

CABLE LOCK KIT GM S10/S15 & BLAZER/JIMMY

- Kit Contents:
1. Handle
 2. Cable
 3. Dash bracket
 4. Dash bracket (94-up Pickups & 95-up SUV's)
 5. Dash Brace
 6. Firewall grommet
 7. Multi hole strap
 8. Allen Wrench

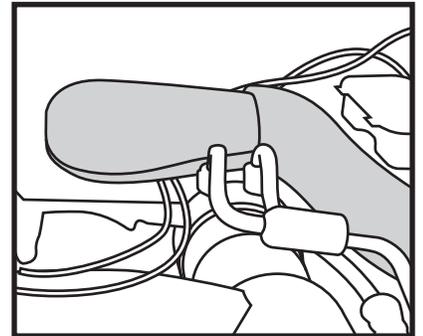


PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN

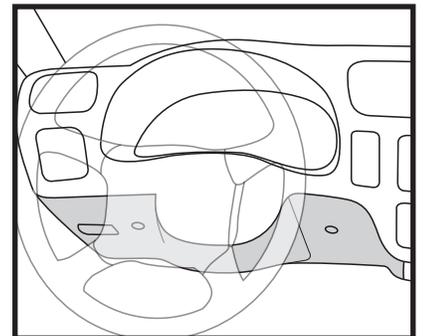
NOTICE: The CABLE LOCK kit was designed for stock applications only. Length of cable has been determined when used with an unaltered vehicle. Please check for any modifications that have been done to your vehicle. The routing of the cable is critical for proper function. The cable must be routed away 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.

94 and newer S-10 & S-15 Pickup & 95 and newer Blazer/Jimmy

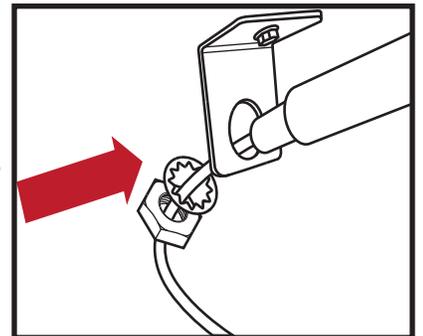
Step 1. Remove the air cleaner assembly and the front skid plate to allow easy access for cable routing.



Step 2. Remove the three screws from the left side of the center dash lower panel and the screws from the front (dash edge) of the left foot panel to allow access to the torx headed screw. Remove the torx bolt and replace with a longer 6mm-1.00 x 35mm bolt and washer. Install the cable dash mounting bracket with the open slot under the bolt and washer, then tighten the bolt. With the dash mounting bracket as a guide, drill 5/32" hole through the dash support. Install a #10 x 1" sheet metal screw and tighten. Reinstall the panel screws. If you miss the dash metal brace you can cut the length of the multi-hole strap and install the u-nut to secure the left side using a #10 x 1" sheet metal screw.

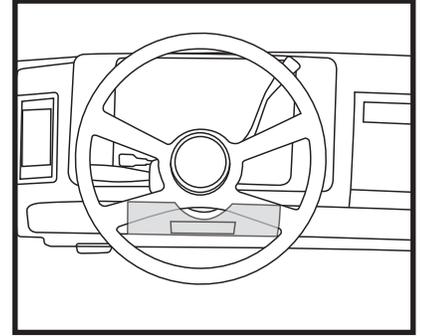


Step 3. Cut a hole in the firewall insulation 3" below the steering column and 2" to the right of the wire. Use a unibit to drill an 11/16" hole through the firewall. Remove the nut and washer from the cable. Route the cable through the dash bracket and install the washer and nut before sliding the cable through the firewall hole. Cut the provided rubber grommet on one side to form a "C" and thread it in the firewall hole around the cable. Tighten the cable nut to 10 ft-lbs.

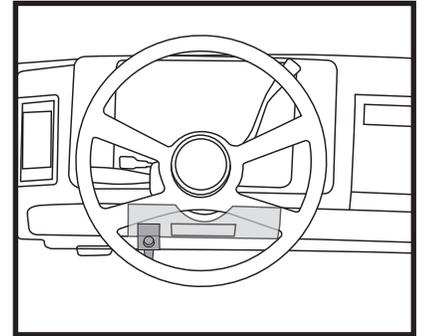


83-93 S-10 & S-15 PICKUP & 83-94 BLAZER/JIMMY

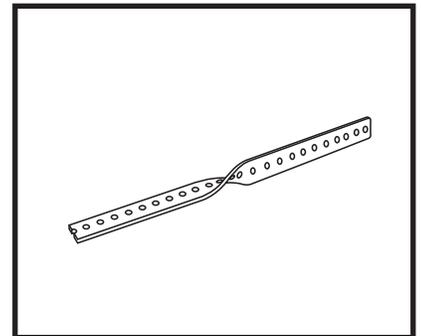
Step 1. Remove the lower dash kick panel and the steering column panel from the dash. Locate and mark for the hole in the throttle mounting bracket centered 1-1/4" above the two upper triangular mounting bolts. Drill a pilot hole through the throttle mount and firewall, and finish with a 11/16" hole in the firewall, and the same or larger in the throttle mount. Install the grommet in the firewall.



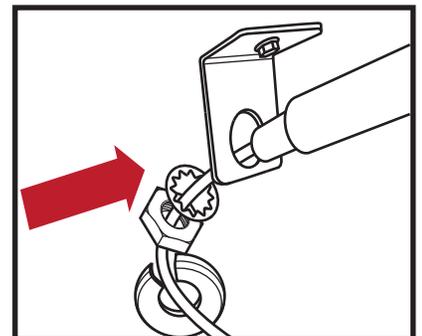
Step 2. Using one #10 x 1" sheet metal screw and two 3/16" flat washers as spacers (if needed), install the dash bracket on the right side (inboard) of the existing right side kick panel u-nut, and align the cable through the firewall. Tighten the screw. Note: The 1/8" hole in the dash bracket should go to the passenger's side. Use the cable dash bracket as a drill guide to drill a 3/16" hole through the dash.



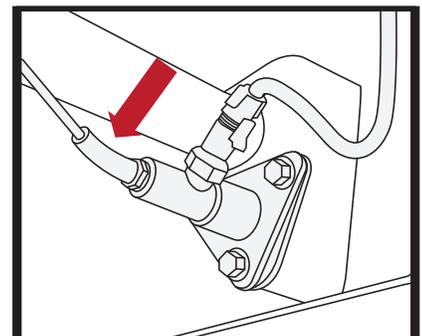
Step 3. Pre-bend a 90 degree twist at the center of the dash brace and install the u-nut on the end. Align with the hole just drilled and install with a #10 x 1" sheet metal screw. Bolt a #10-24 x 5/8" machine screw to the other end of the throttle lever shield. Without moving the cable bracket, remove the screw and install the steering column cover. Now drill the cover only and reinstall a #10 x 1" sheet metal screw. Tighten both screws.



Step 4. Remove the nut and washer from the cable. Route the cable through the dash bracket and install the washer and nut before sliding the cable through the firewall hole. Cut the provided rubber grommet on one side to form a "C" and thread it in the firewall hole around the cable. Tighten the cable nut to 10 ft-lbs.

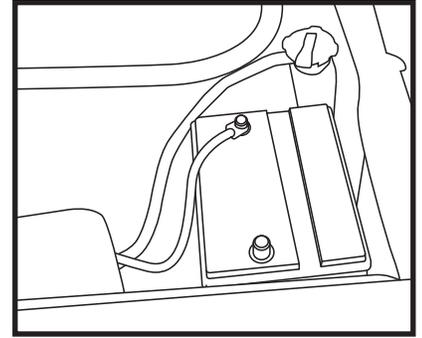
**ROUTING THE CABLE ACTUATOR BESIDE THE BATTERY**

Step 1. Locate the vacuum actuator and twist the OE cable end retaining spring located on the actuator shaft to release the cable from the actuator. Squeeze the plastic retaining tabs on the cable to remove the cable from the actuator bracket. The OE actuator can remain intact in its original location or it can be removed. This part of the original actuating system is not reused with this kit.



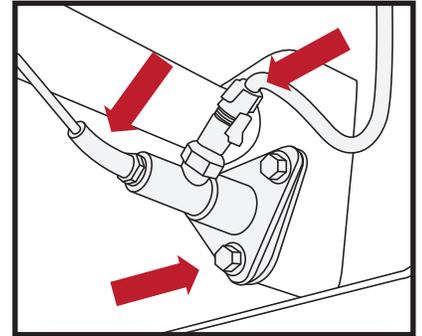
ROUTING THE CABLE ACTUATOR UNDER THE BATTERY

Step 1. Before removing the battery, review the battery removal procedures according to GM service manuals. Remove the battery and support tray to allow access to the OE actuator and bracket. Twist the OE cable end retaining spring located on the actuator shaft to release the cable from the actuator. Squeeze the plastic retaining tabs on the cable to remove the cable from the actuator bracket. The OE actuator can remain intact as it is on the fender or it can be removed. This part of the original actuating system is not reused with this kit. Reinstall battery and tray.

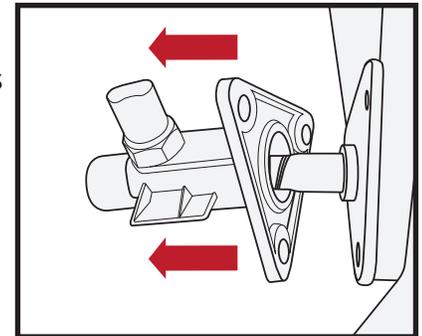


CONNECTING THE CABLE ACTUATOR AT DIFFERENTIAL

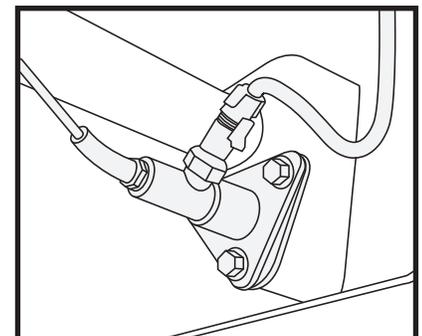
Step 1. Locate the actuator housing under the vehicle at the differential. Pull the rubber cable grommet back off of the steel cable fitting. Disconnect the steel cable fitting from the actuator housing. Disconnect the wires from the housing wire clamp. Disconnect the electrical connector from the housing switch. Disconnect the housing from the differential by removing the three mounting bolts. Retain bolts.



Step 2. Pull the housing away from the differential until the internal spring clip is exposed. Twist the spring to release the cable end and remove the assembly from the differential. The housing will be reused, the OE cable will not. Loosely install the OE housing on the new cable end by threading the fitting into the housing a couple of turns. Ensure that the cable button is in all the way.

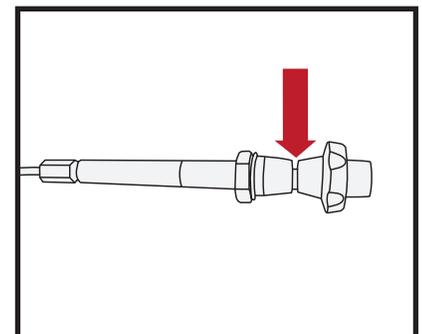


Step 3. Install the housing and cable by aligning the cable end in the differential shaft until the cable end is engaged in the retaining spring. Pull on the cable/housing to ensure that the cable end is engaged. Reattach the housing to the differential with the OE bolts and torque to 25 ft-lbs. Tighten the cable fitting into the housing until the cable is completely seated. This is indicated by wiggling the cable while tightening the fitting. When the cable stops moving it is seated. Do not over-tighten.



Step 4. Reattach the electrical wires and connector to the housing.

Note: The new cable lock handle in most cases will not completely collapse when the differential is complete disengaged. Do to the OE actuator design, a tolerance was built into the cable to ensure that the cable can achieve the full range of travel from the engaged to disengaged positions. Typically the cable handle will be 1/16" to 1/8" from fully bottoming out when the differential is fully disengaged. Do not force the cable handle to the fully collapsed position or the internal cable member can be damaged.

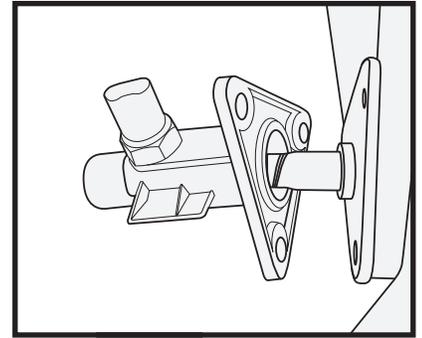


REMOVING THE CABLE LOCK FROM THE DIFFERENTIAL

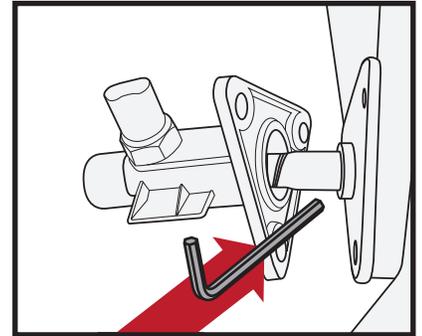
If it becomes necessary to remove the cable lock from the differential, an L-shaped hex wrench (provided in the kit) will be needed to release the OE retaining spring. Follow these instructions for cable removal.

Step 1. Put the cable in the disengaged position.

Step 2. With the housing bolts removed, pull the housing free of the differential. Gently pull on the cable/housing while rotating the front drive shaft to engage the internal splines. When they engage the housing will move out approximately ½".



Step 3. While holding the housing in this position, insert the hook end of the provided tool between the front side of the differential actuator shaft and the housing. Pull down across the surface on the shaft in order to catch the end of the retaining spring to release the cable end. When the spring is released, the housing and cable will pull free.



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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