Hello, my name is Mike, i generally go by ironbacon online and I have recently finished swapping an ax15 transmission and np231 transfer case from a jeep cherokee into my 1982 amc eagle. I was unable to find a write up from anyone who had done this swap before so I figured now that mine was in some kind of state of completion I would do so. I will have a parts list at the bottom of this document. I used an internal slave ax15 and I am using a wilwood universal remote reservoir master but neither of those is necessary. If you have access to a lift it makes life way easier, however this is not any more difficult than a stock to stock transmission swap so if you are comfortable with that level of work in your set up you'll be ok.
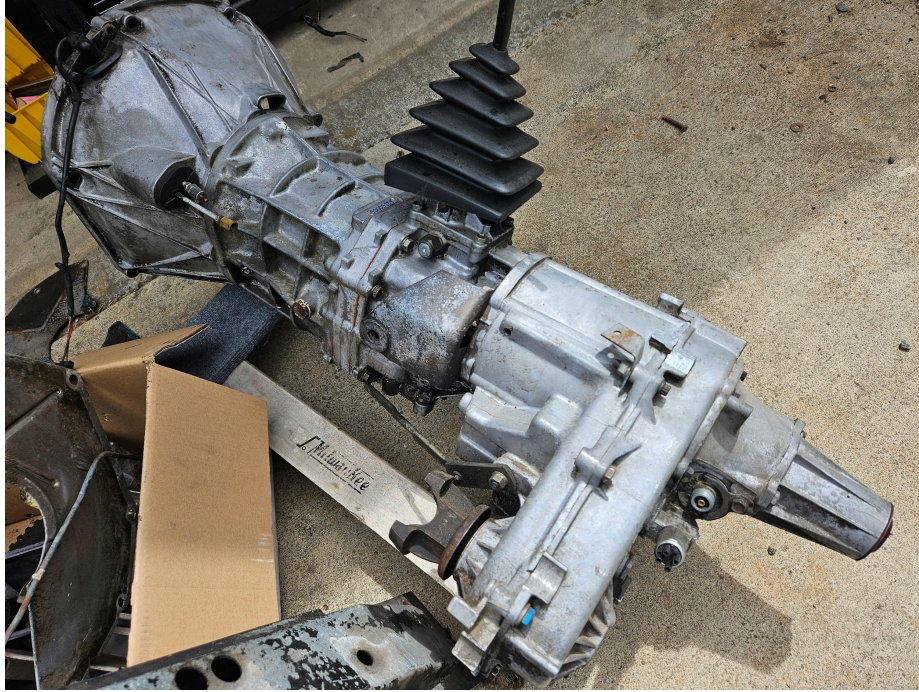
Step number one was removing the old transmission, instead of fighting the locked up rusty exhaust bolts i just cut the crossover pipe off. I found the easiest way to get the old trans out was to unbolt it from the bell housing and pull them separately.

After i pulled the transmission and clutch i soaked the flywheel bolts in kroil and pulled that, we will be replacing the stock flywheel with one off of a 4.0, i had a used one in good shape but aftermarket replacements are available.

The old transmission had some questionable thing going on with it.

Once the new flywheel and clutch were mounted up it was time to slot the new trans into place, it was a bit of a squeeze but once you get the input into the clutch you have plenty of room to wiggle it home.
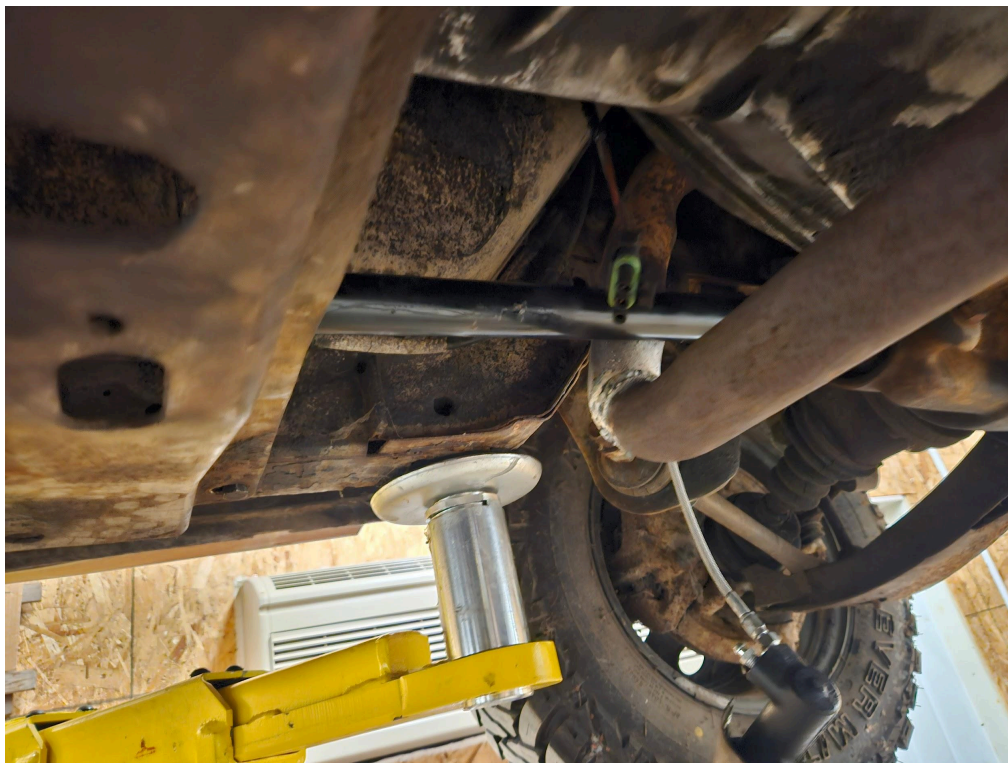
Make sure to use the cherokee spacer plate when you install the transmission, i didn't and had to take the trans back out as the bottom of the bell housing is shaped just different enough for the eagle one not to work.

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With some very light modification I was able to use the factory crossmember with a gm style 2wd transmission block I found on amazon. I had to widen the slots but i've put about 1k miles on it with no issues.

Welded some bracing in to maintain strength of the crossmember then went ahead and welded my crossover pipe back in.

The driveshafts do need to be re sized, i had my front lengthened by 1.5 inches and the rear shortened by the same, in hindsight 1 inch or even ¾ would have been better as my rear driveshaft fell out of the transmission under hard braking. You will also need to get the slip connector from a cherokee to match up to the ax15 as the eagle shaft is meant to bolt on, the u joints are the same size, i highly recommend having a custom rear shaft made or having a cherokee shaft re sized, i had to lock of part of the slip in the middle of my shaft so that it couldn't back all the way out of the trans again. The front shaft will attach just like factory.

I went through several permutations of mounting the 4x4 selector before settling on this. Basically i cut the flange off the factory cherokee lever and welded on tabs to mount it to the floorboard, then i covered all my holes with license plates. I then cut a hole in the bezel around my shifter for the 4x4 and made that as small as possible with another plate. You can use the factory 4x4 linkage if you want but i just used a cheap aftermarket linkage i found on amazon. Depending on what linkage you buy you may have to extend it, i had to add about 2 inches to mine.

Speedometer is currently not hooked up as i have yet to find a satisfying solution. The best bet may simply be an aftermarket cherokee speedo, the ax15 wants a 30t speedo gear and the eagle uses 28. Additionally you will need a cherokee starter.

All and all this was a relatively easy swap to do, how you deal with the vacuum lines is up to you as i think much of that comes down to preference.

Total parts list:
Ax15 transmission and t case of choice
Jeep 4.0 flywheel
Jeep 4.0 clutch
Jeep 4.0 starter
Jeep cherokee 4x4 selecter
Jeep 4.0 spacer plate
Slave cylinder for ax15
2 inch gm style transmission block
Aftermarket 4x4 selector linkage if your going that route