

PANHARD ROD CLEARANCE NISSAN PATROL GU

Y61 Nissan GU Patrols (all models) fitted with the large spherical bushing in the chassis end of the Panhard Rod can experience a clearance issue at full compression of the coil spring. In a factory standard vehicle the radius arm will come into contact with the Panhard mount creating metal to metal contact.

Image shows the interference between the radius arm and chassis Panhard mounting bracket.

Roadsafe has established that this is happening with a factory radius arm in the factory mounting position close to bump contact (this illustration is not at full bump - another 2" to bump stop compression, coil springs have been removed in this illustration)

It must be noted that this vehicle has the spherical bush in the Panhard rod which does make the chassis bracket wider thus could be creating this issue.

Some Roadsafe products listed below move the diff forward, as per the design, and have the potential to exacerbate the factory clearance issue. A possible fix for some customers (lifted height consideration) is to increase bump stop length.

We do not recommend a specific length of extension as this will be a variable based on shock length, spring height, tyre size could be a factor.

A good rule of thumb is to have approximately 30mm of up travel remaining in the shock absorber at full bump stop. This allows for clearance based on the variable geometry of the suspension not compressing bump stops simultaneously when compared to offset with articulation.



Items which may exacerbate the factory clearance issue:

- RANPB
- RASWNIS
- RASWNISV2
- RASWNISV3
- DBPATL/R-B



Manufacturers Names used for reference purposes only.