

Water Crossing Means Lube Change



Water and oil don't mix.

Keep those words in mind when you ford a hub-deep stream with hot axle housings.

Water will cool hot metal and create a vacuum inside those housings. The vacuum draws water past the axle seals and into the gear oil. Water-contaminated oil is a poor lubricant, so gears wear and fail.

Contamination can happen whether you ford a stream or just drive through hub-deep water. So how can you know for sure that water has been sucked into the axle housing? You can't. The point is that you should take no chances on ruining differential gears. After a run through water, remember that your mechanic has a lube job to do when you get back to the motor pool.

FIGHT BACK RUSTY PIPES

Heat and weather are double trouble for unpainted truck exhaust pipes. Rust sets in and, before you know it, you've got an exhaust leak, making your vehicle NMC.

You mechanics can stop rust with a protective coating of heat-resistant paint. It takes the heat, protects against weather damage, and adds miles to the truck's exhaust system.

NSN 8010-00-616-4009 gets a 1-gal bucket of olive drab paint. Use NSN 8010-01-478-0496 for a gallon of desert tan paint.

