

DEFENDER3D

Mirror Mount Instructions for the Defender L663 2020+

Thanks for your valued purchase of the Defender L663 Mirror Mounts. These have been specially designed and made to overcome the often flimsy and not so reassuring fixture of most aftermarket Towing Mirrors available.

The design is specifically made around using a 12, 13 or 16mm Tow Mirror, which is commonly used by other brands such as Maypole, etc., and we recommend the **Milenco Grand Aero 4** mirrors, as these are a great shape (near-match to the stock mirrors), stable and we have tested them amongst others as the best for cost and functionality. Other 12, 13 or 16mm bar mount mirrors should work at your own choice. You will need an M4 Hex Tool (long is best) before starting the installation below. Enclosed are 2 x 13mm & 2 x 12mm Reduction Sleeves, which can be discarded if your bars are 16mm. The fitting should be a tight fit. Test fit the mirrors off the car first. These mounts also work with the Brunsgaard Mirrors, as long as the mirror arms are long enough, and with the 12mm sleeves, usually.

Fitting guide (images may vary):

1. Inspect the units, and identify the Left and right units, marked between the 2 clamp mount pieces. They will be shipped assembled to prove they are complete
2. Clean your car, specifically the mirrors and casings when installing the mounts, to avoid dirt being rubbed into the paint finish. When re-applying, make sure the mirrors and mounts are clean to avoid paint scratches.
3. Remove both thumb screws to allow access to the main clamp M5 fixing bolts. Note that you may have to push against the coach screw to stop it spinning, as the nylon locknut may allow this to spin. Do the same when tightening the thumbscrew after inserting the mirror bars
4. Loosen all the M5 bolts and part the 2 clamp pieces.
5. Position the top clamp section on the mirror support, and locate on the 2 'Aero' lines on the top. **This is very important. Failure to do this will break the trim or the clamps when you tighten them together.**
6. Position the bottom section in place and drop the screws into the 2 holes. The bottom clamp section has Nylon locknuts retained in the piece. **Avoid pushing the bolts down too much, as it may dislodge the retained nuts** and they may drop on the floor! Screw the bolts a little at a time to make sure they are located and have not fallen out
7. Screw the 2x M5 bolts a little at a time so that the clamp secures evenly. There is no particular torque setting required, just stop when the gap between the end with the logo is flush, **and leave a 1-2mm gap at the other end, so that the pressure is on the gels for vibration damping.** Overtightening will not make the mount more secure, just risk damaging the nut fixings, or car trim
8. Insert your mirrors once the mounts have been installed and adjust to suit. You may need to gently twist the metal arms to locate them in the mounts fully. Tighten the thumb screw, pressing against the other end of the screw to make sure its fully located first. The thumb screw is the shape it is to stop you going too tight! You can still fold the main mirrors as required, and the tow mirrors can be removed and stored when not in use, with the mirror mounts left installed if required. We recommend they are taken off for long periods, as dirt and dust debris can build up between the mounts and the mirror trim, posing a risk of scratches.



LEFT RIGHT



Allow a small gap –
1-2mm

