



Installation Instructions
81187
1987-96 JEEP CHEROKEE, 1987-92
COMANCHE, 1997-06 WRANGLER
2.1L, 2.5L & 4.0L ENGINE

SEE PAGE 2 FOR DRAWING ASSOCIATED WITH PARTS LIST ON THIS PAGE.

ITEM NO.	PART NO.	DESCRIPTION	QTY
1	4001956	Shifter	1
2	4000991	4' Cable	1
3	4001959	Base Plate	1
4	4001951	Top Cover	1
N/A	81187BA-01	Hardware Package includes:	1
5	3401729	3/8-16 x 1 Screw	1
6	3401730	3/8 Split Lock Washer	1
7	3401731	3/8 Nut	1
8	3401732	7/16 Flat Washer	1
9	4001958	Cable Bracket	1
10	3401631	1/4-20 x 1 3/8" Screw	1
11	3401632	1/4-20 Square Nut	1
12	3401634	10-24 x 7/8" Screw	1
13	3400636	#10-32 Hex Nut	1
14	3400226	1/4-20 x 3/4 Bolt	4
15	3401555	1/4-20 NUT	5
16	3400104	1/4-20 x 1/2 Screw	1
17	1940005	Cable Pivot	1
18	3400115	Retainer Ring	1
19	3400119	1/16 x 1 Cotter Pin	1
20	3401557	1/4" Split Lock Washer	4

ITEM NO.	PART NO.	DESCRIPTION	QTY
21	4001996	Shifter Linkage	1
22	4001843	Indicator Linkage Spacer	1
23	4002023	Console Support Bracket	1
24	3400406	10-24 x 3/8 Slot Pan Screw	1
25	1601027	Cable Bracket	1
26	2000137	Cable Lever	1
27	3400079	7/16" Flat Washer	1
28	3400201	5/16-18 x 1 1/2 Screw	2
29	3401715	5/16-18 Steel Square Nut	1
30	4101397	Rubber Grommet	1
31	4001811	Cable Lever	1
32	5000250	6" Zip Tie	3
33	5100075-48	18 Gage Wire	1
34	5000055-99	Electric Conn. Splice 18 Gage	1
35	5000163-99	Tap Connector 18 Gage	2
36	4002024	Rubber Boot	1
37	3400724	Clinch Pin	1
38	4101415	Rubber Grommet	1
39	4002026	Cable Bracket	1
40	4002027	Cable Lever	1
41	3401728	#8 x 1/2" Screw	1

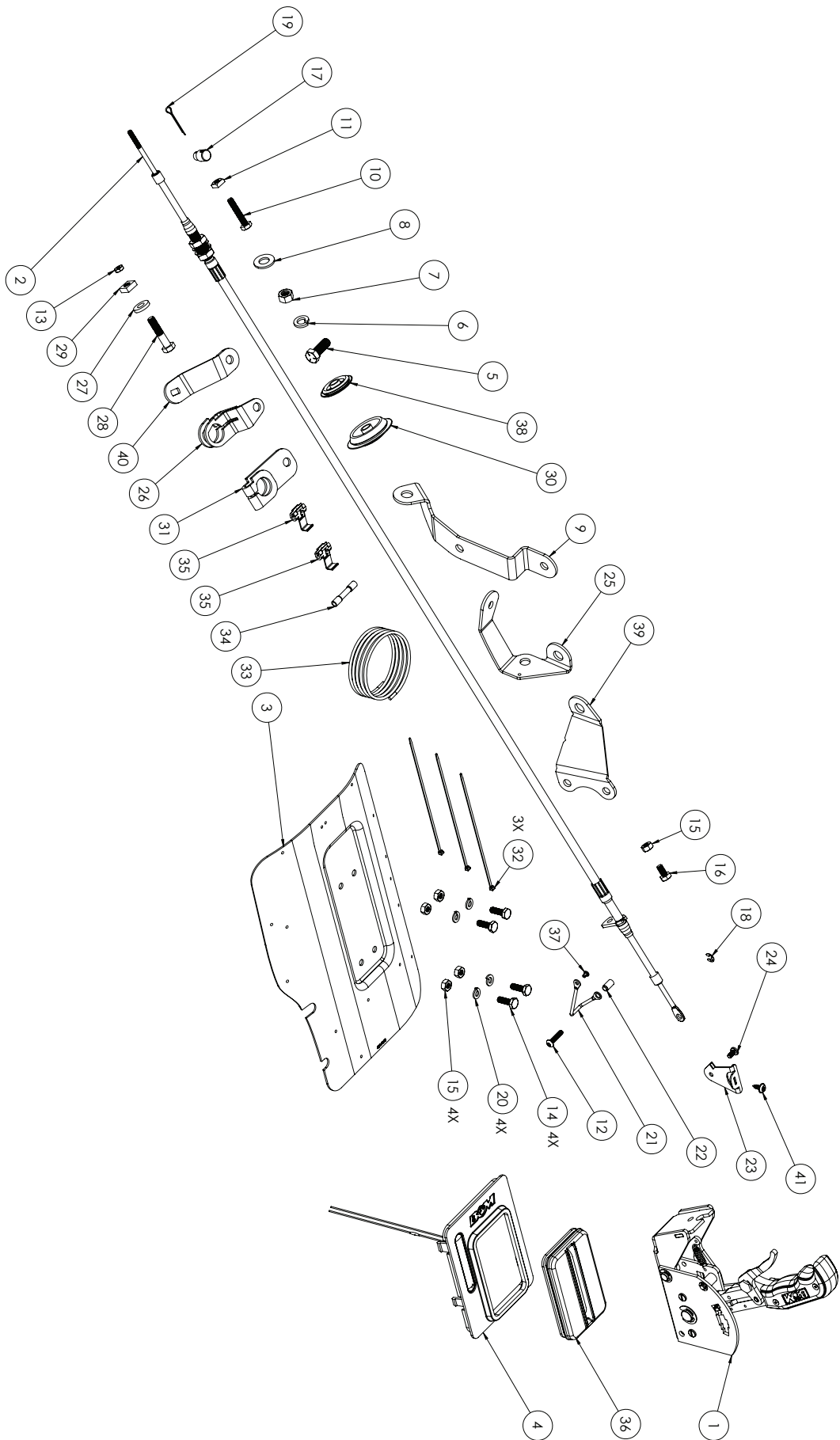
INSTALLATION GUIDE

This products can be installed on 3 type of applications Jeep XJ, TJ 3-Speed and 4-Speed. That means that some steps in this guide may apply to only some models while others apply to all models. We have labeled each step accordingly and to clarify even further, have listed steps below to follow based on what application you are installing this shifter onto.

Jeep XJ: 1-7, 9-13, 16-19, 23-39, 44-45, 47-50

Jeep TJ (3-Speed): 1-4, 8-9, 14-15, 20, 23-37, 40-41, 44, 46-50

Jeep TJ (4-Speed): 1-4, 8-9, 14-15, 21-37, 42-44, 46-50



PRODUCT FEATURES:

PARK BRAKE INTERLOCK: This feature is a safety mechanism which prevents driver (with key on) from shifting out of "PARK" without first depressing the brake. On this B&M shifter, the trigger lever will take the place of the park brake interlock function. Make note of this before you go on your first test drive after completing installation.

REVERSE LOCKOUT: On typical B&M racing shifters, this feature is a safety mechanism which prevents driver from shifting into reverse once neutral or any forward gear has been selected. On this B&M shifter, the trigger lever performs the reverse lockout function. Make note of this before you go on your first test drive after completing installation.

OVERVIEW:



1. Take a moment to read and understand these instructions before installing your B&M Console Pro Stick Shifter.

NOTE: Please inventory all parts now before continuing and if necessary, report any missing items to our tech line. This will avoid potentially stranding your vehicle until any missing replacement parts arrive.

2. Raise vehicle up on a hoist or rack to working height. If you don't have access to a hoist or rack, support vehicle with jack stands.

NOTE: This kit installs differently for some applications. Pay attention to each step to make sure you are only completing the ones intended for your vehicle.

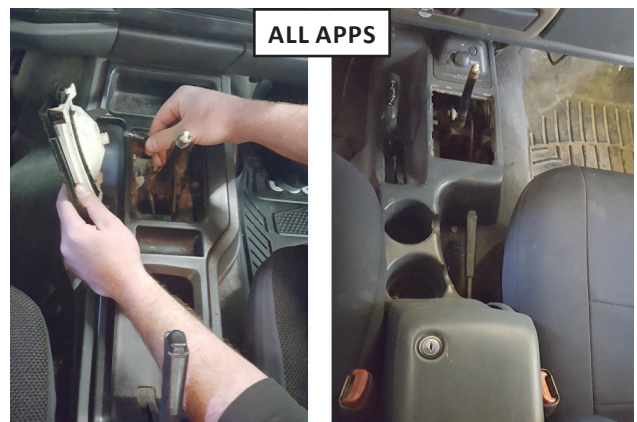
WARNING:

Avoid serious burns! Allow vehicle time to cool completely before handling any stock components.

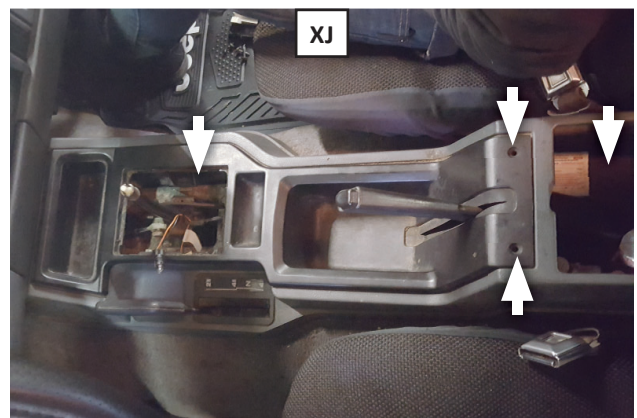
PREPARE VEHICLE CAB FOR INSTALL:



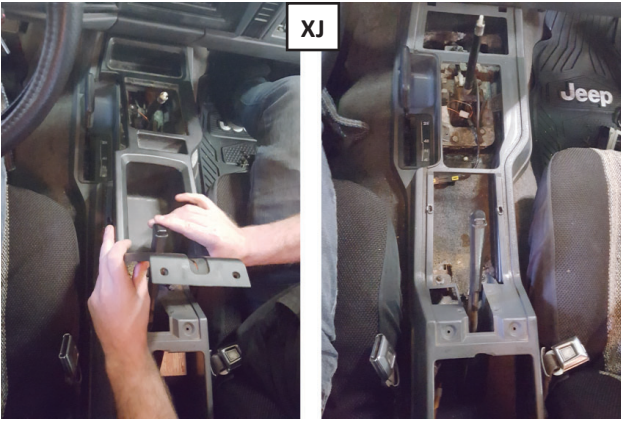
3. Set shifter into "Neutral" and remove shifter knob from stick.



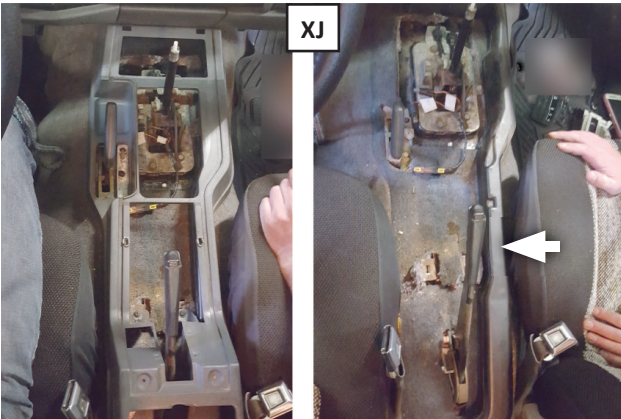
4. Remove shifter cover, while unplugging wire as shown.



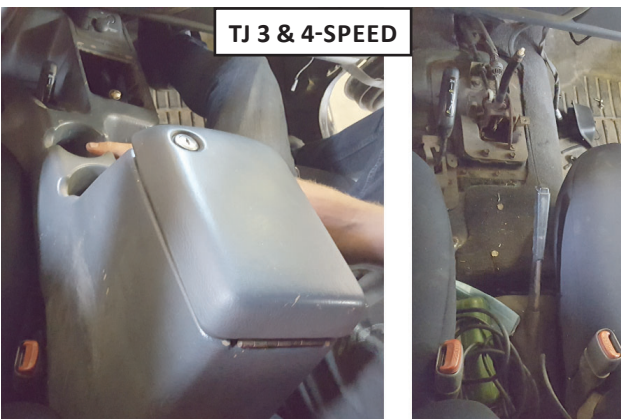
5. Open console compartment lid then remove and retain all fasteners securing console top in place.



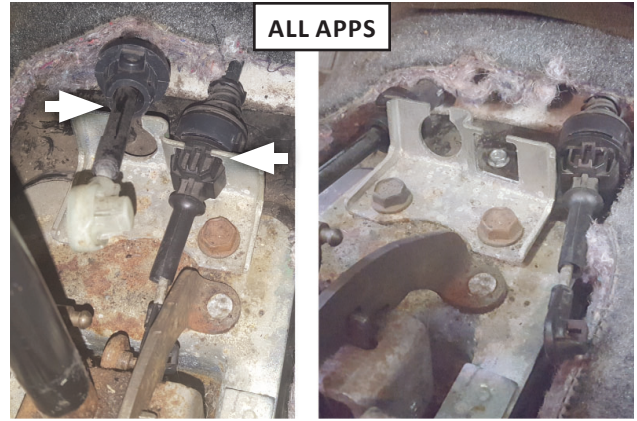
6. Remove console top from base. Set transfer case shifter into "4H" and remove indicator cover.



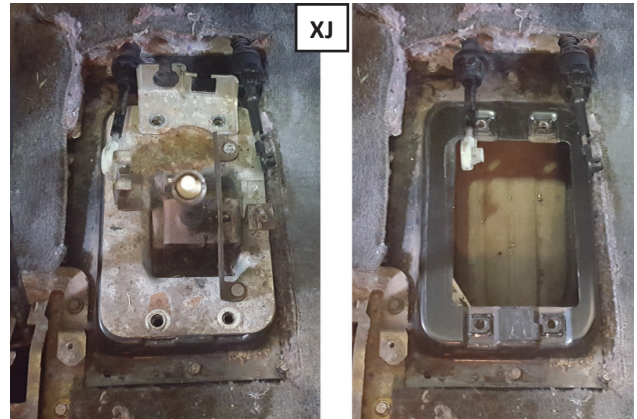
7. Remove and retain any fasteners securing base to floor. Unplug and remove console base and heater duct then set them aside.



8. Remove fasteners under cover, in cupholder and inside storage compartments. Set transfer case shifter to "4H", unplug wires and remove console.



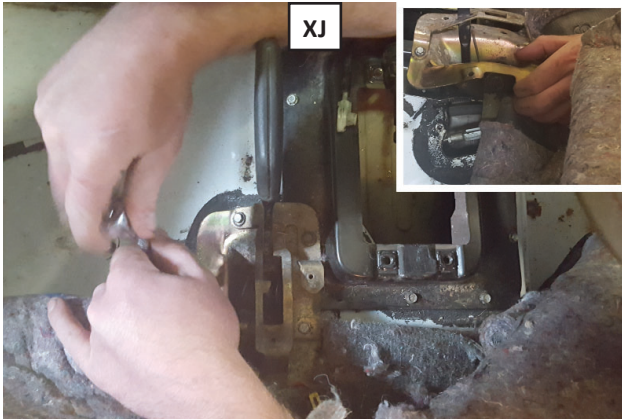
9. Disconnect from shifter then unseat park-interlock cable and gearshift cable from shifter assembly.



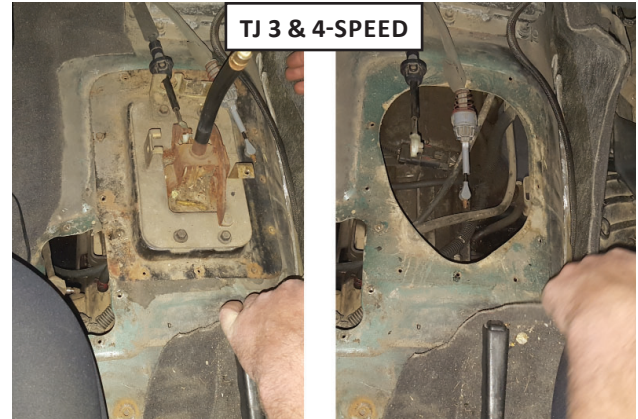
10. Remove and retain fasteners securing shifter to transmission tunnel. Remove shifter assembly from vehicle.



11. Disassemble trim and pull up carpet and underlayment from around center console and away from pedals as shown.



12. Remove and retain fasteners and transfer case selector.

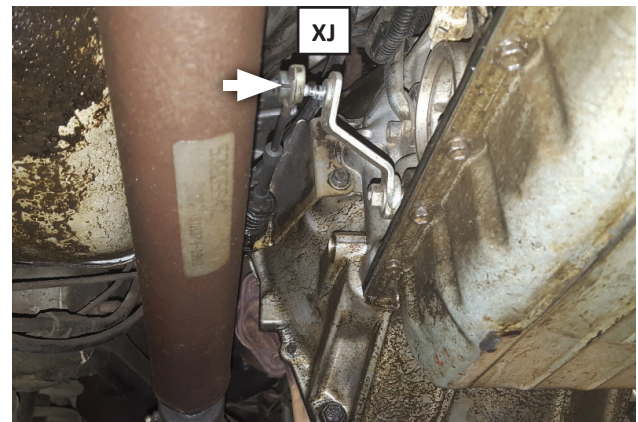


15. Remove and retain bolts and shifter assembly from vehicle.

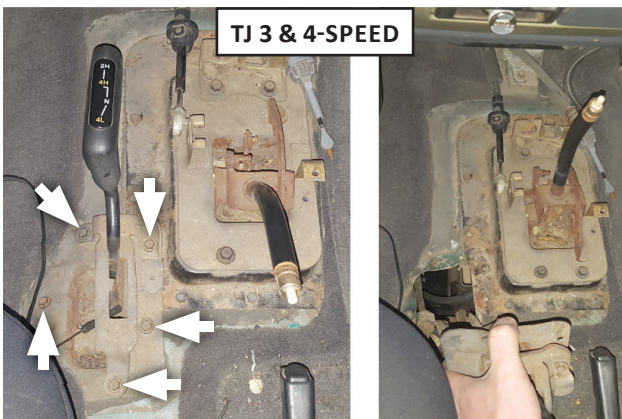
PREPARE UNDER VEHICLE FOR INSTALL:



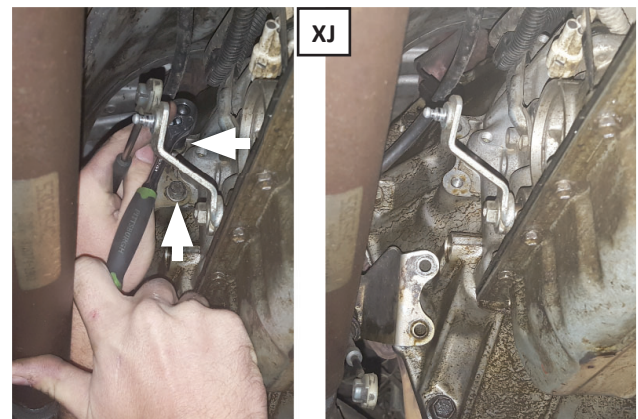
13. Remove and retain fasteners and shifter base.



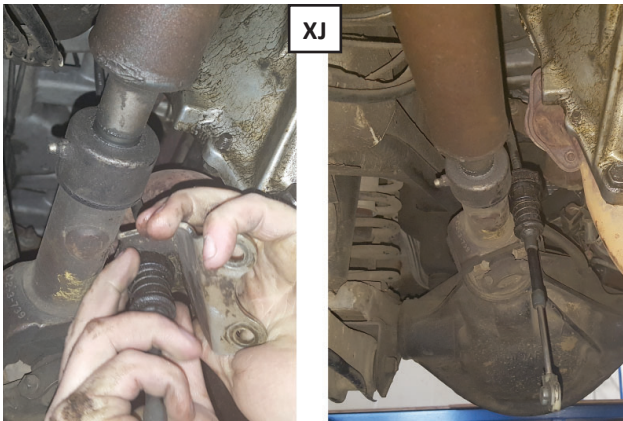
16. Remove shifter cable from transmission lever.



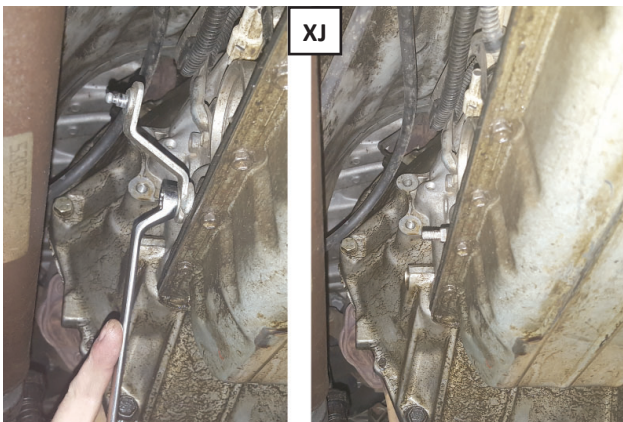
14. Remove and retain (x5) fasteners and transfer case shifter from vehicle.



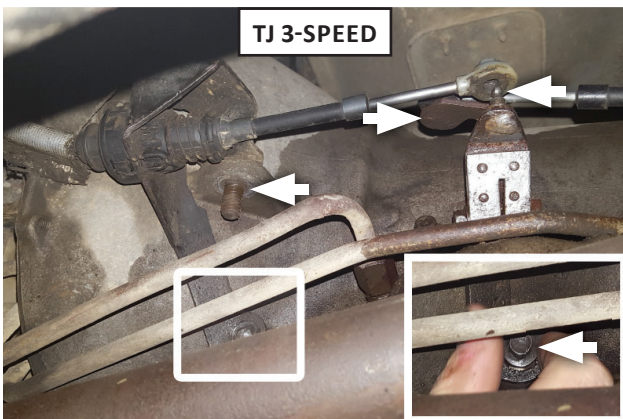
17. Remove bracket from transmission. Retain fasteners for later use.



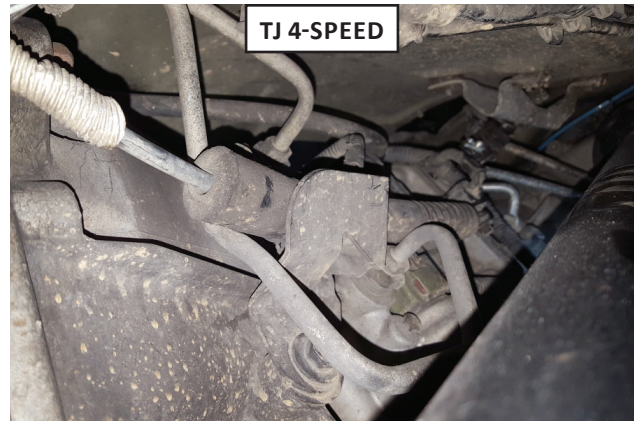
18. Release and remove bracket from shifter cable.



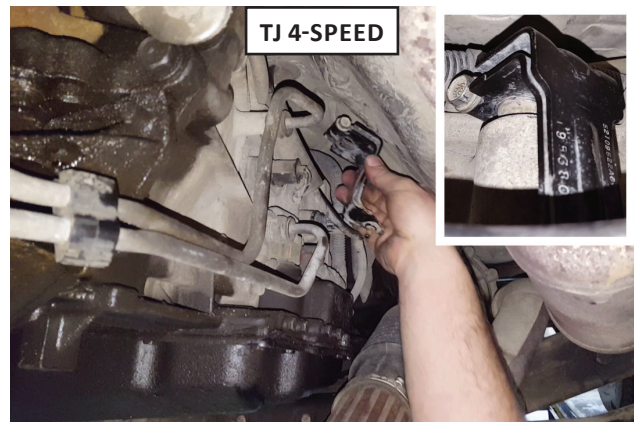
19. Remove shifter lever from transmission and retain bolt for later use.



20. Disconnect cable from transmission lever, remove throttle pressure lever from shaft then selector lever. Unbolt and remove bracket from transmission. Retain bolt for later use.

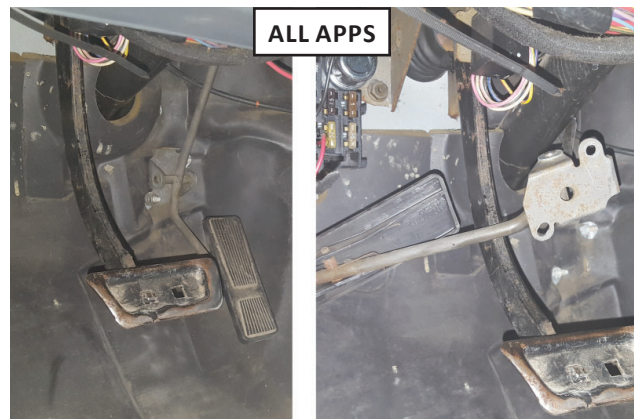


21. Disconnect cable from transmission lever. Unbolt and remove bracket from transmission. Retain bolts for later use.

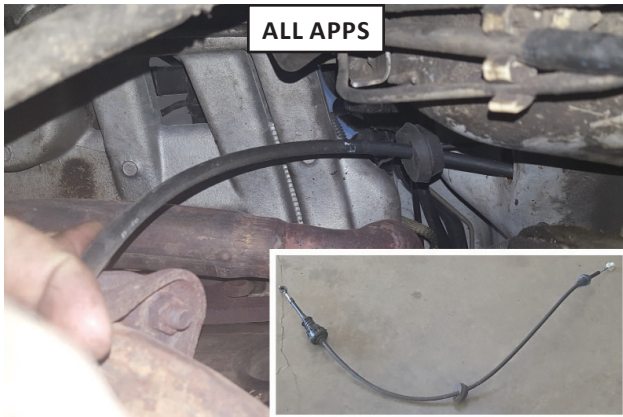


22. Remove transmission selector lever.

REMOVE SHIFTER CABLE:



NOTE: Only XJ models require gas pedal disassembly.
23. If applicable, remove gas pedal. Lift sound deadening from floor to access grommet.



24. Remove and retain shifter cable.



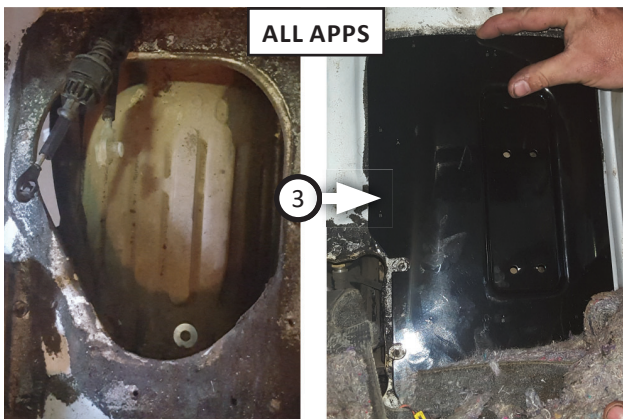
26. Make a cut within marks, compare it to base plate and mark again as necessary. Continue this until base plate fits flat against tunnel.

JEEP FLOOR TUNNEL CUTTING PROCEDURE:

- As you cut, make sure that you keep your cutting tool perpendicular to your cutting plane for a cleaner, more precise cut.
- Making cuts little by little will create a more precise edge fitted exactly to your base plate.
- Precision requires time and attention, allow yourself both to avoid being too aggressive with your cuts.



27. Deburr edges and remove loose or excess material from tunnel under where base plate fits.



25. Use **base plate (3)** as a reference to mark where you need to cut.



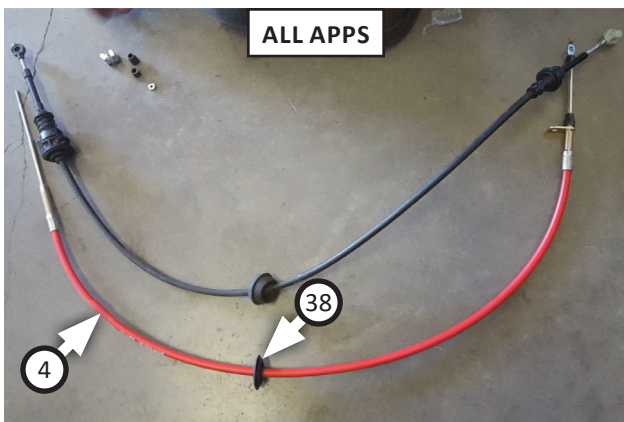
28. Using stamped indents for reference, drill holes matching your factory base. Choose hole size based on your preferred fasteners. For more secure mounting, use rivets over factory hardware.



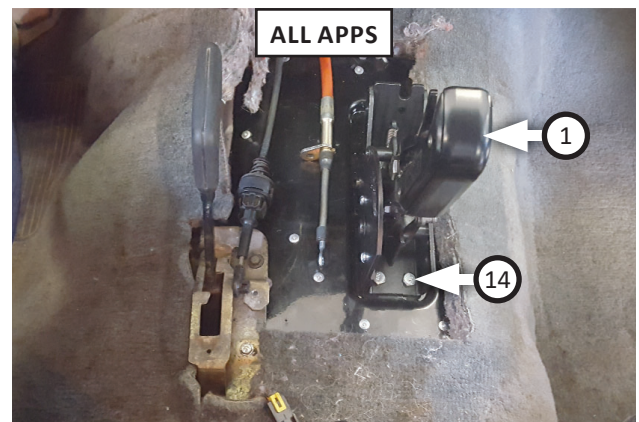
29. Install base plate using gasket. For more waterproofing, use silicone.



32. Re-install fasteners and transfer case selector (removed step 12).



30. Choose **rubber grommet (30,38)** that is the closest size to your factory grommet. Remove hardware from threaded end of **cable (4)** and install grommet.

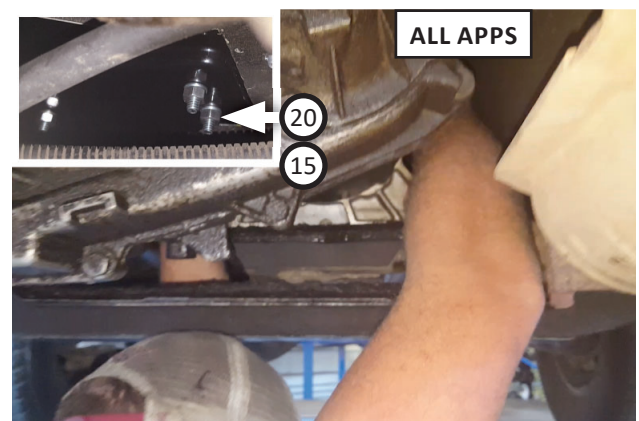


33. Set **shifter (1)** into place on base plate then install (x4 ea.) **bolts (14)** through assembly.

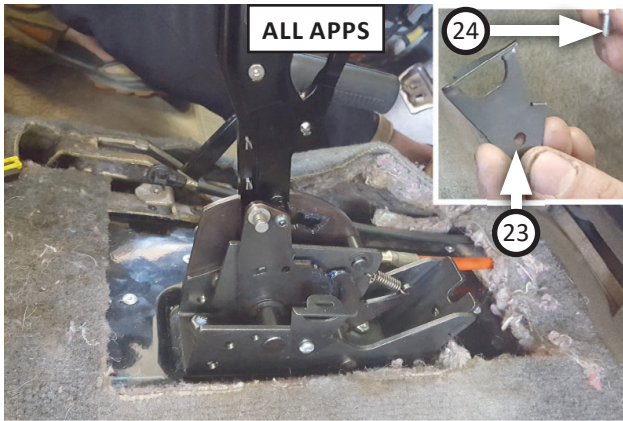


NOTE: For XJ models, re-install gas pedal, replace carpet and install any trim removed earlier.

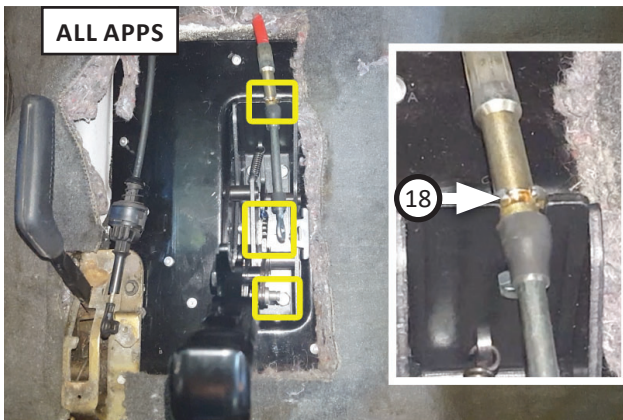
31. Route threaded end of cable down through entry point under center controls. Install grommet, allowing adequate room for cable to reach shifter.



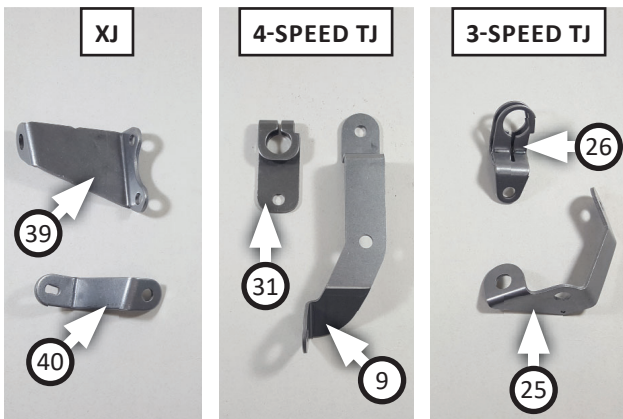
34. Under vehicle, attach (x4 ea.) **split lock washers (20)** and **nuts (15)** to bolts to secure shifter to base. Access it from side or behind transmission.



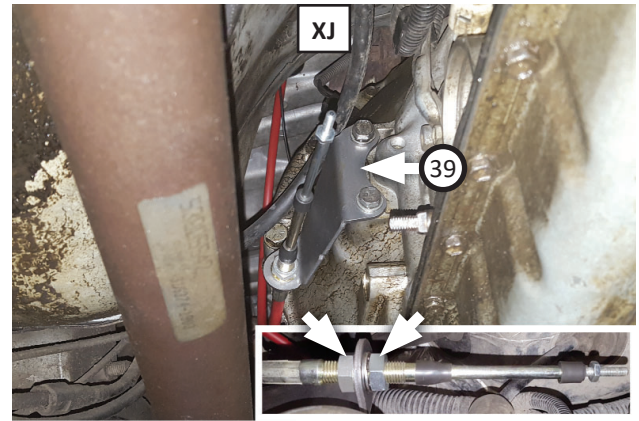
35. Install **console support bracket (23)** to shifter with **slot pan screw (24)**.



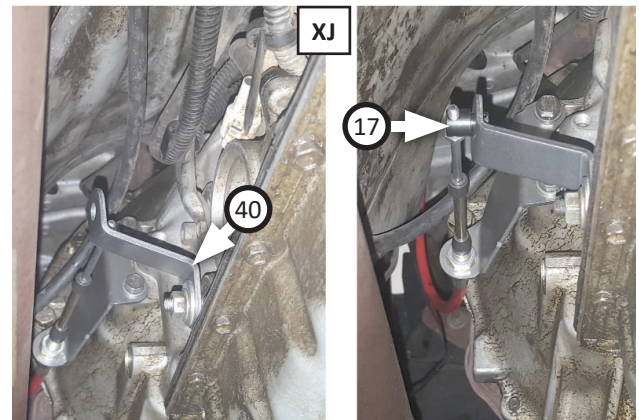
36. Secure cable to notch in shifter with bolt and nut as shown. Clip secure cable to detent plate.



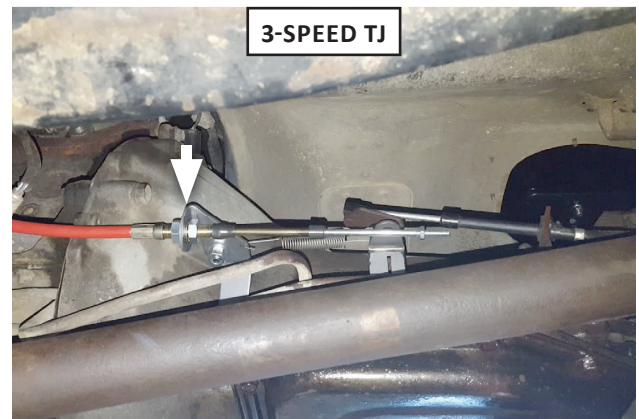
37. Find bracket and lever **(39, 40) (31, 9) (25, 26)** matching your application.



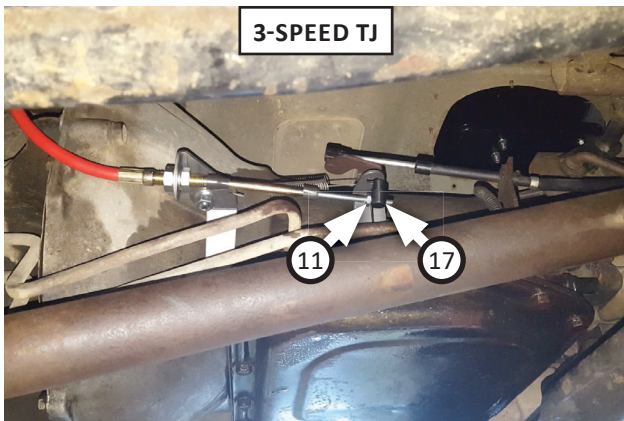
38. Install **bracket (39)** and fasten it with factory bolts (removed step 17). Use (x2) nuts to secure cable through cable bracket, then re-install cable hardware.



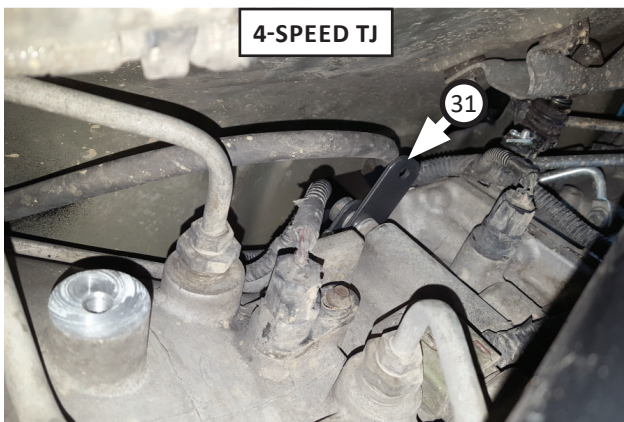
39. Install **lever (40)** with factory fasteners and oversized washer (removed step 17). Thread cable nut then **lever (17)** onto cable, approximately to middle of threads.



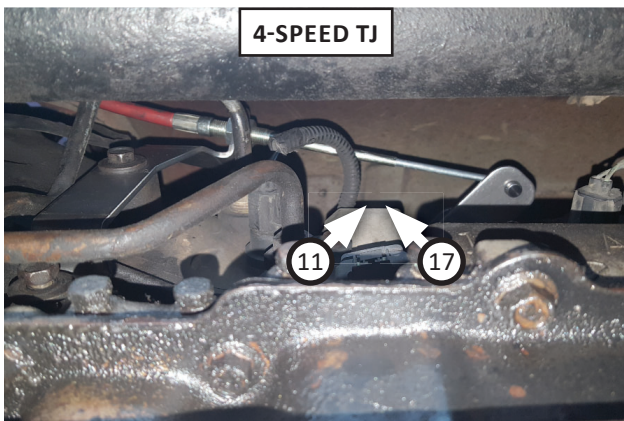
40. Under vehicle, use nuts and washers to secure cable through cable bracket. Position bracket in middle of threads as shown, then re-install lower bolt stock hardware, upper bolt, nut and washer, 5/6/7 pinch bolt 10/11.



41. Thread nut removed from cable and **cable pivot (17)** onto cable, approximately to middle of threaded cable.



42. Under vehicle, install **cable lever (31)** onto transmission with pinch bolt set 27/28/29.

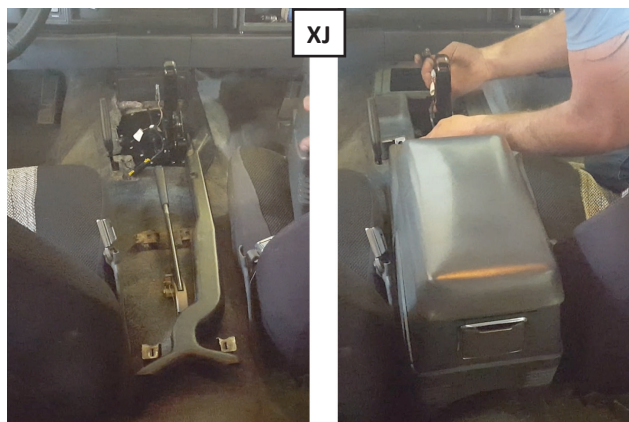


43. Route and secure cable over to cable lever with **cable pivot (17)**. Re-install remaining hardware.

STEP 44 APPLIES TO ALL APPLICATIONS:

CAUTION:
As you verify cable and shifter positioning, make sure each gear has no bind except for "Park", which will have a small bind. Go through each gear multiple times until you are fully satisfied with operation of shifter.

44. You can now make fine adjustments to your cable at bracket location, moving nuts towards either end until "Neutral" feels correct. Then check cable position and shifter position in "Drive", "2", "1", "Reverse" and "Park". Once satisfied that your shifter is working smoothly, secure cable using **cotter pin (19)**.



45. Re-install heater duct and console base (removed step 7) into center while routing wires to transfer case shifter. Then install upper console in place.



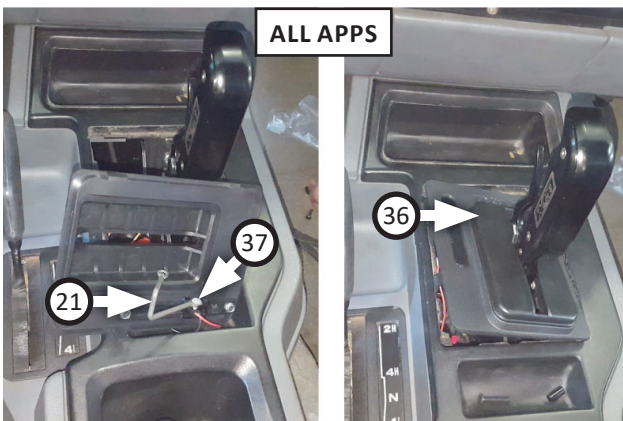
46. Re-install lower console (removed step 8) into center while routing wires to transfer case shifter.

STEP 47 APPLIES TO ALL APPLICATIONS:

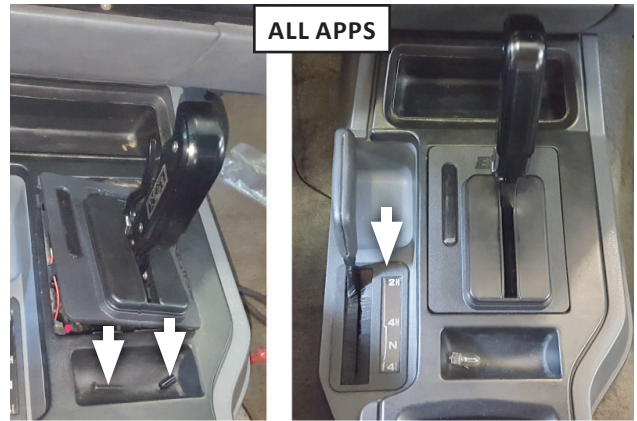
47. Your gear indicator illuminates when you turn on your headlights. If you prefer it light up with ignition; disconnect L.E.D. power supply from connector, lengthen wiring, then connect it to a keyed power behind dash (reference fuse cover diagram).



48. Tap indicator light into factory wiring harness just as factory or extra wire is provided. If you prefer, hook to 12v switch to illuminate anytime key is on.



49. Attach **shifter linkage (21)** to top cover using **clinch pin (37)**. Remove **rubber boot (36)** from top cover, place it onto shifter then reinstall boot.



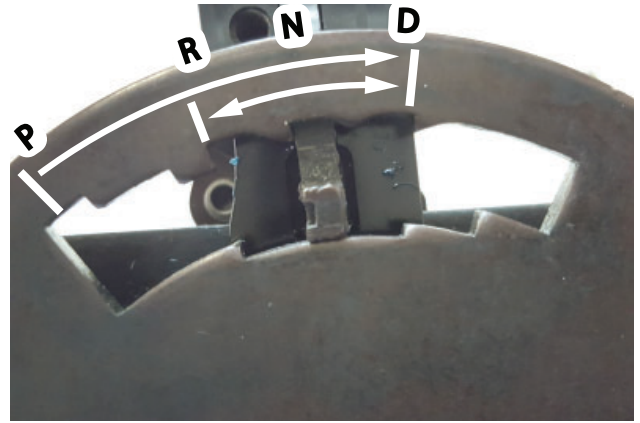
50. Fasten shifter linkage to shifter with **screw (12)** and **indicator linkage spacer (22)**. Install top cover into console and replace transfer case shifter cover.



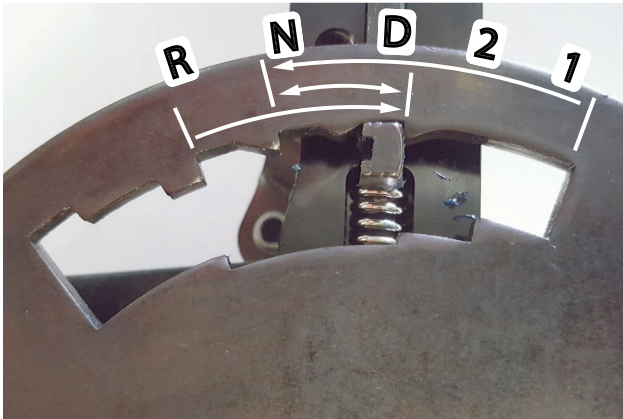
Congratulations, the installation of your B&M Console Pro Stick Shifter is now complete!

OPERATING CONSOLE PRO STICK SHIFTER:

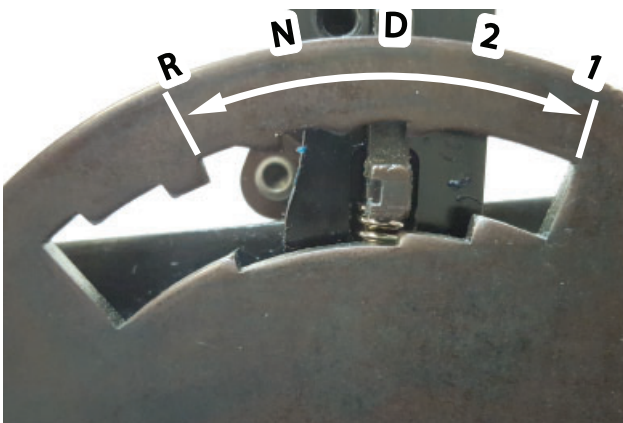
The B&M Console Pro Stick Shifter is designed with off-road utility specifically in mind. In particular, the gated shifter and trigger mechanism make selecting between certain gears easier which can help a driver traverse tough terrain. Read and understand the following operation details before you take your vehicle for a drive and engage your Pro Stick Shifter.



Fully engaging the trigger will allow shifting from "Park" to "Drive" and, if necessary, even "Drive" to "Reverse", when escaping ruts, deep snow and mud.



Without engaging the trigger, you can shift easily between "Neutral" and "Drive", from "Reverse" through to "Drive" or from "1" through to "Neutral".



You will need to partially engage the trigger when shifting to park. If fully engaging trigger while pulling backward from "Drive"; driver will encounter a positive stop in "2" to avoid gearing down too rapidly.

