

ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way
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P/N: 715542

New Item: (1/01)

PAGE 1 OF 2

Page Rev. Date: 10-07-13

JEEP TJ & TJ RUBICON TRANSFER CASE LINKAGE BRACKET

KIT CONSISTS OF:

No:	Qty	Part No.	Description
1.	1	715542-BLK	BRACKET
2.	2	722532	1/4"-20x3/4" H.H.C.S.
3.	2	722514	1/4"-20 NYLON LOCKNUT
4.	2	723701	3/8"-16 NUT
5.	2	723704	3/8" LOCK WASHER
6.	2	723708	3/8"-16x2-1/2" STUD BOLT
7.	4	42r745	PLUGS (FLOORBOARD)

Another options to upgrade the Jeep linkage is to remove the bellcrank completely, We offer a complete cable shifter for the Jeep Sports and Rubicon transfer cases. See part numbers 715543-231 or 715543-241

NOTES:

This bracket is designed to fit Jeep TJs only. Jeep used two transfer case rotations. This bracket is designed to fit the 13 degree rotation only.

Due to the various adapter configurations, some applications may require grinding on the bracket for proper fit to the adapter housing.

INSTALLATION PROCEDURES:

1. Remove the transfer case shifter bellcrank linkage and remove the body support bracket.
2. The body support bracket is equipped with a bearing support This bearing support must be removed and reinstalled on the new bracket.
3. Place the bellcrank between the stock transfer case bracket and the new bracket supplied.
4. Fit back into the vehicle over the stock two studs on the transfer case. **Note:** The stock studs may need to be changed out to the longer studs provided.
5. The relationship of the bellcrank assembly to the front of the transfer case should remain the same; however, the rod from the floorboard to the bellcrank will more than likely need to be lengthened or shortened depending on the drivetrain adjustment.



SPECIAL NOTE: The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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PAGE 2 OF 2

Page Rev. Date: 10-16-09

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Shown in the photo top right are the 4 bolt holes that retain the body mounted carrier pivot bracket. The carpet lifts up once 2 button snaps are undone revealing the 10mm headed bolts. Loosen all 4 bolts before removing any of them. If you remove them one at a time, the last one will want to spin the bracket.



Remove the rubber crossmember / transmission mount nuts (13mm bolts). On Jeep Rubicons remove the air locker pump bolts from the skid plate, located on the sheet metal housing surrounding the pumps driver's side rear of skid plate. Support the drivetrain / transmission & transfer case. Remove the six 18mm Head skid plate bolts slowly (extreme care should be taken to avoid injury). Remove skid. Support drivetrain by crossmember/Transmission rubber mount and allow the transfer case to be lowered slightly to gain access to transfer case nuts.



Stock linkage: The 2 nuts that need to be removed are visible at the base of the wire bracket.



You may find you need to use the longer studs included in the kit. If the studs are necessary, use a pair of jam nuts and lock them together. The threads on the factory studs are 3/8"-24. You can then use a 9/16" wrench to back the stud out.

This is how the bracket should look once mounted in the vehicle.

Once you reinstall your skid plate, you need to make sure you get the linkage adjusted right. You will most likely notice the handle in a raised position. You will need to loosen to adjust the linkage.

When you adjust it try to get the stops close to lined up. If you put the transfer case in 4wd high with the shift linkage adjuster loose, have someone hold the shifter handle against the gate without going past into the neutral location. (When you pull the shift handle from 2WD to 4WD high it will hit a "Gate" before it goes to the neutral position requiring you to shift the handle to the side). Tighten your linkage adjustment bolt and test shift it.



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