## **Pointers / Instructions for replacing T-90's and D-18's:**

- When installing this new transmission or transfer case be sure to use the gaskets supplied. Use a light layer of silicone on all gasket surfaces and bolts (We recommend Permatex Right Stuff or similar) as well to prevent oil leakage as these vehicles commonly leak.

- Do **NOT** let the mainshaft move back on any transmission while installing or moving them or major problems / failure can occur. Do **NOT** remove the top plate from T-90s until it has been mated to its transfer case.

- Operating the transmission in any way before installation is strongly discouraged. New synchro rings are very sharp and can become stuck very easily without oil submerging them.

- **Leak Warning:** Check the front of the shift tower on a T-90 to be sure the two soft plugs are in position and sealed tight, otherwise you will have a leak.

- **Leak Warning:** When installing a yoke on a D-18 / D-20 transfer case, use silicone under the washer and nut to seal the splines and the threads to prevent leakage.

- Leak Warning: Connect and seal the gearboxes together prior to installing them with a proper jack to check and ensure there are no leaks. If leaks occur, zero in on where exactly they are coming from, drain the oil, clean the area (with brake cleaner or similar) and seal the area (gasket surfaces, bolts, etc.). As unfortunate as it is these gearboxes often leaked out of the factor so extreme above and beyond procedures are necessary to prevent leaking. We do our best to prevent leaks at all.

- Draining your gearbox and freshly replacing the oil is recommended after about 300 miles of operation to give the maximum life span and reduce noise.

- Do **NOT** use synthetic oil in your transmission or transfer case unless specified by us or OEM.

\*\*GL-4 80-90W is the recommended oil, other close weights of gear oil such as 85-90w are acceptable as well as long as they are non-synthetic.



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