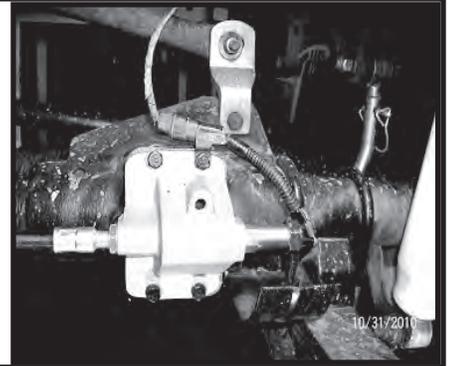


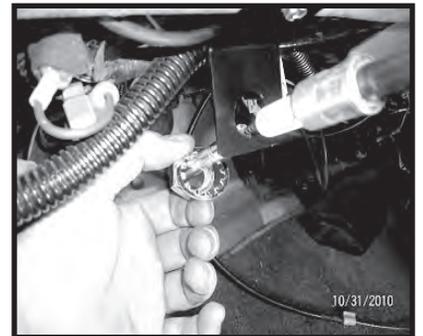
CABLE LOCK KIT DANA 30 87-95 YJ/XJ**PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN**

NOTICE: The CABLE LOCK kit was designed for stock applications only. Length of cable has been determined when used with an unaltered vehicle. Please check for any modifications that have been done to your vehicle. The routing of the cable is critical for proper function. The cable must be routed away from any heat source or sharp edges that may cause damage to the cable. Tight bends may cause improper function of the cable. Always check the areas on or near both sides of the body where holes may be drilled. When raising a vehicle it is always best to use jack stands and to chalk the wheels.

Step 1. Mount the control cable. The passenger side of the steering column is highly recommended for mounting. The cable should not interfere with the gas pedal or any other control cables. Check the areas around the hole and on both sides of the fire wall for any obstructions before the hole is drilled. (XJ ONLY- You will need to remove the insulation around the hole that you will be drilling). You will need to use the cable or preferably a straight edge or ruler to locate the hole to be drilled in the fire wall. Mark the location of the hole to be drilled. Using an 11/16" drill bit or hole saw, drill the hole thru the fire wall. You will need to debur and paint the area around the hole to prevent rust.



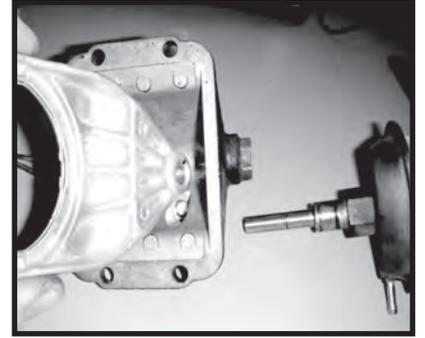
Step 2. Attach the mounting bracket to the bottom of the dash. Remove the retainer nut and lock washer from the control cable. Route the cable thru the mounting bracket. Before you route the cable thru the fire wall slide on the nut and lock washer. Now feed the cable thru the fire wall. Once all of the cable has been fed thru the fire wall tighten the nut to secure the cable to the bracket. Route the cable thru the engine compartment down to the front axle. When routing the cable make sure it is routed away from any heat source or sharp edges that may cause damage to the cable.



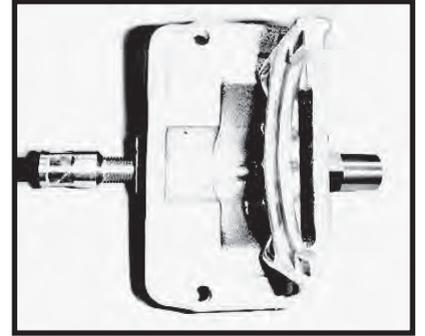
Step 3. Remove the factory actuator housing. Unplug the factory wiring clip from the sensor on the actuator housing (If Equipped). Remove the vacuum lines from the vacuum diaphragm. Before you unbolt the actuator housing, place a drain pan under the axle to catch any fluid that may drain out. With the actuator housing removed, all gasket material and dirt or debris will need to be cleaned and from the surface and inside the housing. The diaphragm shield may be removed if needed.



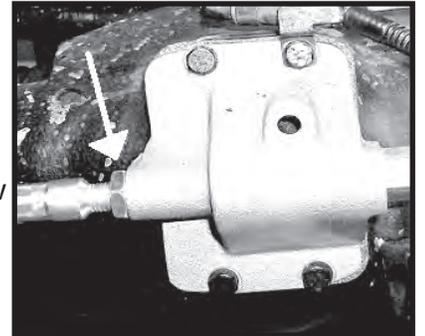
Step 4. Remove the shift fork from the actuator housing. This can be done by removing the three E-clips that are attached to the mode shaft inside the actuator housing. When removing the shift fork it will be necessary to inspect for cracks or wear. If any damage is found on the shift fork it will need to be replaced for proper function and reliability.
Item #450100 shift fork.



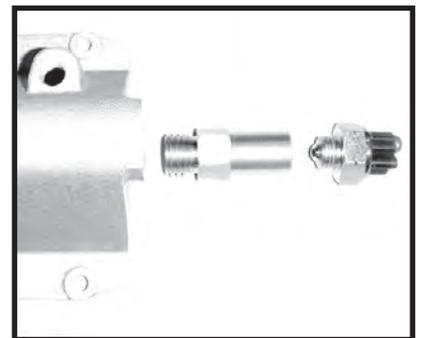
Step 5. Connect the cable to the new actuator housing. Verify the routing of the cable prior to mounting the actuator housing. To attach the cable to the new housing you will need to thread the adjustment nut onto the cable first. As you insert the cable into the housing you will need to place the shift fork in to the new housing and feed the cable thru the fork. With the cable and fork inserted into the new housing you will need to rotate the assembly and thread onto the cable. Next you will need to attach the brass sensor adaptor to the housing. A small amount of thread sealant will be necessary.



Step 6. Once the new actuator housing is assembled you will need to adjust the depth of the cable to align the notches for the E-clips. Install the three new E-clips onto the shift fork shaft. Cycle the cable in and out to ensure full travel of the fork. Once the fork has been properly adjusted, tighten the lock nut on the shift fork cable. Using the gasket supplied, bolt the new housing to the axle. Make sure the shift fork is properly inserted into the axle shaft slip collar. Tighten all bolts in accordance with the factory torque specifications.



Step 7. Install the vent hose in the new housing (If Equipped). If the factory cover did not have a vent hose, install the supplied plug. Install the four wheel drive indicator switch into the new housing, thread locker will be needed. Refill the differential if any fluid was lost.



Step 8. Install the factory wiring to the new sensor (If Equipped). You will need to cut the factory wiring harness off of the original sensor. Using the supplied connectors terminate both wires. The terminals are not polarity specific. If your Jeep was not equipped with a harness you will have to use the supplied wire to make connections. Locate a chassis ground for one of the leads. Make sure the ground lead will be long enough for complete axle travel. Once you have determined the length of the ground cut the correct length of wire. The other section of wire will be routed and spliced into the factory vacuum switch. Terminate the ends of the wire with the supplied connectors and attach to the new switch.



Step 9. You will need to trace the vacuum line back closest to the motor. Remove the vacuum line and cap off with the supplied rubber cap. Once the installation is complete, check for any oil or vacuum leaks. Test drive the vehicle and check for proper operation of the new cable lock kit.



Cable Operation Procedures

Engaged- Place the transfer case into four wheel drive. Press and hold the red push button on the control cable and pull the cable outward. The vehicle may have to roll slightly for the coupler to fully engage. Once the cable lock has fully engaged adjust the hold/release knob clockwise to secure the cable.

Note- The hold/release feature is to prevent the cable from disengagement due to vibration. This feature will not prevent movement of the cable if force is applied.

Disengage- Place the transfer case into two wheel or neutral position. Release the hold/release knob by rotating it counter-clockwise. Press and hold the red push button on the control cable and push the cable inward. The vehicle may have to roll slightly for the coupler to fully disengage.

For Technical Assistance Contact:
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