



OFFICIAL STEERING & SUSPENSION OF NASCAR®

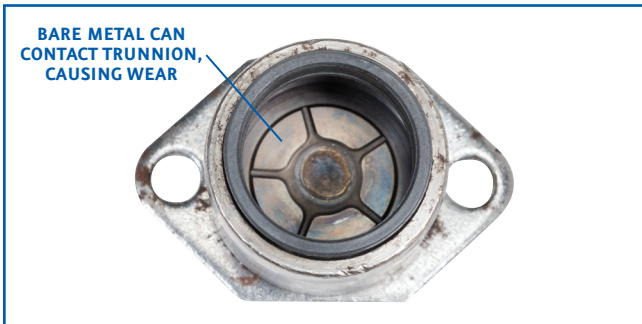
THE PROBLEM SOLVER®

PROBLEM:

Inadequate lubrication due to dislodged anti-drainback valve

While centrifugal force will allow grease to enter the trunnion and bearing cup during operation, an anti-drainback valve is required on larger u-joints to keep the lubricant from draining back into the cross of the u-joint when stationary.

An anti-drainback valve prevents dry start-up, which causes excessive wear. Other suppliers may leave the anti-drainback valve out to cut costs or provide it as a separate component in the trunnion, where it may dislodge. If an anti-drainback valve were to become dislodged, it will fail to function properly. The subsequent draining and loss of lubricant in the bearing cup may cause excessive wear at start-up and slow speeds.



SUPPLIER 1: NON-INTEGRATED ANTI-DRAINBACK VALVE; NO THRUST WASHER



SUPPLIER 2: THRUST WASHER INCLUDED, BUT NO ANTI-DRAINBACK VALVE

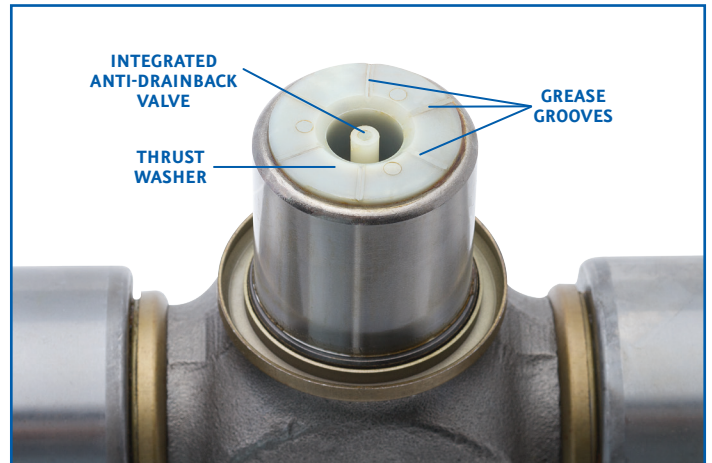
SOLUTION:

MOOG® Patented Thrust Washer Design with integral anti-drainback valve

A thrust washer helps absorb axial loads and prevents galling. The MOOG® patented thrust washer design for medium duty, heavy duty, off-highway and larger PTO joints incorporates an exclusive anti-drainback feature.

The MOOG internal anti-drainback valve is integrated into the thrust washer to control lubrication flow and prevent dry start-up. Because it is integrated as a one-piece design into the thrust washer, it cannot separate and allow grease to drain back or block the flow of lubrication.

In addition, the MOOG reinforced nylon thrust washer material stands up to extreme loads, eliminates metal-to-metal contact, and lowers the operating temperature by reducing friction. Galling on trunnion ends is also eliminated.



MOOG® PATENTED THRUST WASHER DESIGN



For parts lookup, visit www.FMe-cat.com tech line: 1-800-325-8886

moogproblemsolver.com

