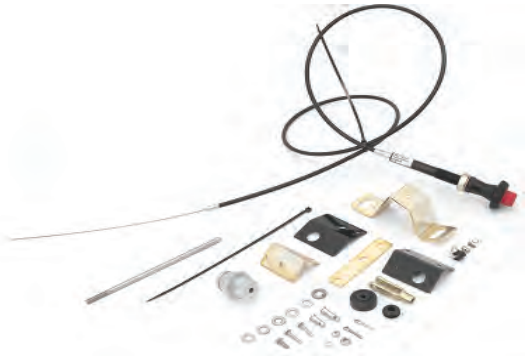
450600

CABLE LOCK KIT CHEVROLET/GMC FULLSIZE

Kit Contents:
1. Bell Crank Support
2. Dash Bracket (88-94)
3. Dash Bracket (95-up)
4. 8.5" Push Rod
5. Clevis
6. Actuator Adapter Housing
7. Cowl Grommet
8. Dust Boot
9. Cable Bracket
10. Bell Crank
11. Cable Clamp

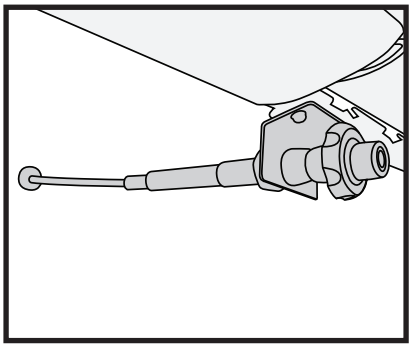


PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN

NOTICE: The CABLE LOCK kit was designed for stock applications only. Length of cable has been determined when used with an unaltered vehicle. Please check for any modifications that have been done to your vehicle. The routing of the cable is critical for proper function. The cable must be routed away from any heat source or sharp edges that may cause damage to the cable. Tight bends may cause improper function of the cable. Always check the areas on or near both sides of the body where holes may be drilled. When raising a vehicle it is always best to use jack stands and to chock the wheels.

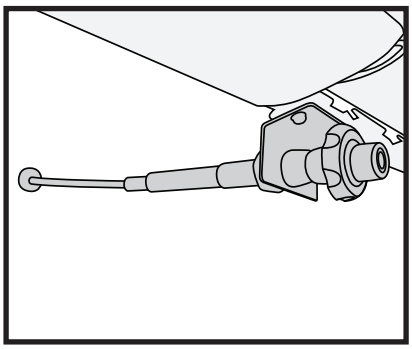
1988-1994 Models

Step 1. Using the cable dash bracket as a guide, (with 1/8" hole to passenger's side) locate the left hole 5/8" to the right of the removable panel and 3/4" from the back edge of the dash plastic. Square and mark the center of both holes. Take care to drill into the metal dash support. Check for electrical wiring. Drill two 5/32" holes at the marks. Counter drill 3/16" into the plastic only. Install the cable dash bracket with two #10 x 1" screws.



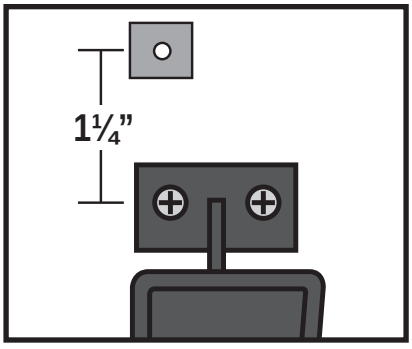
1995-1998 Models

Step 1. Using the cable dash bracket without a 1/8" hole, remove the lower dash support nut and install the bracket. Fasten the bracket with the OE nut and tighten securely. Note: On some 1995 and up diesels with electronic throttles it may be necessary to mount the cable bracket on the other side of the steering column.

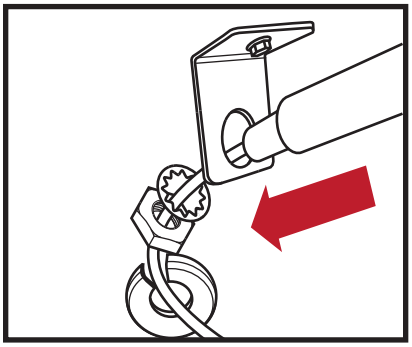


All Models

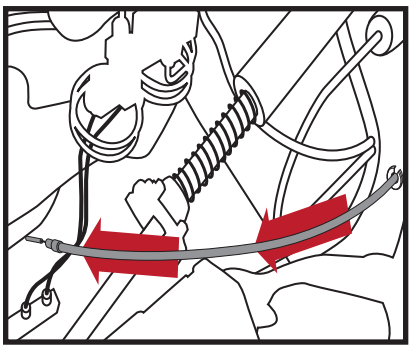
Step 1. Trim the cowl insulation away from above the left accelerator mounting screw. Drill a 9/16" hole (a unibit style drill bit works well) approximately 1-1/4" above the left accelerator mounting screw. Install the supplied rubber grommet in the hole. Note: Try not to drill out a spot weld.



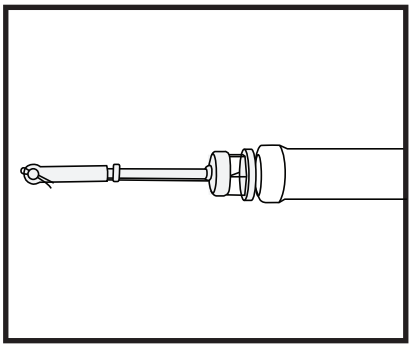
Step 2. Thread the cable through the dash bracket, lock washer, nut, and then through the grommet in the cowl. Continue to feed the cable through the cowl until the handle is seated in the dash bracket. Secure the cable with the lock washer and nut. Do not tight over 10 ft-lbs or unrepairable cable damage will result. Note: It may be necessary to bend the dash bracket to allow for smooth cable movement.



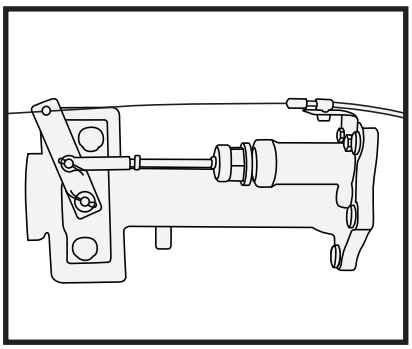
Step 3. From inside the engine compartment, route the cable over the steering column and down to the front axle. Loosely tie off the cable to the master cylinder. Be sure to route the cable away from hot and/or rotating components.



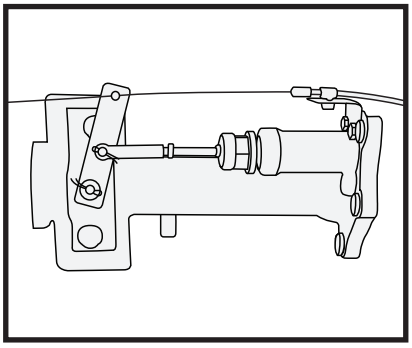
Step 4. Install the actuator to the axle housing using RTV on the threads and tighten to OE specs. Install the bell crank on the pivot pin using 5/16" washer to center the bell crank in the clevis. Install the longer pin through the clevis and bell crank. Install the cotter keys.



Step 5. Adjust the bell crank action at or near the angles shown in the locked position and unlocked position make sure that there is no binding and full release in the unlocked position. Approximately 1" of push rod travel is required. Note that the front drive shaft may need to be rotated manually to secure full locked position. When adjustments are complete, tighten lock nut against clevis.



Step 6. Push cable handle in and install the cable and cable stop in the bell crank. Place the bell crank in the unlocked position. Cut the cable off approximately 2" from the cable stop and form a loop on the end. Tighten the cable stop and align the cable bracket for smooth operation. Tighten cable bracket securely. Fill the front differential to the proper fluid level and road test. Check all fasteners for proper torque.



Engaged- Place the transfer case into four wheel drive. Press and hold the red push button on the control cable and pull the cable outward. The vehicle may have to roll slightly for the coupler to fully engage. Once the cable lock has fully engaged adjust the hold/release knob clockwise to secure the cable.

Note- The hold/release feature is to prevent the cable from disengagement due to vibration. This feature will not prevent movement of the cable if force is applied.

Disengage- Place the transfer case into two wheel or neutral position. Release the hold/release knob by rotating it counter-clockwise. Press and hold the red push button on the control cable and push the cable inward. The vehicle may have to roll slightly for the coupler to fully disengage.

For Technical Assistance Contact:
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