

DESCRIPTION AND OPERATION

The MP1622C transfer case is the heart of the Command-Trac™ and Rock-Trac™ part-time 4WD system. When engaged in 4WD, both front and rear drive shafts are locked by a chain and gearset, which always turn at the same speed, forming a single drive unit. This is a rigid connection that does not allow for any differential action between front and rear drive shafts. Normal front-to-rear differences in the turning radii of the wheels (when cornering) are compensated for only through wheel slippage on driving surfaces. This transfer case allows for 2WD, 4WD High-Range and Low-Range as well as Neutral.

The MP1622 provides the following ranges through a mechanical shifter:

- **2WD HIGH:**
 - Front axle spins freely.
 - Power sent to rear wheel.
 - A synchronizer inside the transfer case makes for smoother shifts between 2HI – 4HI and for the Front Axle Disconnect (FAD) Feature
- **4WD HIGH:**
 - Shift-on-the-Fly at speeds up to 88 km/h (55 mph). Shift Efforts may increase as vehicle speed increases, due to the need for synchronization.
 - Front and rear drive shafts lock together and rotate at the same speed.
 - Only use on slippery or loose surfaces.
- **NEUTRAL:**
 - Use for towing your vehicle behind another vehicle.
 - The vehicle may roll while the transfer case is in neutral, even with the transmission in park
 - Does not require uncoupling drive shafts.
- **4WD LOW:**
 - Use for severe off-road situations.
 - Increases available engine torque by 2.72:1 (4:1 in Rock-Trac™ equipped vehicles).
 - Slow speed to 3-5 km/h (2-3 mph), put transmission in Neutral, engage 4 LO and return transmission to desired gear.