



LEGENDEX EXHAUST

PRODUCT CODE: EG-SETGU-2 & EG-SETGU-3

Nissan Patrol GU 3L TD Wagon & Ute 00-2016



CHECK YOUR PACK LIST

Once you have unpacked the system from the box make sure you have all parts that are listed on the packing list below.

COMPONENTS

Dump Pipe

Flex Pipe

Muffler / Resonator Pipe

Overaxle Pipe

Tail Pipe

GASKET KIT

3" 2-bolt gasket x 3

3" 3-bolt gasket x 1

Nut -Bolts-washer x 10

Flex bracket x2 + clamp x 1

Muffler support bracket x 1

Rear muffler hanger bracket x 2

Tail pipe Bracket x 1

TOOLS REQUIRED

- Socket ratchet and various length extension bars
- Sockets and ring spanners 10mm-19mm for removal of your standard exhaust.
- 14mm/ 9/16", 10mm, 12mm socket and ring spanner for your new exhaust installation.
- Spray lube (e.g. WD40, Innox, Rust Off)
- Portable light



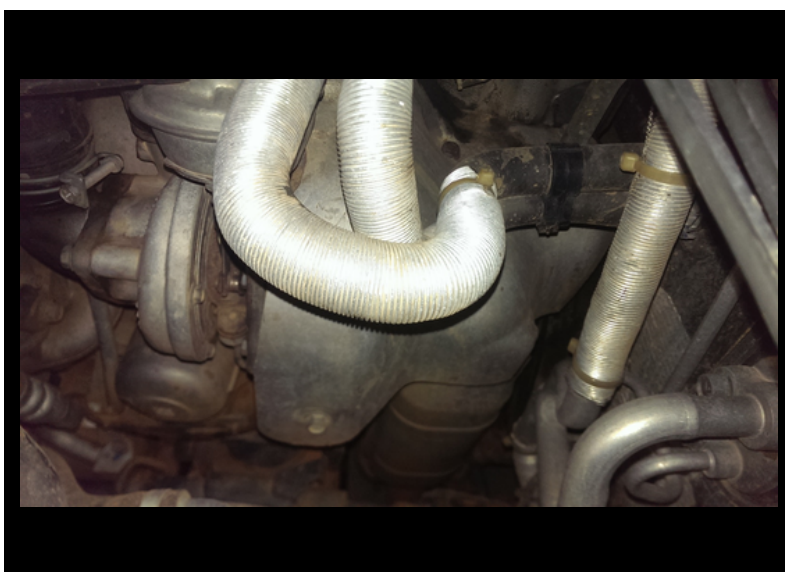
IMPORTANT

- BEFORE INSTALLING YOUR EXHAUST, PARK YOUR VEHICLE ON LEVEL GROUND ENSURING IT IS IN GEAR (OR PARK) AND THE HANDBRAKE IS APPLIED. NEVER USE A JACK TO SUPPORT THE WEIGHT OF THE VEHICLE WHILE WORKING ON IT.
- Wear protective clothing including eye wear when installing the exhaust system.
- Wait until the vehicle's engine and exhaust system has completely cooled BEFORE you begin to remove the existing exhaust.

REMOVING YOUR EXHAUST

STEP 1

The Heat shield is tricky to remove and can take a lot of time. Newer models with dual air-con take longer. We recommend removing the heat first the night before, so you can gain access to the turbo nuts, and apply LOTS of penetrating spray directly to the nuts

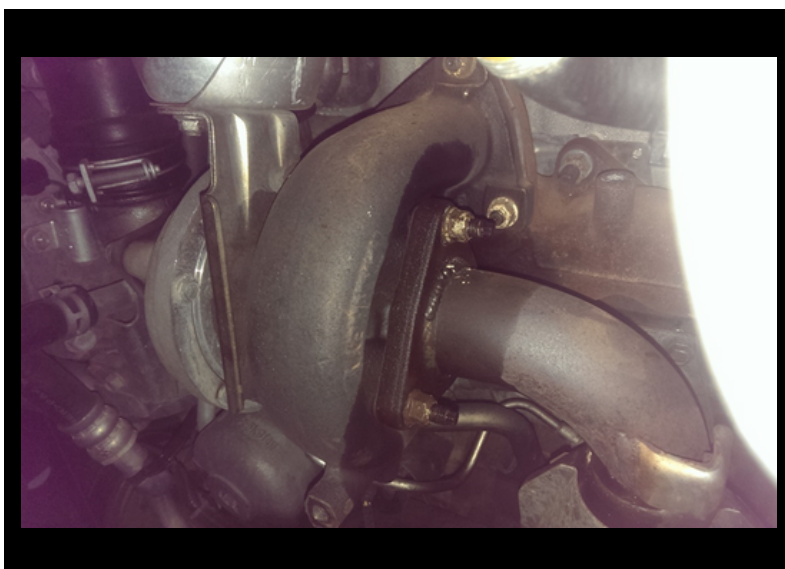


STEP 2

Once the engine is cold, generously spray the heat shield bolts with WD40 (or other spray lube) and leave to penetrate. Now spray all the factory exhaust mounting points on vehicle with spray lube.

STEP 3

Remove the 5 heat shield bolts. The heat shield can be removed by twisting the rear towards the passenger side of vehicle and rotating down towards the ground. It will also require a bit of wriggling. Now with access to the turbo studs spray WD40 (or other spray lube) and leave to penetrate while removing your factory exhaust



REMOVING YOUR EXHAUST

STEP 4

Starting with the tail pipe, undo all exhaust nuts and bolts working your way forward. Remove each part as it becomes separated from the exhaust. You may require some more spray lube to help dislodge from rubber mounts.

STEP 5

There is 1x12mm bolt on a bracket into the engine block that will need to be removed. When removing the dump pipe remove the 3 x 12mm bolts. Keep these bolts as they will need to be re-used on install. Now remove the dump pipe from your vehicle



STEP 6

When removing the dump pipe be sure to not damage the standard turbo gasket as this will have to be re-used if in good condition. Keep the gasket and turbo nuts and bolts safely aside for re-install

STEP 7

Ensure any damaged exhaust mounts are replaced at this time (or you may void your warranty) to prevent future problems (vibrations, rattling or breakage) once the new exhaust is fitted.

INSTALLING YOUR NEW EXHAUST

If you ARE installing a pyrometer it is easiest to install it into the dump pipe BEFORE the dump is fitted to the vehicle

If you ARE NOT installing a pyrometer, then install the ¼ tapered thread plug into the threaded boss in the dump pipe. We recommend using anti-seize on the pyro plug thread.

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STEP 1

Using the original turbo dump pipe gasket, nuts, and bolts, install the dump pipe and finger-tighten the nuts and bolts (M10x16mm washers + M10x1.25 lock nuts). Make sure you reuse the bolt from the block—this must be used to ensure proper fitment. You may need to remove the sway bar if you're doing an installation. Do not fully tighten yet; all components should only be finger-tightened at this stage.

STEP 2

Fit the muffler support bracket first, then install the muffler using M8x1.25 35mm bolts with flat washers and M8x1.25 lock nuts. Make sure everything is properly aligned before tightening



STEP 3

Next, fit the over-axle pipe to the muffler/resonator using the support bracket and hardware provided (M8x1.25 35mm bolt, flat washers, and M8x1.25 lock nuts).

The kit includes two brackets — use the short one for a wagon and the long one for a ute.



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STEP 4

Next, fit the tailpipe to the over-axle pipe, then install the tailpipe support bracket to the chassis. Wagons use the factory mounting point, while utes require the new bracket supplied in the kit.



STEP 5

Next, go back to the flex pipe and fit the support bracket to the gearbox. Use the short bracket for automatic transmissions and the long bracket for manual. Place the bracket inside the clamp, then mount the bracket onto the gearbox. Finally, strap the clamp and bracket around the exhaust and secure them to the gearbox using the supplied hardware.



INSTALLING YOUR NEW EXHAUST

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STEP 6

Because the nuts are not yet tightened, you'll have some movement in the exhaust system. Use this flexibility to align the exhaust mounts with the factory mounting points, while also maximizing clearance around the exhaust. All factory mounting points must be used—failure to do so may void the product warranty.

STEP 7

Your new exhaust is now fitted finger-tight to the vehicle. If you're satisfied with its position and alignment, begin tightening all nuts and bolts, starting from the dump pipe and working your way to the rear of the vehicle.

FINAL CHECKS ONCE SYSTEM IS INSTALLED

NOW THAT YOUR EXHAUST SYSTEM IS FITTED TO THE VEHICLE DO A FINAL CHECK OVER OF THE SYSTEM:

- Make sure all the factory mounts are used and all heat shields have been replaced where applicable.
- Double check all nuts and bolts are tight.
- You may now start the vehicle and run at idle for a couple of minutes.
- Now the vehicle is ready for a test drive. Once returning from test drive and vehicle has cooled check all nuts bolts, some may need re- tightening, and gaskets can be inspected.
- Also re-check tightness of the bolts after 20-50km

NOTES



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