

DID YOU KNOW

4x4 Posi-Lok will not disengage when the engine is turned off.

**WHAT IS 4x4 POSI-LOK?**

- A permanent replacement of the failure prone O.E. vacuum and electric front axle engagement systems.
- Allows you to engage the front axle from inside the cab.
- Engagement every time because you are in direct control.
- A one-inch pull of the cable ensures you will have 4-wheel drive when you need it, as long as the transfer case is engaged.
- It is not a posi-trac or locker.
- Simple and easy to install.
- A patented front axle engagement system.

4X4 POSI-LOK BENEFITS

- Provides the benefits of 2-wheel drive low range, giving the vehicle 4-LO torque at the rear axles with bind free steering only available in 2-HI. This feature is not available with factory systems and is beneficial when maneuvering trailers.
- Reduces front differential wear and right axle breakage.
 - Will not disengage when the ignition is turned off or the differential is submerged.
 - Compatible with manual or electric transfer cases and complete installation can be completed in one to two hours with basic hand tools. No internal differential work required.

TECH TIP

To engage—push button and pull cable.

TESTIMONIALS

“The ‘throw’ or ‘pull’ of this device is minimal at one-inch or less, and once you get the feel of it, shifting on the fly is easy, as is locking or unlocking the front axle engagement from a stop. This is an aftermarket accessory that makes sense for everybody.”

~ Paul Hantke; *ModernSurvival.net*

“Thankfully, there are some ingenious people left in the world who’ve devised systems that positively engage the front axle [4x4 Posi-Lok].”

~ Rick Péwé; *4-Wheel and Off-Road Magazine*

“[4x4 Posi-Lok] puts the control of four wheel drive back into the hands of the driver where it should be.”

~ Albert Vandervelde; *Canadian 4-Wheel Drive*

4x4 POSI-LOK**IT'S THE ONLY SURE THING!**

- Knowledgeable sales and technical support to assist you every step of the way
- Complete and easy to follow installation instructions written for the do-it-yourselfer
- Reliability is designed into every part to ensure easy installation as well as long term performance
- New applications are always in the works to correct your four wheel drive engagement problems
- See our detailed web site for complete installation instructions, Troubleshooting Guide, distributor locator, and much more.



It's the only sure thing.

COMMON PROBLEMS WITH OEM SYSTEMS

The Weak Link

Thermal Linear Actuator

- The colder the temperature, the longer it will take to engage.
- If the front differential becomes submerged, the TLA temperature will cool and the 4-wheel drive will disengage.
- The TLA unit can cause excessive wear on internal components in the differential and may cause other electrical problems.

Vacuum Actuator

- The OE unit is vacuum controlled. This vacuum system is prone to failure due to frozen diaphragm, loss of vacuum, hard or cracked vacuum hoses, or complete loss of vacuum lines.
- The OE unit has demonstrated a high rate of failure, is non-repairable and may cause other problems.
- The OE unit can cause excessive wear on the differential and/or right axle and shift fork breakage due to incomplete engagement or disengagement.

How 4x4 Posi-Lok WORKS

The Weak Link is Eliminated

Vacuum Actuator

The failure prone vacuum actuator is replaced with the cable operated 4x4 Posi-Lok system. The vacuum actuator is removed from the front axle tube. Engaging the transfer case and pulling the Posi-Lok handle will slide the shift fork and collar to connect the freewheeling right axle to the driven left axle. Both front wheels are now engaged and pulling the vehicle.

Thermal Linear Actuator

The failure prone thermal linear actuator is replaced with the cable operated 4x4 Posi-Lok system. The cable's handle is conveniently routed under the dash. Placing the vehicle's transfer case in 4-wheel drive and pulling the Posi-Lok cable handle slides the shift fork and collar to connect the freewheeling right axle to the driven left axle. Both front wheels are now engaged and pulling the vehicle.

CHEVY/GMC K SERIES

1988-1998 1500, 2500 Pickup 6 Lug
1992-1998 Suburban, Tahoe, Yukon 6 Lug
Note: With Thermal Linear Actuator (TLA)
Part No. 600

1988-1998 2500, 3500 Pickup 8 Lug
1992-1998 Suburban 8 Lug
Note: With Thermal Linear Actuator (TLA)
Part No. 800

CHEVY/GMC S SERIES

1983-2003 S-10, S-15 Pickup, Blazer, Jimmy
Including ZR2 and Highrider
Note: With Vacuum Actuator
Part No. 500

DODGE

1994-2001 Ram 1500 w/ Dana 44-60
1994-2002 Ram 2500, 3500 w/ Dana 44-60
Note: With Central Axle Disconnect (CAD)
Part No. 400

1985-1993 W-Series Pickup, Ramcharger, Trailduster
Part No. 450

Did You Know

4x4 Posi-Lok can be easily installed in 1-2 hours with basic hand tools.



FORD

1997-2003 Ford F-150 4WD
Part No. 750

JEEP

1987-1995 Wrangler YJ
1984-1991 Cherokee XJ
1986-1991 Comanche MJ
Note: With Dana 30 Central Axle Disconnect (CAD)
Part No. 900 (stock applications) or
Part No. 920 (lifted applications over 3")

4x4 PERM-LOK

Chevrolet/GMC K Series applications
Part No. 1000

OPTIONAL ACCESSORY

Heavy-duty, cast iron fork with pads
for Dodge and Jeep applications
Part No. 100

Kit #1000



Kit #100



Did You Know

4x4 Posi-Lok puts the driver in control of the 4-wheel drive engagement. No more pushing a button and hoping your 4-wheel drive engages.