

BushSkinz 4x4 Transmission/Transfer Case Guards Mitsubishi NM-NT Pajero Installation Instructions

Step One:

Is to put the Transfer case guard in to position, for this you will need the one M10 (10mm thick bolt) along with its matching spring washer and flat washer. If you look to the rear of the Transfer case, you will notice either one or two empty bolt holes that are on the bottom of the floor of the car depending on if your vehicle is a LWB or SWB. You will need to position the guard so that the mounting arm (folded section of the guard) comes up behind the transfer case and use your fingers to insert the M10 bolt through the supporting arm and in to the spare bolt hole in the floor. You need to make sure the long straight edge of the guard with the 4 bolt holes is on the top side of the rear lip of the large centre cross member.

NP Model Pajero has the rear mount of the transfer case guard reversed and shaped to share the front bolt hole of the Mount for the Gearbox Safety Drag Cable. At the bottom of the instructions; the picture of the transfer case guard rear mount, you can see at the top of the image what the mount for the drag cable looks like. (Picture from an NS which doesn't require the mount to be revered to pick up this bolt as the vacant bolt hole has a thread in it)

(Note at the back of the Instructions there are 3 large images that illustrate how the Transfer case guard is installed)

Step Two:

Installing the Transmission guard is easiest with the help of a mate or if doing it by yourself, the easiest method if possible is to use a trolley jack and stable the guard with your hand as you wheel it under the vehicle and jack it in to position.

With that in mind you need to position the guard so that the end with two parallel folds and the two bolt holes is facing towards the front of the vehicle.

Step Three:

With the Transmission guard lifted up in to position so that the front two bolt holes line up with the factory bolt holes (located on the opposite side of the cross member that the rear of the sump guard bolts too). The first thing to do is to use two of the M8 30mm long bolts to bolt the front of the guard up.



Step Four:

Then you will notice at the rear of the Transmission guard that there are four bolt holes running across the back of the guard that are positioned just to the rear side of the large centre cross member. You will need to just move the guards around a little so that the 4 bolt holes of the transmission guard and the Transfer case guard line up.

What you need now is four M8 30mm long bolts, the four black 5mm spacing washers, Nyloc bolts, washers etc.

Step Five:

Now with these items handy what you need to do is insert one bolt (with washers) at a time so that the bolt is going up through the transmission guard up towards to underside of the vehicle. Now in the following order you will need to place the necessary parts on the top side of the guard so that each bolt passes through:

- 1) Transmission guard
- 2) 5mm black spacing washer (sits between the Transfer case guard and Transmission guard)
- 3) Transfer case guard
- 4) Flat washer
- 5) Nyloc nut

Repeat this process for each of the four bolts and tighten so that the guard is clamped securely on to the rear edge of the large cross member.

Step Six:

All that you need to do now is make sure that everything is nice and tight. You will need to use a 10 inch extension bar on your ratchet so that you can tighten the M10 bolt in the mounting arm on the back of the Transfer case guard, accessing it through the provision on the bottom of the guard. (If going on a long trip on corrugated roads it is a good idea to use some loctite just to help stop any of the bolts from rattling loose.)



**M10 Bolt through
Transfer Case Guard
in to vacant bolt hole
in floor pan behind
transfer case**

Rear of Transfer Case

