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MUD Defender L663 Bulkhead Delete Kit

Removing the bulkhead panel from your Defender Hardtop is a simple job suitable for any DIY'er with a basic tool-kit. The MUD Bulkhead Finisher Trim requires no modifications to the vehicle. This means the factory bulkhead panel can be re-installed and the vehicle revert back to its factory spec at a later date.

The original factory fasteners will be reused to fasten the MUD Bulkhead Finishing Trim into place so keep these fasteners to hand for the install process. Set aside any remaining fasteners in case you ever want to re-install the factory bulkhead.

To install the MUD Bulkhead Finisher Trim, all you will need is the supplied TX30 Torx key, 8mm socket, a 3mm drill and screwdriver. A trim-tool is handy for releasing the trim clips on the B-pillar trim panels.



The removal of the bulkhead & the installation procedure for the finisher kit is essentially the same for both 110 & 90 models, except where indicated in the instructions.

Bulkhead Removal

Work your way around both sides of the bulkhead removing the Torx fasteners that secure the plastic trims in place. Sliding/tilting the seats forward will make accessing some of the fasteners easier but the lower fasteners on the trim behind the seats can be a stretch!

Remove all of the fasteners from the Left & Right Hand B-pillar trim panels within the front cabin area and remove the trims.

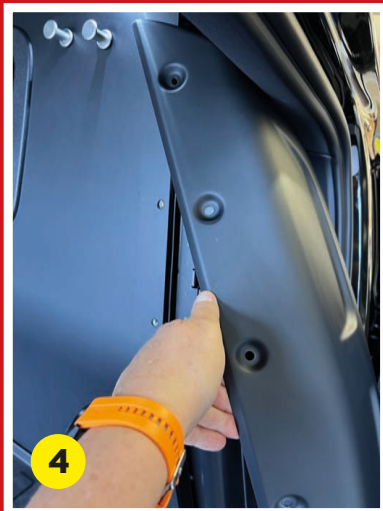
There are additional fixings on the upper half of the trims that use concealed fir-tree fasteners on the reverse side of the trim. Pull on the upper half of the trims to release the fir-trees.



Remove all of the fasteners from the Left & Right Hand B-Pillar trim panels from the loadspace area.



Just like the front trim panels there are additional fixings at the top of the trims that use concealed fir-tree fasteners on the reverse side of the trim. Pull on the upper half of the trims to release the fir-trees.



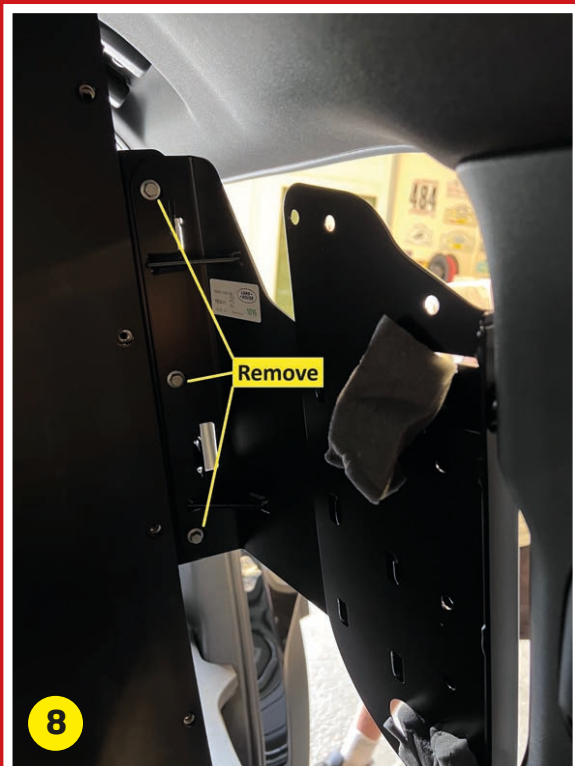
Remove the Torx fasteners running across the full width plastic trim panel immediately behind the front seats.



With the plastic trim panel removed this will give you access to the row of 8mm headed bolts that secure the lower edge of then bulkhead into the car. Remove all of the 8mm headed fasteners.



From the front cabin of the vehicle remove the 8mm headed bolts (3 per side) that secure the bulkhead to the pillar support brackets.



Even with all 6 of these bolts removed, at this stage the bulkhead will still be held securely in place by the T-shaped metal tab (circled in red in the pic) that hooks into the slotted hole within the B-Pillar brackets.



Lift the bulkhead **Upwards** and then **Backwards** to release the T-shaped tabs from the slotted holes.

The bulkhead panel uses a steel box-section internal structure so is heavy. We recommend using another pair of hands to make removal of the bulkhead easier. The extra pair of hands will also help prevent scratches to the internal trim as you manhandle it out of the vehicle.

Alternatively, one person can get into the back of the vehicle and support the weight of the bulkhead while another person removes the 2 x Torx fasteners that secures each metal bracket to the B-Pillar and then unhook the loose brackets from the Bulkhead. These 4 x fasteners are longer than others you've removed up until this point which will be relevant, if you wish to install the factory grab-handles in their original location.

Spinning the bulkhead through 90 degrees will make removal from the vehicle easier. Laying a piece of carpet on the floor will make sliding the bulkhead out of the car easier.



Bulkhead Finisher Installation

The MUD Bulkhead Finisher Trim is supplied in two halves with a central U-shaped trim piece. Identify the left and right-hand panels by the profile of the curved ends.



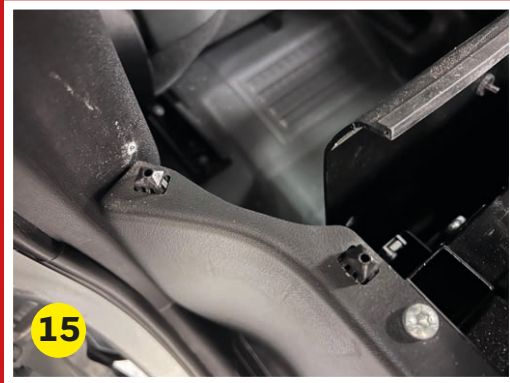
Slide the M6 Chimney Nuts into place over the slotted holes in the upright tabs on the steel panel behind the seats. Note that the left and right hand sides of the bulkhead finisher use a different number of fasteners.



Lift up the front edge of the loadspace matting. The rearmost edge of the finisher trim sits on the Defender floor underneath the front edge of the matting.



On 110 models align the locating pegs in the Defender trim with the holes in the underside of the trim panels.



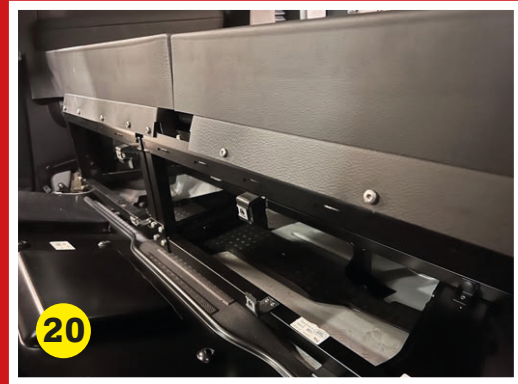
With the LH & RH trim finishers in place secure the front face of the trim behind the seats by re-using the grey coloured M6 TX30 fasteners you've removed when removing the bulkhead trim pieces. Start each fastener in the Chimney nuts but don't tighten them fully until they are all in place.



Where the return lip of the trim sits flat onto the floor of the Defender loadspace, fix into the wooden floor panel using the supplied self-tapping screws. Drill a 3mm pilot hole for the screws.



Now tighten down the row of M6 Torx fasteners behind the front seats.



Refit the trim lower trim panel so that it sits snug up against the MUD finishing trim.



The kit for the 90 models includes a pair of additional corner finisher trims for the lower B-Pillar area. They are handed for Left and Right sides. The top corners of the trim sit as per the pic below.



Slide an M6 Chimney nuts onto the plastic tab (circled in yellow) on the B-Pillar in the pics on both Left and Right hand sides of the car.



We recommend fixing the corner trims in place by locating the 8mm headed bolts in the B-pillar first.



Now use another pair of the Torx headed fasteners to secure the front face of the corner trim.



Finally, secure the top edge of the corner finisher trim using one of the self-tapping screws. Drill a 3mm pilot hole for the screw fixing.



Attach the U-shaped centre trim using the 3M VHRB adhesive sticky pads. We recommend attaching the pads to the Divider and then lowering the U-shaped finisher trim over the top of the trim.



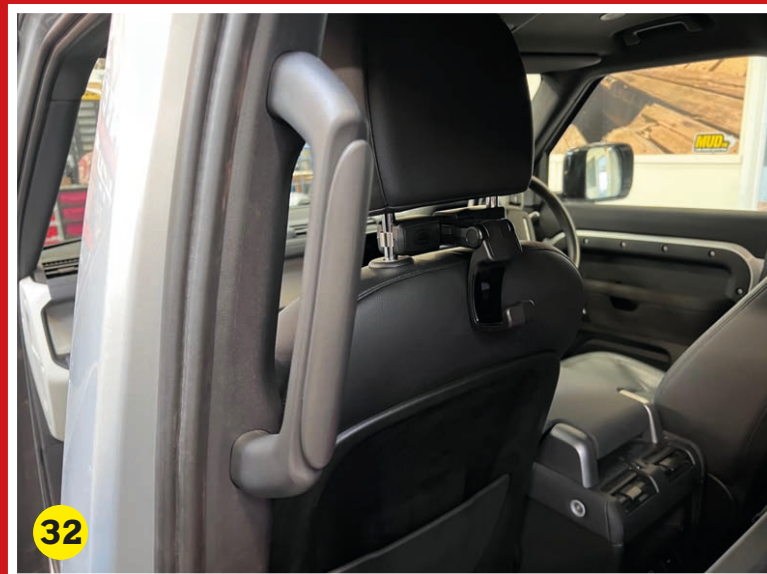
The exposed threaded holes on the B-pillar trim are where the grab-handles would normally fit on a regular passenger car derivative of the Defender 110 & 90.



Locate the 3D printed blanking plugs into the recess and fasten using more of the M6 Torx fasteners you saved when removing the bulkhead. Note that there are two different shapes of blanking plugs that fit the upper and lower fixing locations.



Alternatively, you can install the factory fit Grab Handles onto the B Pillar. The handles can provide an occasional lashing point for securing larger loads. The same part fits both LH & RH sides. A Grab-Handle kit is available to buy from MUD-UK.



Reuse the longer (black) TX30 Torx fasteners you removed from the metal B-pillar brackets to fix the factory grab-handles.

Disclaimer: The MUD Bulkhead Finisher Trim is not intended to offer any structural strength or any form of personal protection to occupants from a shifting load. It is the owners/drivers responsibility to secure any loose items placed in the loadspace of your Defender Hardtop.



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