

# UNDER THE HOOD

## WITH THE MOTOR MEDICS

Dear Motor Medics,

I have a 1993 Ford F250 with a 5 speed transmission and 4 wheel drive. While driving today I came to a stop sign and when I tried to take off again I could not get the truck into gear. I tried shutting the engine off and after playing with the 4x4 I was able to get the truck to move again. It indicates I am in 2wd high range but when I am in overdrive it feels like second gear. I have checked the linkages on the transfer case and it looks ok. This truck is a daily driver and does not see much towing. Any helpful advice you could give me would be greatly appreciated. Thanks guys, love the Under the Hood Show.

Brad, listening on KELO in Sioux Falls.

Brad, thank you for listening to Under The Hood.

It sounds like you have a transfer case that has failed. Inside of the case there are shift forks that move the gears into the correct positions needed to move the vehicle. In some cases the forks will wear out and fall off in the case which will do exactly what you described. The forks were likely

wedged in a position that allowed the case to go into low range but not return. To repair the case it will need to come out. You could opt to have it rebuilt or you might decide to go a cheaper route and buy a guaranteed unit from a recycling yard.

Thank you for the Email, take care, Russ.

Dear Motor Medics,

I have a 1993 Pontiac Grand Am GT with a V-6 Engine and I am having a problem with my turn signals. The other day they just stopped blinking. The 4-way Emergency Flashers work fine and the front and rear signal lights come on when the switch is activated but they don't blink. I have replaced the flasher with a known good flasher but they still don't work. The Multifunction switch seems to be fine because the lights come on and the cruise and everything else works ok. Any ideas you could give me would be helpful. Thanks guys, love the show on Thursdays and Sundays on KELO.

Duane in Sioux Falls

Duane, thank you for listening to Under The Hood and thank you for the email.

This problem should be easy to repair. You said both the front and the rear signal lights come on but don't blink so that tells me the switch is good and that you are getting power from the fuse all the way to the lights. The lights blink by the flasher taking away power from the circuit when the load is sufficient. You said that the flasher was replaced with a known good unit but...was the replacement flasher from an identical car with the same number of lights having the same wattage? Flashers are rated by watts so if you put in a flasher from a 2 light system it may not work. In the same token if the car has two of four bulbs burnt out in the rear it may not flash. If you have ever connected a trailer to a vehicle and seen the lights flash real fast it is due to this same issue but reversed. Double check the flasher rating and check all the bulbs to make sure they are correct and you should find the problem.

Thank you for the email, take care, Russ.

*Advice given by the Motor Medics is for use as a guide to repair. Always check with your favorite repair shop for verification. The motor medics have been operating a repair shop and answering questions on the air for 19 years. Russ is an ASE Master Certified Technician with extensive dealer and after-market training. Shannon is an ASE Certified Parts Specialist with more than 30 years in the automotive world. You can ask a question of The Motor Medics by going to [help@underthehoodshow.com](mailto:help@underthehoodshow.com) we will answer your question on line and you may see it appear in this publication. The Under The Hood Show can be heard each week on local stations with coverage reaching 7 states and on [www.underthehoodshow.com](http://www.underthehoodshow.com). Go to [Underthehoodshow.com](http://Underthehoodshow.com) to find one near you.*



Shannon Nordstrom and  
Russ "The Open Test" Evans

Thursdays at 10 a.m. - AM 1320 KELO  
Live on the web at [www.underthehoodshow.com](http://www.underthehoodshow.com)

