

# ADVANCE ADAPTERS INC.

P.O. Box 247, 4320 Aerotech Center Way  
Paso Robles, CA 93447

Telephone: (800) 350-2223 Fax: (805) 238-4201

## P/N: 300377A

New Item: (9/09)

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Page Rev. Date: 06-26-15

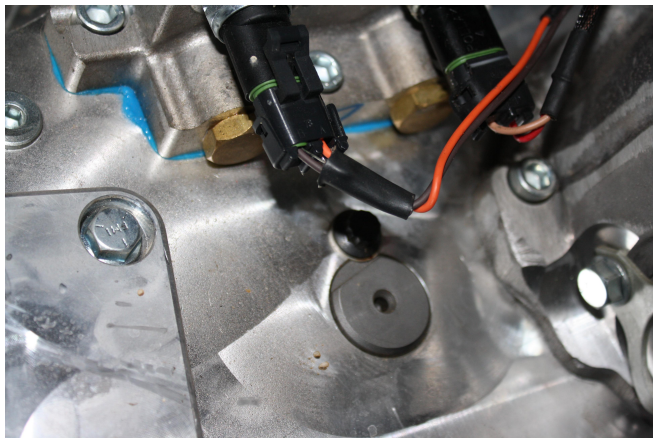
## JK ATLAS CONTROL MODULE for NEW POLLAK SWITCHES (UNITS BUILT AFTER 8/2014)

### KIT CONSISTS OF:

No.	Qty	Part No.	Description
1.	1	42R800	CONTROL MODULE KIT
		KIT INCLUDES	
	2		8-32 SOCKET HEAD CAP SCREWS
	2		8-32 NYLON LOCK NUTS
	5		1/4"x1" HEAT SHRINK
	1		3 WIRE DELPHI CONNECTOR
	1		2 WIRE DELPHI CONNECTOR
	10		CABLE TIE - BLACK 4"
2.	1	300378-4WD	4WD PIGTAIL
3..	1	300378-LR	LOW RANGE PIGTAIL
4.	2	300364	NEW LOW RANGE SWITCH

### Introduction:

The JK control module is the only way of keeping all the stock functions operational when upgrading to an Atlas transfer case. This Module lights the dash lights in both high and low range as well as the settings on the ESP when in 4WD and lockers and swaybar disconnect on the Rubicon models. This kit is designed for the Atlas 2 speed but can be used on a 4 speed by connecting a additional low range switch to the planetary housing and splicing that switch into the lead from the low range switch from the Atlas case.



### OPTIONAL ITEMS:

24-AEV PROGRAMMER  
24-40440 BULLYDOG

### \*\* Note\*\*

2012 and Up Jeep JK Autos:  
JK 2012 and newer Jeeps equipped with an automatic transmission will also require a Transmission Control Module flash to operate correctly with the new Atlas transfer case. Jeep coded the stock transfer case ratio of either the 2.72:1 or the 4.0:1 into this module, and any different ratio in the transfer case will put the vehicle into a limp mode. A Jeep programmer like a A.E.V. Procal or the Bully Dog with the transfer case ratio option in needed and we sell both of these programmers. Unfortunately, the Atlas 4 speed is not an option in these newer JKs with the automatic.

The exact ratios for the Atlas are required for re-programming the module. We round up or down to the decimal on our ratios; however, the Jeep computer module will accept the three places right of the decimal. The ratios are as follows: 2.0:1 is exactly 2.11:1, 3.0:1 is 3.030:1, 3.8:1 is 3.824:1, 4.3:1 is 4.286:1, and 5.0:1 is 5.048:1.

**SPECIAL NOTE:** The components packaged in this kit have been assembled and machined for specific type of conversions. Modifications to any of the components will void any possible warranty or return privileges. If you do not fully understand modifications or changes that will be required to complete your conversion, we strongly recommend that you contact our sales department for more information. This instruction sheet is only to be used for the assembly of Advance Adapter components. We recommend that a service manual pertaining to your vehicle be obtained for specific torque values, wiring diagrams and other related equipment. These manuals are normally available at automotive dealerships and parts stores.

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### Preparing the Wiring:

1. Unplug the connector from the transfer case position switch if the transfer case is still in the vehicle.
2. Cut the connector off the wiring harness .
3. Make sure that there is a piece of 1/4" heat shrink over **both** wires, and then one piece of heat shrink over **each** wire that was just cut off.
4. Solder the two wire Delphi connector to the vehicle wiring harness. See the chart below for vehicle specific wiring.

Control Module Wire	Connect To	
		07-12 JK
Blue		Dark Blue/Yellow
Green		Yellow/Light Green

5. Heat shrink the soldered connections made in the previous step.

### Installation:

1. Run the red (power) and black (ground) wires along the frame on the passenger side up to the fuse box. Make sure to safely zip-tie the wiring away from the exhaust, any pinch points or other hot objects. The Fuse attaches in the fuse box in the empty fuse slot labeled M14 - TTOW BUX on Jeeps up to 2011 and on 2012 JK's use slot M9. Refer to the under side of the fuse box lid for the proper location. (see photo's on page 3 and 4)

A notch will need to be cut into the fuse box for the wire to run out, which can also be seen in *Figure 3*. The ground can be run along the side of the fuse block to the ground terminal on the passenger fender next to the fuse box.

2. Install the low range switches into the Atlas shifter block. The switches do not use the white washer that was installed with the plug bolt and when installing use a bit of RTV silicone on the threads.

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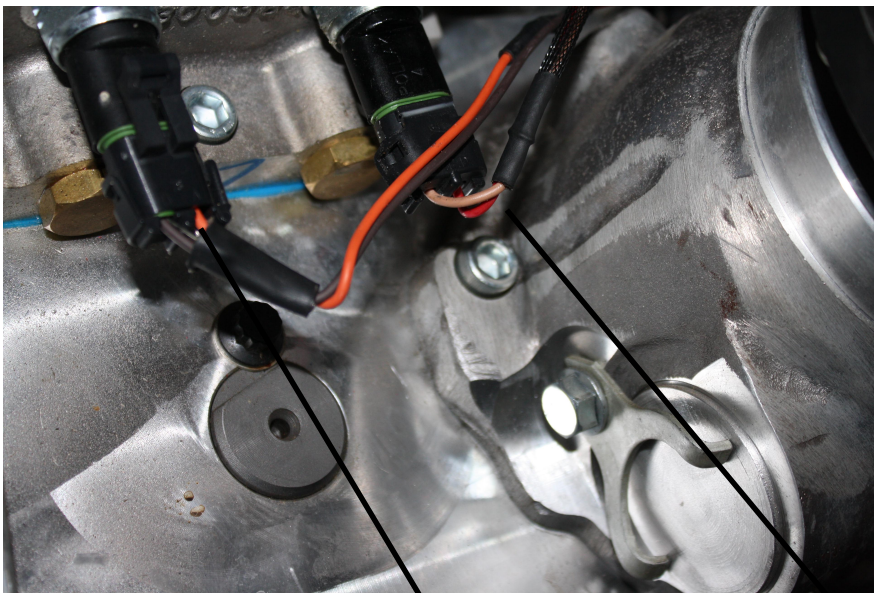


Figure 3: JK Power Connection

2007-2011  
Jeep JK



Figure 4: JK Ground Terminal



THE SWITCH CLOSEST TO THE  
FRAME IS THE 4WD SWITCH

THE SWITCH CLOSEST TO  
THE REAR OUTPUT IS THE  
LOW RANGE SWITCH

The shifter block on the Atlas in this photo was redesigned in 2012 and the switches now screw into the bottom of the shifter block, earlier versions of the Atlas used the switches coming from the sides of the shifter block. The installation of this kit remains the same.

3. Plug 12" low range pigtail into the low range switch on transfer case. Connect the Pigtail to the control module that has the (red and Tan) wires.
4. Plug 12" 4WD pigtail on to the front output side of the shifter block. This connects to the (orange and brown) wires on the control module.
5. Plug the 3 wire Delphi plug into the power supply you ran earlier. Note the purple wire will not be used.

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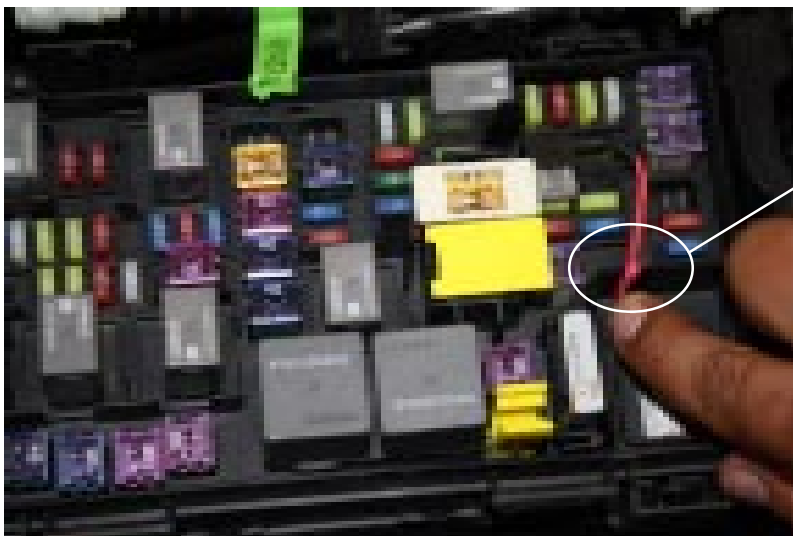
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## JK ATLAS CONTROL MODULE for NEW POLLAK SWITCHES



2012 Jeep JK's use  
power from fuse slot M9.



Fuse box must be notched for the  
wire to be routed out of the fuse box.

2012 Jeep JK's should be grounded at the battery.

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