

Installing PML NAG1/722.6 Low Profile Stock Capacity Transmission Pan on a 2012 Wrangler



THESE ARE THE INSTALLATION STEPS BY A PML CUSTOMER, SCOTT. THESE ARE FOR REFERENCE ONLY AND ARE NOT OFFICIAL PML INSTRUCTIONS. INSTALLER SHOULD VERIFY FILTER AND FIT OF PAN.

PML THANKS SCOTT FOR HIS GREAT DOCUMENTATION AND PICTURES.

First, I had to remove an after-market oil and transmission pan skid plate.

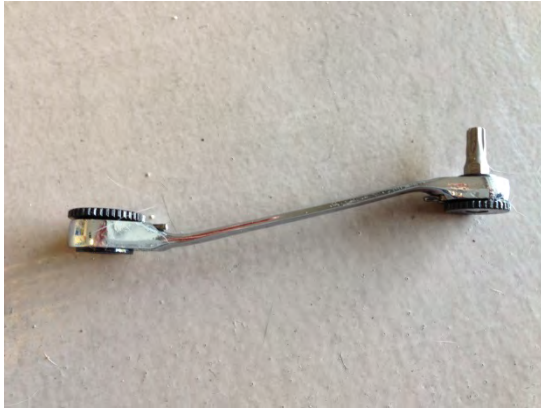
Once removed, I was able to access 4 of the 6 Torx-head bolts (size T30) that hold on the stock pan.



The rear-most 2 Torx-head bolts that hold on the stock pan were above the main cross-frame member (not an easy piece to remove as the gas tank skid, the transfer case skid and the transfer case itself are bolted to it). I attempted to remove the 2 most-rear Torx - there wasn't enough room to get a socket and wrench.

I tried various extensions, universal joints, and I even cut the end off a folding Torx and attempted to use a vice-grip (locking pliers) to back out the screws. Didn't work.

Went the hardware store and found this:



Which allowed me to use a T30 bit in this wrench. That worked for me to get out the rear-most 2 Torx bolts.

I used a 20"x27" "mixing tub (used to mix mortar/concrete) as a catch which worked really well - far better than any oil drain pan (which are typically 12-16" in diameter). The mixing tub isn't very expensive either.



Once most of the fluid drained, the stock pan came off without any prying. However, because of the exhaust cross over pipe there wasn't enough room to slide the pan out of the way, and hard oil line in the front of the transmission prevented me from sliding the pan forward, then out. Also, there would not be enough room to install the PML pan without moving the exhaust cross pipe.

Fortunately, there are 2 flange connectors on either side of the transmission that can be disconnected (using 1/2 deep socket and 1/2 box wrench) which will give you enough movement of the cross over pipe to remove the stock pan and install the PML. There is no other way I can see to install without having to unbolt these exhaust flanges and drop the cross over pipe.



Installed the new filter, wiped dry the machined surface of the transmission.

I used Permatex Ultra Copy Maximum Temperature RTV Silicone Gasket Maker.

Installed the PML pan per instructions.

I mounted the drain plug and temp sensor.

Wiped off the excess Gasket Maker that squeezed out.



Added ATF fluid. A bit less than 4 quarts came out and that's the amount of new ATF I put back in.

