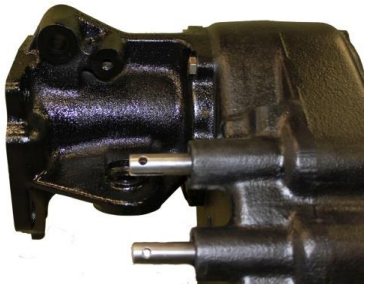
JB Custom Fabrication

Early Bronco Twin-Stick Shifter Selection Guide

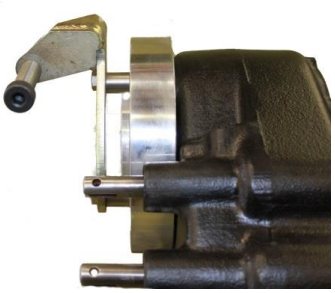
EB20 TYPE 1



Type 1- All stock Ford adapters
Advance Adapters Kit # 50-5601 Ford T&C Overdrive 4spd
Advance Adapters Kit #50-2700

P/N EB20J T-1 J-TYPE
P/N EB20T T-1 T-TYPE

EB20 TYPE 2

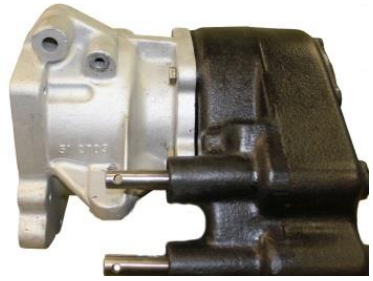


Type 2- clocking ring W/shoulder bolt and shifter mount
Advance adapters kits # SY-50-9920 (NV3550) #50-4303 (ZF OR M5R)

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.

P/N EB20J T-2 J-TYPE
P/N EP20T T-2 T-TYPE

EB20 TYPE 3



Type 3-AOD adapter W/O spacer ring
Advance adapters Kit # 50-2704 AOD, 50-2704E AODE & 4R70W

P/N EB20J T-3 J-TYPE
P/N EB20T T-3 T-TYPE

EB20 TYPE 4



Type 4- AOD adapter W/spacer ring.
Advance Adapters kit # 50-2704A

P/N EB20J T-4 J-TYPE
P/N EB20T T-4 T-TYPE
