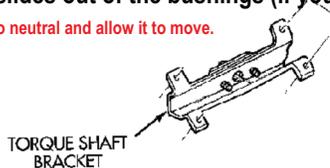


Thank you for purchasing our adjustable Transfer Case Shift bracket. This part is 100% bolt on, and with proper installation, will perform better than the factory linkage it replaces.

**Caution:** You will be changing a part of your drivetrain. If you are not comfortable, seek outside assistance. Chock your tires and make sure the vehicle is immobile before any adjustment, as not doing so and putting the vehicle in neutral while you are under it can cause severe injury or loss of life. Azzy's Design Works LTD is not responsible for injuries or property damage resulting from user installation.

Install is simple. First, remove the rod from the 4WD lever on both sides, it slides out of the bushings (if your bushing is still there) with a bit of force. Pliers and a small pry bar help. **CAUTION**, this may put the Jeep into neutral and allow it to move.

Next, remove the linkage rods entirely and supports (torque shaft bracket).



Bolt side "A" to the cab side shift selection lever, placing the bolt through the hole where the bushing formerly sat. The offset tabs are there to rest against the lever edge and keep the assembly straight while it is tightened. You may need to adjust these slightly left to right for a tighter or looser fit, we suggest an adjustable wrench. The washer goes on the back side of the cab lever. Tighten the nylock nut, and be sure that the lever does not pivot on the bolt.

On the transfer case side, remove the bolt from the lever. Use of penetrating oil is suggested. Your new lever will point in the opposite direction of the stock one, close to the tc case face, pointing to 1 o'clock

**CAUTION**, this may put the Jeep into neutral and allow it to move.

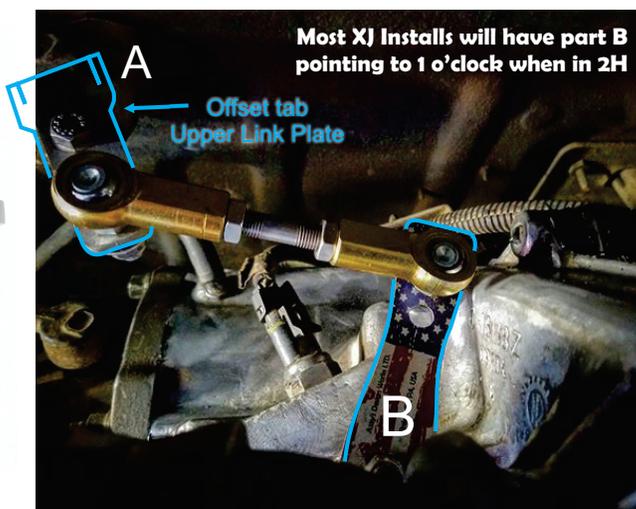
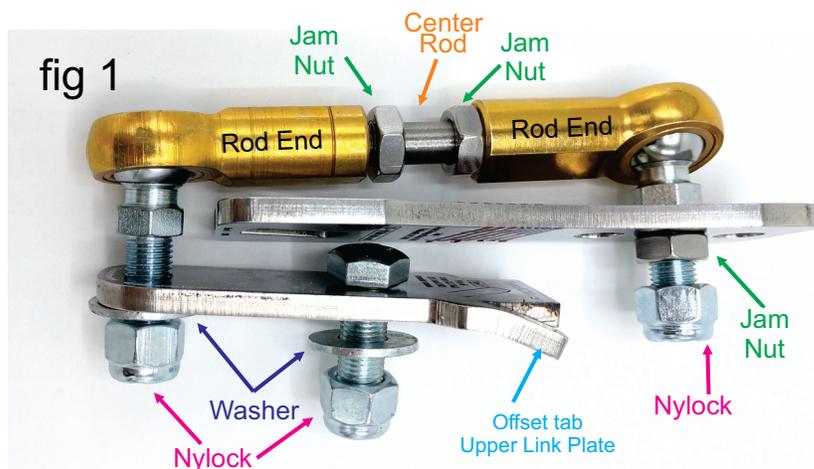
Place the new lever "B" from our linkage onto the rectangular shaft. Tighten the factory nut until it is snug.

In the cab, put the 4WD lever into the 2H selection. Under the Jeep, connect one rod end to the upper linkage plate with the washer and nylock nut. Tighten firmly, you should not need to remove this again. Connect the rod end to the lower linkage center hole (most installs), and use the jam nut finger tight to test adjustment. With the transfer case in 2H adjust the center rod until it has a bit of a push on the lower link lever.

In the cab of the Jeep, move the lever back and forth, to make sure that engagement points are set. You can tell by how you can rotate either driveshaft (if the vehicle is on jack stands or a lift). To adjust, rotate the rod end out or in to adjust with pliers or your fingers. IF the center hole does not work, for a tc case drop, try the lower hole next. If engagement is correct, tighten the nylock for final assembly.

Once it is set, double check the selector bolt on the transfer case, make sure that all of the other nylock nuts are snug, the vehicle is in 2WD, and take it for a test drive. On loose ground or gravel, test your 4H and 4L engagement by following instructions in the vehicle manual. If you are having trouble with your XJ engaging fully through 2H-4L, check the condition of your motor and transmission mounts, as severely worn mounts will add to a transfer case drop and cause some issues that may require additional fabrication or a longer threaded rod.

Try all 3 holes, starting with the lowest. If you are still having trouble, feel free to email (info@azzysdesignworks.com) or contact us through FB messenger. Be sure to include photos, specifically from the side as seen in Fig.2, with a brief description of your transmission type, tc case, and tc case drops / tucks.



If you liked this kit, please consider leaving a review on FB, Amazon, or your favorite Jeep forum. It really helps us out.