

## **READ THIS NOTICE PRIOR TO INSTALLATION**

**ANALYSIS OF WARRANTY TRANSFER CASES OVER THE YEARS HAS ALLOWED US TO SEE PATTERNS OF INSTALLATION ISSUES REPEAT THEMSELVES MANY TIMES OVER. IT IS OUR INTENTION TO SHARE THIS INFORMATION AND ASSIST YOU WITH A TROUBLE-FREE INSTALLATION.**

**ALL 4WD AND AWD SYSTEMS ARE SENSITIVE TO FRONT VS. REAR TIRE DIAMETER MIS-MATCH. THIS IS PARTICULARLY TRUE WITH TRANSFER CASES THAT CONTAIN EITHER A SEALED VISCOUS COUPLING, OPEN VISCOUS COUPLING OR AN OPEN WET-PACK CLUTCH. INFORMATION PUBLISHED BY NEW VENTURE GEAR ENGINEERING STATES THAT THE TIRE DIAMETERS SHOULD BE WITHIN 1/16" (WHICH TRANSLATES TO JUST UNDER ¼" CIRCUMFERENCE) ALL AROUND. THERE WILL BE PREMATURE FAILURE OF THESE UNITS DUE TO THIS CONCERN, AND WE SEE IT ON A DAILY BASIS. VEHICLE OWNER'S MANUALS, LIKE THE 02 DODGE DAKOTA, STATE THAT ANY DIFFERENCE IN TIRE SIZE WILL CAUSE TRANSFER CASE FAILURE.**

**THIS PARAGRAPH PERTAINS TO THE NV247 ONLY!!! ANOTHER FREQUENT PROBLEM SEEN IS WITH THE NV247 TRANSFER CASE WHICH IS IN THE JEEP GRAND CHEROKEE. THIS UNIT REQUIRES A SPECIAL MOPAR FLUID (PN05016796AC) FOR PROPER FUNCTIONING OF THE OPEN VISCOUS COUPLING. THERE WILL BE SOME COMPLAINTS OF CHATTERING OR SHUDDERING WITH NEW INSTALLATIONS IF THIS FLUID IS NOT USED. PRIOR TO REMANUFACTURING, WE SATURATE NV247 VISCOUS COUPLINGS IN THIS MOPAR FLUID TO PREVENT A STARVATION CONDITION OF THE CLUTCH AT DRIVE-OFF.**

**WE TRUST THAT YOU WILL FOLLOW ALL RECOMMENDED PROCEDURES, ACCORDING TO THE OE MANUFACTURER, DURING INSTALLATION OF THIS TRANSFER CASE. IT HAS BEEN TESTED AND PASSED FOR NOISE, SHIFTABILITY AND SEAL INTEGRITY. THANK YOU FOR YOUR PURCHASE.**