The Jeepsterman
Specializing in Willys and Jeep Restoration Parts

Borg-Warner Relay / Kickdown Switch / Solenoid / Install Instructions:

The overdrive parts are an exact replacement of the original Borg Warner parts. Included, as part of these instructions is a picture-wiring diagram to show you how everything is wired. In some applications there may be a difference between this diagram and the factory shop manual., but this diagram is based on the original Borg Warner service guide.

Wiring Relay-

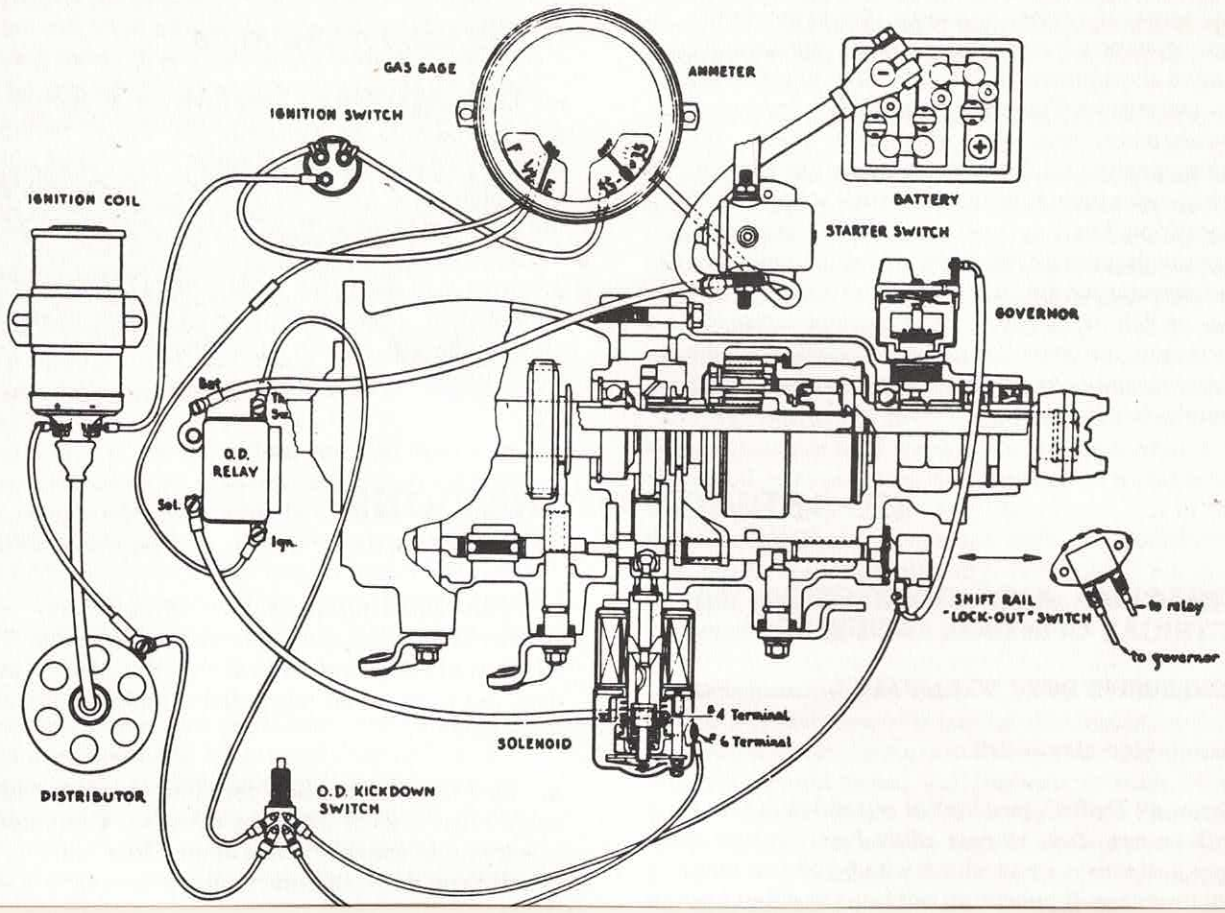
- The terminal marked Batt on the relay on the upper left should connect to the battery hot post on the starter solenoid. This terminal will be "Hot" all the time.
- The terminal on the relay marked Kickdown Switch on the upper right should connect to the top left post of the kickdown switch.
- The terminal on the relay marked Solenoid on lower left should connect to the number "4" terminal on the solenoid.
- The terminal on the relay marked ignition on lower right should connect to the accessory post on the ignition switch.

Wiring Kickdown Switch-

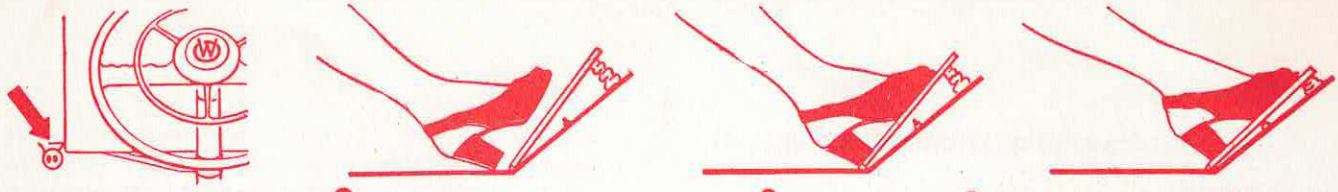
- The lower left terminal on the kickdown switch should connect to (-) negative terminal on the distributor or (-) terminal on the coil.
- The top right-hand terminal on the kickdown switch should connect to the Governor.
- The lower right-hand terminal on the kickdown switch should connect to the number (6) on left hand terminal on the solenoid.
- In some applications before 1951 a reverse lockout switch was located between the kickdown switch and the governor. The reverse lockout switches were discontinued during the 1950 model and can be eliminated in prior year applications. No replacements are available. The wiring connections will be the same as explained.

Solenoid Replacement-

- Removing the wiring and the two mounting bolts, and then turning the solenoid a quarter turn to the right will disengage the internal pawl and release the solenoid. Carefully remove the solenoid taking care not to damage the oil seal with the ball end of the solenoid shaft.
- It is highly recommended that the oil seal be replaced whenever the solenoid is removed for service. A small bit of white grease or Vaseline applied to the center of the seal will keep it soft and help the ball of the solenoid shaft pass thru the seal during replacement. To replace solenoid carefully insert shaft, engage pawl the rotate the solenoid a quarter turn to left, and install bolts replace the wiring.



HOW TO OPERATE THE 'JEEP' STATION WAGON OVERDRIVE



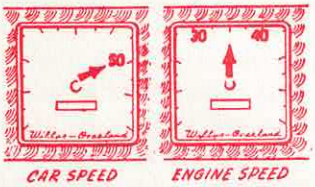
1 Overdrive control button is at left of dash. With button IN, car can be operated in overdrive. With button OUT, car operates in conventional drive at all speeds.

2 The overdrive is operative at speeds above 30 m.p.h. To go into overdrive, you merely lift your foot from the accelerator for a moment. The car will automatically go into overdrive.

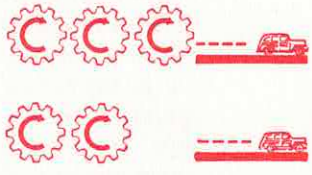
3 Then resume pressure on accelerator to maintain desired road speed.

4 For quick acceleration, as in passing a car, press accelerator to floor. This automatically puts you back into direct drive. When you let up accelerator, overdrive re-engages automatically.

OVERDRIVE LENGTHENS ENGINE LIFE, SAVES GASOLINE AND OIL



In overdrive, you can maintain a road speed of 50 m.p.h., with the engine turning at the rate it does when you drive 35 m.p.h. in conventional drive!



With overdrive, you go the same distance at the same speed as in direct drive, but with 30% fewer revolutions of the engine.

Your engine runs in lower-speed ranges in overdrive, with less heat and wear, with assurance of longer life.

You can count your savings on the *extra* gasoline and oil mileage you get with overdrive.

NOTE: When streets are slippery with ice, snow or rain, and on steep hills, it is advisable to operate car in conventional drive. This permits you to use the braking effect of the engine in stopping which you cannot do when in overdrive or when you are "free wheeling".

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