



All-Pro Triple-X Crossmember

Congratulations on your purchase of the ultimate transfer case crossmember, the Triple-X from All Pro Off Road. This unique design incorporates a crossmember to support your dual transfer cases, a skid plate with the highest clearance in the industry, and a transfer case mounted disc parking brake system.

Important notices:

These instructions are intended only as a general guide for installing All-Pro products. For some items, specialized mechanical skills, metal fabrication and/or welding skills may be needed for proper installation. If you have any doubts or questions about installing these or other parts please call us at the shop 406-961-0126 or contact a competent mechanic, fabricator, welder or other appropriate professional.

Aftermarket accessories are intended to modify and/or prepare a vehicle for uses that exceed conditions anticipated by the vehicle manufacturer. These uses may include high performance demands and negotiation of rough terrain. These conditions have extreme variance and cannot be controlled by the vehicle manufacturer or aftermarket accessory manufacturer. Therefore, the safe control of your vehicle is entirely your responsibility. Do not purchase parts from All-Pro Off Road unless you are willing to accept this responsibility. Do not install any All-Pro part that you do not feel competent at installing without causing present or future injury to yourself or others; consult a professional installer.

All parts sold by All-Pro Off Road are for off road racing use only and are not intended for use on the street. Modification of your vehicle to enhance performance with the parts sold by All-Pro Off Road can result in dangerous situations that may result in bodily harm. The buyer hereby assumes all risks associated with any such modifications. All-Pro Off Road will not accept responsibility for personal injury or property damage arising from the failure of any parts manufactured or sold by All-Pro Off Road.

In an effort to provide both durability and safety, All Pro Off Road recommends you carefully read the entire installation procedure before beginning, then rigidly follow these instructions during installation. Also, it is extremely important that you abide by proper safety procedures including the use of jack stands, setting the parking brake, wearing eye protection, etc.

Installation Procedure:

1. Install the main crossmember plate onto the back of the transfer case using supplied hardware.
2. Install the 4 polyurethane bushings into the 2 steel tubes provided, and install the 2 small steel sleeves into the bushings.
3. Slide the steel tube with the bushings installed into the ends of the main crossmember plate. **DO NOT WELD THEM AT THIS TIME.**
4. Bolt the 4 tabs to the 2 tube and bushing assemblies snug using the provided hardware.
5. Next you will need to install the parking brake disc onto the rear driveshaft flange. You will want this installed so that when you set the transfer cases up into the frame you can gauge clearance for the large

rotor assembly, making sure it will clear all lines and wiring under the vehicle. Use the following method for easiest install: Start by removing the front end of the rear driveshaft and move the drive shaft out of the way. It is not necessary to drain the oil. Only a small amount will drip out during the installation. Remove the nut in the center of the rear out put flange and pull the flange off the transfer case. Also remove the rear parking brake cable and hardware. Using press, remove the dust shield from the flange. If a press is not available use a punch to remove it by working the punch around the shield until it comes off. There are two different bolt patterns depending on the type of rear drive shaft you have (CV or U-Joint). Verify the bolt pattern on the disc is the same as your driveshaft. If you have a 79-83 model, you will need to mark and drill out the smaller pattern on the rotor between existing holes. Slide the disc onto the flange and reinstall the dust shield. Place the disc/flange assembly onto the t-case and install the center nut and stake the nut into place.

6. Using a suitable jack, raise the assembly up into the frame. When it is in the position you desire, slide the steel tubes with bushings into a position where the frame mounting tabs will be able to be welded to the inside frame rails without obstructions from factory brackets, lines, hoses, etc.
7. TACK WELD the frame tabs into place on the frame, and the steel tubes with bushings to the crossmember plate at this time. *NOTE: Due to differences in frame widths it will sometimes be necessary to weld a piece of steel plate if there is too large a gap to weld between the frame tabs and inside frame rails.
8. Verify the transfer cases and parking brake rotor have adequate clearance around the underside of the floorboards to avoid rattles and contact with wiring and lines. If everything clears correctly, unbolt the crossmember from the frame tabs and lower it down.
9. Unbolt the main crossmember from the back of the transfer case and remove the urethane bushings from the steel sleeves.
10. FULLY WELD the tacked frame tabs to the inside of the frame rails and the steel tubes to the main crossmember plate at this time.
11. We recommend using a good paint (like Rust-Bullet, POR-15, or a good spray paint) on all bare steel components EXCEPT the parking brake rotor to prevent rust - now would be an excellent time to paint the frame and tabs near the welded area, the crossmember, skid plate and any other bare metal components. Should you decide to have the items powder coated, make sure it is not so thick as to make any of the parking brake components bind up.
12. When everything is dry, reinstall the crossmember plate back onto the transfer case, and reinstall the bushings and sleeves into the welded sleeves.
13. Jack the assembly back up into the frame and bolt it into place through the now welded frame tabs. Bolt the skid plate directly up to the bottom of both transfer cases using the supplied hardware. You will not re-use the factory rubber mounts.
14. Now install the parking brake assembly with the new bolts provided. Make sure the caliper pads do not stay in contact with the rotor when the brake is off
15. Connect your parking brake cable to the lever arm. Connection method varies depending on truck. *In some cases it may be necessary to replace the cable going up to the pull handle. If your cable is too long, try using one from a standard cab short bed truck or a 4 Runner.
16. Adjust the parking brake by removing one end of the threaded rod and turning the ends.

17. Reinstall the drive shaft using the longer bolts (provided), reuse the original nuts and lock washers. Use lock-tite to ensure the nuts do not come loose.
18. Verify that all hardware is tight before finishing.

