

FITTING INSTRUCTIONS FOR AWD ENGINE & TRANSMISSION GUARD PLATE



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TOOLS REQUIRED:

Vehicle Hoist (or Trolley Jack and 2 Jack Stands), Angle Grinder with Grinding Disc, Socket Set.

(The Following can be supplied on Request)

6.8mm or 7mm Drill bit, M8x1.25 Thread Tap, 11mm Drill bit

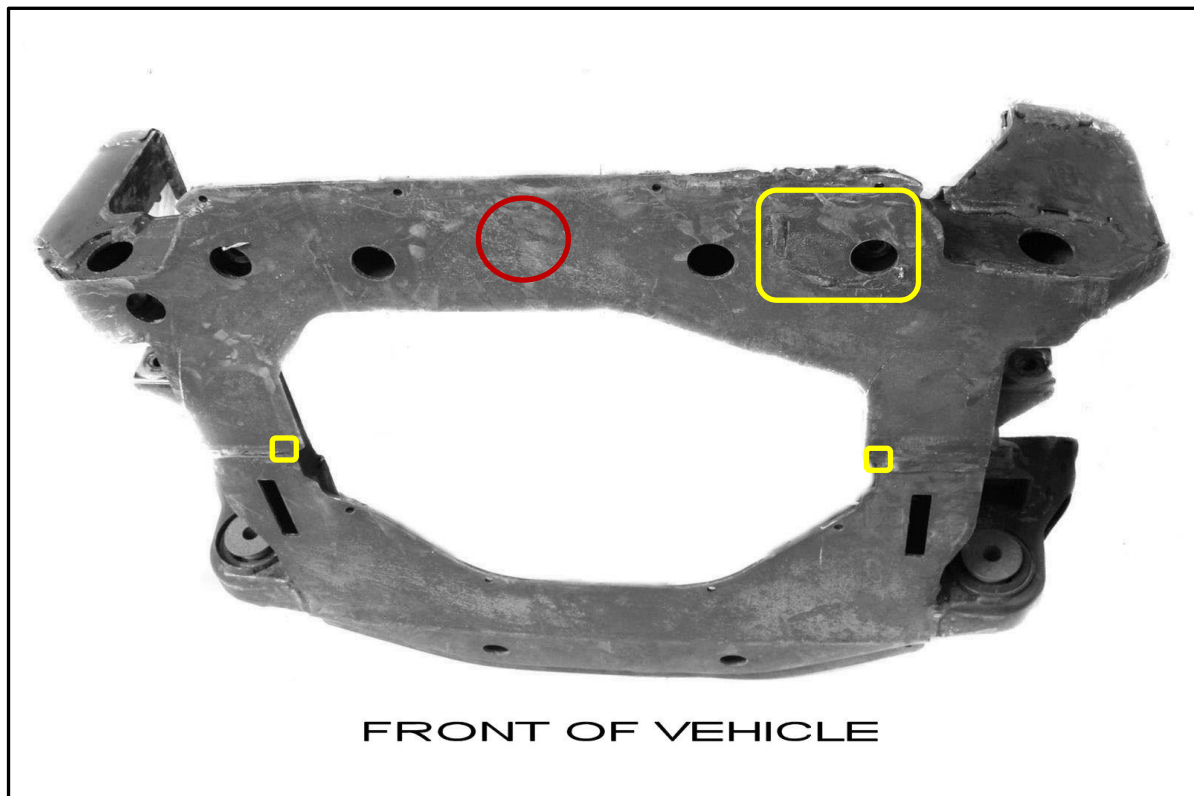
SIDE NOTE:

An Oil Soak Pad is installed – one can decide to remove this if one wishes so.

This pad is located under and just behind the Bell Housing. This will pick up any oil droplets arising either directly from a leaking Rear Main Seal, as well as any oil from the engine that gets blown back (from the Front Main Seal or Sump Plate Seal). This pad is Hydrophobic, and only absorbs hydrocarbons. It is made from Polypropylene, which will not melt or combust under normal running temperatures. 1 Pad will hold up to 500ml of oil.

INSTALLATION INSTRUCTIONS:

Lift vehicle (or with Handbrake on and Transmission in Park - Jack front of vehicle via the centre rear of the K Frame (Red Circle), and position Jack Stands under front Jack Points – (read your vehicle manual if not sure)



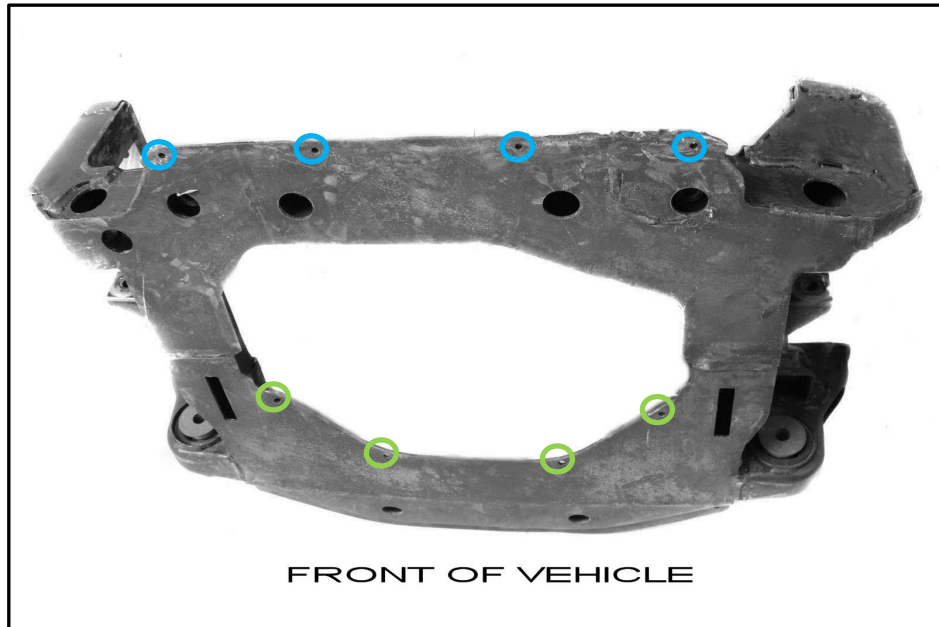
Use the Angle Grinder (with suitable Eye & Ear Protection) to flatten the Welds as shown above in Yellow Squares to allow the Plate to fit more snugly – *the Plate will still fit if you do not grind the welds down, but it will not sit neatly.*

Ideally, coat the exposed welds in Zinc Rich Paint (Cold Galv) to prevent corrosion.

FITTING INSTRUCTIONS FOR AWD ENGINE & TRANSMISSION GUARD PLATE

Using the 6.8mm Drill Bit, clear/ream the holes shown in **Blue**. Then using the M8 tap, thread the holes.

Using an 11mm Drill Bit (or 7/16th) drill the holes shown in **Green**. Insert the Speednut Clips provided in the kit (see photos)



SPEEDNUTS

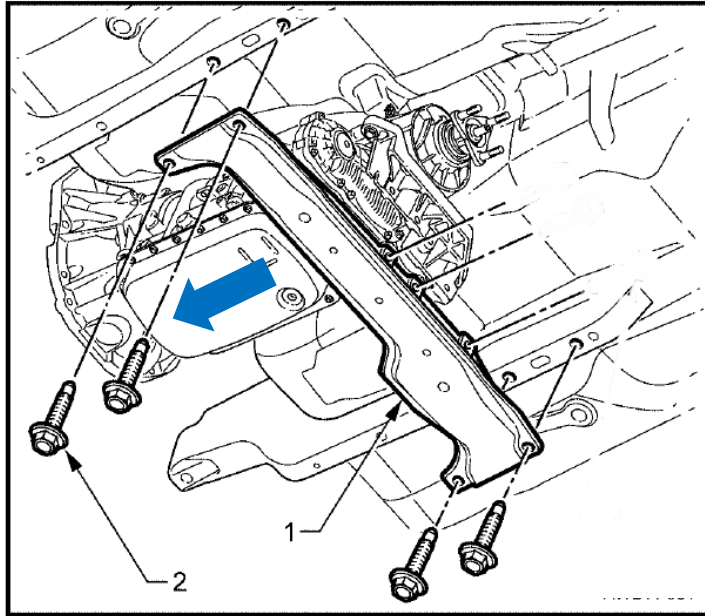
Introduce the rear (longer) plate, and using the supplied M8 bolts, hand tighten the 4 middle bolts (Location shown above in Blue).

Check the location of the 3 rear holes in the rear Transmission Crossmember. These holes are already threaded in M6 – see if the supplied M6 bolts will fit. If not, then chances are that the rear Transmission Crossmember has been removed at some time and relocated in a different position. In this case, follow the next instructions (**REAR TRANSMISSION CROSSMEMBER RELOCATION**) – otherwise, skip it.

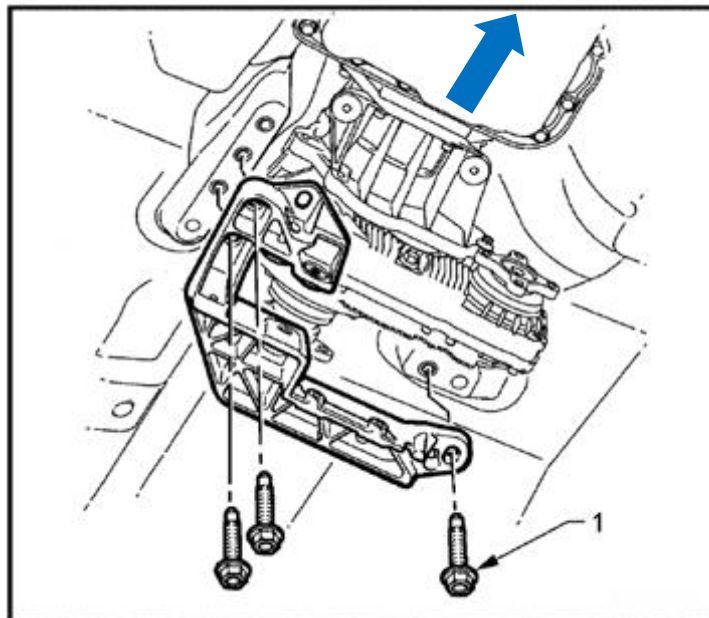
FITTING INSTRUCTIONS FOR AWD ENGINE & TRANSMISSION GUARD PLATE

REAR TRANSMISSION CROSSMEMBER RELOCATION:

Loosen the 4 bolts (2) holding the Crossmember (1) in place - **do not remove the cross member!**
(Note Blue Arrows show direction of front of car in both following images)



Locate the 3 large bolts shown below (1) (note Crossmember not shown for clarification only)
– loosen each bolt by several turns.



Readjust the Crossmember until the 3 bolt holes line up with the plate, then tighten the 3 large bolts (58Nm), then the 4 bolts on the Crossmember (54Nm) – if you are concerned that the bolts might loosen on their own, use Blue Thread-locker on each bolt.

FITTING INSTRUCTIONS FOR AWD ENGINE & TRANSMISSION GUARD PLATE

FITTING THE PLATE:

Install the Rear (longer) Plate with the M6 and M8 Bolts supplied.
Only finger tighten the rear 3 and keep the middle 4 (M8) bolts loose
(All supplied Bolts are 25-30mm long on purpose – easier for locating)
Slide the Front Plate between the K Frame and the Rear Plate – this will self-locate.
Insert the 4 Front M8 Bolts and finger tighten.
Check that it all looks square and the Bolts are free to turn, then tighten the Rear 3 Bolts, followed by the Middle 4 Bolts, then the Front 4 Bolts (15Nm).

OIL CHANGE TIME:

For engine Oil change, loosen the Middle 4 Bolts by a few turns.
Remove the Front 4 Bolts.
Slide the Front Plate forward and remove from the vehicle.
After Oil change, check if the Oil Soak Pad (if optioned on your bashplate) needs changing – remove the Middle 4 Bolts (the Rear plate will hang on its own on the Rear 3 bolts) remove the front 2 Nyloc nuts and loosen the rear 2 Nyloc nuts on the cage (the Bolts are fixed onto the Plate with Red Thread locker) – slide out the old pad and then slide a new one in and replace the Nyloc nuts (3Nm).

Replace the Middle 4 Bolts loosely. Install the Front Plate, Finger tighten the Front 4 Bolts, check it sits square, then tighten the Middle 4 Bolts before tightening the Front 4 Bolts (15Nm).



TRANSMISSION SERVICE:

For access to the Transmission and Transfer Case, remove the Front Plate, then remove the Middle 4 Bolts, followed by the Rear 3 Bolts (the Rear (longer) Plate is light enough to hold with one arm).
Reassemble in reverse order – see “**FITTING THE PLATE**” above.

KIT CONTENTS:

Front and Rear Matching Plates
4 X 8mm Speednut Clips (for the Front 4 Bolts)
8 x M8 Bolts & Washers (Front and Middle 4 Bolts)
3 x M6 Bolts & Washers (Rear 3 Bolts)
10 x Oil Soak Pads (optional extra)

Optional Items if/when required:

6.8mm or 7mm Drill bit
M8x1.25 Thread Tap
11mm Drill bit
Extra Oil Soak Pads (Polypropylene) Pack of 10, cut to size.