

# 241J Input Shaft Install



These instructions are for the 2007-2018 Jeep Jk 241J transfer case. \*\* Rubicon cases and 12+ automatic cases are not compatible\*\*

## COMPATIBLE T-CASES:

2007-2011 241J from either a **manual** or **auto**.  
2012-2018 241J from a **manual**.

If you have a rubicon case or one with external splines on the input shaft they will not work.

## TOOLS - SUPPLIES NEEDED:

- Snap ring pliers
- 10mm socket
- 13mm socket
- Ratchet
- Extension
- Screwdriver - flat tip
- Pry Bar
- Seal puller
- Hammer

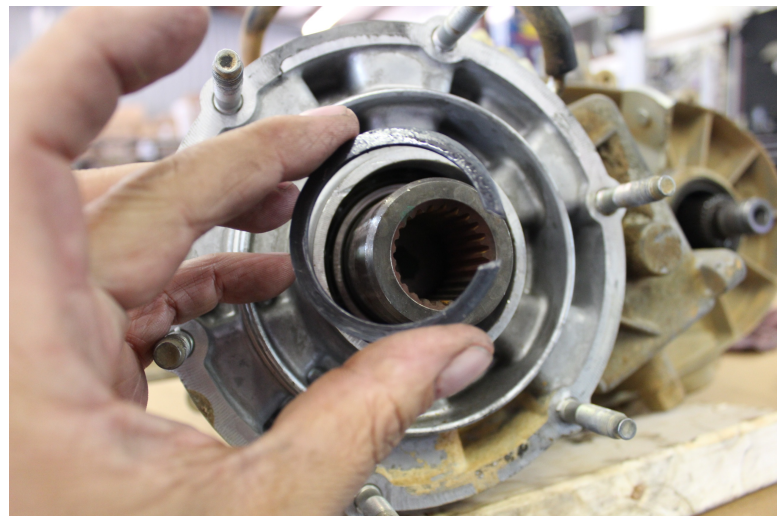
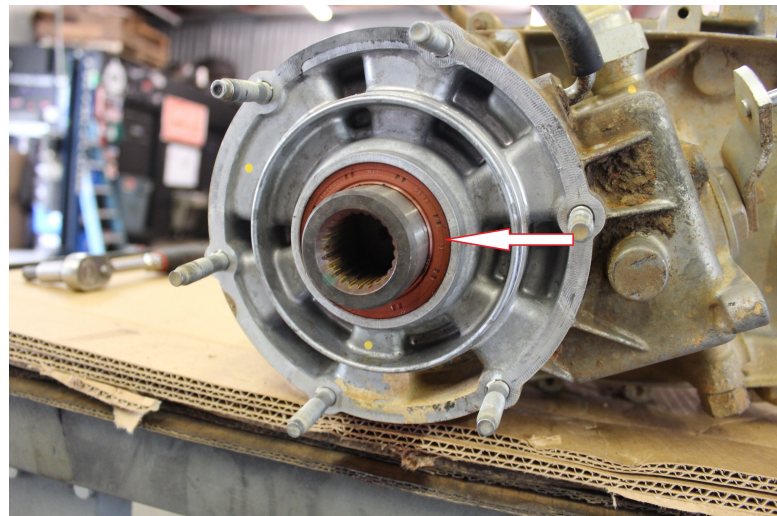
- ATF +4 (2QTS)
- RTV or gasket sealer
- New Input shaft
- Input Shaft Seal

## Disassembly:

Start by laying the T-case on the bench with the output shaft pointing down and supporting it with a block of wood.

With a seal puller or screw driver remove the seal from the input shaft. Be careful not to damage the aluminum housing.

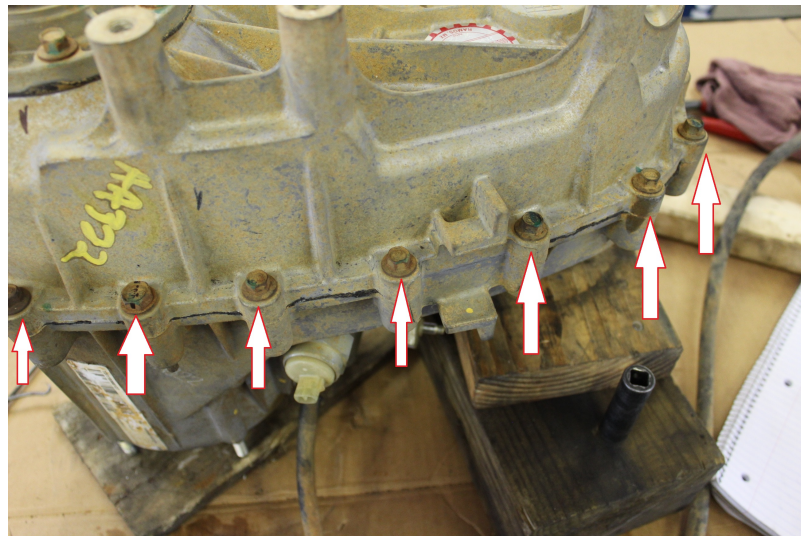
Once the seal is removed you will be able to remove the snap ring with a set of snap ring pliers.



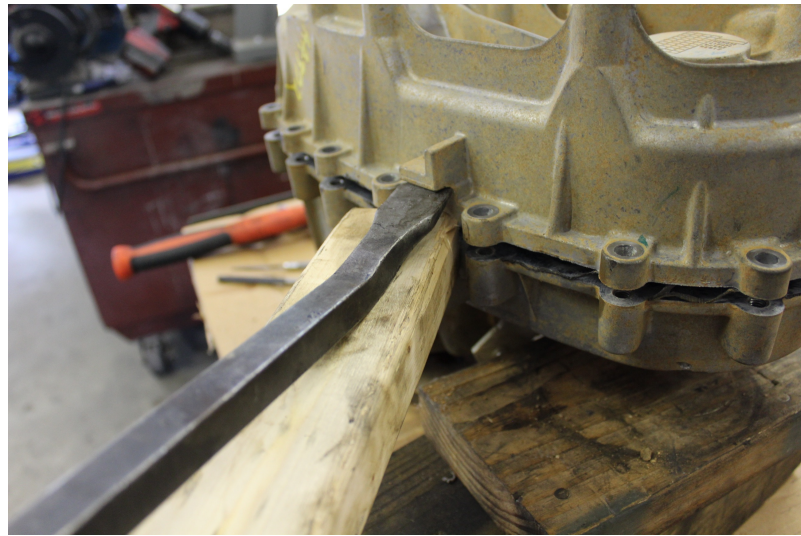


Flip the case over so the input is down.

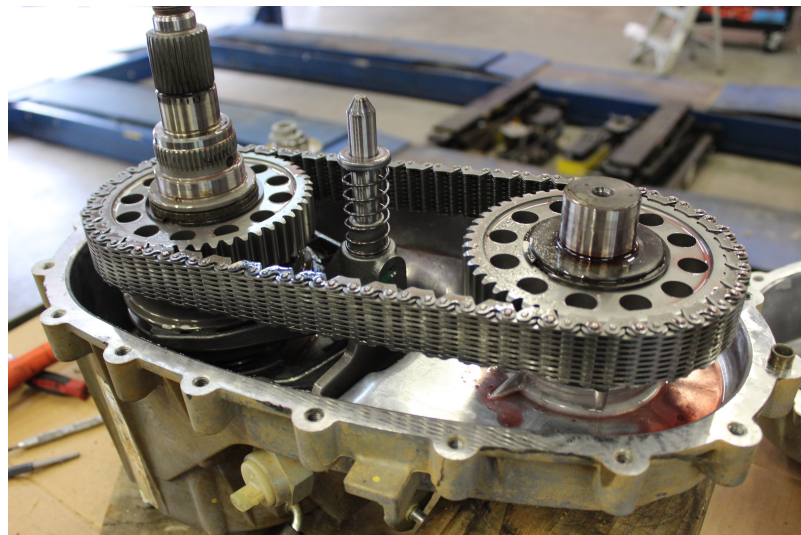
Remove all the bolts holding the 2 case halves together. Depending on the condition of your case you may need to heat the bolts or use a impact driver to “shock” the bolts loose.



Use a block of wood and carefully pry the two halves apart. Be careful to not damage or break the housings.

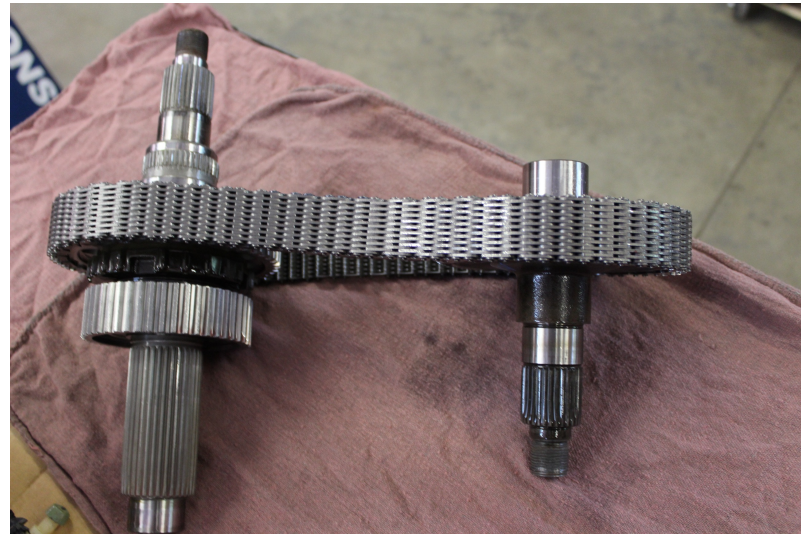


Carefully remove the top case and set aside. You will now see the chain and gears

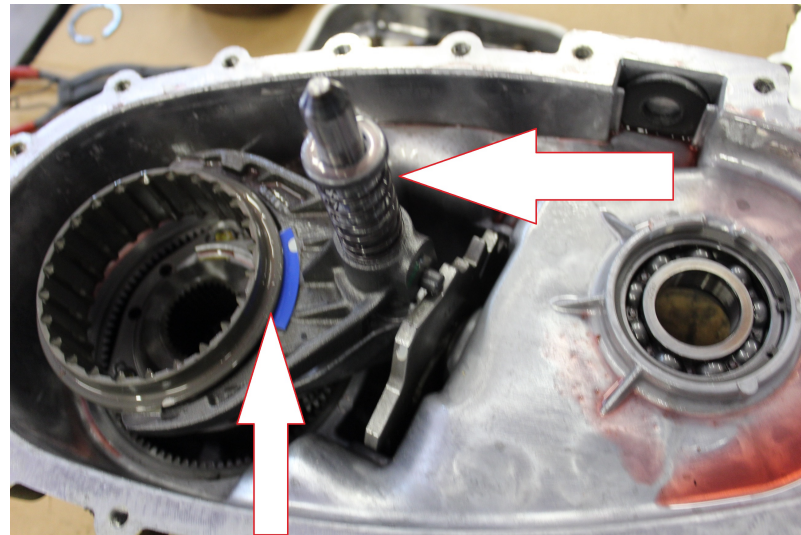




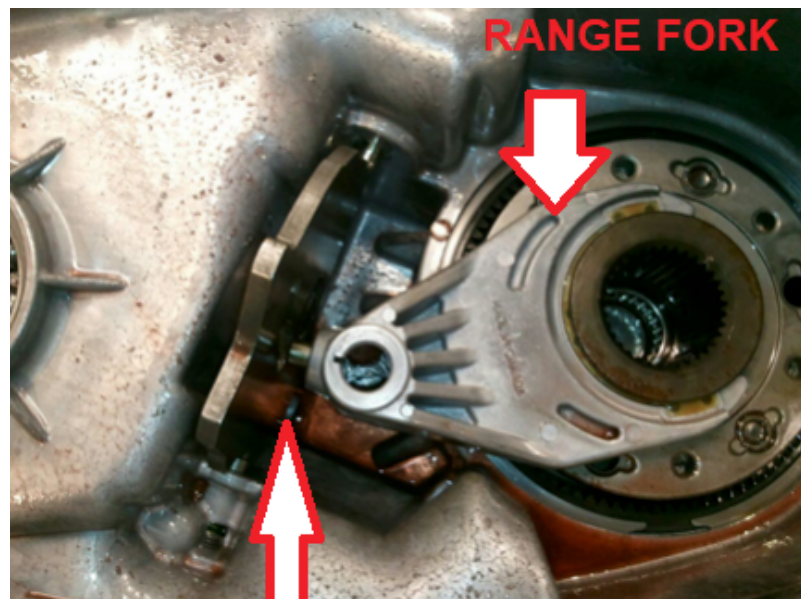
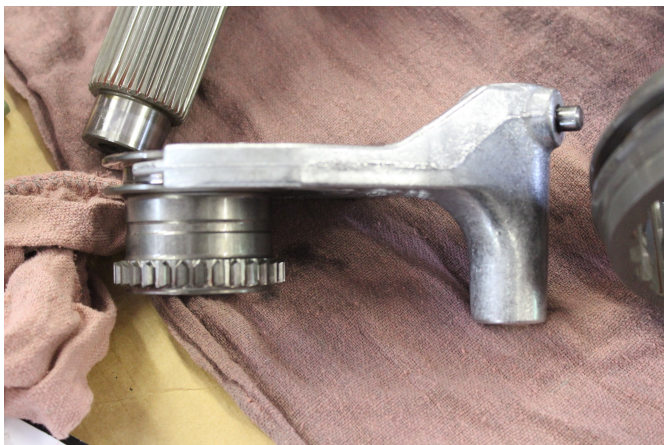
Use both hands and carefully remove the two gears and chain as an assembly and set aside.



Pull the shift rail shaft straight out along with the fork and synchronizers .

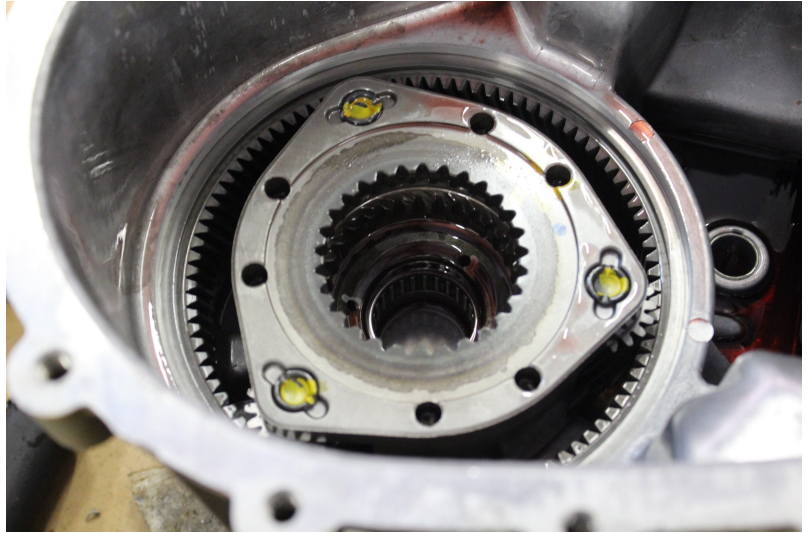


Turn the range fork down and away from the selector slot. Once it disengages you can pull the range fork straight out.





You will now be looking at the planetary assembly.



Lay the case on its side and use a soft hammer to tap the input shaft towards the inside of the case. The input shaft-planetary assembly should come out as an assembly. CAUTION.... You did remove the seal and snap ring before you split the case correct?

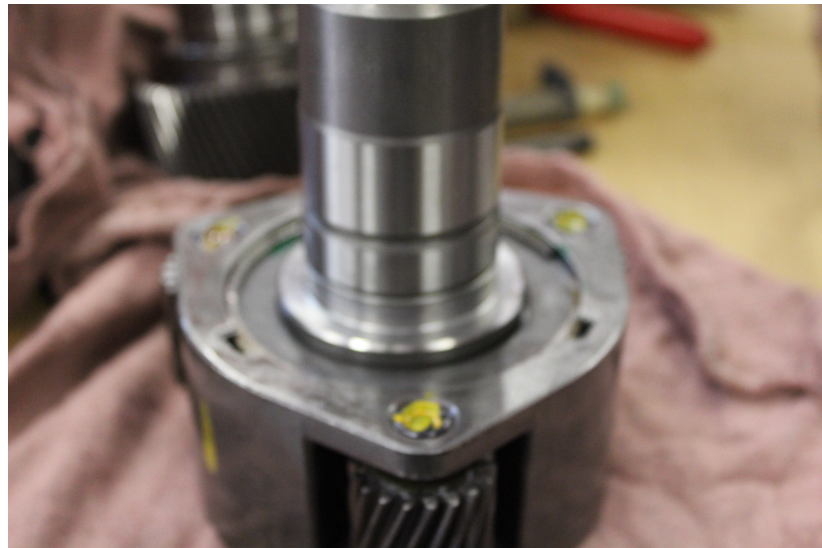


With the synchronizer removed locate and remove the snap ring on the input shaft side. Then remove the input shaft and index washer.





Take your new input shaft and transfer the index washer over to it. Place the new input shaft into the synchronizer aligning the tabs on the index washer. Install the snap ring and be sure its seated into the groove.

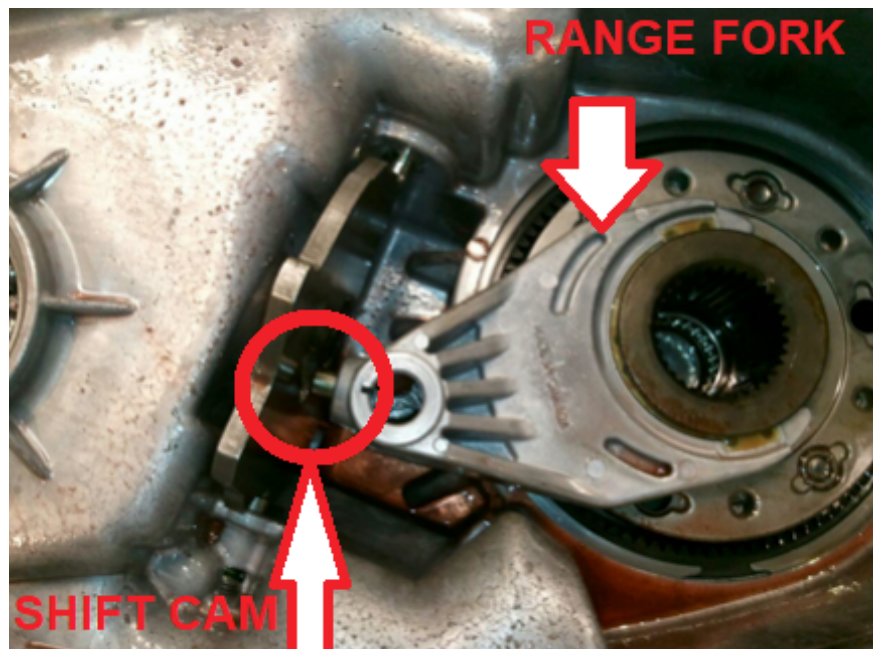


Insert the synchronizer assembly back into the housing and install the snap ring on the front side of the input shaft. Then install the seal being careful not to crush or damage it.

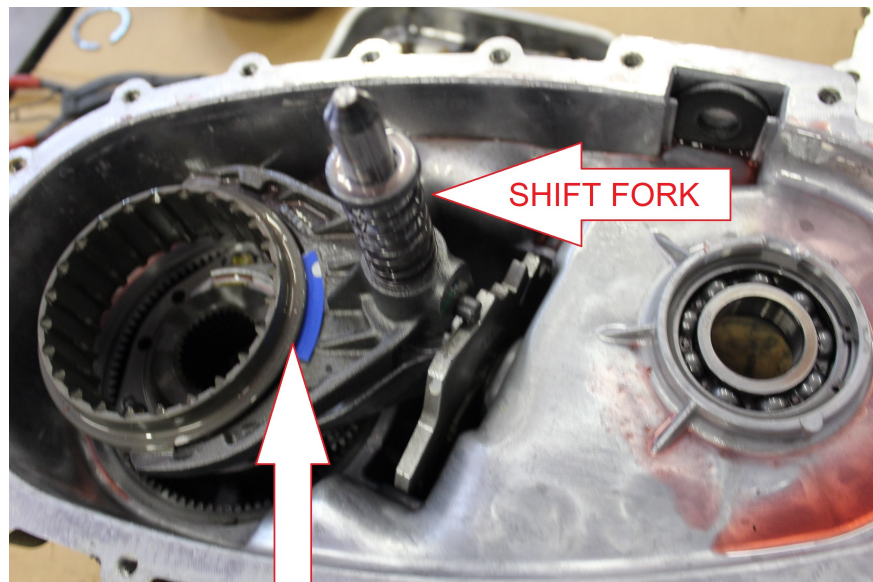




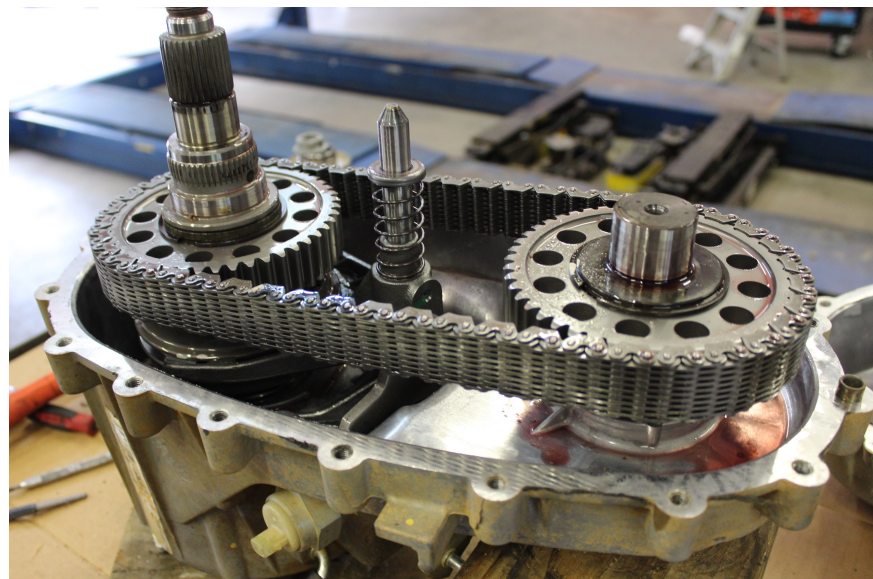
Working from the back side reinstall the range fork assembly. It should fit into the shift cam and move with the shifter.



Next install the shift fork assembly. It should set down on the shifter cam.

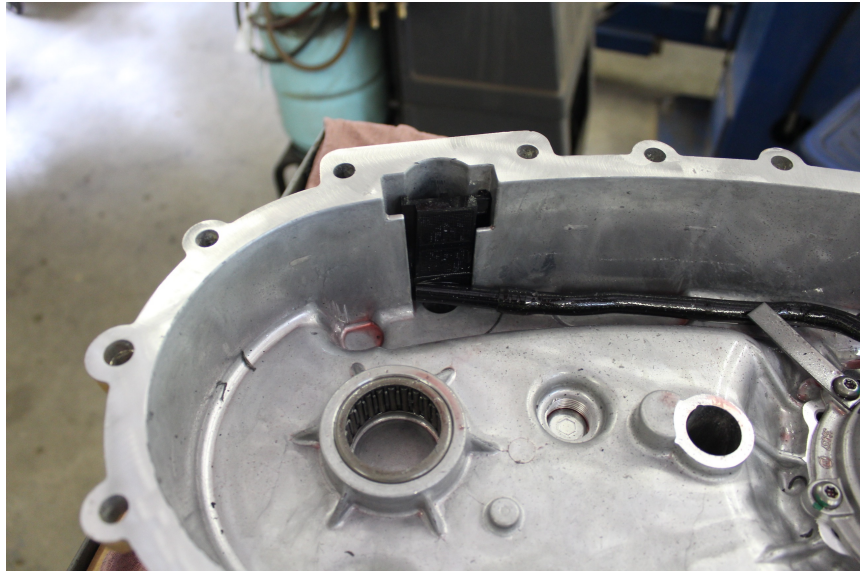


Next install the chain-gear assembly. The shafts should fit into the bearing on one side and into the synchronizer on the shift fork. It should drop into the splines and seat fully.





Clean the mating surfaces and lay a bead of RTV around the case halves. Set the two halves together and lightly tap them and be sure the gear shafts seat into the proper position. You should not have to force it. Once the two halves are together install all the bolts and torque to spec.



You are finished.  
Here are a few optional steps and notes to look out for.

- \* You can remove the rear output cover and replace the seal if need be.

- \* While apart inspect the tube for the oil pump and make sure it is in good condition and in the proper place. If it falls out it will not pump oil and will burn up the unit.

- \* Inspect and clean the magnet. Be sure its installed back into the proper position.

- \* There is a detent spring and cup under the shifter cam. It shouldn't fall out unless you remove the cam or housing holding it in. Its on the opposite side of the 4wd range switch.

- \* Its a good time to inspect the 4wd range switch. Make sure its in good condition and fully seated.

