

ITEM	DESCRIPTION	QTY
1	BRACKET, TRANSMISSION	1
2	BRACKET, LARGE SHIFTER	1
3	CABLE END, SHIFTER	1
4	BRACKET, SMALL SHIFTER	1
5	CABLE END, TRANSFER CASE	1
6	CABLE	1
7	GROMMET, FLOOR	1
8	JAM NUT, 1/4-28	2
9	E-CLIP	2
10	SCREW, BUTTON HEAD, M6-1.0 × 16MM	1
11	NUT, NYLON LOCK, M6-1.0	1

INTRODUCTION

This B&M Transfer Case Cable Shifter replaces the stock Jeep JK cable (standard-duty, plastic terminals) with a heavy-duty cable (larger diameter, metal terminals), giving you a more durable and dependable system. This kit is especially suited for off-road drivers who regularly use their transfer case's various ranges.

Before starting, take the time to read and understand these instructions.

Also, use the parts list to verify your kit's contents. In the

unlikely event that any parts are missing, please contact B&M Technical Support for replacements.

We recommend that you retain all factory parts.

NOTES

- Installation requires minimum mechanical skill. If this job is beyond your abilities, seek the services of a qualified technician.
- If you do not understand any part of these instructions, please call **B&M Technical Support** for assistance.

- **WORK SAFELY!** Park the vehicle on a clean, level surface, and support it on jack stands so that all four wheels are off the ground. This will help both during installation, and when checking adjustment.

CAUTION: NEVER work under a vehicle that is supported only by jacks!

REMOVE THE STOCK SHIFT MECHANISM



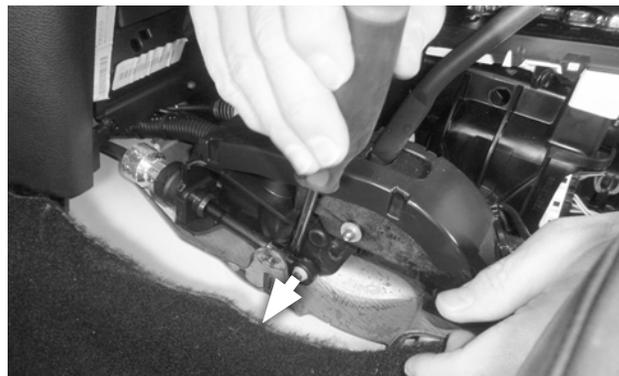
1. Remove the transfer case shift knob by grasping it firmly and pulling it off the lever.



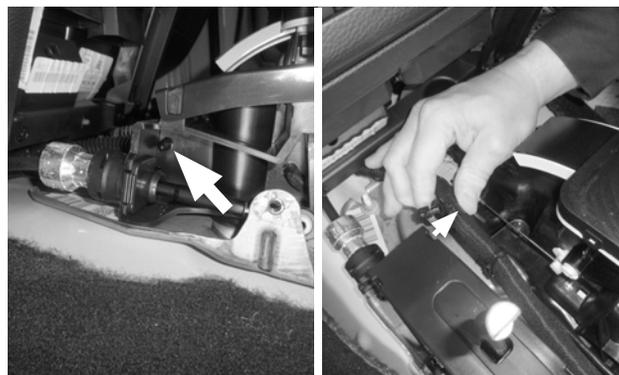
2. Remove the center console. Interiors may differ among trim levels and model years. Refer to your vehicle's service manual for detailed instructions.



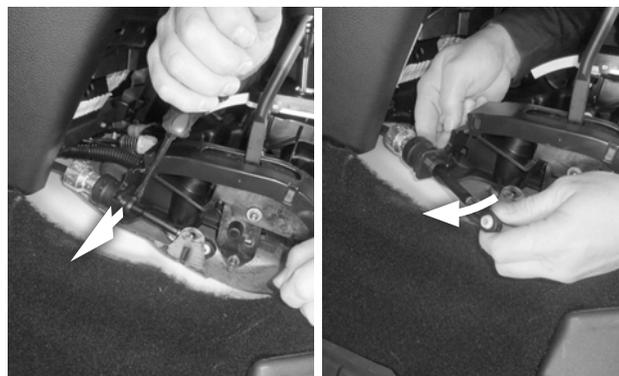
3. Remove the console base to access the stock shift cable. Refer to your vehicle's service manual for detailed instructions.



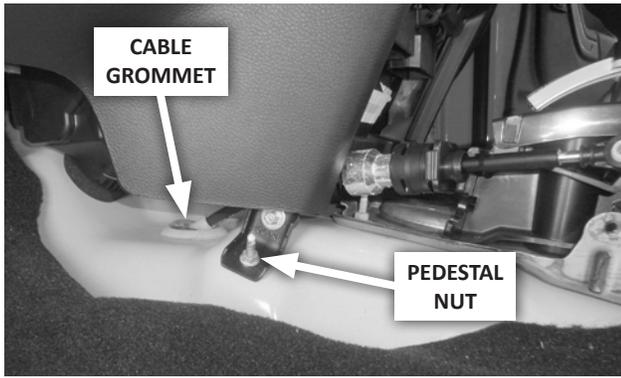
4. With a flat-tip screwdriver, pry the cable end off the pin on the transfer case shift lever.



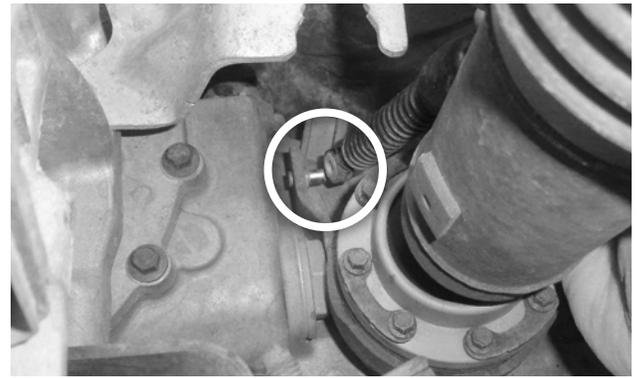
5. Detach the wire loom clamp from the front passenger-side of the shifter base.



6. Carefully pry the cable out of the left side of the shifter base.



7. Push the cable grommet down through the hole in the floor pan. Then loosen the nut on the pedestal bracket, backing it off the stud about two-thirds of the way (enough to allow cable removal in the next step).



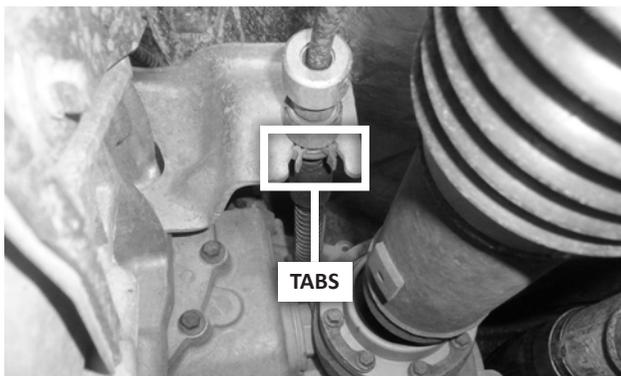
10. With a flat-tip screwdriver, pry the cable end off the pin on the range lever. Finish removing the cable from the floor pan hole and the vehicle.



8. Push the cable partially under the dash pedestal and down through the floor pan.



11. At the top of the transmission, disconnect the wire loom from its bracket.



9. Detach the cable from its bracket by pulling both tabs on the retaining clip downward one at a time.



12. Remove the 2 nuts, the wire loom bracket, and the transmission bracket.

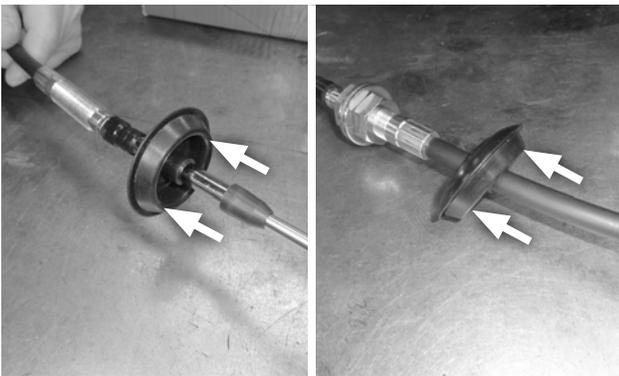
INSTALL THE B&M CABLE SHIFTER



13. Install the B&M transmission bracket [item 1]. Do not reinstall the wire loom bracket, as the stud is too short. (If necessary, use a cable-tie to secure the wire loom.)

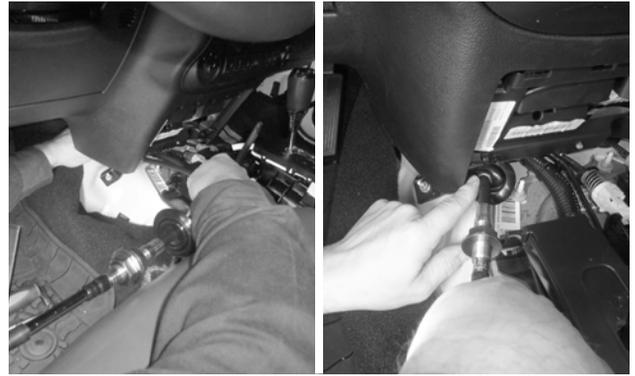


14. At one end of the cable [6], pull the large dust boot off its joint, then remove and set aside both jam nuts and washers.



15. Push the floor grommet [7] onto the cable, wide or "up" end first. Slide the grommet down the cable to near the crimped ferrule at the other end.

NOTE: A solution of soapy water will ease installation of the grommet.



16. Feed the end of the cable without the jam nuts and washers down through the hole in the floor pan.



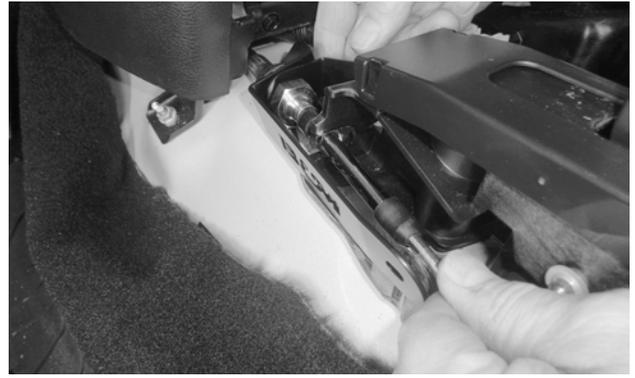
17. Stop when the threaded section of the cable housing reaches the dash pedestal. Remove (and retain) one jam nut from the cable housing, and remove (and discard) one washer.



18. Remove the nut at the front left corner of the shifter base.



19. Slip the large shifter bracket [2] over the cable end, followed by the small shifter bracket [4].



22. Guide the cable over the shifter base and into the notch at the front of the shifter.



20. Install the jam nut only (not the washer) on the cable housing, and run it down until its face is flush with the rear thread.

NOTE: The jam nut must be flush with the cable housing's rear thread to give the shift lever the maximum range of travel.



23. Work the small bracket to the right side of the shifter (where the wire loom was located).



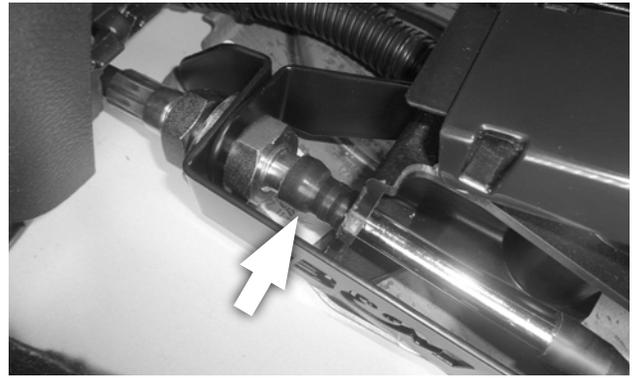
21. Slip the large bracket over the shifter base mount stud (nut removed at Step 18).



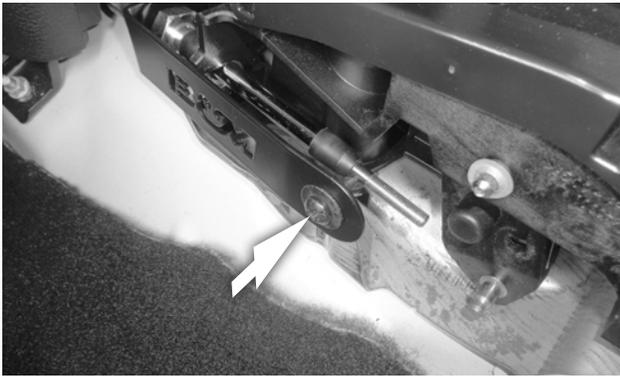
24. Hand-start the shifter base nut on its stud (over the large bracket).



25. Hand-start screw [10] and nut [11] through the shifter and small bracket (screw head to the left, nut to the right).



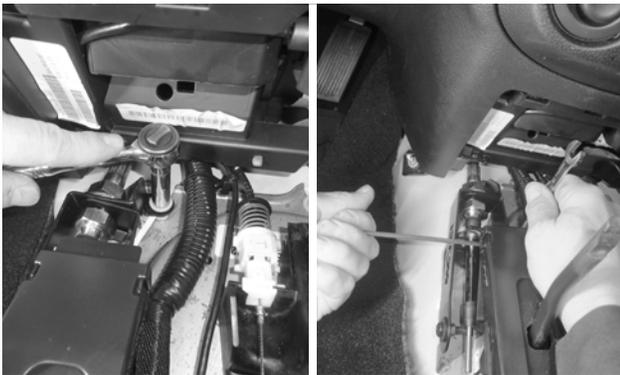
28. Push the dust boot back over its joint.



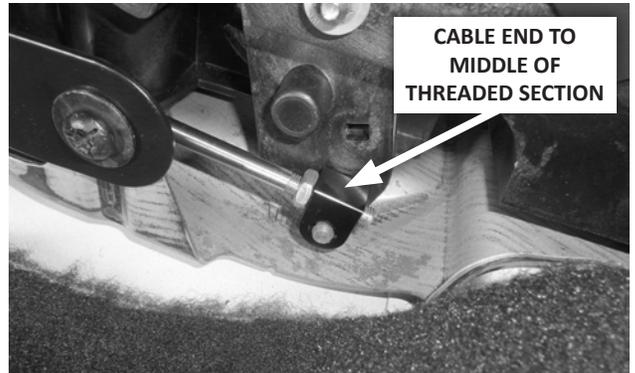
26. Temporarily install and tighten the stock console base screw and washer, securing the large shifter bracket to the shifter base.



29. Tighten the front jam nut (closest to the dash) against the two shifter brackets and rear jam nut.



27. Tighten the shifter base nut (installed at Step 24) and the small bracket screw and nut (installed at Step 25).

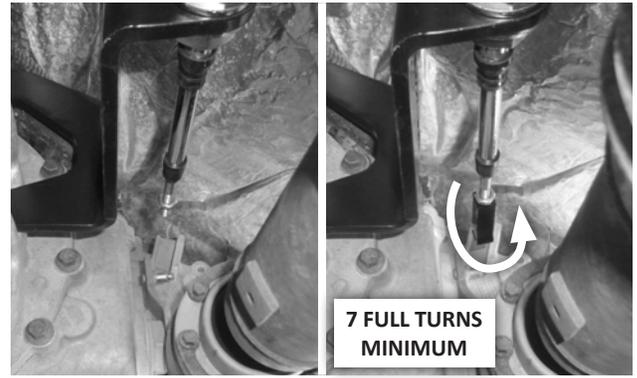


30. Install the jam nut [8] and the shifter cable end [3], locating the cable end in the middle of the threaded section. Then slip the cable end over the shifter pin.

NOTE: The cable end must be located in the middle of the threaded section to give the shift lever the maximum range of travel. The cable will be adjusted at the transfer case end.



31. Install e-clip [9] on the shift lever pin, then tighten the jam nut.

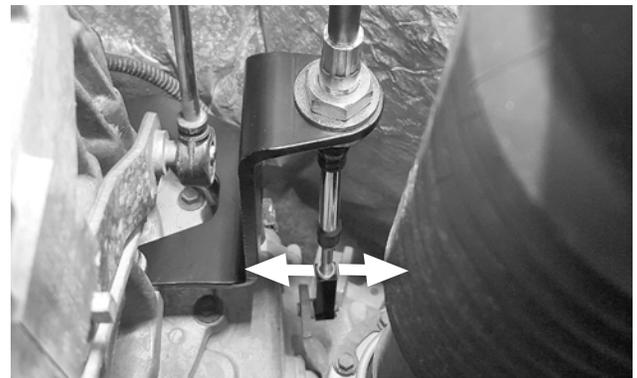


34. Install the jam nut [8], then install the transfer case cable end [5], turning it a **minimum of 7 full turns** onto the cable.

NOTE: When installation and adjustment is complete, the transfer case cable end must have at least 7 threads engaged.



32. Work the floor grommet into the hole in the floor pan.



35. Verify that the shifter handle is in the “2H” position (fully forward), and that the range lever is moved fully forward. Then adjust the transfer case cable end as required, until it moves freely on and off of the pin on the range lever. Then finger-tighten the jam nut.

NOTE: If the cable end reaches its 7-thread minimum engagement but more cable length is required, turn the jam nuts at the transmission bracket away from the cable end (to pull the cable housing through the bracket).



33. Install a jam nut and washer on the cable housing, feed the cable through the transmission bracket, then run the second washer and nut down finger-tight against bracket. Reinstall large dust boot over its joint.

36. **ADJUSTMENT CHECK:** With the cable end installed on the range lever pin, and all 4 wheels off the ground, move the shifter handle through each position. Check the driveshafts in each position, to see whether or not they are engaged with the transfer case as described below. Adjust the cable if necessary.

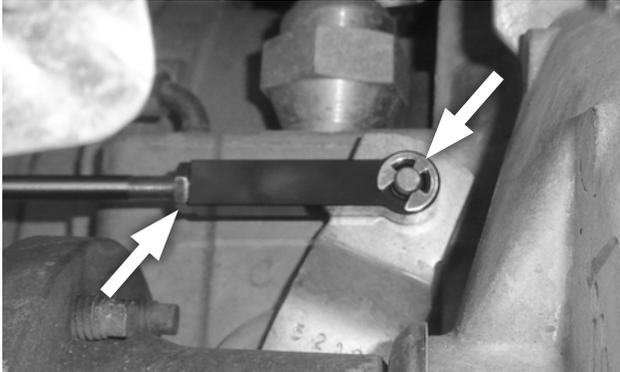
POSITION	FRONT SHAFT	REAR SHAFT
2 High	Disengaged	Engaged
4 High	Engaged	Engaged
Neutral	Disengaged	Disengaged
4 Low	Engaged	Engaged



37. After verifying adjustment, tighten the large jam nuts at the transmission bracket.



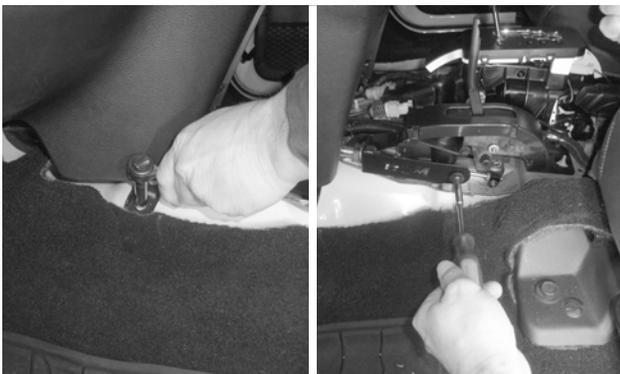
40. Reinstall the console base according to your vehicle's service manual.



38. Install e-clip [9] on the range lever pin, then tighten the jam nut.



41. Reinstall the center console according to your vehicle's service manual.



39. Tighten the pedestal bracket nut (loosened at Step 7). Then remove the console base screw and washer (temporarily installed at Step 26).



42. Push the transfer case shift knob firmly onto the lever.

Congratulations, your B&M Transfer Case Shift Kit is now installed and ready to enjoy!

KEEP THESE INSTRUCTIONS FOR FUTURE REFERENCE

B&M Performance maintains a highly-trained technical service department to answer your technical questions, provide additional product information and offer various recommendations.

B&M TECHNICAL SUPPORT: (866) 464-6553

