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## UNIT INSTALLATION AND TROUBLE SHOOTING GUIDE

Borg Warner 4472, 4404F

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 viscous coupling in these units very quickly. Remanufactured transfer cases include a new OEM viscous coupling which will not be warranted for early failure due to tire size problems.

These units must have both drive shafts installed and correctly balanced. Operating these units in a vehicle with only one drive shaft installed will cause the viscous coupling to self destruct within a few miles. Check all axles for stripped splines as this will also have the same effect on the viscous coupling.

The front drive shafts have very high failure rates in vehicles equipped with these units and should be checked carefully for runout and balance. When the tires are mismatched you will have vibrations and the front drive shaft will bind on turns.

These transfer cases will be damaged if put on a dynamometer for emissions testing. If these units are run with the rear wheels driven while the fronts are stationary, the viscous coupling will fail. Make sure to note on your warranty that this is not covered and inform the customer to prevent future problems with warranty claims.

Fill these transfer cases with RSG530GM fluid only to insure maximum operating life and change fluid every 12,000 miles.