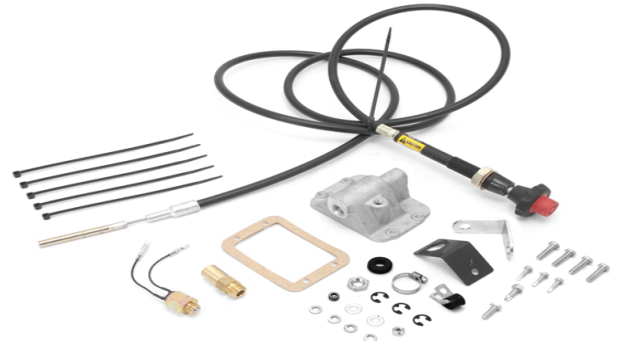


# CABLE LOCK KIT DODGE RAM 85-93

Kit Contents:

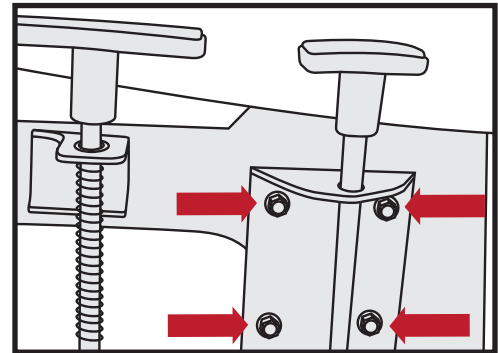
Cable	(1)	#10 Self tapping screws	(3)
CAD Housing	(1)	C-Clips	(3)
Dash Bracket	(1)	Cable Clamp	(1)
Switch adapter	(1)	Vent hose clamp	(1)
Light Switch	(1)	Cable Ties	(5)
Grommet	(1)	Housing Gasket	(1)
Jam nut	(1)	1/4" Self tapping screw	(1)



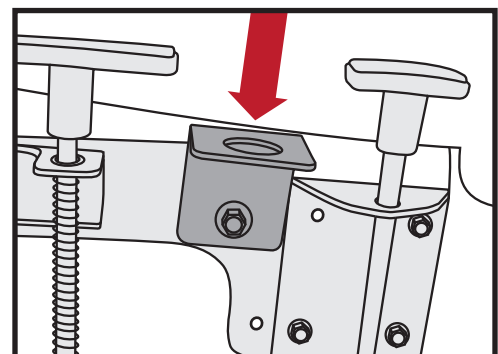
PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN.

**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 chalk the wheels.

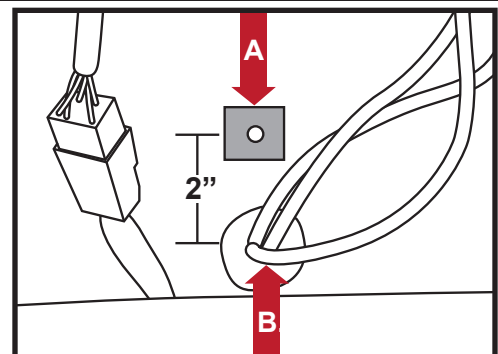
Step 1. Remove the four screws that mount the hood release under the driver side of the dash. Relocate the hood release bracket 3/4" toward the passenger side of the vehicle using three of the #10 self tapping screws provided. The front left hole of the bracket will not be used.



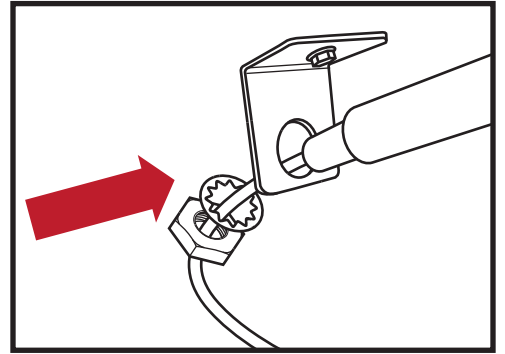
Step 2. Install the supplied dash bracket between the hood release and emergency brake release using the supplied 1/4" self tapping screw. The bracket may have to be bent slightly to align parallel with the firewall. Use caution when bending the bracket.



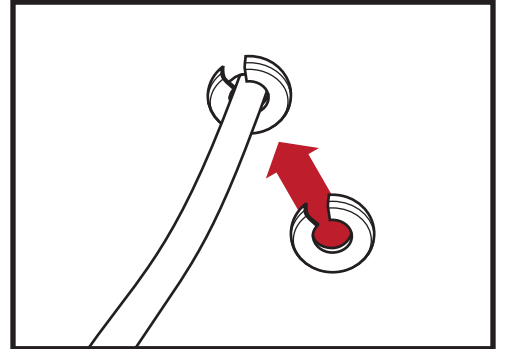
Step 3. Cut and remove a 1" square section in the insulation on the firewall under the dash approximately 2 inches directly above the hood release cable. Always check the back side of the firewall for any obstructions before drilling. Once the insulation has been removed drill an 11/16" hole in the firewall.



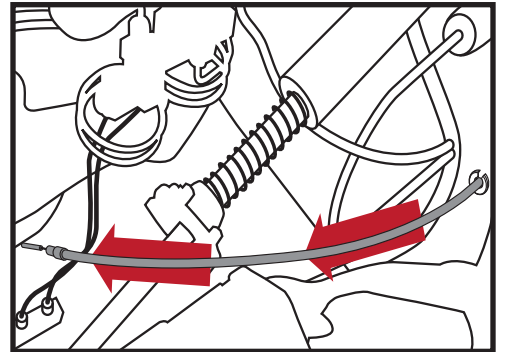
Step 4. Remove the nut and washer from the CAD cable assembly. Starting with the dash bracket route the cable through bracket down to the firewall. Before passing the cable through the firewall slide the washer then nut on the cable that was previously removed. Continue routing the cable through the hole that was made in the firewall. Once the excess cable has been routed through the firewall tighten the nut and secure the cable to the dash bracket.



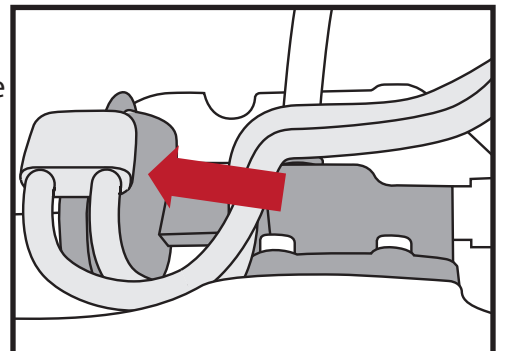
Step 5. Using the supplied rubber grommet cut side of the grommet to form a "C". Wrap the rubber grommet around the cable where it passes through the firewall to form a seal around the cable.



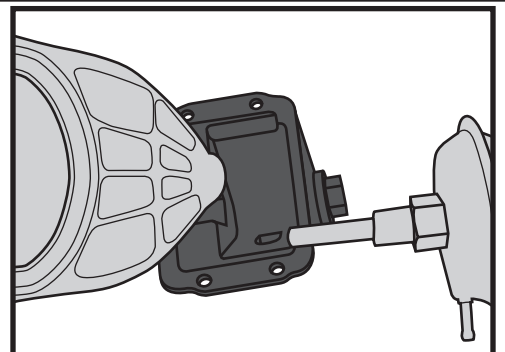
Step 6. Route the cable through the engine compartment going over the steering shaft and along the starter main power cable.



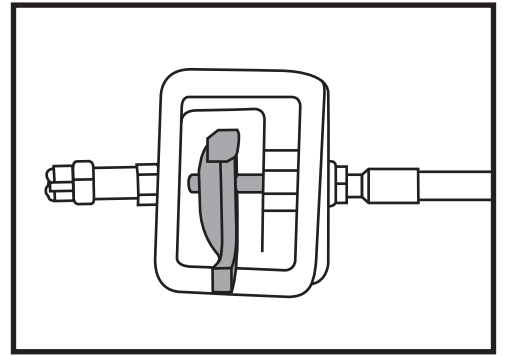
Step 7. Remove the factory actuator housing. Unplug the factory wiring clip from the sensor on the actuator housing (If Equipped). Remove the vacuum lines from the vacuum diaphragm. Before you unbolt the actuator housing, place a drain pan under the axle to catch any fluid that may drain out. With the actuator housing removed, all gasket material and dirt or debris will need to be cleaned and from the surface and inside the housing. The diaphragm shield may be removed if needed.



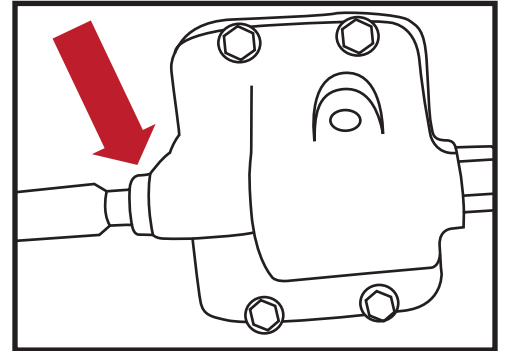
Step 8. Remove the shift fork from the actuator housing. This can be done by removing the three E-clips that are attached to the mode shaft inside the actuator housing. When removing the shift fork it will be necessary to inspect for cracks or wear. If any damage is found on the shift fork it will need to be replaced for proper function and reliability. Item #450100 shift fork.



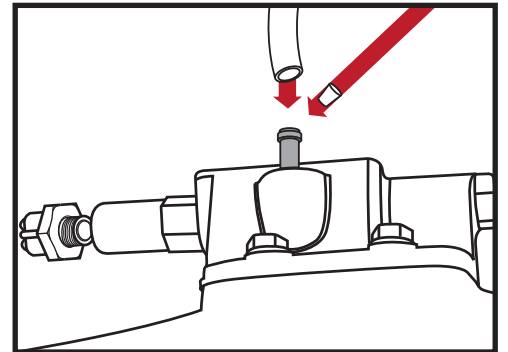
Step 9. Connect the cable to the new actuator housing. Verify the routing of the cable prior to mounting the actuator housing. To attach the cable to the new housing you will need to thread the adjustment nut onto the cable first. As you insert the cable into the housing you will need to place the shift fork in to the new housing and feed the cable thru the fork. With the cable and fork inserted into the new housing you will need to rotate the assembly and thread onto the cable. Next you will need to attach the brass sensor adaptor to the housing. A small amount of thread sealant will be necessary.



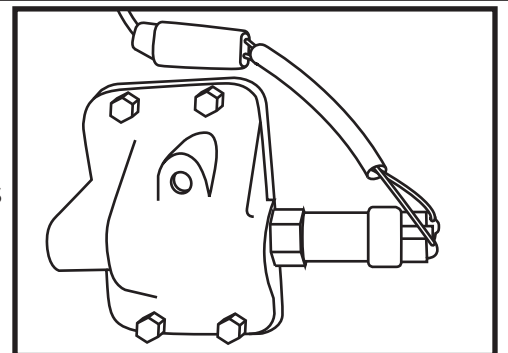
Step 10. Once the new actuator housing is assembled you will need to adjust the depth of the cable to align the notches for the E-clips. Install the three new E-clips onto the shift fork shaft. Cycle the cable in and out to ensure full travel of the fork. Once the fork has been properly adjusted, tighten the lock nut on the shift fork cable. Using the gasket supplied, bolt the new housing to the axle. Make sure the shift fork is properly inserted into the axle shaft slip collar. Tighten all bolts in accordance with the factory torque specifications.



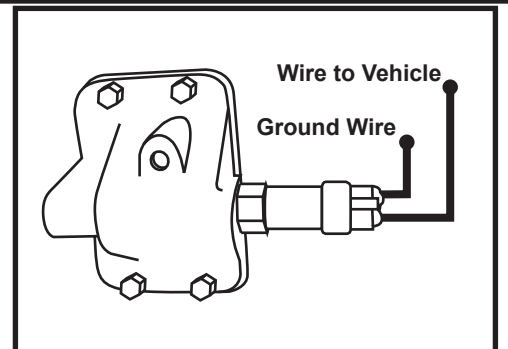
Step 11. Install the vent hose in the new housing (If Equipped). If the factory cover did not have a vent hose, install the supplied plug. Install the four wheel drive indicator switch into the new housing, thread locker will be needed. Refill the differential if any fluid was lost.



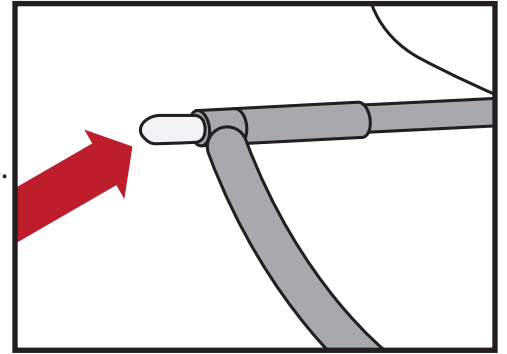
Step 12. Install the factory wiring to the new sensor (If Equipped). You will need to cut the factory wiring harness from the original sensor. Using the supplied connectors terminate both wires. The terminals are not polarity specific.



Step 13. If your Jeep was not equipped with a harness you will have to use the supplied wire to make connections. Locate a chassis ground for one of the leads. Make sure the ground lead will be long enough for complete axle travel. Once you have determined the length of the ground cut the correct length of wire. The other section of wire will be routed and spliced into the factory vacuum switch. Terminate the ends of the wire with the supplied connectors and attach to the new switch.



Step 14. You will need to trace the vacuum line back closest to the motor. Remove the vacuum line and cap off with the supplied rubber cap. Once the installation is complete, check for any oil or vacuum leaks. Test drive the vehicle and check for proper operation of the new cable lock kit.



**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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