

JEEP TJ & (XJ 84-01) ATLAS 2 SPEED CABLE SHIFTER units built before 4/30/12

KIT CONSISTS OF:

No.	Qty	Part No.	Description
1	6	340615	BOLT- 1/4 -20 X 5/8 Button Head Socket Cap Screw
2	2	303351	BOLT 3/8-16 X 1 3/4 LHSCS
3	3	303346	BOLT- 1/4 -28 X 5/8 S.H.C.S. plain
4	15	303345	SEALANT-BUTYL TAPE
5	1	303344	Pivot Dowel Pin (Ground) 2.25
6	2	303343	Access plug
7	3	303341	BOLT- 1/4 -28 X 5/8 B.H.C.S.
8	4	303339	BOLT- 1/4 -28 x .75 F.H.C.S.
9	1	303337	KNOB- CABLE REAR
10	1	303336	KNOB- CABLE FRONT
11	2	303335	LEVER- CABLE SHIFTER
12	1	303334	COVER- TJ CABLE SHIFTER HOUSING
13	2	303333	MOUNT- ATLAS CABLE SHIFTER TJ PIVOT
14	1	303332	LEVER- ATLAS TJ CABLE SHIFT LT
15	1	303331	LEVER- ATLAS TJ CABLE SHIFT RT
16	1	303330	HOUSING- ATLAS TJ CABLE SHIFTER
17	2	303319	NUT- RETAINING CABLE 42RLE ATLAS
18	2	303318	BLOCK- ATLAS SHIFT RAIL CABLE MOUNT
19	2	303313	ROD END- FEMALE 1/4 -28
20	4	303312	BUSHING- IGUS 3/8
21	2	303311	CABLE- ATLAS SHIFTER, 48", 1" CLAMP/THREAD
22	2	303305	BARREL- ATLAS SHIFTER CABLE
23	1	303303	RETAINER- SHIFTER BARREL
24	2	302455	COTTER PIN- 3/32 x 3/4"
25	2	302454	CLEVIS PIN- 1/4 x 1"
26	3	302450	FLANGE BOLT- 5/16 -18 x 1/2 SERRATED
27	1	302400	BRACKET- ATLAS JK/JL CASE CABLE MOUNT
28	1	302401	TAB- ATLAS JK/JL CASE CABLE LOCK
29	1	302451	FLANGE BOLT- 3/8-16 x .875

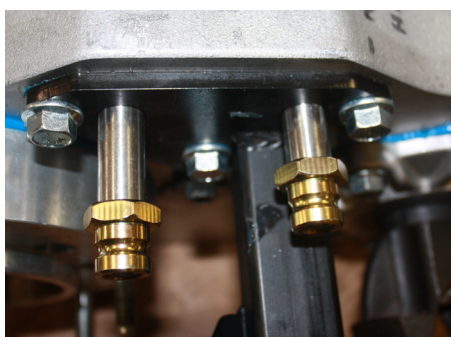
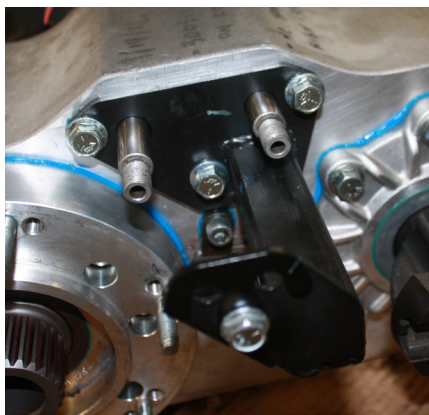
Jeep XJ's may require a bit of trimming on the console bezel insert.

NOTE ON SHIFTING: The Atlas Transfer case is a synchronized unit. The transfer case shifts best when the shafts are spinning. Note that when the transfer case is shifted when not in motion, the teeth may or may not be aligned. If the teeth are aligned, then the unit will slip into gear easily. If the unit does not slip into gear easily, then no amount of pulling on the handle will cause the unit to shift. The transfer case must be spun slightly and then it will shift.

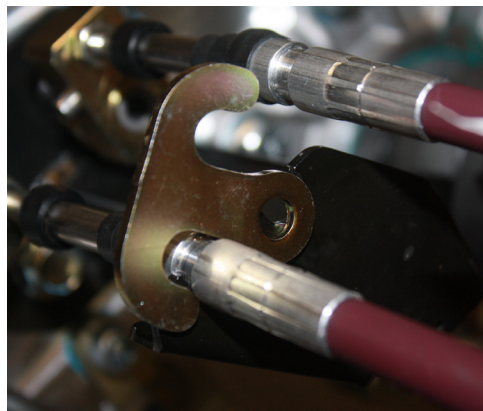
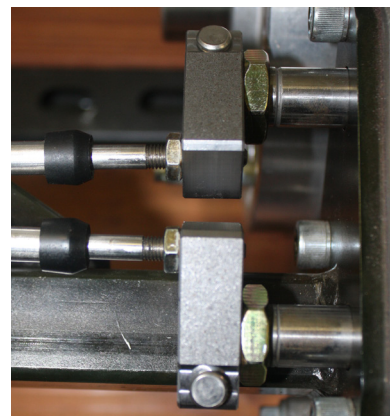
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The cable bracket needs to be installed on the front of the Atlas and silicone on the threads of the bolts. Install the retaining (gold zinc)nuts until they are fully threaded on the shifter rails.



We use a connector block that needs to be connected to the cables. The threads of the cable should be flush with the back side of the block or protrude slightly. You can then use the 1/4- 20 jam nut to lock in place. These blocks allow the cables to be installed closer together and provides more clearance on the transmission. Connect the blocks & cables to the shift rails. We like to mark one of the cable with a piece of tape so it can be identified as the cable's route into the vehicle and connect to the shifter. Slip the block and cable onto the retaining nut and install the clevis pin and cotter pin to retain.



Once the cables are connected to the Atlas line up the mounting grooves of the cables with the cable mount bracket and install the retaining bracket (302401) and bolt.

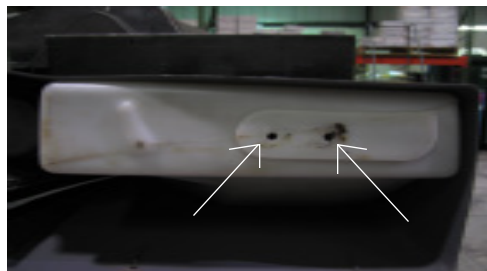
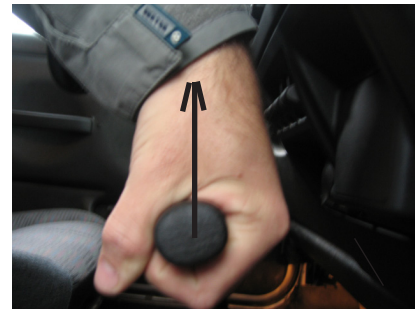


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NOTE: Refer to factory service manual for detailed disassembly instructions

1. For Jeeps with factory automatic transmission the first step is to remove the shift button/spring detent assembly from the shifter handle. This can be done by using a small flat head screw driver to "pry off" the shift button end cap. To remove the handle, firmly grab and pull up until it releases from the shift lever.
2. Using the same flat head screw driver, remove the factory shift indicator assembly from the console. Carefully remove indicator light bulb assembly and set aside.
3. Depending on console style, you may have up to five bolts securing the console. Two piece consoles only require removal of two or possibly three bolts. One is located in the front cup holder possibly under the rubber insert. The second is found just to the right of the transmission shift lever. Although uncommon, a third bolt or plastic push pin is sometimes found on the front of the console under the carpet.
4. Maneuver the console so that the stock transfer case shift lever slips through the slot in the console. Remove console and set aside for later.
5. Remove five mounting bolts securing the stock transfer case shifter mount and save for later. These bolts will sometimes be hard to remove because of corrosion in the threads. Prior to removal, spray threads with a thread lubricant. This step will ensure that the threads of the factory "nut-sets" remain undamaged for installation of new shifter assembly.
6. With the five mounting bolts removed, pull the shifter assembly out of the floor far enough to access the nut.



NOTE: If the stock shifter bolts are missing or have been discarded. Replace with five 10-32" X .625" bolts or screws and washers.

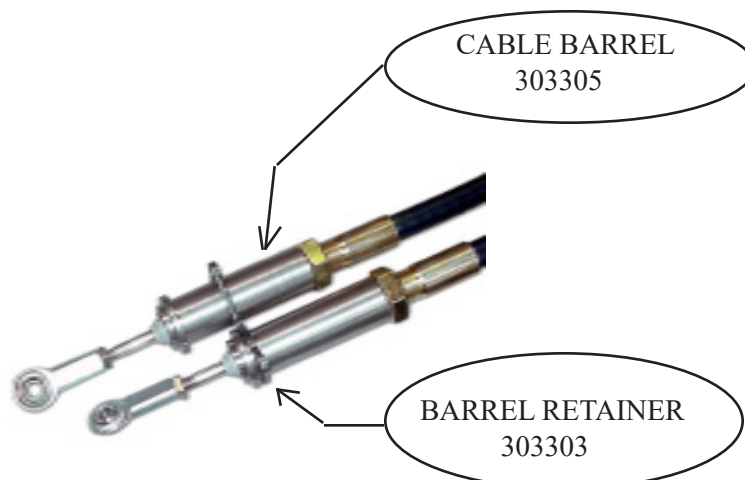
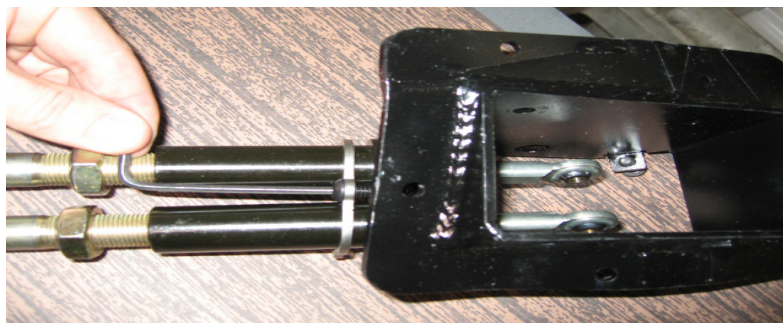
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Shifter End:

1. Remove 1 of the 5/8" jam nuts and the lock washer from each cable and discard.
2. Slide the Barrel Retainer plate over both shifter cables. Then thread both cable barrels onto the shift cables. If you want the front shift handle on the right or left side in the console, now is the time to make the choice. We prefer the front axle shift lever control on the left side and the rear shift control on the right.
3. Now thread the heim joints onto the shift cables inner rod until they bottom out and tighten the jam nuts.
4. Using a mallet or arbor press, gently press the pivot bushings into the shifter handle mounts.
5. Next, using the same mallet or arbor press, gently insert the ground pivot pin through the bushings making sure the handle mounts are centered on the pin.
6. Slide the pivot mounts onto each end of the exposed pivot pin and slide into the box mount attaching with the 1/4"-20 button head cap screws (Note: the handles should point in the forward direction).
7. Slide the cables into the front of the shifter body.
8. Slide the cable barrel retainer plate up the shifter body and loosely fasten it with the 1/4"-20 button head cap screws.

***NOTE: FOR EXPLODED SHIFTER ASSEMBLY VIEW SEE PAGE 6



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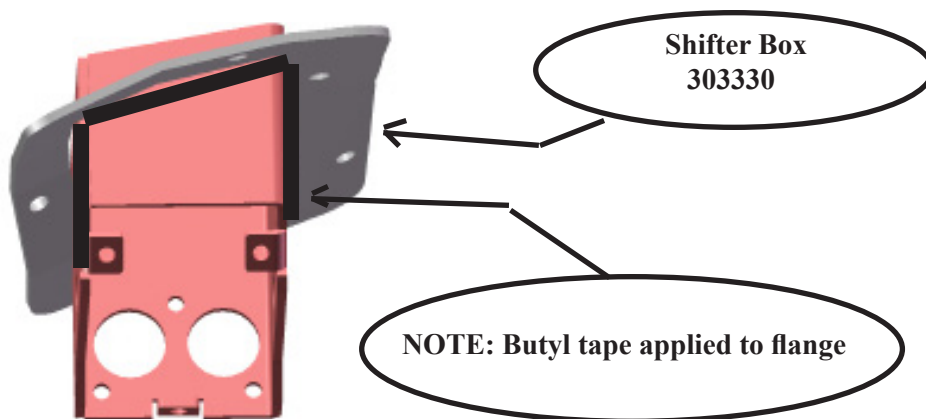
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Shifter End Continued:

9. We have provided access holes(only accessible in neutral) in the shifter body to install the button head bolts through the heim joint and into the handle base. Once these bolts are installed and tight, then you will need to adjust the linkage. The cable barrels are used to adjust the position of the handles in relation to the box. Making sure the transfer case is in neutral, adjust the barrels so that the handle mounts point straight down through the box (this adjustment can be changed to gain more or less knee clearance). Temporarily install the shifter box to the floor and reinstall the console. Check to make sure that the shifter clears the console in all shift locations. You may want to get the vehicle in a running condition to check the shifting since the Atlas shifts easier while moving, when satisfied, tighten the barrel retainer and jam nuts.
10. Once adjusted install the bottom cover using the supplied button head cap screws and apply a bead of RTV silicone to seal the two.
11. Apply Butyl tape to bottom side of shifter box flange and slide the assembled shifter box down into the floor and secure using the stock bolts removed earlier.

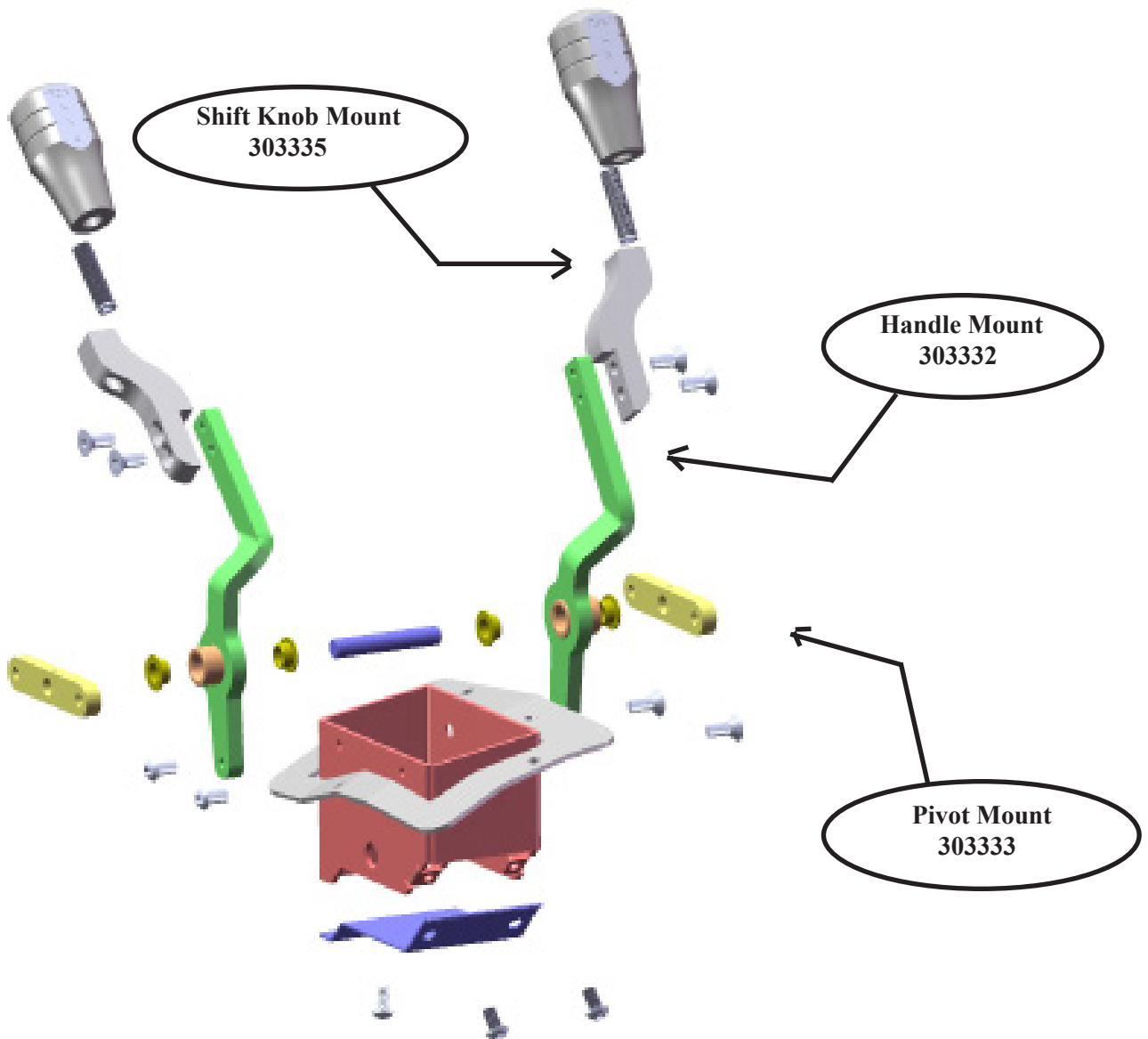
*****NOTE: Due to slight variations in the stock floor, the shifter box mounting holes may require enlarging to get everything aligned correctly.**

12. If test shifting was successful, install one shift knob mounts onto the passenger handle and secure using the 1/4"-28 x 3/4" flat head cap screws and then reinstall the center console.
13. Install the second shift knob mount followed by the two 3/8"-16 x 1.5" shift knob studs (ALLEN END DOWN).
14. The aluminum shift knobs can be adjusted by tightening or loosening the studs with an allen wrench from the access hole.



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