

## NOTICE

Care must be taken when disconnecting electrical connections. Broken transfer case shift motor connector will result in core value penalty.

This transfer case shift motor has been tested for:

- A. Correct rotation
- B. Amp draw
- C. Torque (clockwise & counter clockwise)
- D. Position switch function

**WARNING:** Bench testing is not recommended and may cause permanent damage to unit. To ensure optimum performance of the remanufactured unit, please check the following before installation:

- A. Check for correct voltage at motor lead wires.
- B. Check transfer case for shiftability by shifting transfer case by hand, checking for a smooth, effortless shift pattern through all ranges.

**NOTE:** (If shift motor can not find the assigned range, because of worn or tight transfer case component parts the system will cause the unit to default back to 2 wheel high and stop.)

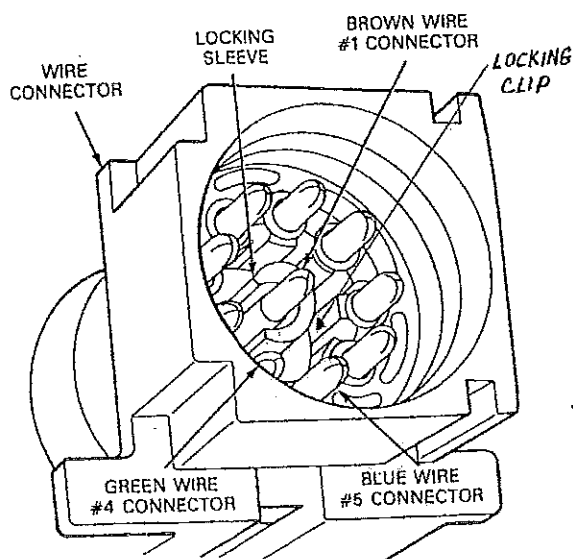
If shifting problems still occur after installation of this unit, check the following:

1. Transfer case fluid level
2. Bad electrical connections, open or shorted wiring
3. Speed sensors
4. Control switch
5. Clutch / neutral switch
6. Transfer case control module

### Electric Shift Motor Wire Transfer Instruction: Borg/Warner

1. Remove red locking sleeve with pick or sharp hook.
2. Depress locking clip with sharp tool and pull wire from connector. Note location and wire color for placement in replacement shift motor connector.
3. Insert removed wires into connector until locked in position.
4. Install red lock sleeve.

The figure to the left may look different than the unit you have, but same basic procedure is used.



<u>TRANSFER CASE MOTOR TORQUE SPECIFICATION</u>	
ALL BORG WARNER.....	7-8 FT.LBS.
NEW VENTURE UMM1226.....	12 FT.LBS
ALL OTHER NEW VENTURE.....	25 FT.LBS.

**PLEASE SEE OTHER SIDE**