

RADesigns Products

Forward Mounted Rear T-case Levers - *aka: Triple sticks.*

Thank you for choosing our product. This product is design to be installed onto two **top shift** transfer cases duals setup.

There is a good chance you will have to do some modifying to the transmission tunnel to clear the new shift rods if you don't have a body lift.

You will want either silicone or the factory transfer case lever housing gaskets.

1. To install remove 4 bolts holding shift lever housing of your rear transfer case, remove the lever assembly.
2. Install the factory gasket onto the transfer case or use silicone on transfer case, then install the RADesigns aluminum housing onto rear case where you just remove the stock lever assembly, be sure that each inside lever is in the transfer case shift rod notches. Replace and tighten the 4 bolts.
3. Remove the 4 bolts that hold the front shift lever on your range box, the stock lever may need to be removed and modified as you see fit, (I used a torch to heat and bend mine to be centered between the two new levers.)
4. Re-install lever and stock housing if you removed it, don't forget a gasket or silicone. Now set the lever plate on top of housing and using the new supplied longer bolts to bolt the lever plate (and spacer plates for Forward shift lever location) and stock lever housing to range box.
5. Now install connecting rods to rear housing lever arms. Adjust rods to get desired shift lever location, tighten the lock nuts.(Locktite is suggested to prevent anything coming loose.)
6. The tapped hole in the top is 1/8" NPT, Jeg's sells breathers that will thread in, also a 1/8" NPT thd hose barb can be used to route a breather hose up out of the way.
7. Now you are ready for the shift boot, with the shift knobs removed slide the shift boot onto all 3 shift levers. Using it as a template mark where any floor modifications are needed to install the boot. Remove boot, make any needed floor modifications and then install the boot. After the boot is installed you can then install the shift knobs and go wheelin'.

Thank you for purchasing from *RADesigns Products LLC*. If you have any questions feel free to contact us.

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Interlock pin removal

- 1: It's best to do this with the transfer case remove from the vehicle. Put t-case into 4wd.
- 2: Unbolt the shifter base.
- 3: Unscrew the driver side detent bolt, using a 6mm Allen head wrench don't loose the detent spring and ball. Tip the case with plug facing upward and remove the detent spring and ball using a magnet or tip the T-case on its side for them to fall out..
- 4: Using a hammer and punch drive roll pin out of high/low shift fork. Use a 3/16 roll pin punch to remove the pin. Use a magnet pen under the fork to catch the roll pin if it falls clear out. If no magnetic is available you can lay aluminum foil underneath the shaft or let the pin fall inside and remove it by turning to T-case upside down and rotating input shaft. If you rotate the input while shaking the case this can help lost pins come out.
- 5: Remove driver side shift rail out by sliding it out. You can grab the rail with a pair of pliers or stick a 3/16 punch in the shift fork hole you just removed the pin from and slide it out until you can grab it with pliers.
- 6: When the rail is out, remove the interlock pin. To remove pin use a magnet pen, tilt case on its side or use an air nozzle in the passenger side rail slot. The pin will fall out of the same hole as the detent bolt you removed. You no longer need this pin.
- 7: Now you can now reassemble in the opposite order of which you just removed the shift fork and rail.
- 8: Replace the shift fork and slide the shift rail back in. Using a hammer carefully tap the roll pin back in place. Be sure the side or the shift rail with 3 notches shaft faces out.
- 9) Replace the detent ball and then the spring. Insert the detent bolt and tighten. Use Ultra Gray silicone on threads.
- 10) Replace the T-case into you vehicle.
- 11) Refer to Triple Stick instructions to complete your install of your shifters.