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Electric T-Case motor fix, A fix not posted yet ?

Options ▼

roxy 33

May 11 2005, 09:56 AM

Post #1

Been here a while



Group: Premium Member
 Posts: 215
 Joined: 18-December 04
 From: Gulfport, MS.
 Member No.: 4,554
 Vehicle Make: Ford
 Vehicle Model: Ranger XLT
 Gender: Male
 Vehicle Year: 1997
 2WD or 4WD: 4WD

I don't have too many pics, but they're not really needed... Here's what I did....First, I tried all the fix ideas on the site including the shift motor rebuild and it still did not work.(still got the repeated clicking noise followed by the flashing lights) so I felt I had nothing to lose by tearing open the blue cap. I used a small flathead screwdriver to break away the tapered plastic seal.(not too much, just enough to separate the two halves) Once separated, pull the contact disk out and you will find the worn spots where it has been in the 2 hi position for most of the trucks life.







Take a dremmel tool or a file and smooth out the havoc you caused with your screwdriver on the housing. Clean all the contact points with alcohol and Q-tips. Use light pressure with your small flathead screwdriver and bend all four drag fingers back into the position where they will make firm contact with the position sensor disk, but use care not to over do it. If you do, the fingers will dig into the disk, killing the fingers and making deeper grooves that caused the problem in the first place. Use good quality dielectric grease and lubricate the disk and fingers. Put the wheel back into the cup trying to keep it in the 2 hi position, (not too important though, since your shift motor took a dump in 2 hi the blue cap can only be put back on the same way), put a light coat of grease on the rubber o-rings that seal the cap and put the top back on. I used a few drops of super glue to hold it in place during the re install. Put it all back together and throw it back in to your truck. Hopefully this will fix your problem. My T-case has worked flawlessly for quite some time after doing this and I`m baffled why no one else has tried it yet. Good luck and let me know how it works. 🙏

OFF CARD PM

TOP

QUOTE REPLY

Will

May 15 2005, 06:35 PM

Post #2

Nice. That definately puts a big problem into the light. We'll save it for inclusion.

Tech Library Manager

TRS Magazine Editor

Group: TRS Magazine Editor

Posts: 5,921

Joined: 20-July 04

From: Nashville, Indiana

Member No.: 8

Vehicle Make: Ford

Vehicle Model: Bronco II

Gender: Male

Vehicle Year: 1989

2WD or 4WD: 4WD

ON CARD PM

TOP

QUOTE REPLY

Joel H

May 16 2005, 11:46 AM

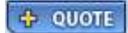
Post #3

Unregistered

I'll add a bit. When I opened mine up. I used an ink eraser on the circuit contacts, to clean everything off then lubed everything back up with a liberal coating of Dielectric grease to keep any moisture out.

Vaseline or petrolium gelly will also work if dielectric isn't handy.

Another thing to look for is on the back of that dial I do believe there is a post with a rubber cover on it. if this cover is gone then the motor may be able to spin it too far and cause a fault.

Jules

Jul 31 2005, 05:48 PM

Post #4

This place is addicting!

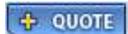


I just did mine this morning, works great so far. I used calk and sealed up all around where the seal was, trying to make it more waterproof.

Group: Members
 Posts: 301
 Joined: 22-January 05
 From: Ft Riley, KS
 Member No.: 5,324







stegomon

Jul 31 2005, 07:37 PM

Post #5

Post Where



well if i ever have an electric t-case...i will give this a shot.i know my dads truck is having a few problems..i will give it a try some day! 😊

Group: Premium Member
 Posts: 4,051
 Joined: 2-August 04
 From: Auburn/Minot Maine
 Member No.: 347
 Vehicle Make: Ford and only
 Ford
 Vehicle Model: Ranger
 Gender: Male
 Vehicle Year: 1987/1990
 2WD or 4WD: 4WD







roxy 33

Aug 1 2005, 01:06 AM

Post #6

Been here a while

**QUOTE(Jules @ Jul 31 2005, 06:48 PM)**

I just did mine this morning, works great so far. I used calk and sealed up all around where the seal was, trying to make it more waterproof.

Group: Premium Member
 Posts: 215
 Joined: 18-December 04
 From: Gulfport, MS.
 Member No.: 4,554
 Vehicle Make: Ford
 Vehicle Model: Ranger XLT
 Gender: Male
 Vehicle Year: 1997
 2WD or 4WD: 4WD

Glad to hear it !!!! I was starting to wonder if it only worked for me, due to lack of feedback...



I used alot of silicone sealant on mine.








Piney

Oct 4 2005, 11:29 PM

Post #7

Formerly Eric the Red
Group: Members
Posts: 1,883
Joined: 20-August 04
From: Blacksburg, VA
Member No.: 1,442
Gender: Male
2WD or 4WD: 4WD

the problem on mine was that the conductor/insulator disc had broken loose from the metal hub thingy. it had been glued originally, just krazy glued it back up.

OFF  CARD PM TOP QUOTE  REPLY**TurtleKY**

Nov 30 2006, 12:39 PM

Post #8

New User

Group: Members
Posts: 4
Joined: 7-November 05
Member No.: 13,640
Vehicle Make: Ford
Vehicle Model: Ranger
Gender: Male
Vehicle Year: 1999
2WD or 4WD: 4WD

I'm needing to try this on my 99 Ranger. However, I can't see the pictures. Therefore I'm not sure what cap he is talking about. Can anyone help?

OFF  CARD PM TOP QUOTE  REPLY**roxy_33**

Dec 1 2006, 02:21 AM

Post #9

Been here a while
Group: Premium Member
Posts: 215
Joined: 18-December 04
From: Gulfport, MS.
Member No.: 4,554
Vehicle Make: Ford
Vehicle Model: Ranger XLT
Gender: Male
Vehicle Year: 1997
2WD or 4WD: 4WD

wow,I havent been on this site for a while, and its cool to see that my post is still in circulation. The blue cap is the one that contains the disk and contacts attached to the shift motor. I don `t understand where my pics went, and I `m sorry. If I get the time I will repost them.....

OFF  CARD PM TOP QUOTE  REPLY**TurtleKY**

Dec 3 2006, 08:23 AM

Post #10

New User

Group: Members
Posts: 4
Joined: 7-November 05
Member No.: 13,640
Vehicle Make: Ford
Vehicle Model: Ranger
Gender: Male
Vehicle Year: 1999
2WD or 4WD: 4WD**QUOTE(roxy_33 @ Dec 1 2006, 02:21 AM)** 

wow,I havent been on this site for a while, and its cool to see that my post is still in circulation. The blue cap is the one that contains the disk and contacts attached to the shift motor. I don `t understand where my pics went, and I `m sorry. If I get the time I will repost them.....

Thanks for the reply, don't worry about reposting them for me. After getting under my truck and

removing the shift motor, I figured out the blue cap. Thanks so much for helping me. I went through the shift motor cleaning and maintenance and put the motor back on and it didn't fix it. I took it back off and broke into the cap and immediately knew that was my problem. After doing the things you recommend my motor shifts perfectly every time now. Unfortunately now my hubs aren't locking, guess I'll start searching the forum for that now. THANKS AGAIN.

OFF  CARD  PM

 TOP

 QUOTE  REPLY

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