

## PARK LOCKER INSTALLATION



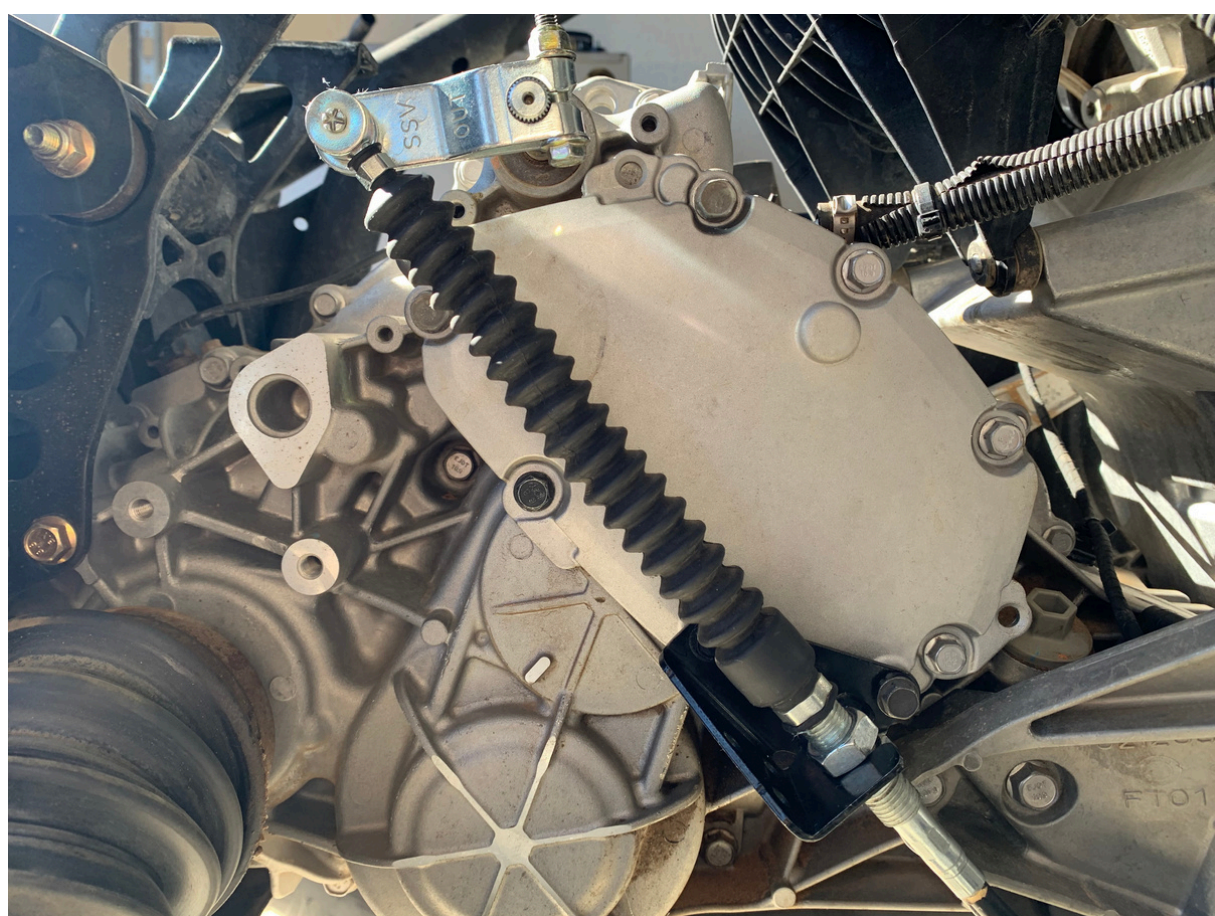
### Tool List

- 2 x 10 mm wrench
- 2 x 3/4" or 19 mm wrench
- 10 mm socket
- 1/4" socket
- 1/4" drive ratchet
- 1/4" drive extension
- permanent marker

### Provided Hardware

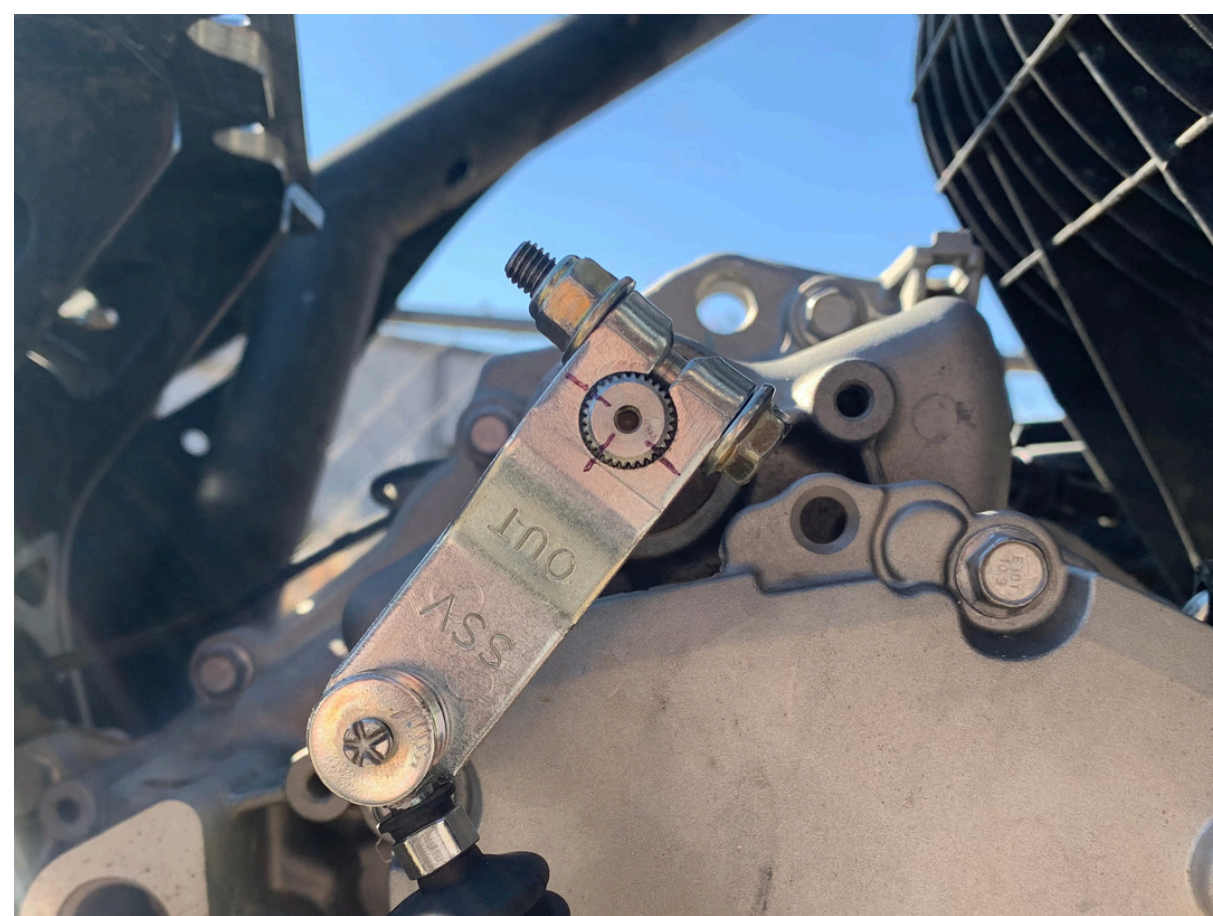
- T30 Torx Head 1/4 " bit
- Red & Blue threadlocker
- A) 4 x M6 1 x 45 bolts
- B) M6 1 x 40 bolt
- C) T30H M6 1 x 20 screws
- D) plastic insert

1



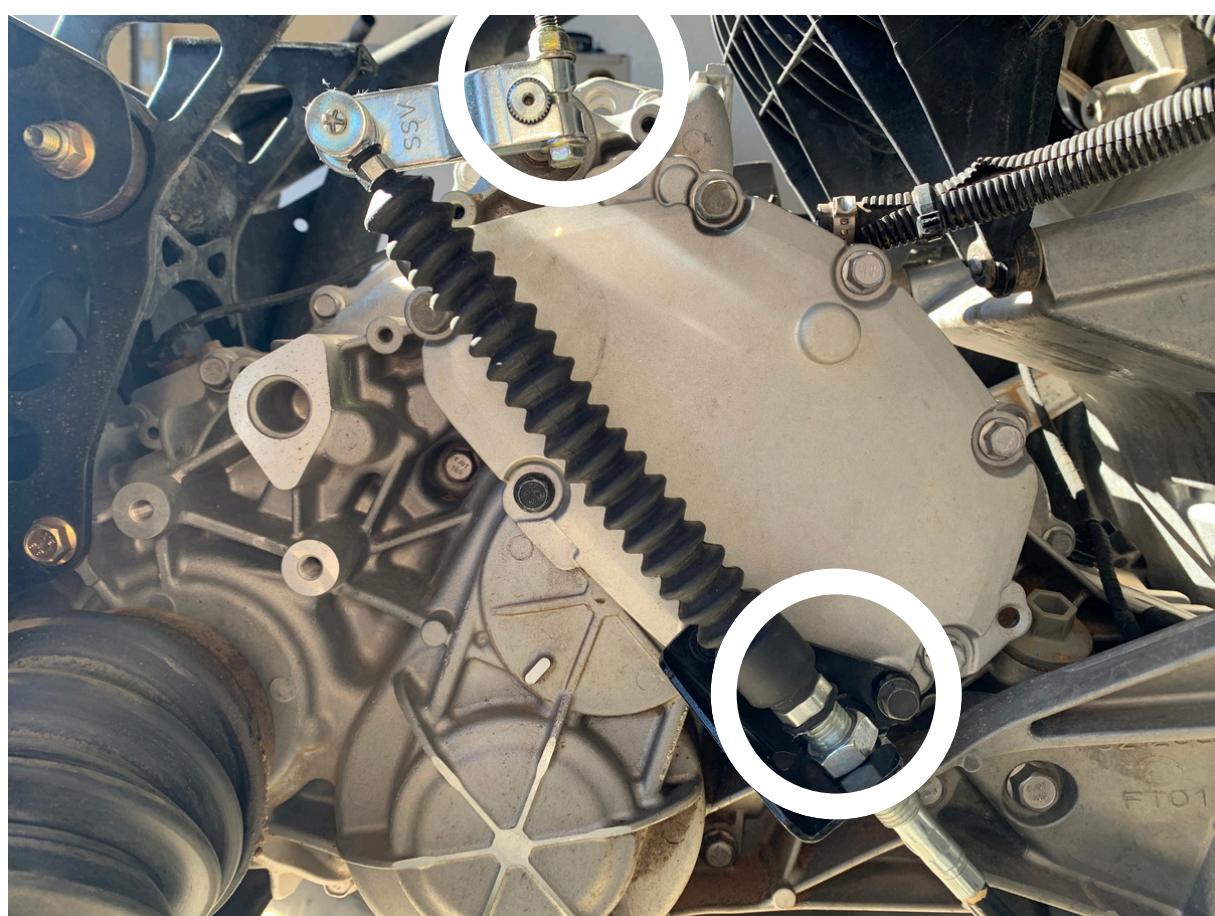
Place the can-am into neutral. Locate the shifting cable and arm.

2



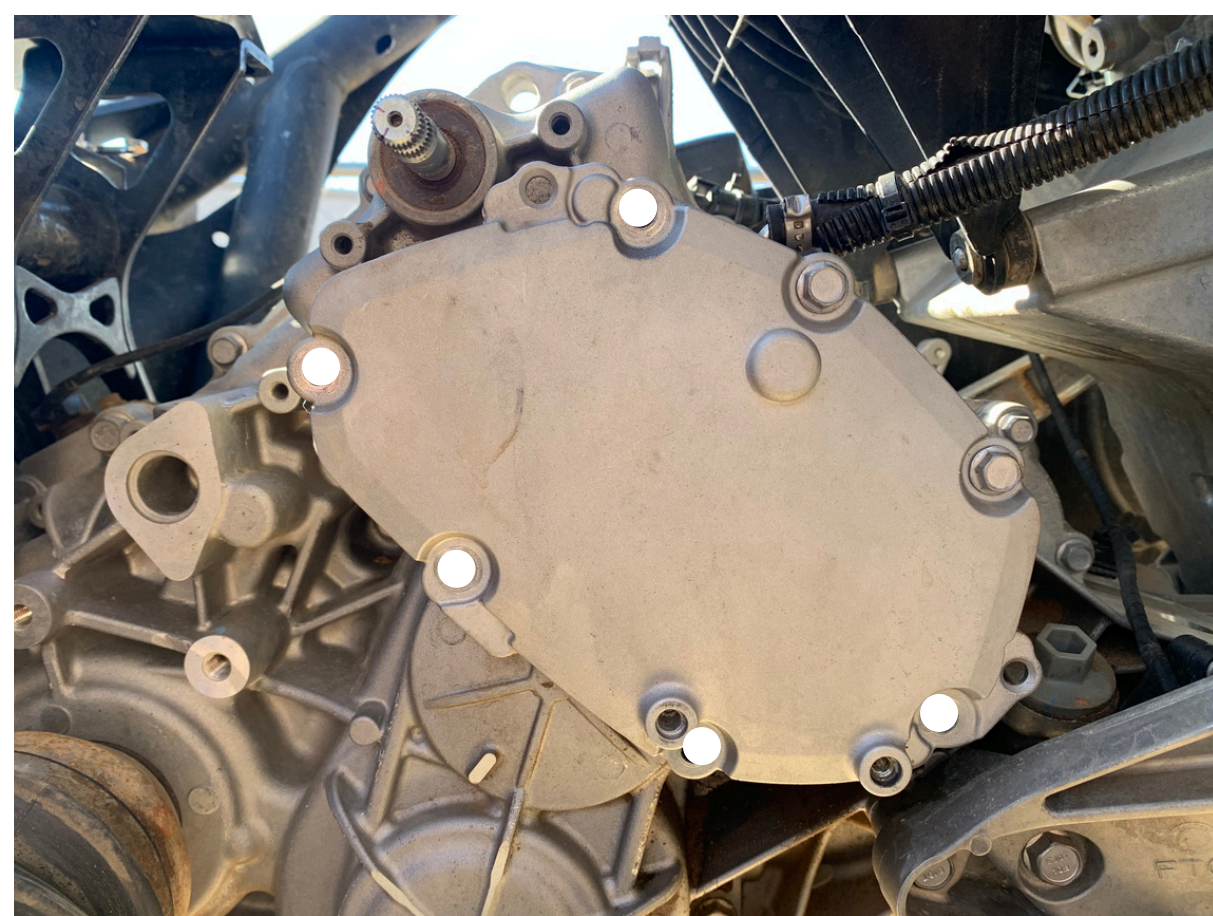
Prior to removing cable, use a permanent marker to mark lines that can be matched up to ensure arm can be relocated back on the same splines.

3

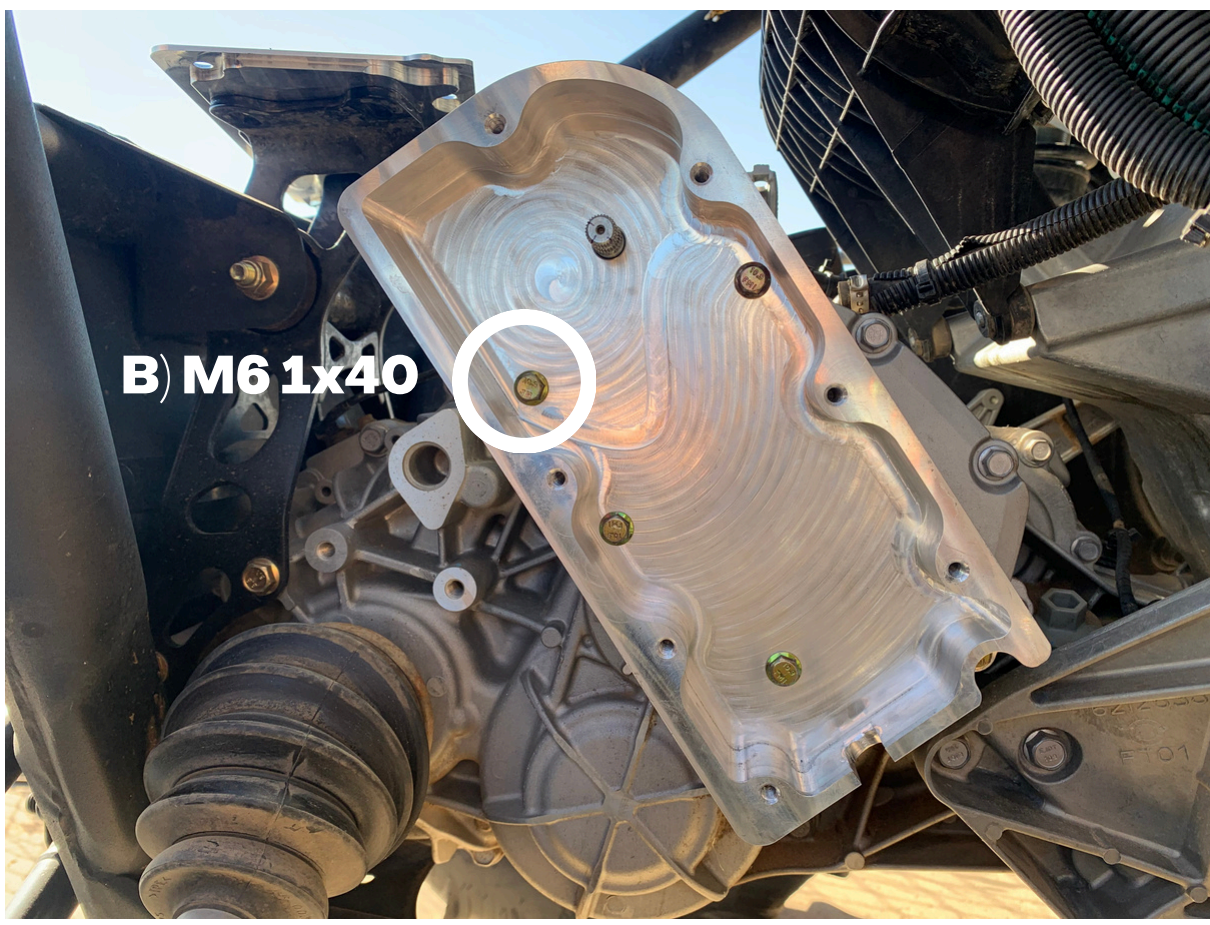


Remove the shifting shaft bolt and nut. Loosen off the cable nuts backing them off at least 1/2". Remove the shifting arm and cable and move out of the way. Remove the two bracket cable bolts and bracket. These will not be reinstalled.

4



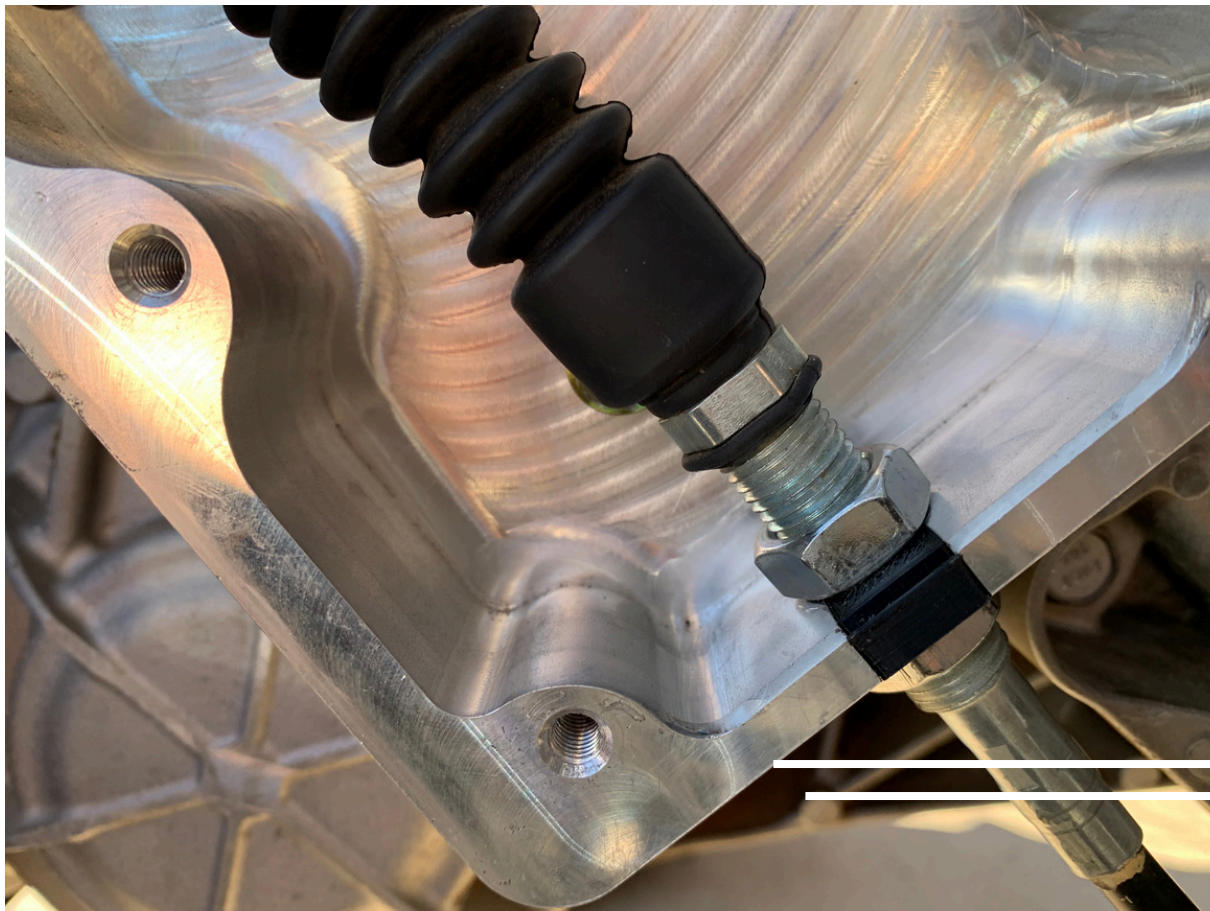
On the gear box cover, remove the following five bolts. (marked here with white dots)

**5**

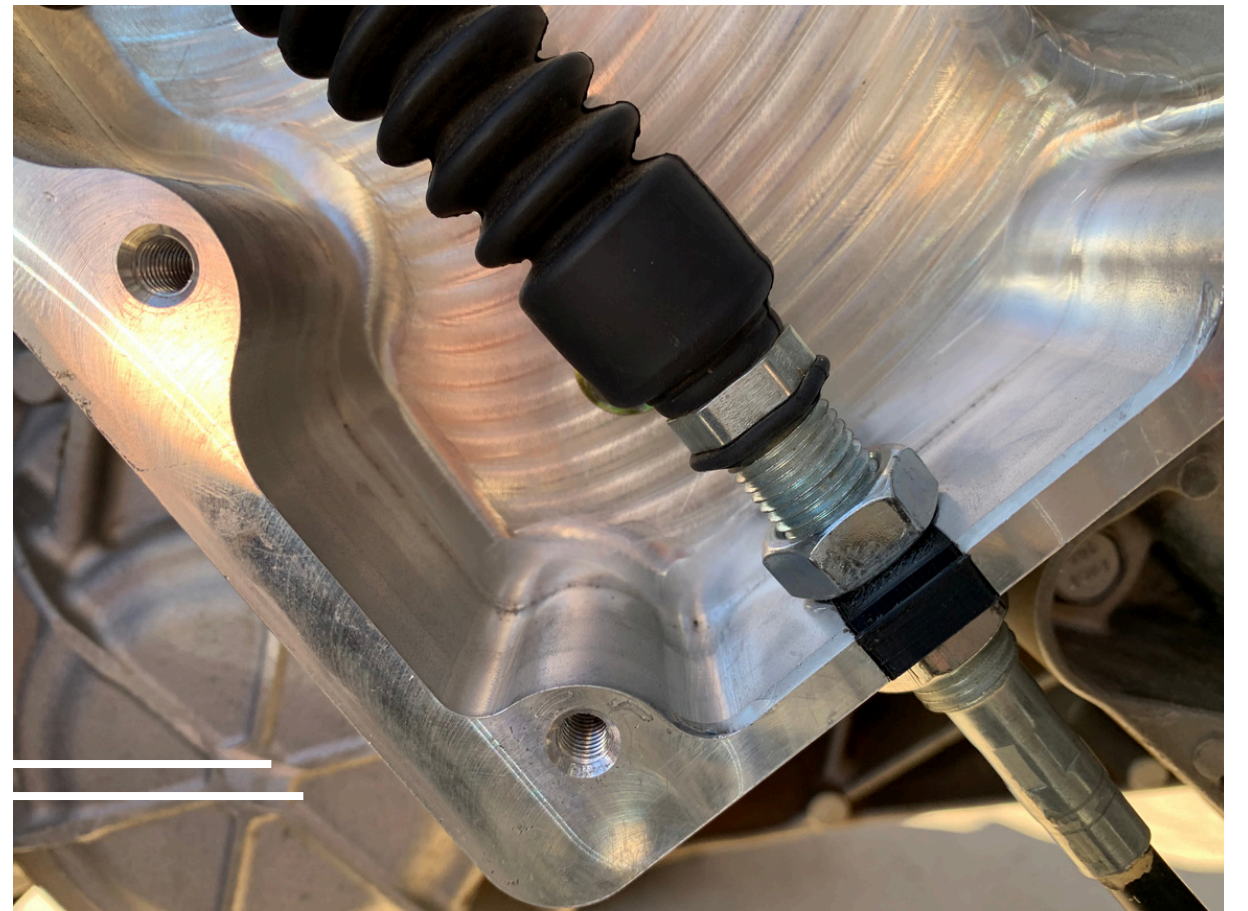
Place the park locker main body over the gear box cover, lining up the shift shaft. Start installing package A & B bolts snug using blue threadlocker. Prior to fully tightening, ensure shift shaft is centered. Torque to 7 ftlbs.

**6**

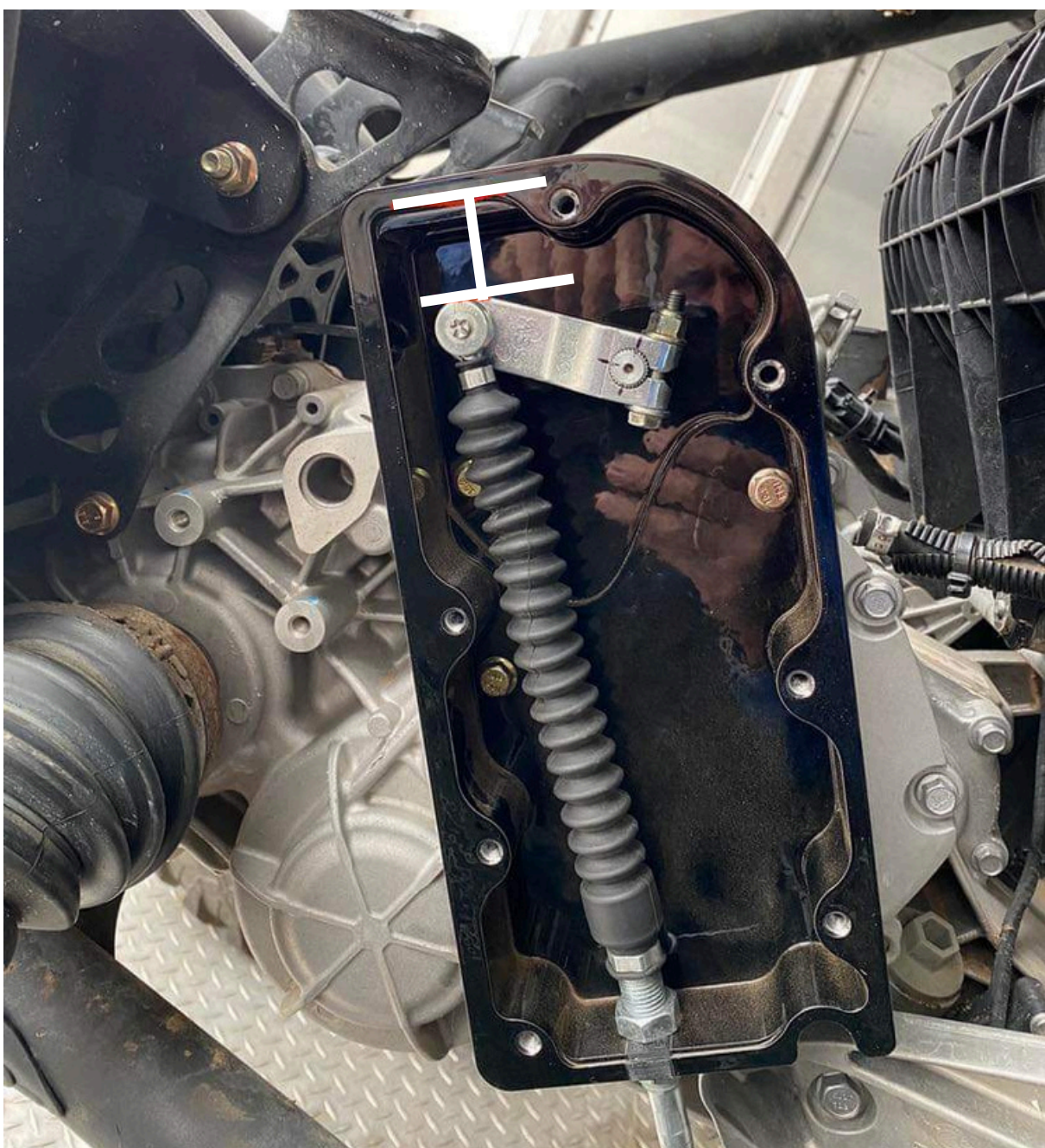
Reinstall shifting arm on shift shaft and insert/tighten bolt. Keep in mind lining up shifting arm with shaft utilizing marker lines from step 2.

**7**

Install the plastic insert with the dove tail facing inward until flush with the edge. Hand tighten cable nuts snug against the edges of the park locker. Shift through each gear and ensure shifter lines up with the detents of the transmission. Adjust cable nuts accordingly.

**8**

Tighten cable nuts using wrenches pushing towards park locker preventing cable from twisting out. Ensure plastic insert stays near flush with cover edge.

**9**

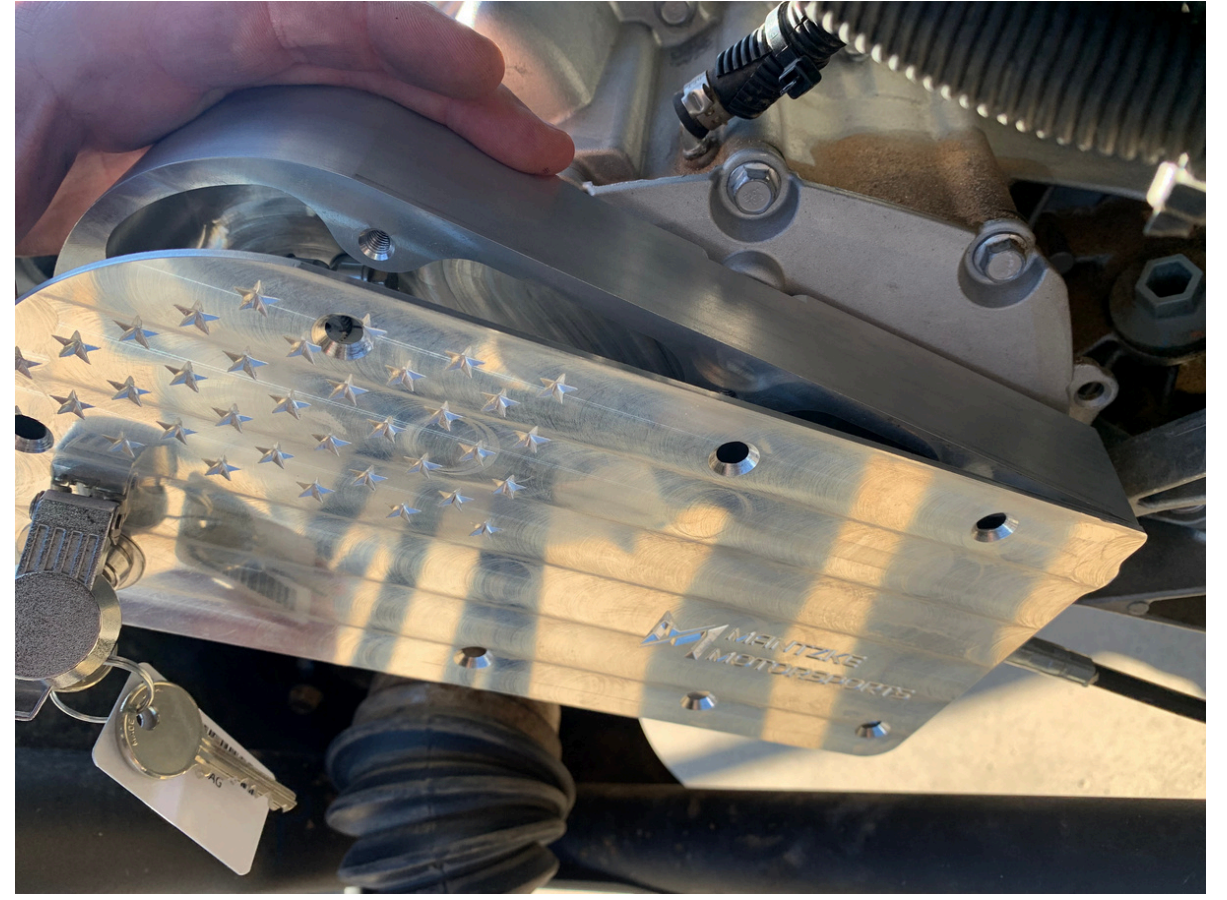
Between the upper inner edge and edge of shifting cable connection (white lines), there should be a 1 inch distance. If the distance between these two points is more or less, rotating the shifting arm on the splines accordingly to achieve 1 inch distance.

10



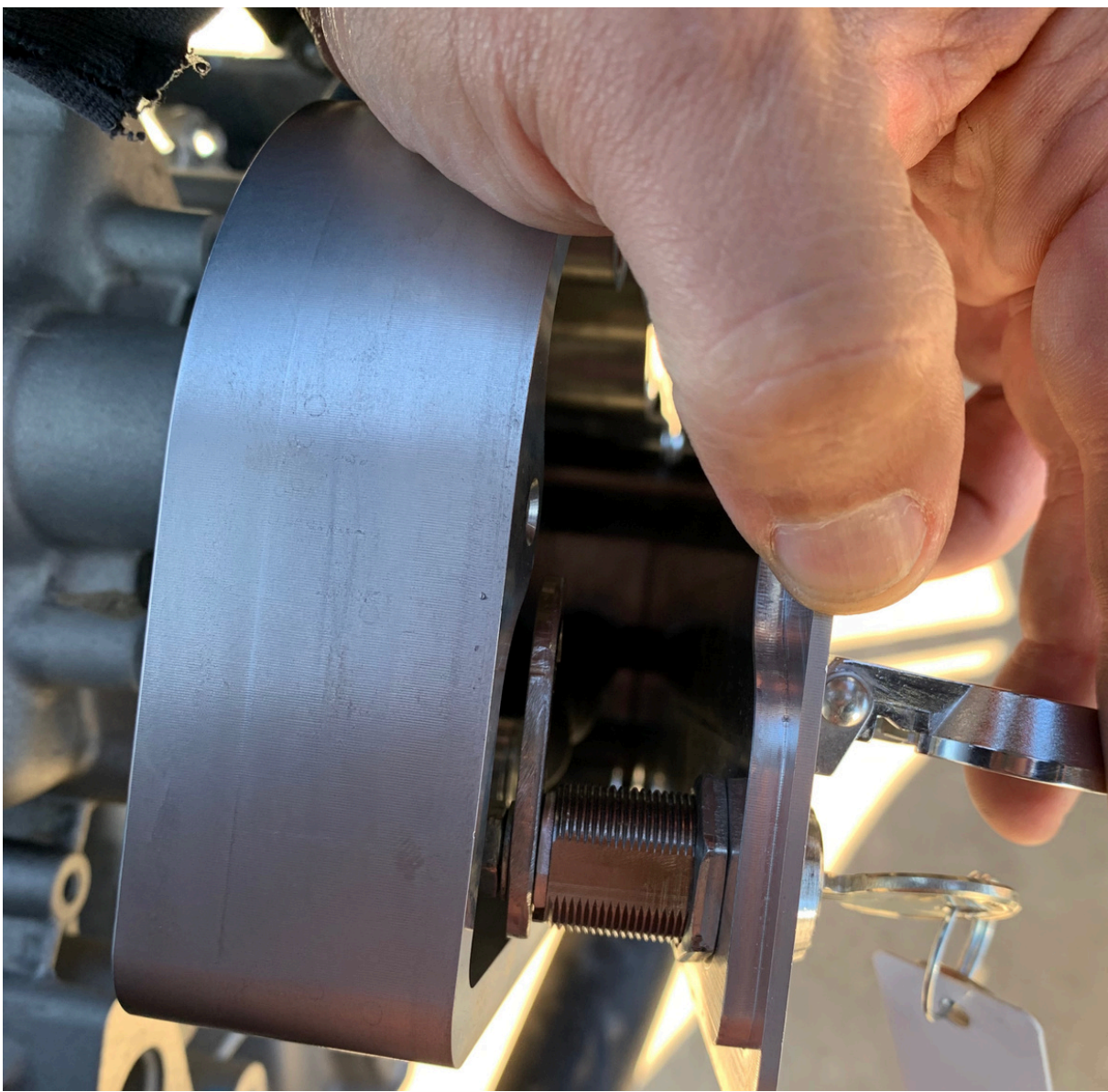
Make sure transmission is placed in neutral. Prior to placing lid, with key in the unlocked position, turn key slightly.

11



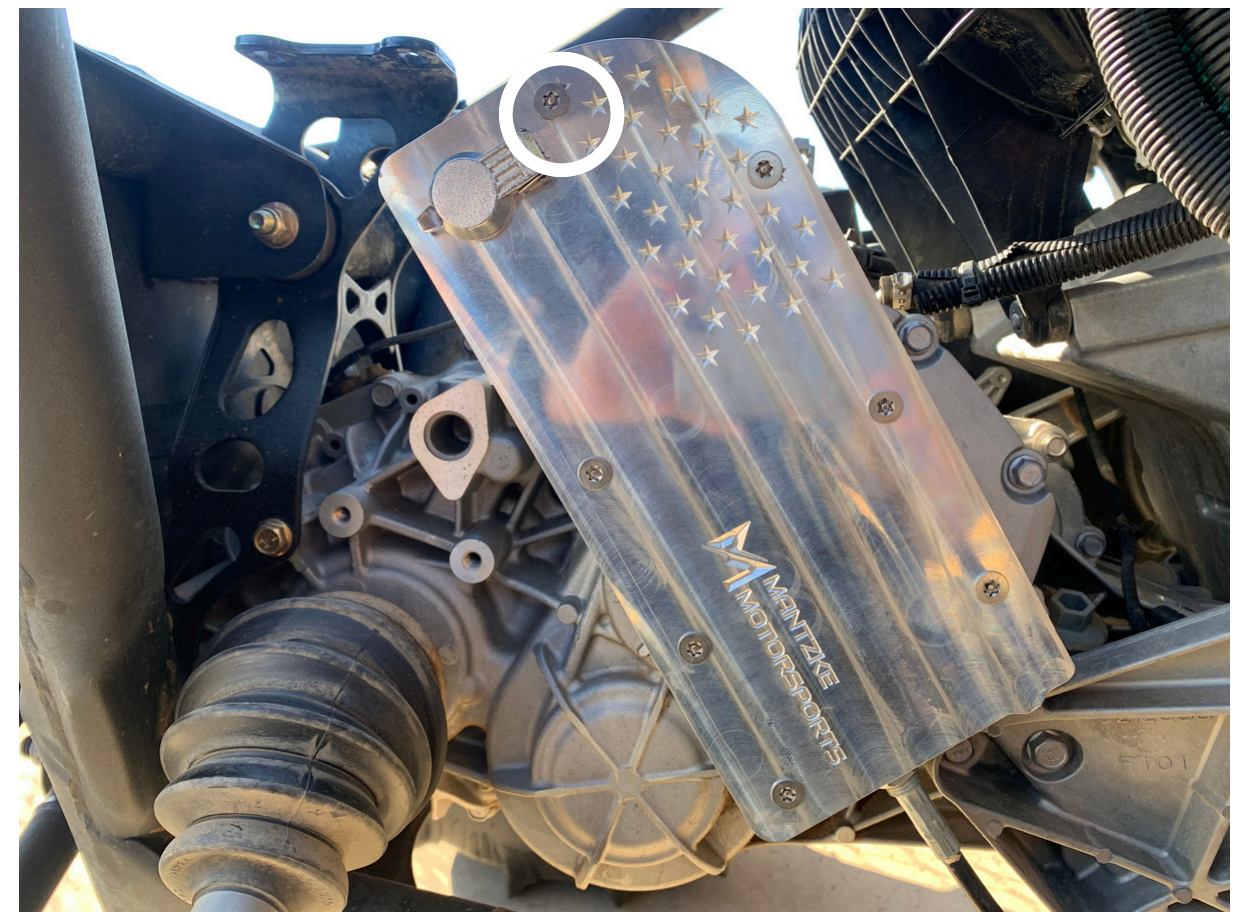
Install lid, cable side first into dove tail groove. Lid should fall into place.

12



If key is not slightly turned, locking arm may hit inside edge. If lid does not go on easily, try readjusting key turn.

13



Hand tighten the top tamper-proof bolt (package C) . Now, place transmission in park. May have to rock the your vehicle front to back ensuring fully engaged in park.

14



Insert key, turn to lock position, and ensure you can pull key in and out in locked position. If locking mechanism functions correctly, finish installing outside tamper-proof hardware (package C).

If you experience key turn experiencing drag or not fully locking into place, remove lid and readjust shifting arm on shift shaft. Prior to tightening shift shaft bolt, pull out towards you then tighten. Shift shaft and shifting arm have small amount of play and our product utilizes tight clearances for highest security.

When ready for final install (no plan to remove lid or cover, use red threadlocker for additional security (**optional**).

If needing to remove after threadlocker used for install, follow manufacturers instructions for removal.