

Borg Warner TRANSFER CASES

Part-Time 2WD/4D Units

Unit ID	Gear Ratio	Shift Control	Applications
1354	1:1 & 2.48:1	Elec. or Mech.	Ford Ranger, Explorer
4402	1:1 & 2.48:1	Elec., Shift-on-Fly	Hyundai
4406	1:1 & 2.64:1	Elec. or Mech.	Ford F series
45-54	1:1 & 2.48:1	Mech.	GMC Sierra

Elec.: Electric motor, Mech.: Manual shift lever

Full-Time 4WD Units (Driver controls shifts)

Unit ID	Gear ratio	Features	Applications
44-09	1:1 & 2.64:1	P. D. & V.C.	Mercedes M class
44-10	1:1	P. D. & V.C.	Lincoln Aviator, Mercury Mountaineer
44-73	1:1	P. D., F: 35%, R: 65% & V.C.	Chevrolet Express GMC Savana
44-76	1:1	P. D., F: 50%, R: 50%	Cadillac SRX
44-79	1:1	P. D., F: 40%, R: 60%	Cadillac STS
44-81	1:1	P. D., F: 40%, R: 60%	Cadillac Escalade GMC Yukon, Denali
44-82	1:1 & 2.64:1	P. D., F: 40%, R: 60%	Chevrolet Tahoe, Suburban GMC Yukon
44-84	1:1 & 2.64:1	P. D., F: 40%, R: 60%	Hummer H2
45-54	1:1 & 2.48:1	????	GMC Sierra

V.C.: Viscous Coupler, P.D.: Planetary Differential, F.: Front, R.: Rear

All-wheel drive, Active AWD, and Torque on demand Units (Electronic controlled shifts)

Unit ID	Gear ratio	Features	Applications
44-11	1:1	Torque on demand	Ford Explorer
44-11	1:1 & 2.48:1	Torque on demand	Ford Explorer
44-16	1:1 & 2.64:1	Torque on demand	Ford Expedition, Lincoln Navigator
44-22	1:1 & 2.48:1	Torque on demand	Isuzu
44-24	1:1 & 2.48:1	PT & Torque on demand	Hyundai Kia
ITM 1	1:1	Torque on demand	Hyundai

Torque on demand is a registered trademark of Borg Warner TorqTransfer

Note: Borg Warner transfer cases are identified by tag attached to the case.