



## Nissan Patrol Y62 Sump and Transmission Guard Fitting Instructions

Boo's Bash Plates have been designed to fit without any permanent modifications to the vehicle.

It is recommended to use hand tools only because the factory captured nuts can strip easily.

### Hardware Contents:

4x M8 high tensile bolts

4x M8 flat washers

1x Nutsert Tool

2x M10mm high tensile bolts

2x M10 flat washers

2x M10 nyloc nuts

4x M8 lock washers

2x M8 nutserts

1x Nutsert example piece

2x M10 lock washers

2x M10 clamp plates

1. Loosen the 2 bolts holding on the front of the factory front/radiator guard, they do not need to be removed all of the way. Remove the 2 bolts at the rear of the factory front/radiator guard and reinstall the guard using 2 of the included M8 bolts but only tighten a few turns.
2. There are no threaded holes in the cross member just behind the oil sump so you will need to install 2 of the supplied M8 nutserts using the insertion tool and instructions supplied. The holes in the crossmember are 250mm apart and are marked with arrows on the picture below:



3. Once the nutserts have been inserted, the transmission guard can be installed. Using 2 of the M8 bolts + lock washers + flat washes, screw the front of the transmission guard onto the installed nutserts just a few threads. Next, push the rear of the transmission guard up against the chassis and place an M10 bolt + lock washer + flat washer up through the rear of the transmission guard and up through the corresponding holes in the crossmember. Then place a clamp plate and nyloc nut over the end of the bolt and tighten just a few turns.
4. Slide the slotted front end of the oil sump guard above the rear of the factory front/radiator guard and onto the bolts installed in Step 1.
5. The rear of the oil sump guard will share the same bolts as the front of the transmission guard. Remove the 2 M8 bolts holding up the front of the transmission guard installed in Step 3, push the transmission guard up against the chassis, then push the rear of the sump guard up against the transmission guard and reinstall the 2 M8 bolts + lock washers + flat washers.
6. Once all of the bolts are in place with the plates properly aligned, they can now be tightened to the recommended torque.
7. It is recommended that all bolts are checked regularly to ensure that they have not come loose.



## INSTRUCTIONS FOR MANUALLY INSTALLING NUTSERTS

**Here is a YouTube video showing how to manually insert a nutsert.**

**[https://www.youtube.com/watch?v=AfQIYLSKGwI&ab\\_channel=KeithIfixit](https://www.youtube.com/watch?v=AfQIYLSKGwI&ab_channel=KeithIfixit)**

Although a proper nutsert installation tool is recommended and much easier to use, nutserts can be installed with regular hand tools by following the above YouTube video and these instructions.

We have supplied 3 nutserts and a test piece of sheet metal so you can practice one before you do it on your car.

Also supplied is a sample of a squashed nutsert showing what you are trying to achieve.

Screw nut onto supplied M8 bolt on tool.

Place washer onto bolt.

Put bolt through hole on supplied tool.

Place washer over bolt.

Screw nutsert onto bolt with 3 or 4 threads protruding out the end of the nutsert.

Tighten nut up finger tight so that the supplied tool is squashed between the nut and the nutsert.

Push nutsert into predrilled hole in the vehicle.

Use 13mm spanner on bolt and tighten the nut with a spanner, whilst also holding the supplied tool.

The intention is to expand the nutsert to prevent it spinning in the drilled hole.

Quite a bit of force is required to achieve this.

When complete undo nut and screw.