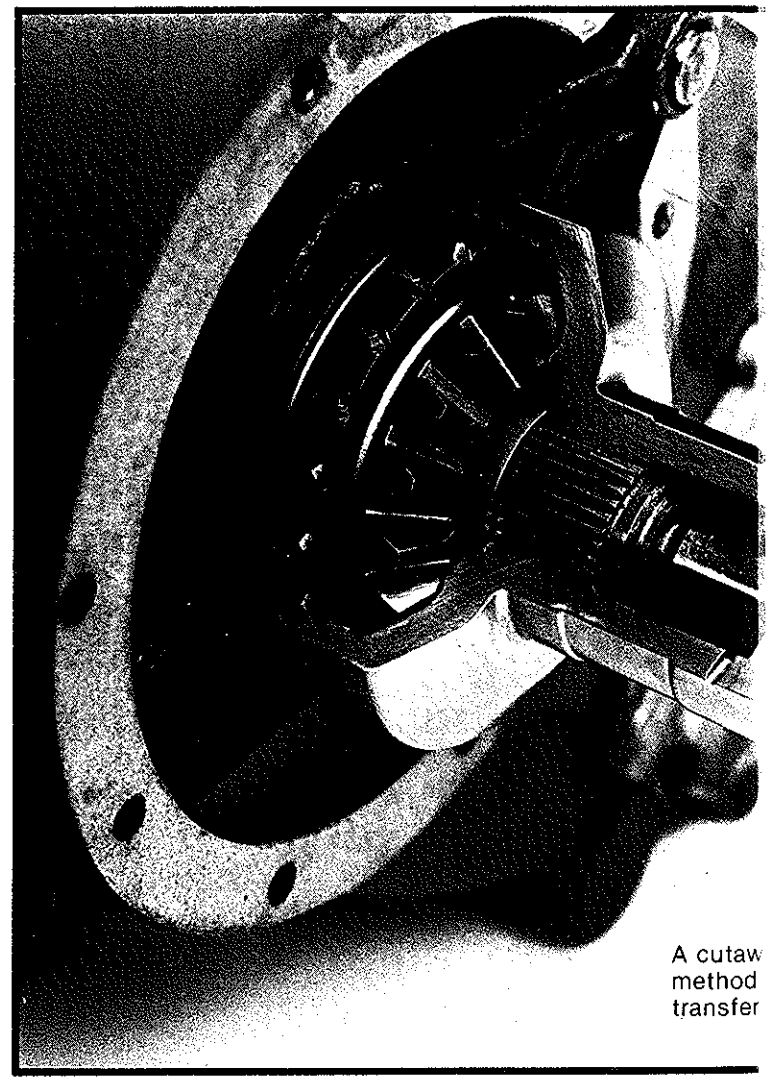
2 by 4 CONVERSION

A PRODUCT WHOSE TIME HAS COME! BEAT THE GAS SHORTAGE BY INCREASING THE DISTANCE BETWEEN FILL-UPS . . . FULL-TIME 4-WHEEL DRIVE IS A LUXURY NO LONGER PRACTICAL!

In the early '70's, the factories introduced to the American 4 by 4 market, an option referred to as *full-time* 4-wheel drive. As the Blazer, Bronco and Ram-charger market became increasingly popular, the profile of the owners of these vehicles made a complete change. The look of the tall tire, roll bars, auxiliary lighting and other "off road" equipment became the rage. And vehicles rarely saw the dirt! Housewives began driving them to the supermarkets, the kids used the family 4 by 4's for dates, and the automatic transmission steadily increased in popularity. In no time at all, the *only* way an automatic equipped Blazer, for example, could be purchased was as a full-time 4-wheel drive. In fact, from 1973 until the present, almost three and one half *million* full-time 4 by 4 vehicles were produced with the New Process 203 Full-Time Transfer Case as original equipment.

Full-time 4-wheel convenience does not come cheap. It takes its toll on front tire life, on rapid wear in front driveline components, and certainly results in poor gas mileage. As the '80's approach, poor gas mileage *alone* is enough reason to search for products to reduce the monthly costs on the family 4 by 4! . . . And full-time 4-wheel drive has become a luxury no longer reasonably affordable . . . Enter DNE² with our new 2 by 4 conversion.



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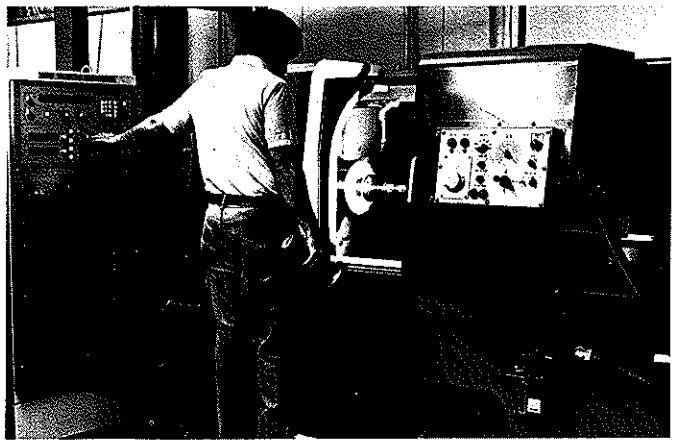

When the DNE² engineers looked into cures for poor mileage on the full-time equipped vehicles, they found that almost 75% of the efficiency losses could be traced to the chain in the 203 Transfer Case. *This problem must be eliminated if anything is to be gained!*

DNE² chose to forge a completely new output shaft using 8620 nickle alloy material. With ultra-modern C/NC turning centers, and by working to incredible tolerances, the new shafts are machined to replace the third differential assembly in the transfer case. With the addition of front locking hubs, the entire front driveline, including the power robbing chain, is stationary for everyday driving.