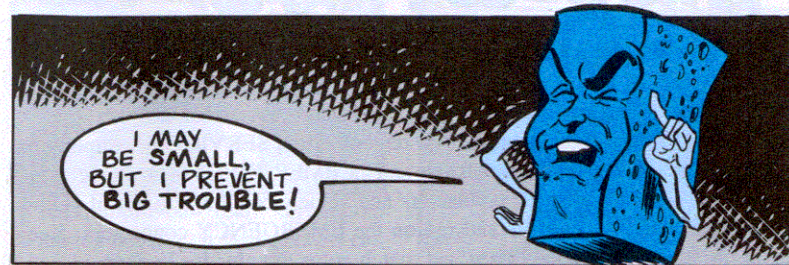
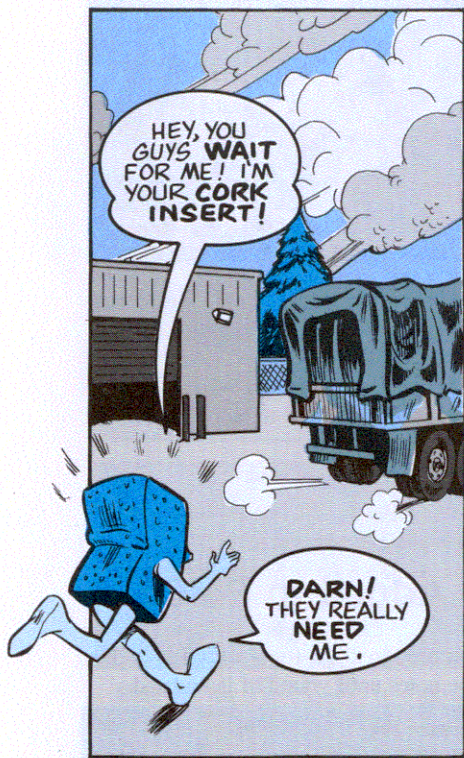


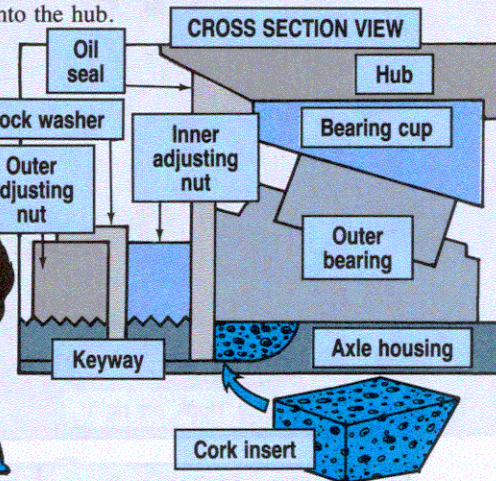
# CORK PROTECTS

# BRAKES and BEARINGS

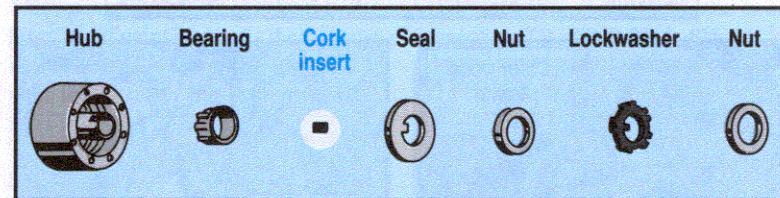


That's where the cork insert does its job. It plugs the keyway under the bearing and stops oil from getting into the hub.

THESE PICTURES SHOW THE SET UP FOR THE 2 1/2 -TON TRUCKS... BUT THE CORK INSERT GOES IN THE SAME WAY ON 5-TON TRUCKS!



Cork insert, NSN 5330-00-348-8365, is used on the 2 1/2-ton's, while insert, NSN 5330-01-133-7262, is used on all 5-tonners. Here's where it goes:



The cork insert is jammed under the bearing by the seal keyway tang when pressure is applied to the nut.

**T**hat little piece of cork that goes on the rear wheel drums of these trucks may not look important, but it is. It keeps oil from washing grease out of the wheel bearings. Without grease, the bearings burn up. The oil will get on the brake drum, the lining and the brake shoes.

Oil and brakes don't mix. The brakes will go out and cause an accident all because of a small piece of very important cork.

Oil in the axle housing travels out to the end of the axle housing spindle. The outer seal blocks this oil from getting into the hub, except where the spindle keyway provides a handy channel under the outer bearing.

