



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 bolt	4x M8 lock washer
4x M8 flat washers	2x M8 nutsert
2x M10mm high tensile bolt	2x M10 lock washer
2x M10 flat washer	2x M10 clamp plate (large washer)
2x M10 nyloc nut	

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 (AKA Rivnuts). You can use a special tool for this (<https://amzn.to/47iqEes>) or find DIY manual installation videos on YouTube. The holes in the crossmember are 250mm apart and are marked with arrows on the picture below:



3. Once the nutserts have been installed, the transmission guard can be fitted. 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.