

# CABLE LOCK KIT FORD F150 97-03

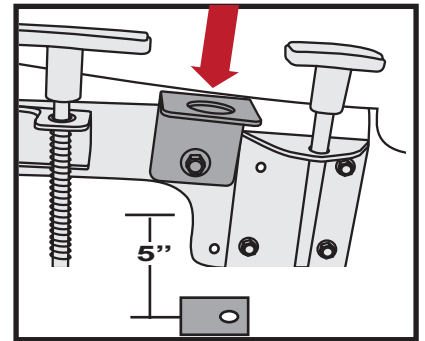
- Kit Contents:
- |                       |                  |
|-----------------------|------------------|
| 1. Dash Bracket       | 7. Small E-Clip  |
| 2. Jam Nut & Washer   | 8. Large E-Clip  |
| 3. Rubber Grommet     | 9. Zip Ties      |
| 4. Shift Arm Retainer | 10. Cable Clamps |
| 5. Jam Nut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



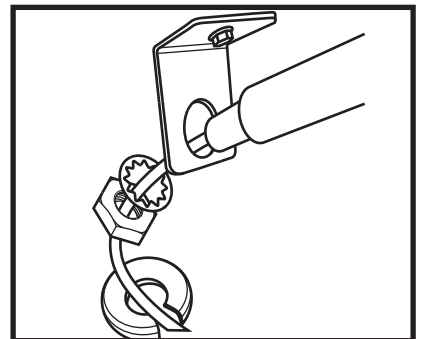
## PLEASE READ AND UNDERSTAND ALL INSTRUCTIONS BEFORE YOU BEGIN

**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.

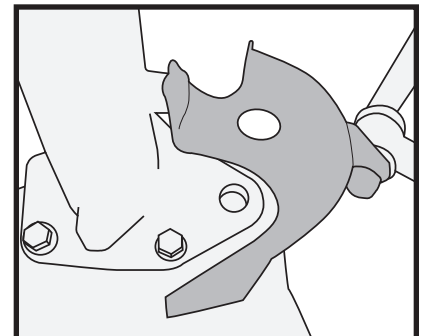
**Step 1.** Mount dash bracket provided between the brake and hood release levers on the driver side of the steering column using the existing bolts. Measure 5" below the steering shaft at the firewall. Measure 5" toward the driver side. Mark spot. Be sure to check for wires, hoses, etc. before drilling a hole through the firewall. Your vehicle may vary. Cut 1" square section out of the insulation at spot determined. Drill 11/16" hole in the firewall using Unibit #3 or 11/16" drill bit.



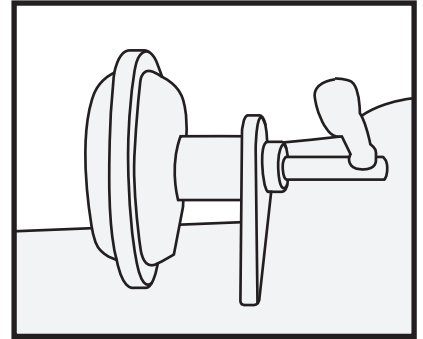
**Step 2.** Remove the jam nut and washer from the handle end of the cable. Start cable through the dash bracket. Place nut and washer over the end of the cable and continue the cable through the hole drilled in the firewall. Fasten cable loosely to the dash bracket with the jam nut and washer. Cut grommet 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.



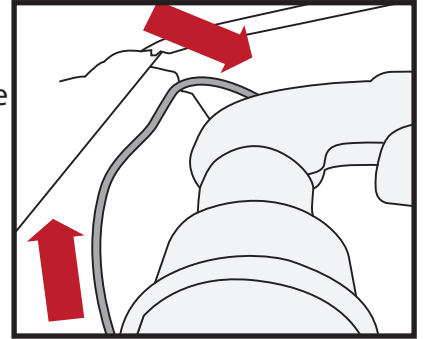
**Step 3.** Locate vacuum housing. Remove the plastic actuator shroud by removing the 3 bolts that retain it. Be sure to save these bolts for use later. Remove vacuum lines from diaphragm and zip tie it out of the way. Push rubber boot toward the shift arm. Remove the factory E-clip. Pull the diaphragm 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.



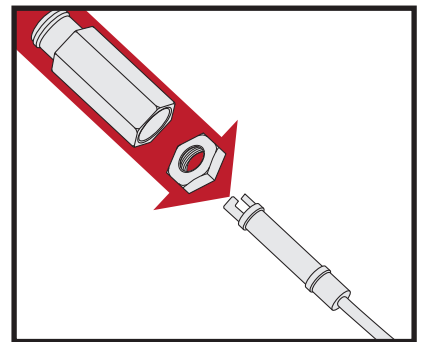
Step 4. Remove vacuum diaphragm by using a rubber mallet to tap on brass part of the diaphragm. If the vacuum diaphragm cannot be removed by hand use a hack saw (fine tooth) to remove plastic diaphragm. Note: You will be cutting through plastic, brass and steel. Cut directly next to the aluminum mount on the passenger's side of the mount.



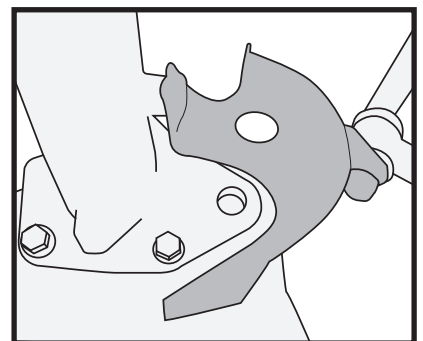
Step 5. Remove actuator shaft from the aluminum mount using a hammer and punch to drive the insert out of the center of the OE aluminum mount. Note: Careful not to break the shift arm. OE PART#F65Z7K336AA. Remove the rubber boot from the end of the OE shaft that was just removed. This boot will be reused in a later step. Route the cable. Note: Routing will vary depending on vehicle's engine. Route cable along drivers side frame rail, over fan shroud toward passenger side. Don't secure cable yet. Make sure the cable lock is in the disengaged position by pressing the red button on the cable and pushing inward on the handle.



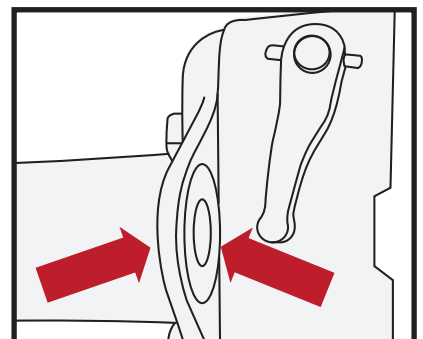
Step 6. Thread the supplied jam nut on to the end of the cable as far as you can. Apply RTV silicon sealant to the threads on the end of the cable. Install the supplied brass housing on to the cable and tighten down. Do not over tighten. Thread the brass fitting on by hand until it bottoms out on the 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.



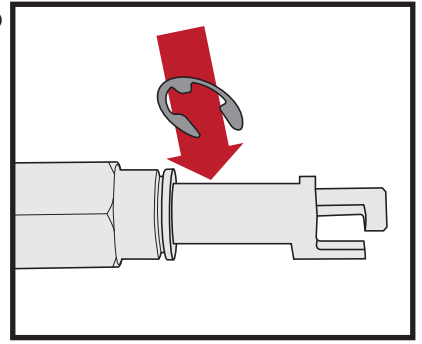
Step 7. Drill a 7/8" hole on the passenger side of plastic shroud housing that was removed earlier. The hole should be 1.5" directly forward of the passenger side mounting location. Slide the plastic shroud on to the cable.



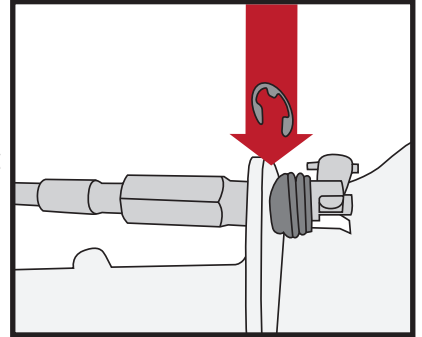
Step 8. Clean the factory mounting surface using an emery cloth.



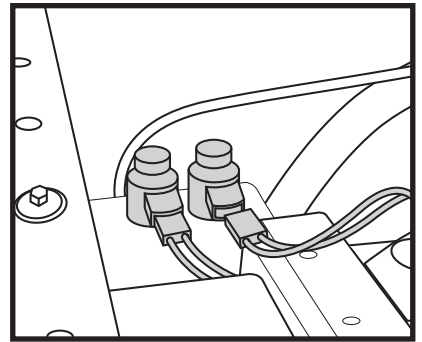
Step 9. Install the supplied smaller e-clip on the cable shaft in the groove next to the machined slot at the end of the cable shaft. Feed the cable lock end through the factory mounting bracket. Install the rubber boot on to the end of the cable. Install the shift arm retainer. Angle the cable lock 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. 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.



Step 10. Install the large E-clip provided in the groove of the brass actuator shaft directly next to the OE aluminum mount. Note: You will need to index brass housing. Push the rubber boot up on the brass fitting. There is a groove in the brass fitting that the boot will lock in. Re-install the plastic actuator shroud over the new assembly using the factory fasteners and tighten. Secure cable using cable clamps and screws provided along the top of the fan shroud. Use zip ties provided to secure cable along frame rail.



Step 11. Locate the vacuum switches on the passenger's side firewall. Disconnect both OE connectors from the switches to disable the vacuum supply to the front axle.



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.

Learn more about performance driveline and axles on our website.