

# INSTALLATION INSTRUCTIONS

FORD

#750



## PRE-INSTALLATION INSTRUCTIONS

These instructions have been designed for unaltered vehicles. Before you start, check for any variations. Each vehicle may dictate its own control mount and cable routing. Therefore, you will need to study the pictures and use your good judgement or seek professional help. Lift kits may govern how and where the cable is routed. **Always keep the cable away from heat (exhaust) and rough or sharp edges.** If you are concerned about lower cable damage or abrasion, we recommend cutting a length (about 3 feet) of 5/8" ID plastic or rubber hose (garden or heater) to be slid over the cable before assembly. Please keep in mind, **the warranty is void** on heat damaged or abused cables. Before drilling, check for any electrical wires, hoses, etc.

## LIMITED WARRANTY

4x4 Posi-Lok company warrants to the original retail purchaser that the 4x4 Posi-Lok is free from defects in material and/or workmanship for one (1) year from the purchase date when used under normal operating conditions on light trucks and SUVs. The warranty does not apply to 4x4 Posi-Lok Products that have been improperly engaged or installed. The consumer will be responsible for removing from the vehicle and returning to 4x4 Posi-Lok any defective item(s) with shipping costs prepaid. A copy of the original sales receipt is required for all warranty claims. The consumer must contact 4x4 Posi-Lok at (517) 278-7453 in order to receive a Returned Goods Authorization prior to shipping.

## LIMITATION OF WARRANTIES

The loss of use of the product or vehicle, loss of time, inconvenience, commercial loss or consequential damages are not covered. 4x4 Posi-Lok reserves the right to change the design of any product without assuming any obligation to modify any product previously manufactured.

This warranty gives you specific legal rights and you may also have other rights which may vary from state to state. Some states do not allow limitations on how long an implied warranty lasts or allows the exclusion or limitation of incidental or consequential damages, the above limitation or exclusion may not apply to you.

There are no warranties, expressed or implied, including any implied warranties of merchantability and fitness, which extend beyond the face hereof. Seller disclaims implied warranty of merchantability.

## LIMITATION OF LIABILITY

4x4 Posi-Lok's liability hereunder shall not exceed the purchase price of the product. 4x4 Posi-Lok shall not be liable for any incidental or consequential damages, whether direct or indirect, including, but not limited to, personal injury, property damage, economic loss, loss of profit, or the like. 4x4 Posi-Lok shall not be liable for any damages or defects of any kind whatsoever after installation of the 4x4 Posi-Lok, unless the purchaser has complied with any and all installation instructions. The limitation of liability as set forth above shall apply even to claims of negligence or strict liability against 4x4 Posi-Lok.

## OPERATING INSTRUCTIONS

**Engagement:** Relax the throttle - no acceleration or deceleration. Shift the transfer case to desired 4x4 mode. Press the button and pull the cable into full engaged position. (Light on-off throttle action while pulling on the handle will help align gears for smooth engagement.) Release the button.

**Disengagement:** Place transfer case in 2WD mode. Press the button, push the cable into full disengaged position, and release the button. If moving, light on-off throttle action will help to relax the drive train. Disengagement may be easier with some models if the vehicle is stopped and put into reverse for a few inches while pushing the cable in.

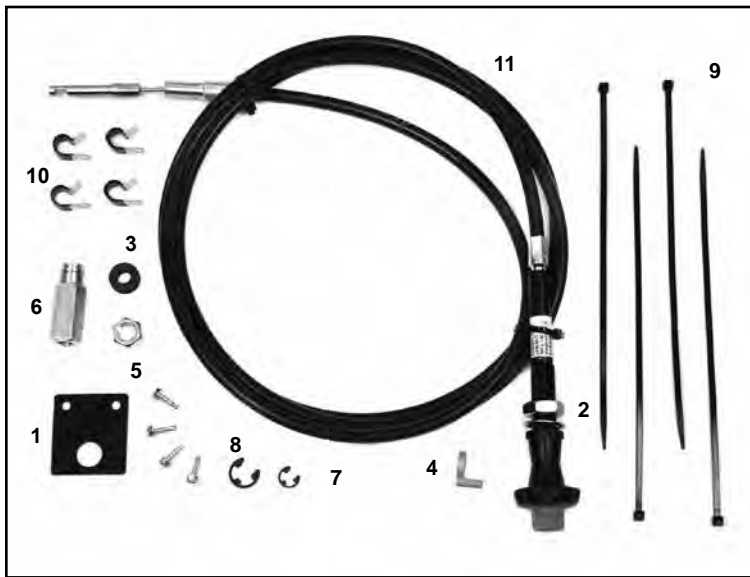
### Notes:

2WD Lo-range—Place the transfer case in 4WD Lo range, but do not engage the 4x4 Posi-Lok system. **Warning: Do not apply excessive torque in this mode.**

If a differential gear locker is used in the front axle, the driver can manually unlock the front axle to make very tight right turns on hard ground, then re-lock to continue.

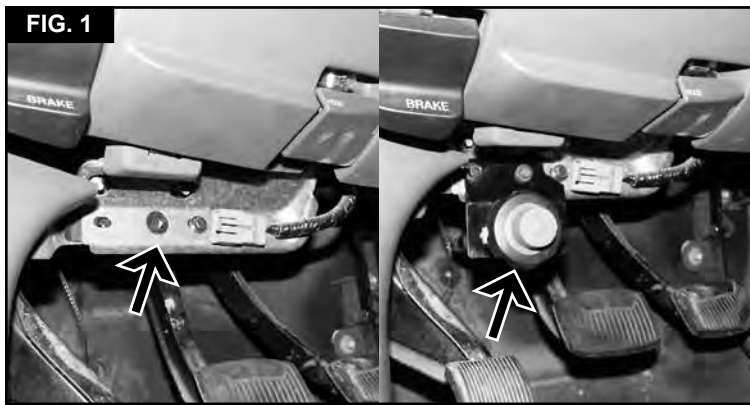
Save these instructions and place with owner's manual.

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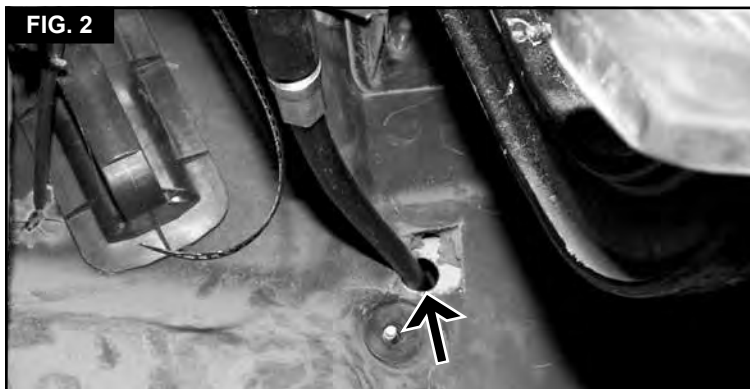


- |                       |                  |                  |
|-----------------------|------------------|------------------|
| 1. Dash Bracket       | 5. Jam Nut       | 9. Zip Ties      |
| 2. Jam Nut & Washer   | 6. Brass Housing | 10. Cable Clamps |
| 3. Rubber Grommet     | 7. Small E-Clip  | 11. Cable        |
| 4. Shift Arm Retainer | 8. Large E-Clip  |                  |

## INSTALLATION INSTRUCTIONS



1. Mount dash bracket provided (Kit picture #1) between the brake and hood release levers on the driver side of the steering column using the existing bolts. (Fig. 1, Fig. 2)



2. Measure 5" below the steering shaft at the firewall. Measure 5" toward the driver side (Fig. 2). Mark spot.
3. **Be sure to check for wires, hoses, etc. before drilling a hole through the firewall. Your vehicle may vary.**
4. Cut 1" square section out of the insulation at spot determined (Fig. 2).

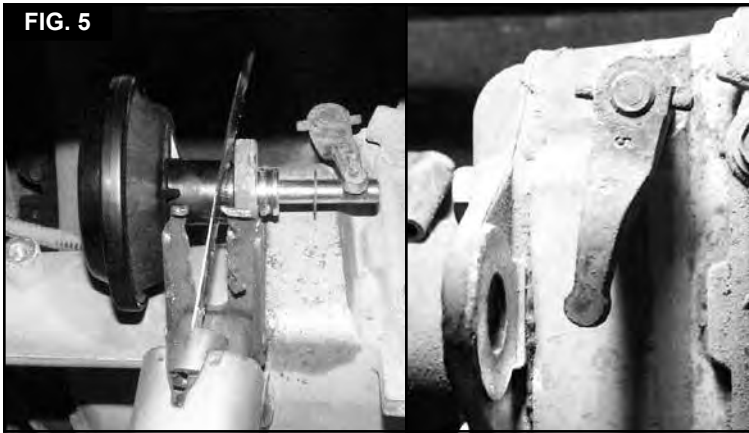
5. Drill 11/16" hole in the firewall using Unibit #3 or 11/16" drill bit.
6. Remove the jam nut and washer from the handle end of the cable. Start cable through the dash bracket. Place nut and washer over the end of the cable and continue the cable through the hole drilled in the firewall.
7. Fasten cable loosely to the dash bracket with the jam nut and washer.
8. Cut grommet (Kit picture #3) on one side to form "C" and install grommet in the firewall to protect the cable from the sharp metal.  
**Note: may want to put silicone lubricant on grommet for easier installation.**
9. **JACKING:** Support the vehicle frame with the front wheels off the ground. (USE JACK STAND AND ALL SAFETY PRECAUTIONS).



10. **UNDER VEHICLE:** Locate vacuum housing (Fig. 3).
11. Remove the plastic actuator shroud shown in figure 3 by removing the 3 bolts that retain it. Be sure to save these bolts for use later.



12. Remove vacuum lines from diaphragm and zip tie it out of the way. (Fig. 4)
- 13a. Push rubber boot toward the shift arm. Remove O.E. E-clip. Pull diaphragm shaft toward the passenger side of the vehicle.  
**Note: You may need to rotate the driver side tire to align the axle splines. This will allow the shift arm to rotate to the passenger side of the vehicle. Remove vacuum diaphragm by using a rubber mallet to tap on brass part of the diaphragm. If the vacuum diaphragm cannot be removed by hand see next step.**



13b. Use a hack saw (fine tooth) to remove plastic diaphragm. Note you will be cutting through plastic, brass and steel. Cut directly next to the aluminum mount on the passenger's side of the mount as shown in the picture. (Fig. 5).

14. Remove actuator shaft from the aluminum mount by using a hammer and punch to drive the insert out of the center of the OE aluminum mount. **Note: careful not break shift arm.**  
OE PART#F65Z 7K336 AA

15. Remove the rubber boot from the end of the OE shaft that was just removed. This boot will be reused in a later step.

16. Route the cable. **Note: Routing will vary depending on vehicle's engine.** Route cable along drivers side frame rail (Fig. 6, Fig. 7), over fan shroud toward passenger side. Don't secure cable yet.

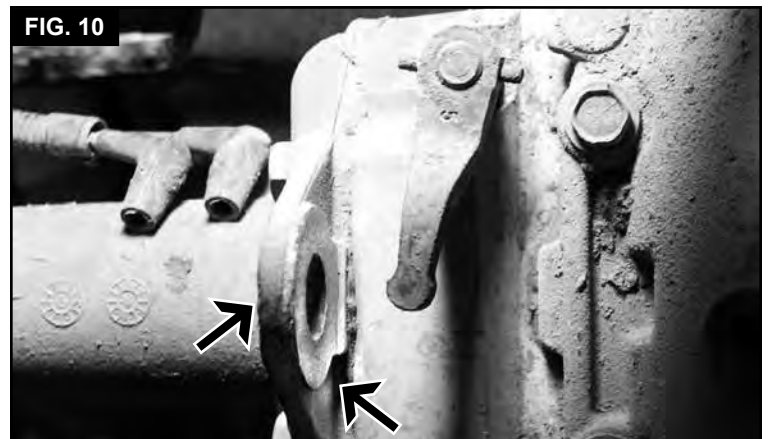
17. Make sure the Posi-Lok cable is in the disengaged position by pressing the red button on the cable and pushing in on the handle.



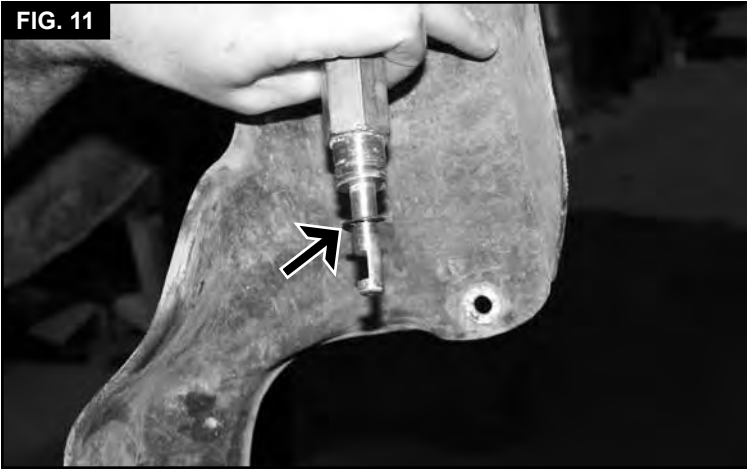
18. Thread the supplied jam nut (Kit picture #5) on to the end of the cable as far as you can. Apply RTV silicon sealant to the threads on the end of the cable. Install the supplied brass housing (Kit picture #6) on to the cable and tighten down. Do not over tighten! Thread the brass fitting on by hand until it bottoms out on the cable. If the fitting is over tightened, the knob will begin to extend and you will need to back off the brass housing. Tighten the jam nut against the brass housing to secure the housing.



19. Drill a 7/8" hole on the passenger side of plastic shroud housing that was removed earlier. The hole should be 1.5" directly forward of the passenger side mounting location. (Fig. 8) Slide the plastic shroud on to the cable. (Fig. 9)



20. Clean O.E. mounting surface using an emery cloth. (Fig. 10)

**FIG. 11**

21. Install the supplied smaller e-clip on the cable shaft in the groove next to the machined slot at the end of the cable shaft. (Kit picture #7, Fig. 11)

**FIG. 12****FIG. 13**

22. Feed the 4x4 Posi-Lok cable end through the OE mounting bracket. Install the rubber boot on to the end of the cable. Install the shift arm retainer (Fig. 12). Angle the 4x4 Posi-Lok shift rod down (toward the ground/floor). Pull the shift arm toward the passenger side and slide the shift arm in the slot between the shift arm retainer and the cable end (Fig. 13). **Note: The shift arm retainer can't be flipped over the arm. You must align the slot between the shift arm retainer and rod to install.**
23. Install the large E-clip provided (kit picture #8) in the groove of the brass actuator shaft directly next to the OE aluminum mount (Fig. 14). Note: you will need to index brass housing (Fig. 14).

**FIG. 14**

24. Push the rubber boot up on the brass fitting. There is a groove in the brass fitting that the boot will lock in.
25. Re-install the plastic actuator shroud over the new assembly using the OE fasteners and tighten.
26. Secure cable using cable clamps (Kit picture #10) and screws provided along the top of the fan shroud. (Fig. 6).
27. Use zip ties provided to secure cable along frame rail.
28. Go back and trace the path of the cable to ensure that it cannot contact any moving parts, or any part that will get hot in the engine compartment.
29. Go back and tighten down the retaining nut on dash bracket.
30. Locate the vacuum switches on the passenger's side firewall (Fig. 15). Disconnect both OE connectors from the switches to disable the vacuum supply to the front axle.
31. Lower the vehicle. Test the 4x4 dash light operation by turning ignition key on and engaging the transfer case.
32. Read the operating instructions and road test.

**FIG. 15**