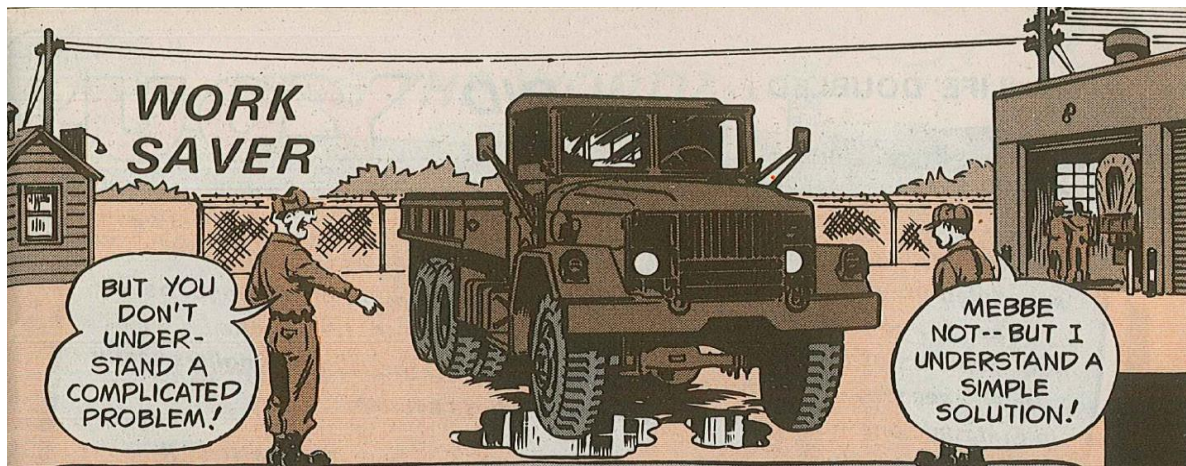


From PS Magazine 272 Pg. 9:



WORK SAVER

BUT YOU DON'T UNDERSTAND A COMPLICATED PROBLEM!

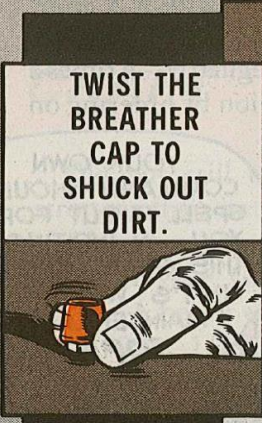
MEBBE NOT-- BUT I UNDERSTAND A SIMPLE SOLUTION!

Dear Editor,


In reference to "Sneaky Leak," page 14, PS 265, replacing the inner axle seal may solve the problem of a leaking seal. And it may not.

I find that 90 percent of the time, the axle housing vent is clogged with dirt or the differential oil level is too high. Pressure buildup from heat inside the housing is what blows the seal and causes the seal to leak.

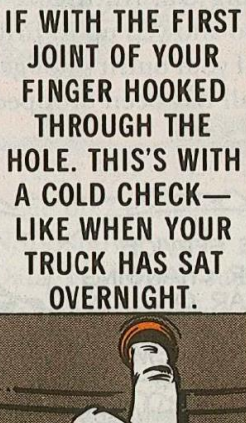
TWIST THE BREATHER CAP TO SHUCK OUT DIRT.




TAP BREATHER CAP TO MAKE SURE SPRING LOADED VALVE INSIDE IS WORKING OK.



ENOUGH? YOUR LUBE LEVEL'S OK IF YOU CAN TOUCH IF WITH THE FIRST JOINT OF YOUR FINGER HOOKED THROUGH THE HOLE. THIS'S WITH A COLD CHECK— LIKE WHEN YOUR TRUCK HAS SAT OVERNIGHT.



TOO MUCH? OIL SHOULD NOT RUN OUT WHEN THE DIFFERENTIAL'S COLD AND YOUR TRUCK'S SITTING LEVEL.



A new seal will just blow again if the axle housing breather valve is not cleaned and the differential lube is not maintained just at fill plug level. This may save somebody a lot of time. Changing inner axle seals can be a bear!

CW3 John R. Thomas
Sqdn Maint 1-1 Cav
APO New York

(Ed Note: Well said!)