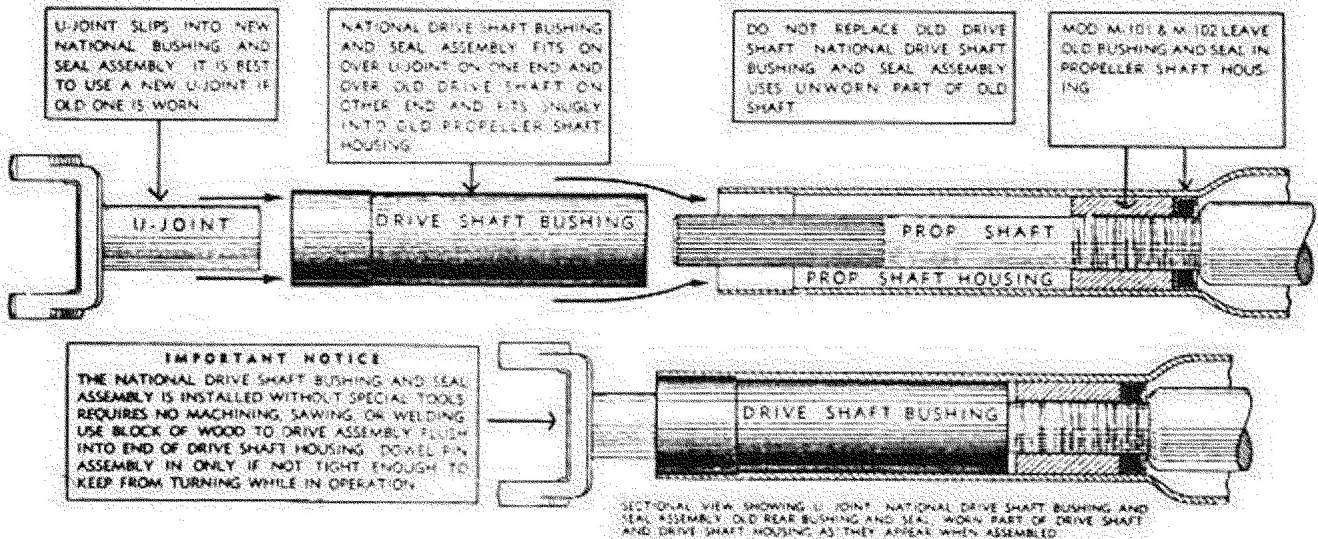


HOW TO INSTALL ALL DRIVE SHAFT BUSHING & SEAL ASSEMBLIES CORRECTLY

The Same General Instructions Apply to All National Drive Shaft Bushing & Seal Assemblies. Specific Instructions Are Packaged With the Bushing.



INSTALLATION INSTRUCTIONS — M-101 & 102 DRIVE SHAFT BUSHING & SEAL ASSEMBLY

Patent # 2403520

It is not necessary to disassemble the differential or remove the old rear bushing and seal to install this drive shaft bushing assembly. The rear bushing and seal in the National Assembly runs on the unworn part of the drive shaft, in front of the old bushing and eliminates buying a new drive shaft.

- 1—Remove the ball housing—disconnect the universal joint—remove the dowel pin and punch out the front bushing.
- 2—THOROUGHLY LUBRICATE NATIONAL BUSHING AND SEAL ASSEMBLY BEFORE INSTALLING.
- 3—Apply a thin coat of white lead over bushing and seal assembly and drive it into the housing flush with the end of the housing itself.
- 4—Do not hammer directly on the end of the assembly, use a block of wood or correct sized pipe being sure not to damage the end of the bushing and seal assembly itself.
- 5—Due to slight variations in the inside diameter of the drive shaft housing, it may be necessary to dowel pin the bushing and seal assembly, if it is not sufficiently tight to keep from turning while car is in operation.

Install this assembly with every transmission job to keep lubricant from draining into differential.

To be used with following cars and pickups:

- M-102—Chevrolet 1940-50 Pass. Cars & Pickups.
GMC—1940-50 Pickups— $\frac{1}{2}$ & $\frac{3}{4}$ Ton.
- M-101—Chevrolet 1937-39 Pass. Cars & Pickups.
GMC—1937-39 Pickups— $\frac{1}{2}$ & $\frac{3}{4}$ Ton.