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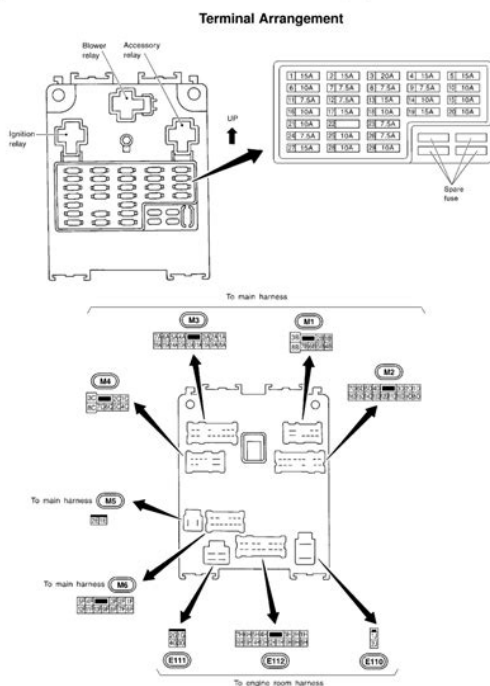
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- 1989 nissan patrol workshop manual, 1.0, 1989 nissan patrol workshop manual.

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NISSAN

PATROL

MODEL Y60 SERIES

Volume 1 of 2



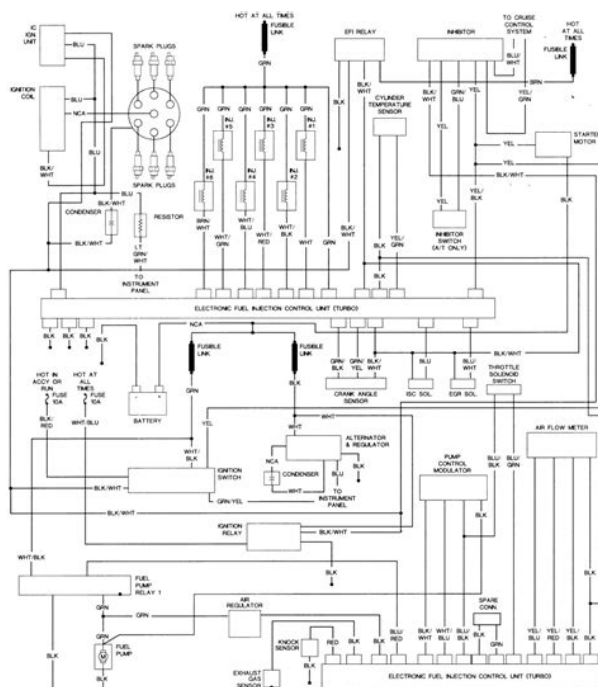
SERVICE MANUAL

Publication No. SM8E-WY60G0

The best thing about our car removal service is we pay you to remove your junk or scrap vehicles. Simon Says. "Homemade conversion" not Winnebago standard but much loved and served our needs for the last 10 years. Fully engineered as a motorhome licensed to carry two people, all documentation supplied drive on a car license. Nice and compact at 6m, you can take this bus anywhere. Please upgrade your browser to improve your experience. Workshop is still open for repairs only. Please allow extra time for deliveries as some freight is being affected by COVID19 with delivery times. STAY SAFE and dont hesitate to contact us for all enquiries. LMCT 10647 Phone 03 9735 9099 Colour Trim code EYO G with the hard to get woodgrain. LMCT 10647 Phone 03 9735 9099 LMCT 10647 Phone 03 9735 9099 LMCT 10647 Phone 03 9735 9099 LMCT 10647 Phone 03 9735 9099 LMCT 10647 Phone 03 9735 9099 Alloy Box on HD tray LMCT 10647 Phone 03 9735 9099. NISSAN has been producing live axle, four wheel drive Patrol wagons and cab chassis variants for an astonishing 65 years, but this is set to stop with the demise of the GU Patrol Y61 by the end of the year. This donk would eventually power the 4W's successor, the 60 Series, which would be the first Patrol officially sold in Australia. Early examples of the 60 had a three speed manual transmission and a two speed transfer case; a four speed manual was eventually introduced. The vehicle used in that 1962 crossing was a G60 Patrol, and it was piloted by famous geologist and founder of South Australia's Arkaroola Wilderness Sanctuary, Reg Sprigg. Sprigg was accompanied on the journey by his wife Griselda and their children Doug and Marge. By the time it was replaced by the MQ Patrol in September 1980, the 60 had certainly reached its use by date. Initially a four speed manual gearbox was the only option, but by the end of 1981 buyers of the deluxe seven seat wagon could opt for a three speed automatic transmission. A new limited slip rear differential was also introduced.

Importantly, the MQ also scored a five speed manual transmission, while the 24 volt electrical system employed on the SD33 diesel engine version was flicked in favour of a more traditional and therefore more compatible with most accessories 12 volt electrical system. However, the big news for Patrol was still a year away. Nissan held on to this technical and therefore sales advantage until 1990, when Toyota finally rushed the 80 Series to market. Sway bars were fitted at both ends and some models featured rear sway bar disconnects for increased wheel travel in offroad situations. Both engines were mated to a heavy duty, five speed manual or a four speed auto transmission, and power

was directed through a twospeed transfer case and parttime 4WD system. A limitedslip rear diff was standard, or a rear diff lock could be selected as an optional extra on some models. All wagons featured fourwheel disc brakes, while the cabchassis retained drums at the rear. The ST added cloth trim, power windows and mirrors, central locking, standard air conditioning and auto hubs with manual override. A highroof Ti model was added in 1989, which scored velour trim, carpet, rear air conditioning, upgraded sound system and alloy wheels. The highroof called the Safari Roof was flicked in 1991, although the Ti model was retained in the lineup, albeit with standard roof height. This was the same engine used in the Nissan Skyline and Holden VL Commodore and, while not ideally suited for use in a big, heavy 4WD like the Patrol, it proved popular thanks to keen pricing. This engine was only offered with a fivespeed manual transmission in sevenseat ST spec, which was later renamed ST3. Among other refinements, the 4.2litre petrol engine gained the benefit of electronic fuel injection EFI, which improved refinement but did little for the engine's thirsty nature.

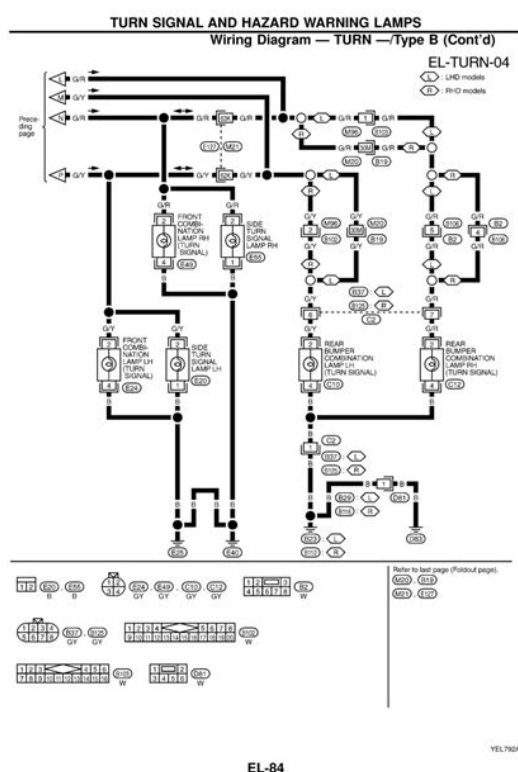


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Other updates included the addition of sideintrusion beams in the doors, tweaks to suspension and transmission, bigger brakes and changes to the standard equipment list. Ford offered both the TB42 petrolsix manual or auto and the TD42 dieselsix manual only. The coil cab offered vastly superior ride to the leafspring cabchassis variants, especially when unladen or with only a light load on board. The boosted engine produced the same peak power as the TD42 85kW, albeit at slightly higher revs 4400rpm as opposed to 4000rpm, but couldn't match the bigger, naturally aspirated engine for torque output, making just 235Nm at 2400rpm as opposed to 264Nm at 2000rpm. Nevertheless, onroad performance was similar thanks to significantly shorter gearing; the tradeoff being less relaxed highway touring. Only available with a fivespeed manual transmission, the RD28T's gearbox was a lighter unit than the one mated to the TD42, and it also missed out on the latter's excellent transmissionmounted drum parking brake. Nevertheless, the TD42 Patrol was the favourite among outback tourers who loved this engine's relative simplicity, decent performance and legendary reliability. For those who wanted extra performance, a number of Nissan dealers offered the superbly engineered Safari turbo and intercooler kits as a dealerfit option. Nissan fans had high hopes when a rumoured replacement for the GQ Patrol was set to land in Australia in 1997 but, initially at least, many would be disappointed. And while the petrol sixpack offered decent

performance on the road and a good spread of torque 145kW at 4000rpm; 350Nm at 4300rpm, it was thirsty and not at all aligned with the market that Nissan had previously cultivated with Patrol, which in the latter years of the GQ model was heavily skewed towards diesel sales. Claimed power was up to 95kW at 4000rpm and torque up to 252Nm at 2000rpm, but in the GU Patrol the engine had to deal with an additional 230kg of weight compared to the GQ.

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Unfortunately, the new turbodiesel was not the most refined engine around; performance below 2000rpm was wanting, and above that there was a sudden surge as the turbocharger did its thing. However, with a heavier body to lug around, performance was somewhat blunted. The lowboost turbo boosted output to a modest 114kW and 330Nm and, importantly, it didn't affect the big diesel's flexible lowrpm grunt. By mid1999, the TD42T was made available in Patrol ST wagon specification, making it the most powerful diesel engine in its class Toyota only offered the 1HZ in the 100 Series Cruiser at this stage and was yet to reintroduce an electronically injected version of the 1HDFT. This was the first time a Patrol had been powered by an engine that wasn't a straight-six. With a claimed 116kW and 354Nm, the ZD30 promised a modern alternative to the oldschool TD42 and TD42T powerplants, as well as an auto transmission. However, the new engine had a few gremlins and it gained a reputation for poor reliability. Problems included fuel pump issues and piston failures, and Nissan eventually increased the oil capacity of the engine and lowered the oil viscosity rating in an attempt to resolve the faults. Backto back testing back in 2003 showed that the more modern ZD30 had a slight performance edge over the TD42Ti, but the latter felt more refined. Its legendary reliability and simplicity the only electronic component on the TD42Ti injection pump was a throttle position sensor that interacted with the EGR valve made it more suited to remote outback travel. Having said that, the TD42Ti could get quite hot when driven in soft sand, but fitting a bigger aftermarket radiator was an easy fix. The ST and Ti models also received larger diameter 17inch wheels, and Nissan put some effort into NVH improvements. The 3.



0litre ZD30 turbodiesel also came in for some upgrades, with improvements to the injector pump design, revised injector nozzles, reduced engine friction, an ECU tweak and larger exhaust diameter. Power was up slightly to 118kW at 3600rpm and torque in manual variants increased to 380Nm at 2000rpm autos remained at 354Nm. In 2013, the introduction of the new petrolonly independent suspension Y62 Patrol heralded the demise of the GU 's 4.8litre petrol six, meaning the only remaining GU engine option, in both wagons and utes, was the fourcylinder ZD30. Back then, Nissan's Australian arm had some influence over the Patrol's design and the development of the engines that would best suit our market, but that's no longer the case. There have been plenty of rumours doing the rounds that V6 and V8 diesel engines might find their way under the bonnet of the Y62 Patrol, but that will not happen in this generation of Patrol. A big V8 engine gives it exceptional performance. News Please enable JavaScript to view the comments powered by Disqus. All Rights Reserved. All Rights Reserved. Book your inspection now Vehicle inspection is based on walkaround and startup only and is the opinion of the BookingIn Officer. Full inspection is recommended SNJN1WRGY60A0016653 10750021 GST Note GST is included in the final bid price of this item. GST is included in the buyers premium. See User Agreement If you are unsure do not bid as no refunds will be given. By registering and bidding, you have agreed to GraysOnline terms and conditions of sale. If necessary please familiarise yourself with them prior to bidding on any items in this auction. The terms and conditions of the online auctions may change from time to time. Please ensure you clearly read the special terms and conditions contained in this page and also in the bidders agreement.

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