

# P&P Engineering 2nd Gen Nissan Xterra Rear Corner Install Guide



Receiving & Opening your P&P Engineering Rear Corners for 2<sup>nd</sup> Gen (2005-2015) Nissan Xterra

Your corners should come packaged similarly with a full length and width piece of foam on the top of the box to enclose every side.

In the box will be:

2 corners - left and right side

2 Main truck mount brackets

1 parts/hardware bag

P&P Engineering Sticker or Decal



### Remove factory plastic corner

Remove Philips head screws in wheel well, under rear hatch and plastic clips under quarter panel. You will be left with the following as shown in Figure 1.



Figure 1 – Nissan Xterra rear quarter panel with factory plastic corner cover removed.

Remove the factory step structure bracket. 6 bolts.

Remove 2 plastic factory locating squares located just under the body line as shown in figures 2b & 2c below. These pull right out with no hardware. A Flat head screwdriver to pry them out may help. These will not be reused.

There is no need to remove the factory vent flapper.

Install P&P Engineering corner support as shown in Figures 2a, 2b and 2c

Some trucks came from the factory with only 2 threaded holes, not all 4 – as shown in Figure 2c. This is normal. Use the number of holes that your truck is equipped with from the factory.



Figure 2a – P&P Engineering Corner Support Bracket.



Figure 2b – P&P Engineering Corner Support Bracket.



Figure 2c – P&P Engineering Corner Support Bracket on truck with only 2 main bracket holes

Snug these bolts down good and tight without using excessive force. A torque wrench is not necessary.

Set corner on support bracket

The top bracket that is welded to the corner with the square slots will rest on top of the main support bracket that you just bolted to the truck – as seen in figure 3a.. Placing the carriage bolts through the holes will help keep the corner in place while allowing the corner to be moved into the correct position during the rest of the install – as seen in Figures 3b, 3c, 3d & 3e.



Figure 3a – P&P Engineering Corner Sitting on Main Support Bracket





Figure 3b, 3c, & 3d – Bolts placed through corner bracket and main support bracket

This may be done from the top with the help of a telescoping magnet, or can be accessed from the rear through the cutout for the LED reverse light if equipped.



Figure 3e - When reaching in from the bottom to insert the carriage bolts in the top bracket or start the nuts on the carriage bolts, it helps to have Rob Lowe arms.



### Loosely Place Lower Support Bolts

Just start the lower support bolts – show in Figure 4. Do not tighten them down in this step. Lining up the rest of the bolt holes will be extremely difficult if these bolts are tight. This is to keep from having to hold the corner in place during the remainder of the install ONLY.

**NOTE: \*\*\*The threaded holes for the lower support bracket may need to be thread chased with a thread chaser or tap (M8 x 1.25). These holes typically give the most resistance to the new bolts. Being closest to the ground and directly behind the rear tire they are prone to corrosion. Be patient when removing the factory hardware from these bolts and when installing new bolts into these holes. Work everything in slowly, backing the bolts partially out and back in as necessary.\*\*\***



Figure 4 – Lower support bolts called out with wrench

Install Screws in Rear Alignment Holes

NOTE: These holes reuse the factory screws.

Align the 2 holes in the rear of the corner that are accessible via opening the hatch. The flange on the corner may need to be slipped behind the rear bumper. A small amount of pressure may need to be applied to the corner to get the holes to align. The steel corners are not as flexible and compliant as the factory plastic corners. Shown in Figures 5a & 5b.



Figures 5a & 5b – Rear alignment flange with factory hardware

Install Screws in wheel well

Alignment Holes

NOTE: These holes reuse the factory screws. . A small amount of pressure may need to be applied to the corner to get the holes to align. The steel corners are not as flexible and compliant as the factory plastic corners. Shown in Figures 6a & 6b. Align the front of the corner with the body of the truck, put the mounting screw with a washer through the corner into the factory holes in the wheel well. Tighten firmly.



Figures 6a & 6b – Wheel well alignment hardware

Tighten all hardware

In reverse order of installation firmly tighten all hardware.

When you reach the carriage bolts in the mail bracket apply flat washer and nylock nuts. Tighten firmly. A long extension is helpful – shown in Figure 7.



Figure 7 – A long extension is used to tighten nylock nuts on carriage bolts used in main support bracket.

Finished!



















