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UNIT INSTALLATION AND TROUBLE SHOOTING GUIDE

NVG 136, 236, 246 Transfer cases

Before attempting and diagnostic work or trouble shooting on these transfer cases, make sure that the tire pressures and circumference are all the same. Do not just compare tire sidewall labels, you must measure each tire around the center of the tread. A stagger gauge will let you do this with the vehicle on the ground in 5 minutes. The tires must match in size to ¼" (.250") if they do not, sell the customer on a new set of tires and again measure them. Mismatched tire sizes and pressure will make it impossible to correctly diagnose the transfer case problems and just making these corrections will make 90% of the complaints go away.

NVG 136-Binding on turns after tires are corrected: Drain fluid and replace with RSG Chatter free fluid . It may take several hundred miles of driving to get all the old fluid out of the clutch pack linings, but the problem will go away.

NVG 236/246-Common Problems

No shift into ranges: Disconnect battery ground for 30 seconds to clear control module. If the shifts do not come back, scan the control module for codes and pay close attention to the dash functions. Check pin connections on the encoder motor for corrosion, looseness, and bad grounds.

Premature rear output bearing and case wear: This is a common failing in these units due to the pressure applied to the clutch pack which overloads the capacity of the rear output bearing. Make sure that the customer does not drive the vehicle in AWD all the time. This will shorten bearing life very quickly.

Whenever you are servicing one of these units, remove the front drive shaft and have it balanced and checked for runout. This is a major failing on these vehicles.

Fill these units with RGS Trak II fluid and for maximum durability have the customer change the fluid every 12,000 miles.