



Pajero NM-NX Petrol/Diesel Fuel Tank Guard

Boo's Bash Plates have been designed to be fitted directly onto the original fixing holes and bolts so no adjustment should be necessary.

1. Remove the factory plastic fuel tank guard. The cross member will have to be lowered to allow the removal of this guard. Ensure that all the nuts and bolts are kept because they are required for the install of the new guard. You also need to remove the 2 straps holding the plastic guard on.
2. All of the brackets in the kit are numbered 1 to 7 as well as the positions on the guard are numbered. These must be kept in this order otherwise the guard will not fit.
3. Fit the 8mm bolts and nuts that were supplied with the kit onto the guard with the heads of the bolts on the inside of the guard. Do not fit the brackets yet.
4. Fit bracket No 7 to the very front of the fuel tank. This bracket uses the point where the fuel tank bolts to the vehicle. Put the 12mm hole in the bracket up to the fuel tank. Only do this nut up a few turns - do not tighten yet.
5. Now go to the rear of the fuel tank and there are two more fixings which hold the fuel tank to the vehicle. Undo the nut on the side closest to the driver's side of the vehicle and fit bracket No 3 to this stud and do the nut up a few turns.
6. Now undo the rear fixing on the other side of fuel tank and fit bracket No 4 onto this stud and again do the nut up a few turns.
DO NOT UNDO BOTH OF THESE NUTS AT THE SAME TIME OR THE TANK WILL DROP AND YOU WILL NEED A JACK TO GET IT BACK INTO POSITION.
7. Now slide the fuel tank guard over the top of the cross member at the front of the fuel tank. The front of the fuel tank guard is the end with the single hole. Move the rear of the tank inside the two rear brackets. Remove the two rear nuts from the bolts previously installed and push bracket over the bolt and screw up the nut a few turns. Note the brackets bolt to the outside of the fuel tank guard

8. Fix the front of the guard to the front of the fuel tank guard again only screwing up the nut a few turns.
9. Now fit bracket No 1 to the first stud on the driver's side of the vehicle. This stud was used to hold on the factory tank guard. Again, only screw up a few turns and fix the bracket to the outside of the tank guard
10. Fit bracket No 2 to the next stud along and repeat Step No 9
11. Now fit bracket No 5 using one of the fine threaded bolts you removed from the factory fuel tank guard. This screws into a threaded hole in the floor of the vehicle. **YOU MUST USE THE FACTORY BOLTS FOR BRACKETS No 5 AND No 6 BECAUSE THESE ARE A METRIC FINE THREAD AND A STANDARD M10 BOLT WILL NOT FIT.** Fix the bracket to the fuel tank guard again only a few turns.
12. Bracket No 6 requires you to squeeze your hand next to the transfer case to get this bolt on and do up again only a few turns. It may be easier to put the bolt into the hole of the bracket and feed it into position this way.
13. Now you can start to do up the bolts starting at brackets No 1 and working your way around to bracket No 7 at the front of the vehicle. To tighten bracket No 6 once you have turned in the bolt a few turns with your fingers you can get a socket with an extension bar and go over the top of the rear of the transfer case to access this bolt.
14. Note if you cannot do these bolts and nuts up a few turns by hand you may have cross threaded it so undo it and try again don't use a spanner because these mounting points are very difficult to fix.
15. It is recommended that all bolts are checked regularly to ensure that they have not come loose.
16. It is also recommended to clean between the fuel tank and guard on a regular basis.