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UNIT INSTALLATION AND TROUBLE SHOOTING GUIDE

Borg Warner 4405F, 4406F

Before attempting any diagnostic work or trouble shooting on the transfer cases, make sure that the tire pressures and circumference are all the same. Do not just compare tire sidewall labels, you must measure each tire around the center of the tread. A stagger gauge will let you do this with the vehicle on the ground in 5 minutes. The tires must match in size to 1/4" (.250) if they do not sell the customer on a new set of tires and again measure them. Mismatched tire sizes and pressures will fail the transfer case clutch pack quickly and cause many types of diagnostic codes to set.

After installing a reman or repaired transfer case, disconnect the battery ground for 30 seconds to clear codes before road testing.

High pitched whining noise from transfer case after repair: this noise is caused by the electric speed sensors not being installed flush to the case. Always lube the o rings and make sure to twist the speed sensor into its bore making sure it is flush to the case.

The front drive shafts on these vehicles are high failure parts and should be checked for balance, runout, and excessive play.

These units are prone to set many diagnostic codes and you will need the proper service manual to do the trouble shooting and pin point tests. One of the most common electrical problems on these units is corrosion, damaged, or broken leads on the short harness that runs from the transfer case control module to the electric motor.

Fill these transfer cases with RSG 400+ fluid only to insure maximum operating life and change fluid every 12,000 miles. On 4406F units overfill the transfer case through the speedometer hole by 1 quart.