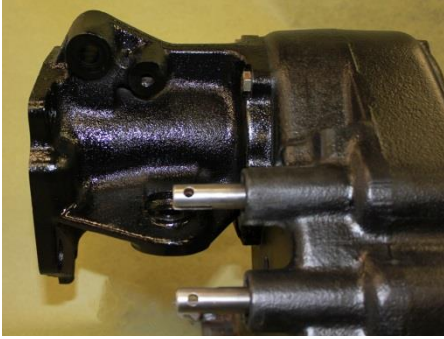


## **JB Custom Fabrication**

### **Early Bronco Shifter selection guide**



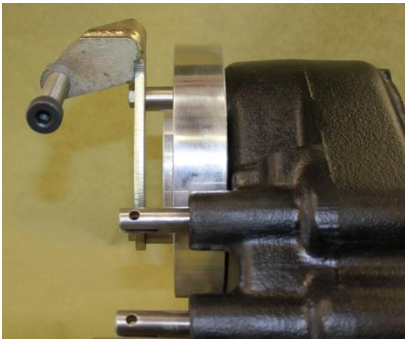
EB20 Type 1 (T type, J type)



#### **Type 1- All stock Ford adapters**

Advance Adapters Kit # 50-5601 Ford T&C Overdrive 4spd

EB20 Type2 (T type, J type)

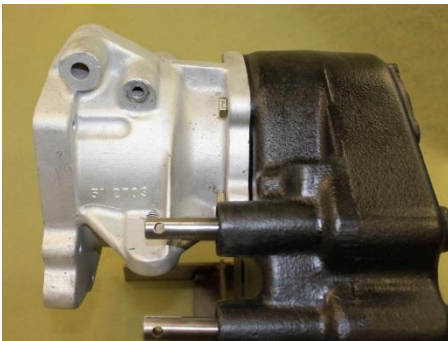


#### **Type 2-Clocking ring W/shoulder bolt and shifter mount**

Advance Adapters kit # SY-50-9920 NV3550,  
50-4303 ZF/M5R,

Advance Adapter kit allows for the re-clocking of the transfer case to three different positions. According to Advance Adapters the top position is the stock position, the feedback that we have gotten seems that most of them are being used in the stock position, due to drive-line angle. We have designed our NV3550/ZF twin-stick to fit the stock position. Having said that, the "J" type shifter (due to Ford's shift-rail interface flags) will not tolerate re-clocking as the shift-rails get too close to the shifter pivot (decreasing the range of motion). The "T" type uses a spherical rod-end linkage which is much more forgiving; by just tweaking the lower end of the shifter (to keep the linkage straight) it can be used in re-clocked applications. If a customer has a re-clocked "J" type, our recommendation is that the flags be cut off the shift-rails, holes be drilled in the shift-rails, and a "T" type shifter used.

EB20 Type 3 (T type, J type)



#### **Type 3-AOD adapter W/O spacer ring**

Advance adapters Kit # 50-2704 AOD, 50-2704E AODE & 4R70W

EB20 Type 4 (T type, J type)



#### **Type 4- AOD adapter W/spacer ring.**

Advance Adapters kit # 50-2704A