-Puma Defender, County and Perentie chassis during M57 + ZF automatic conversions.

1. FASTENER KIT

STANDARD FITMENT	WITH OPTIONAL 4 mm OUTSIDE PLATES
8 x M8 x 95 mm bolts 16 x M8 standard washers 8 x M8 large OD high-tensile washers 16 x M8 Nyloc nuts	8 x M8 x 100 mm bolts 16 x M8 standard washers 8 x M8 large OD high-tensile washers 16 x M8 Nyloc nuts

2. WASHER POSITION - IMPORTANT

- Outside of chassis rail: fit one large OD high-tensile washer directly beneath each bolt head.
- Inside of chassis rail: fit one standard M8 washer and one M8 Nyloc nut.
- This arrangement is unchanged when the optional 4 mm outside chassis plates are fitted.

3. CHASSIS-SPECIFIC DRILLING

300TDI CHASSIS

One of the four mounting holes on each side of the chassis must be drilled. Locate the bracket using the three existing holes, then use the bracket to mark the exact centre of the fourth hole before drilling.

TD5 CHASSIS

Some, but not all, TD5 chassis have one threaded hole on the outside of the LH chassis rail. Where present, drill it through with an 8 mm drill bit so the M8 bolt can pass fully through the chassis rail.



INSTALLATION DETAILS

WASHER LOCATION, OUTSIDE PLATES & FINAL CHECKS



LARGE OD WASHER - OUTSIDE OF CHASSIS



SMALL WASHER + NYLOC NUT - INSIDE

4. OPTIONAL OUTSIDE CHASSIS PLATES

- Fit each 4 mm plate against the outside face of the chassis rail where required.
- The large OD washer still sits on the outside, directly beneath the bolt head.

5. FINAL CHECKS

- Confirm every bolt passes fully through the chassis and that washers are fitted in the correct order.
- Check that the mounts sit flat against the chassis and are not pulled out of position as the fasteners are tightened.
- **DO NOT OVERTIGHTEN. OVERTIGHTENING WILL CAUSE THE CHASSIS RAILS TO PULL INWARDS.**
- Recheck gearbox, LT230 and propshaft alignment before completing the conversion. Inspect and recheck all mount fasteners after the initial road-test period.

ENGINEERING / CRUSH-TUBE NOTE

Vehicle modification requirements vary by jurisdiction. Crush tubes may be required to be welded into the chassis and are not supplied with this kit. Confirm all requirements with your engineer or approval authority before final installation.