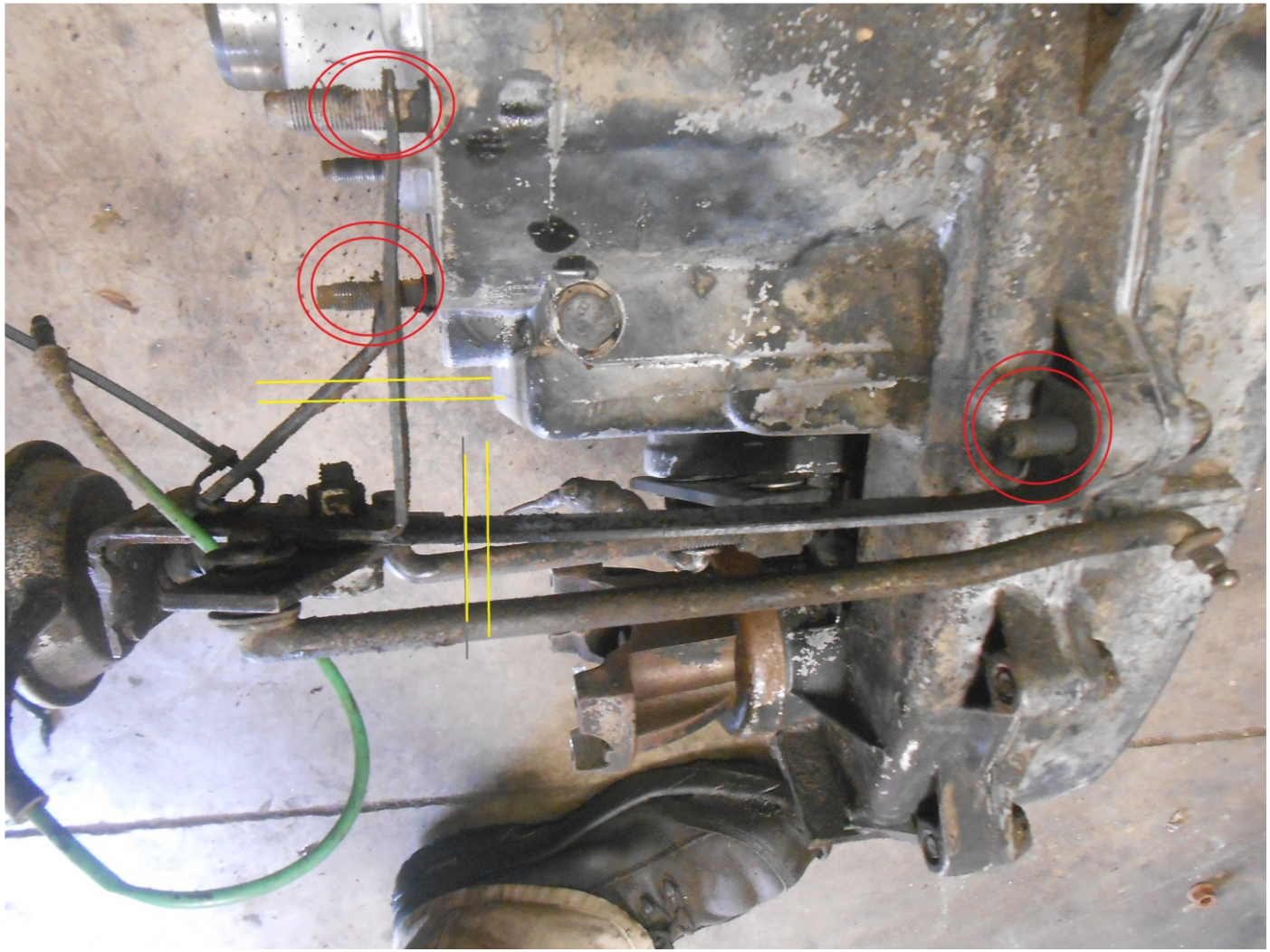
NP229 / NP228 twin stick shifter instructions

We have improved our original design by adding longer/adjustable links.

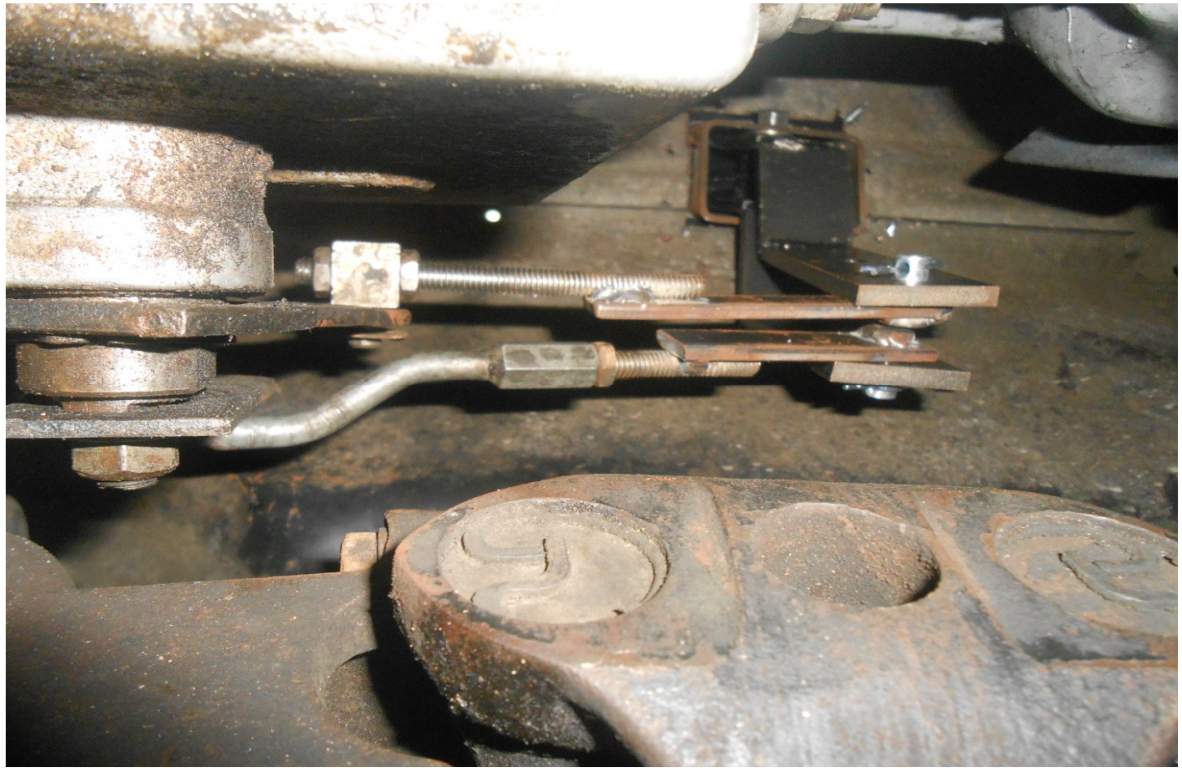
You will notice that some of the installation pictures show the old-style links. The principle is still the same, So, apply the information to the new links .

Read all the instructions first to gain an understanding of how to best install the links/bushing etc

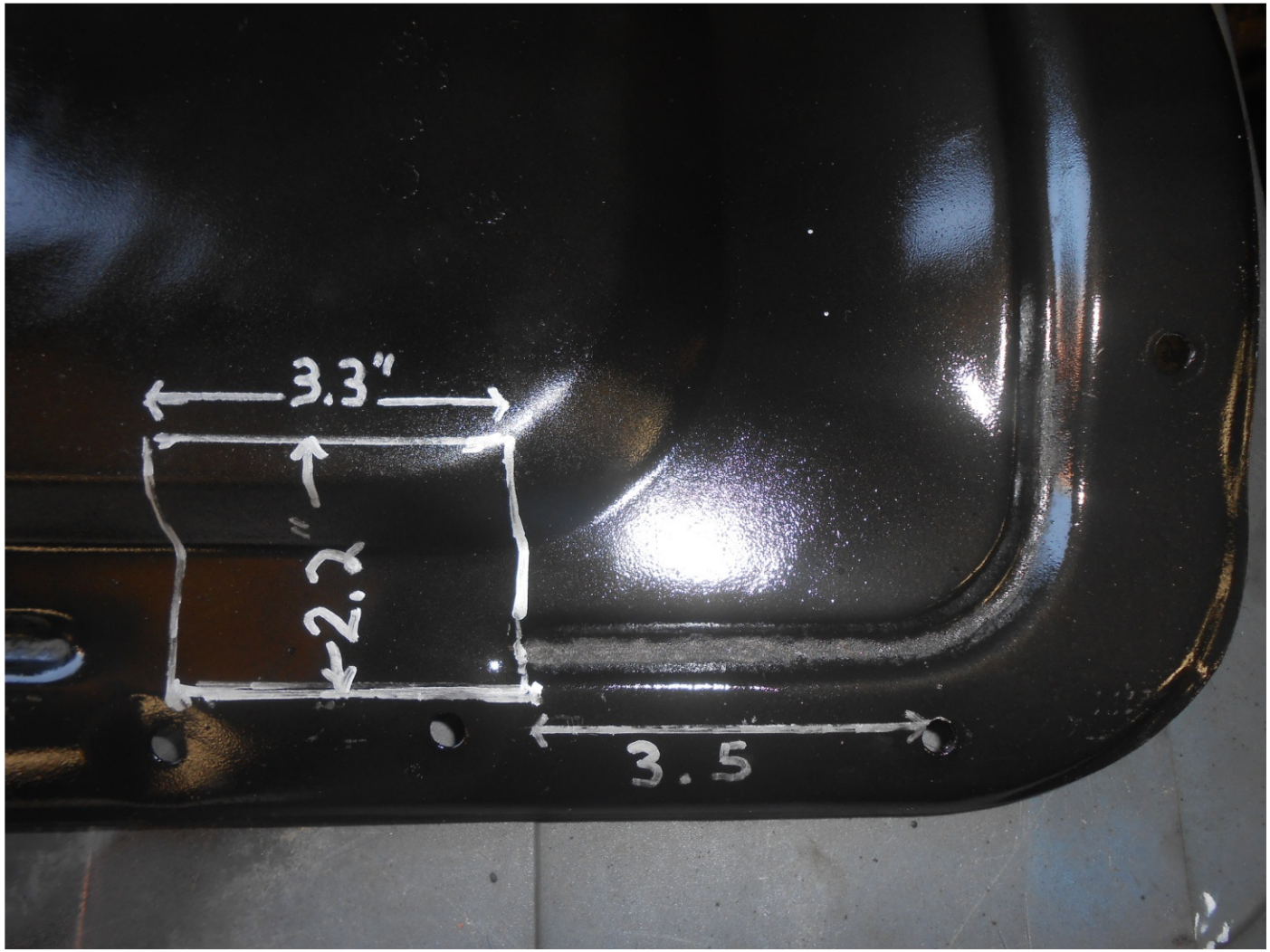
Remove the NP229 shifter bracket: there are 3 nuts that hold the bracket to the case. Two 9/16 nuts and 1 5/8 nut at the rear [red circles] or cut the bracket off at the yellow lines



What's included: each link uses the original transfer case lever. It will be obvious where they attach when looking at the pictures. There is approximately 4" of adjustment on each link that can be used to set the shifter lever position. Note: the 4WD/2WD linkage will likely need to be placed toward the outside of the shifter lever to align properly.



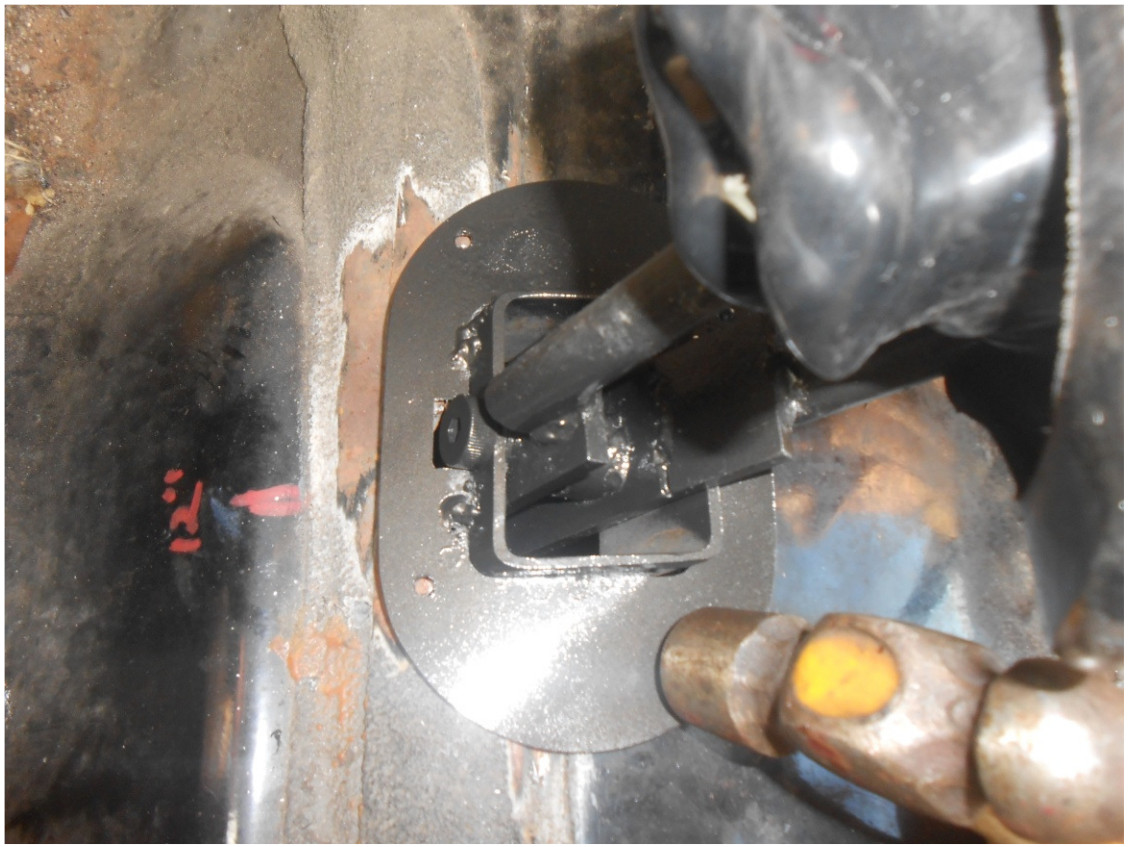
Cutting the hole in the floor for the shifter. Follow the drawing in the picture. All the tunnel covers are the same and measurements are approximate [you can have a margin of error of 1-1.5” and still be OK]; measure forward 3.5” from the bottom left fastener and cut the cover as shown 2.2x3.3



Slide the assembly [minus the links] into the hole just cut. Note: there are 2 holes at the bottom of each lever. These are to align the links with the transfer case. Use the combination that best places the shifter knobs where you want them. If there is interference from the un-used length—cut off the unused piece.



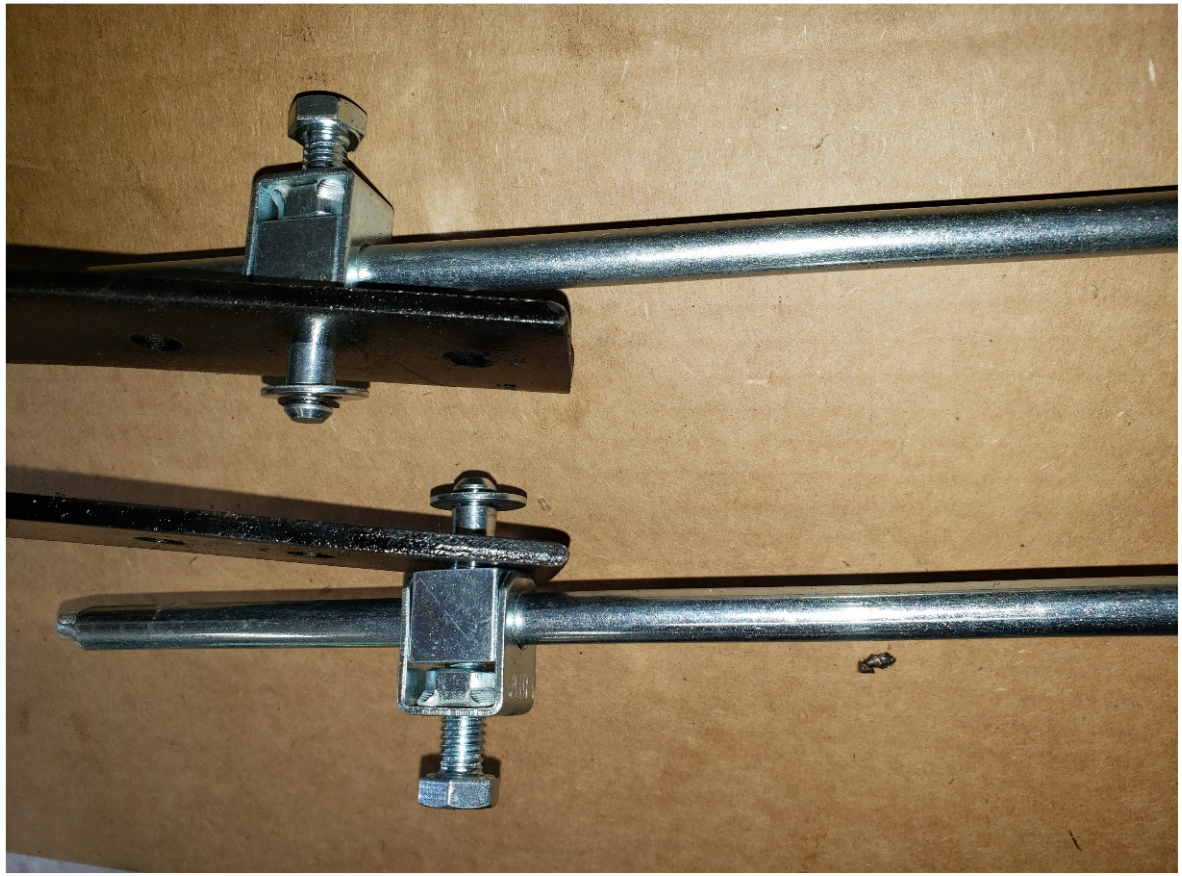
With the boot pulled up [not off] use a hammer to tap the flange down to follow the contour of the tunnel. There will still be some minor gaps between the flange and floor that will need to be filled with Adhesive Caulk on final installation



Once the shifter is in the correct location, drill 6 small pilot holes through the boot and flange into the floor for the metal screws. After this step, remove the unit and add the calking to the gaps and then do the final assembly



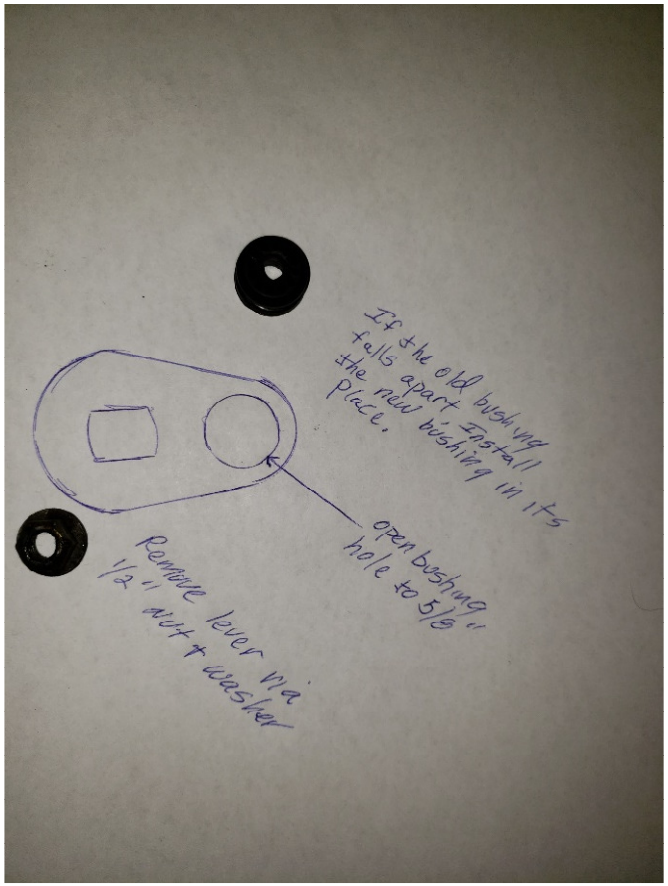
Attach the links at the case levers first [slide the rods out of the shifter-adjuster-shown]. Then adjust the length and insert the other ends into the shifter levers. Your shifter location will dictate which side the links will need to be mounted to align with the case levers.



This setup is the most-likely way to achieve the correct position. Note: the 2WD/4WD rod has the bushing on it. If the OEM bushing is still good, remove the new bushing from the rod and insert the rod end into the old bushing.



If the OEM bushing is SHOT, you will have to remove the lever from the case via ½” nut. Then open up the bushing hole on the lever to 5/8” [easily done with a Step bit]



Lubricate the bushing and press it into the 5/8” hole. Note: that the retaining band in the bushing is near the smaller end of the bushing [it engages the rod]. If its reversed, the rod won't reset deep enough in the bushing. Flipping the lever is easier than reversing the bushing to correct it.

