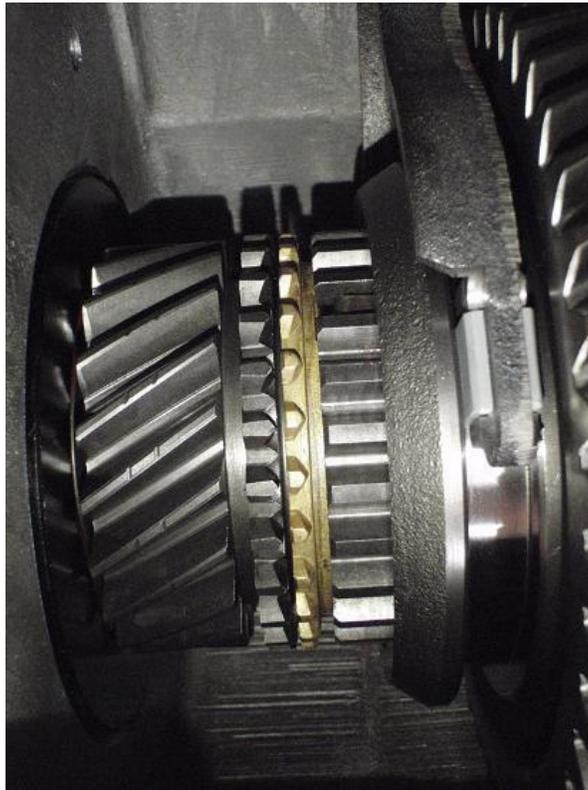
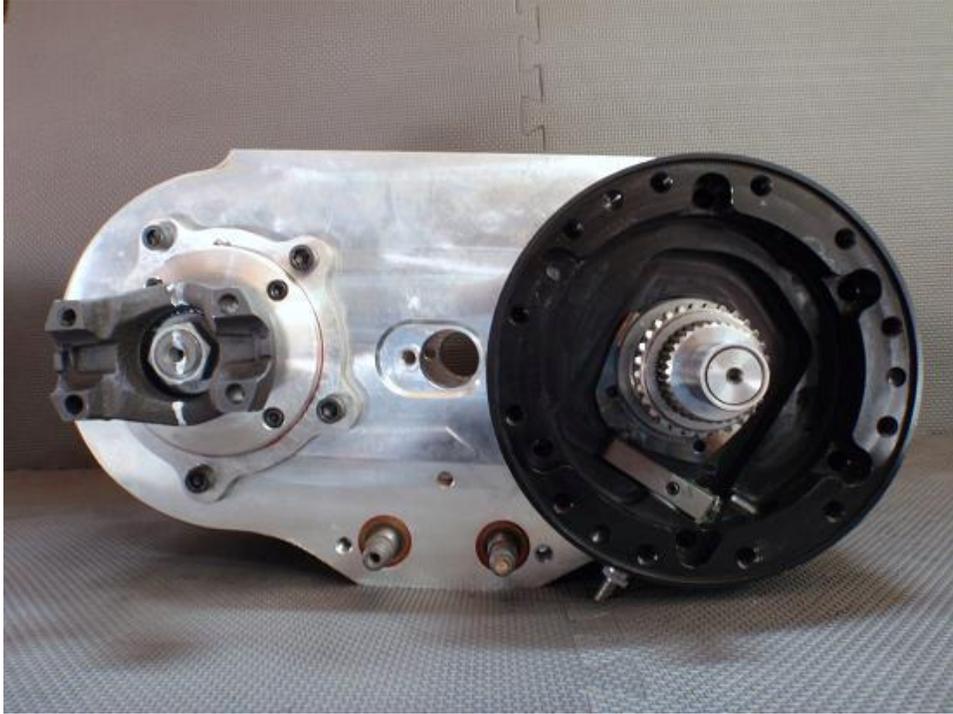


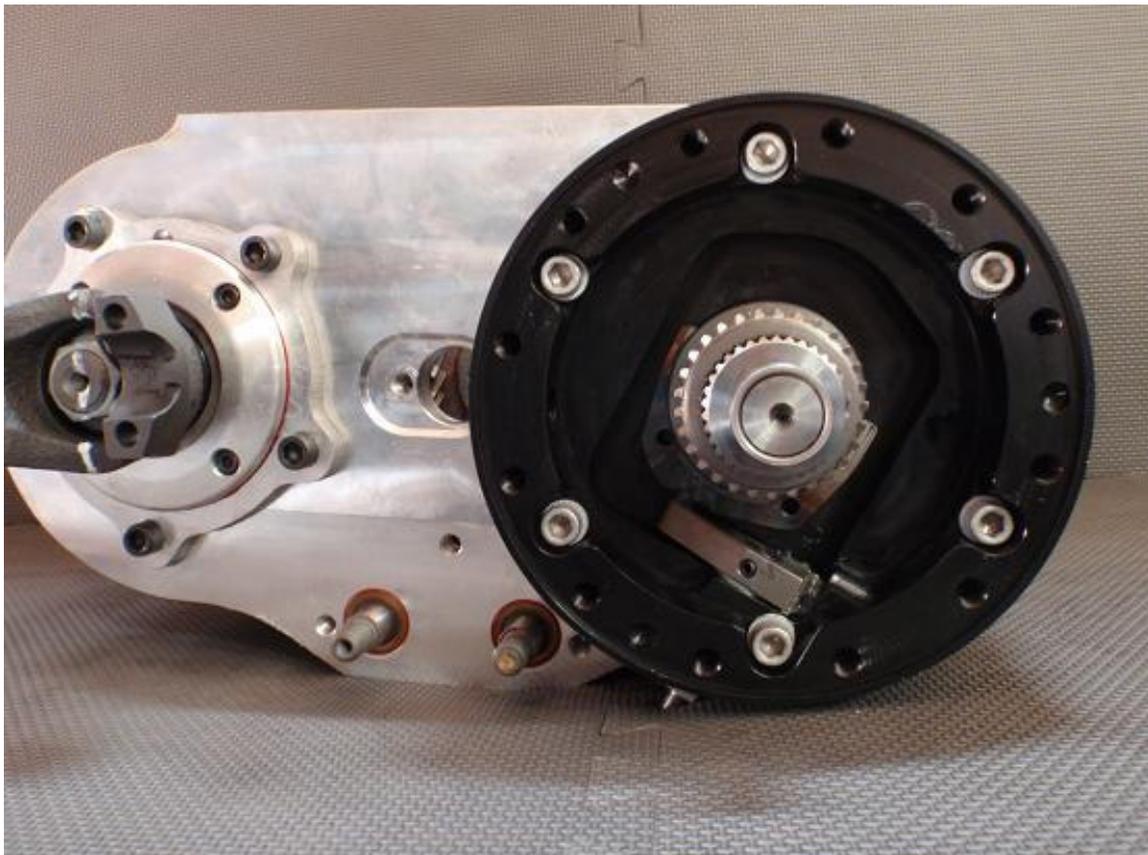
## Step 15:

Carefully slide the BlackBox-i into the Atlas case. Because the holes of the Atlas case are not uniform, the BlackBox will only go onto the Atlas in a specific rotation. Line up all 6 holes and apply cases together. You may have to rotate the gold syncro to allow the BlackBox-i to sit flush against the Atlas case.



## Step 16:

Fasten the BlackBox-i to the Atlas case by using the (6) 3/8" x 2 1/4" Socket Cap Screws and 3/8" Nord-lock washers.



## **Now it is Time to Finish the Assembly of your BlackBox-i and Atlas**

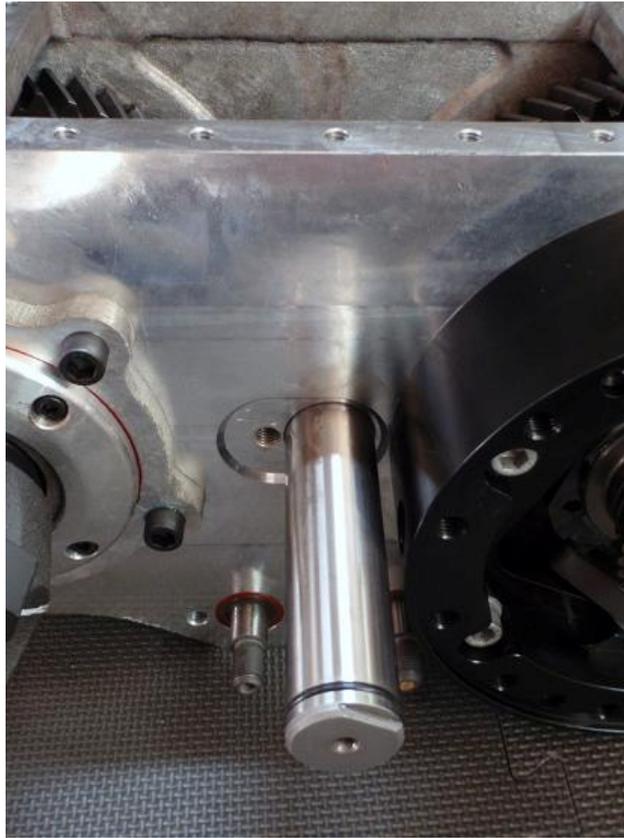
### **Step 17:**

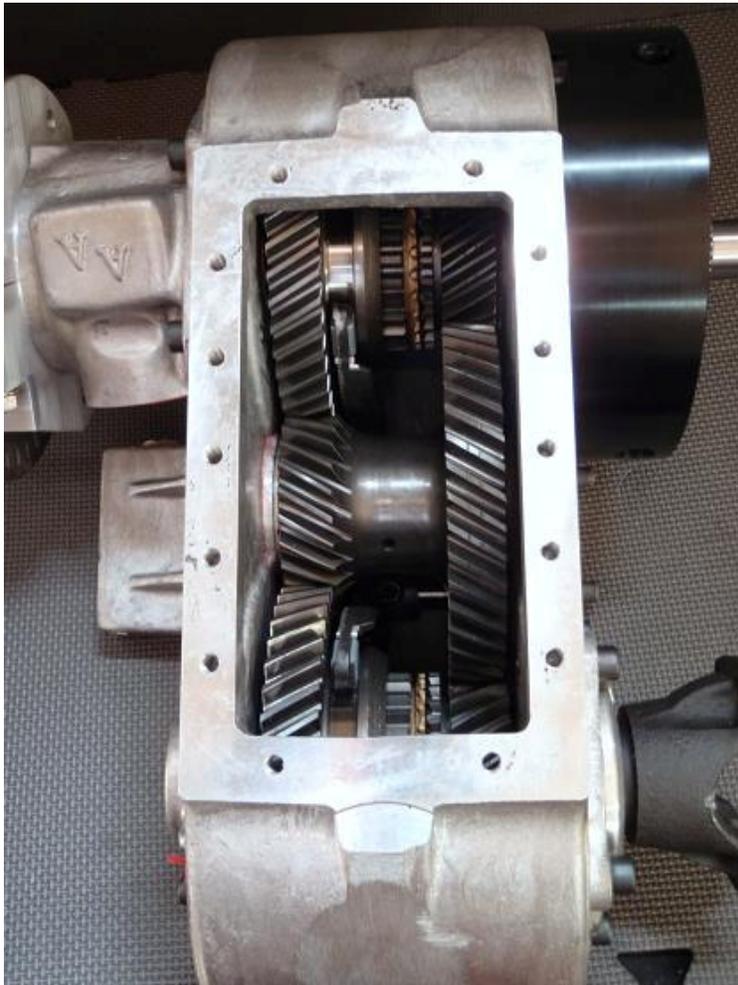
Remove the stock o-ring from each end of the cluster pin. Locate the new o-rings supplied in kit, rub down each with grease, and install onto cluster pin.



### **Step 18:**

Re-install the CLEAN cluster gear with the roller bearings in the case with a stock thrust washer on each side. Slide the cluster pin through and secure on both sides with a 3/8" 12 point socket.

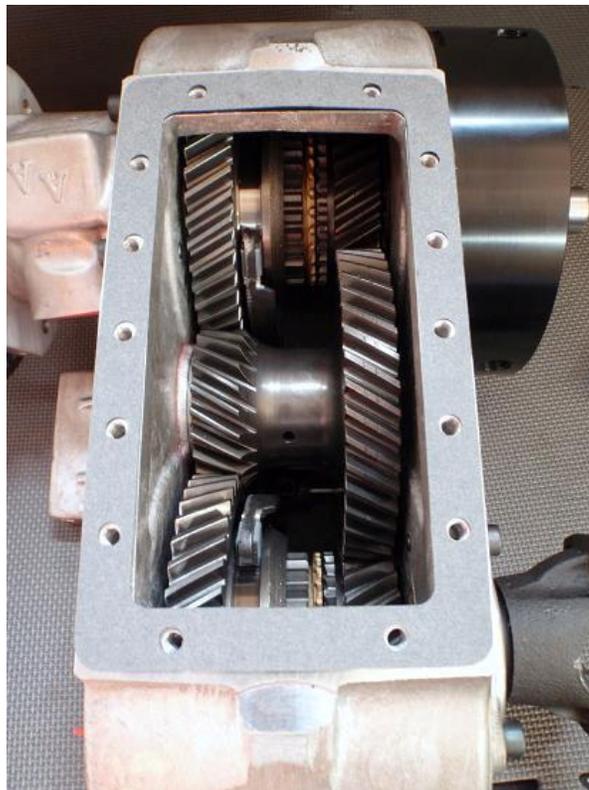


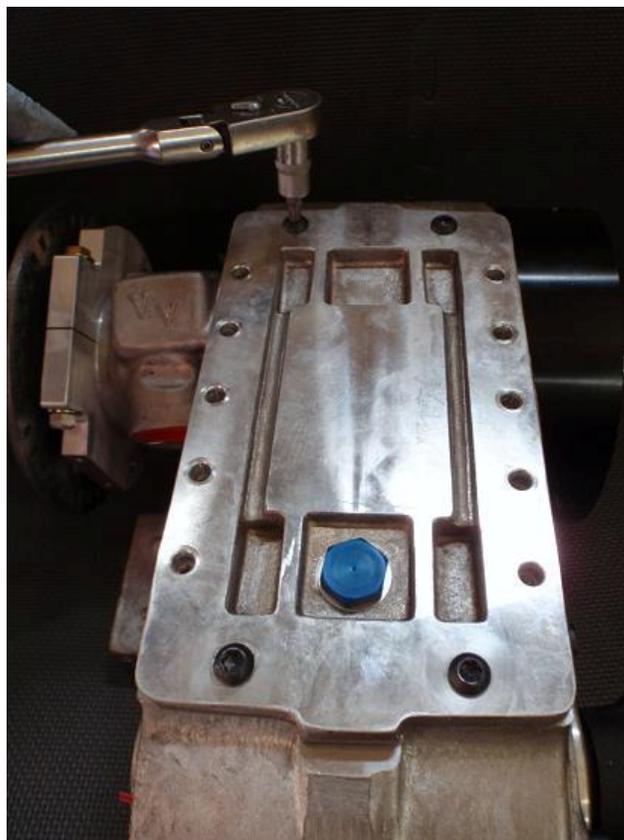




### Step 19:

Apply a thin layer of gasket sealant to the surface of the case where the inspection cover mounts. Lay the new supplied gasket on top and rub flat. Apply another thin layer of gasket sealant to the top of the gasket, followed by the inspection cover. Lastly re-install the inspection cover with the 14 Torx that were removed in Step 3.





## Step 20:

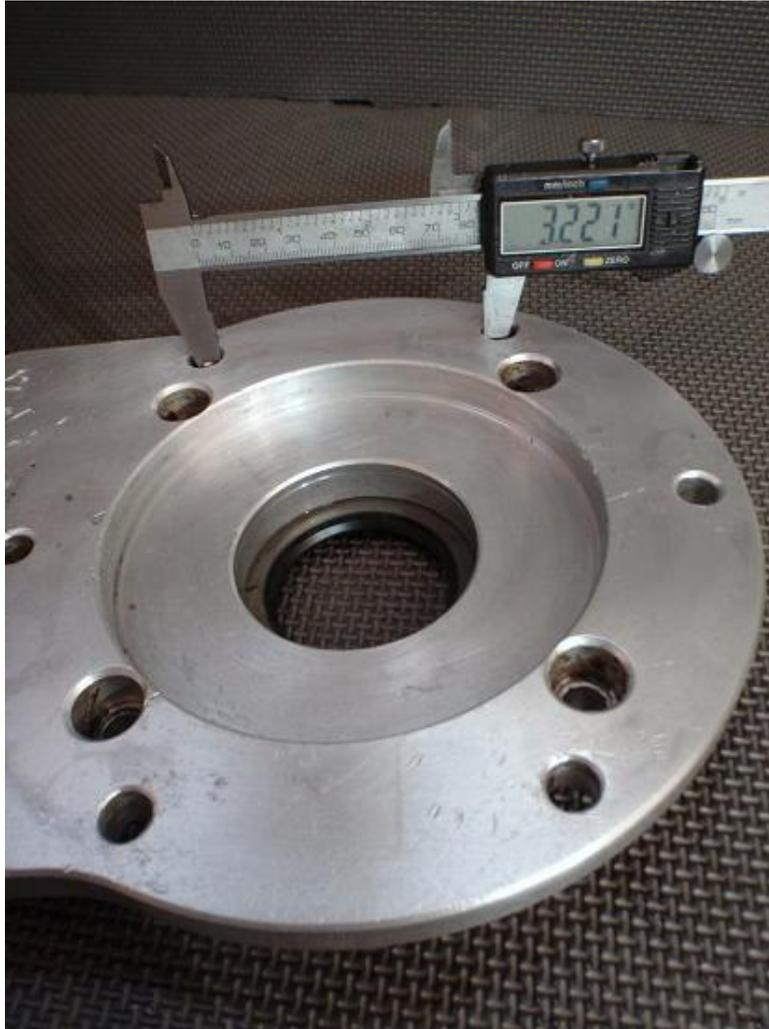
Turn the Atlas assembly over so that it is sitting secure with the inspection cover down.



## Step 21:

Position yourself in front of where your BlackBox-i is going to mount on your transmission (or transmission-atlas adapter if not directly compatible). Using a caliper, measure out the distances between the holes. You will find one distance is larger than the others. Mark this position.

**\*\*NOTE\*\*** Picture for illustration purposes only, the measurement shown on the caliper is not the correct distance.





### Step 22:

Repeat step 21, this time locating the largest distance between adjacent mounting holes on the BlackBox. As you would assume, the 'wide' part of the BlackBox-i must join to the back of the 'wide' part of the transmission.

### Step 23:

Apply a thin bead of gasket sealant around the lip of the BlackBox-i where the two 'halves' of the BlackBox join. With the orientation you determined in step 22, join the lid of the BlackBox-i to the Atlas assembly using the supplied 3/8" x 3" Socket cap Screw so that the output of the Atlas will be approximately where you want it.

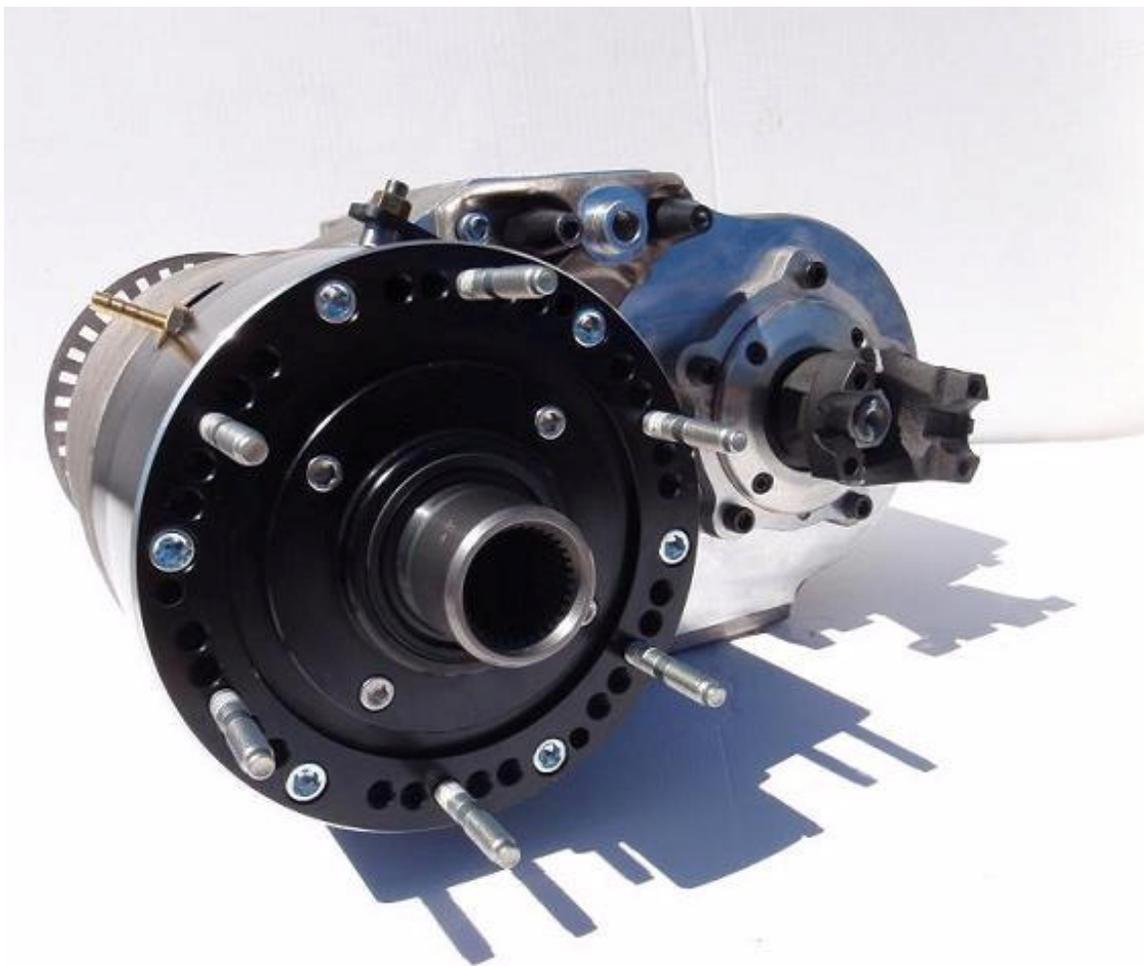


## Step 24:

Using a transmission jack, position the assembled BlackBox-i/Atlas behind your transmission. Make a notation on where the studs need to be placed in the BlackBox-i to line up with the holes on the back of the transmission so you get your ideal clocking for the front output of the Atlas. Once you determine where one stud is to be threaded into the BlackBox, the other 5 are positions uniformly around.

\*\* If you are using an adapter on the back of your transmission to mate the BlackBox - it may be easier to take it off the transmission and position it on the BlackBox as a reference first.

\*\* If you have already had your Atlas installed and you want to keep the clocking the same, the input side of the BlackBox-i is the same as your clocking ring. This allows you to clone the position of the studs from the clocking ring and onto the BlackBox-i.



Thread the short side of the stud into the BlackBox-i by first locking two 3/8" NC nuts together on the long side of the stud, and turning the top nut with either a 9/16" wrench or socket.

### Step 25:

The BlackBox-i is shipped with (3) brass 3/8"NPT plugs. Remove the one that is orientated closest to the top. Tighten the 2 remaining brass plugs into the case.

### Step 26:

Fill the BlackBox-i with **3/4 Quart** of **80/90w** via the plug hole that was not used in step 25 (Will be the highest point). Now thread in the supplied brass breather fitting into the same hole. Extend the breather by attaching a rubber hose (not included) to the breather fitting and clamp it. A good place to route it is up to the top of your engine bay.

Fill the Atlas with Advanced Adapter's recommended fluids and levels in your Atlas owner's manual.

### Step 27:

Reposition the assembly behind the transmission and fasten down with the (6) 3/8" NC Nuts on the studs installed in Step 24.

## Step 28:

You are required to fabricate a cross-member which properly supports the Atlas/BlackBox-i assembly. Failure to do so could result in broken parts on your BlackBox-i, Atlas transfer case, and drive-train.



**Congratulations - You have now finished installation of the BlackBox-i onto your Atlas II.**