

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

The enclosed overdrive parts are an exact replacement of the original factory Borg Warner overdrive parts. Included, as part of these instructions is a picture-wiring diagram to show you how everything is to be wired. In some applications **there may be a difference between this diagram and the factory shop manual diagrams, but this diagram is based on the original Borg-Warner factory service guide.** Keep in mind that there were *eleven different wiring diagrams created by the twenty-two different car companies* that offered the Borg-Warner overdrive as an option.

Wiring the Relay -

The terminal marked **Batt** on the relay (upper left) should connect to the **battery** hot post on the starter solenoid. This terminal will be " Hot " all of the time.

The terminal on the relay marked labeled **Kickdown Switch** (upper right) should connect to **the top left post** of the Kickdown switch.

The terminal on the relay marked **Solenoid** (lower left) should connect to the **number (4)** (Right hand as viewed from the rear) terminal on the solenoid.

The terminal on the relay marked **ignition** (lower right) should connect to the **accessory post** on the ignition switch.

If you have a **Ford Or Mercury** this Relay WILL work for your application. Even though your original O/D Relay may have **only three terminals.** Ford and Mercury O/D Relays **combined the Ignition and Battery terminals wires together** and connected both to the Ignition Switch. To use this relay, simply follow the wiring instructions using the written and picture diagrams included.

Wiring The Kickdown Switch -

The **Top Left** terminal on the Kickdown switch goes to the **Kickdown** post on the Relay, which is the terminal beside the **Batt Post.**

The **lower left terminal** on the kickdown switch should connect to (-) or **negative terminal on the distributor or (-) terminal on the coil.**

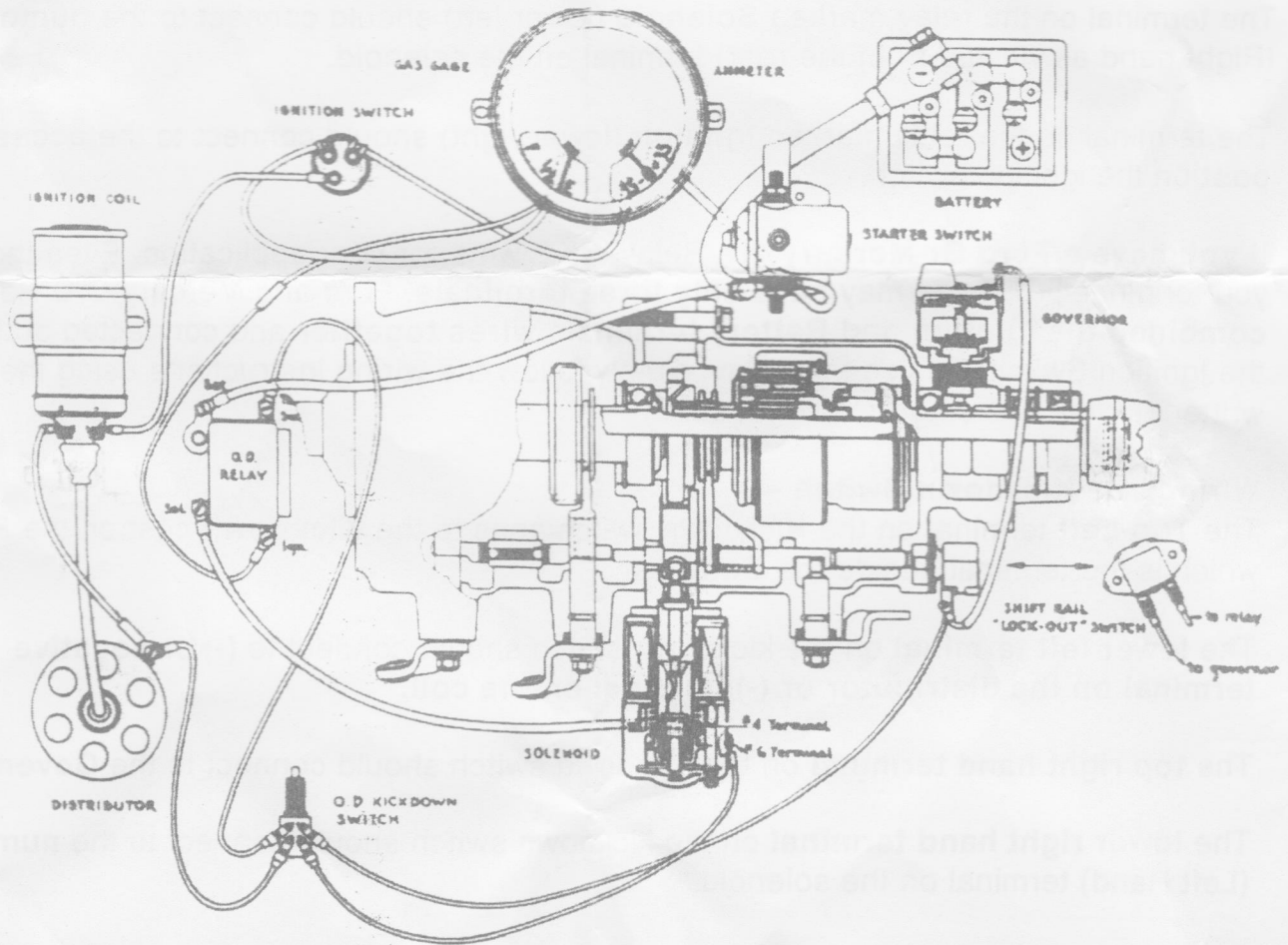
The **top right hand terminal** on the kickdown switch should connect to the **Governor.**

The **lower right hand terminal** on the kickdown switch should connect to the **number (6)** (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 sometime during the 1950 model year and can be eliminated in prior year applications.** No replacements are available. The wiring connections will be the same as explained above.

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 or replaced. If the seal becomes damaged transmission lubricant will be allowed to leak into the solenoid causing the solenoid to fail. **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 solenoid replacement.** To replace solenoid carefully insert shaft, engage pawl then rotate the solenoid a quarter turn to left, and install bolts replace the wiring and you are done.



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