WHEEL END PRODUCTS

- Spindle Nuts, ASET Matched Bearing Sets, Platinum Performance System, HD Hub Oil Guardian HP® & Discover® Seals
- SKF Bearings & Seals National Oil Seals
- Automatic Slack Adjusters
- Brake Chambers
- Set-Right HD Hub Rebuild Kits & Components
- 454-Series Wheel Bearings
- Brake Drums

MAXIMUM HEAVY DUTY BRAKES
QUALITY CONTROL - PERFECT FIT TO THE SHOE TABLE AND BRAKE DRUM
Relined in the USA

Ask about our MAX HD Brake Stop Boxes
High Quality Brake hardware is included in the box to insure your MAX HD Brake reline gives you maximum life and performance to your wheel end.
Longer Tread Life
Fleets save tires, wheels track truer. PRO-TORQ® controls axial motion, holding bearing end play near zero while maintaining exact cup and cone alignment on the spindle. This is good news for radial tires. PRO-TORQ® delivers the adjustment precision which experts agree is needed to maximize radial tire life.

Extended Wheel Seal and Bearing Service
PRO-TORQ® supports seal, bearing and axle manufacturers’ specifications. With PRO-TORQ®’s tight control on wheel bearing adjustment, fleets minimize premature seal failure and improve extended seal and brake lining programs.

PRO-TORQ® compensates for normal bearing wear, permitting precise .001” back-off increments at scheduled preventative maintenance intervals. This keeps bearings properly aligned, running cooler and lasting longer.

Improves ABS
PRO-TORQ®’s reliable low end play bearing adjustment and axial motion control helps assure accurate wheel end sensor monitoring of wheel speeds on antilock braking systems.

Guardian HP® Seals
- Improves per mile performance & cost-per-mile profitability
- Features high performance sealing lip, superior contamination exclusion & self-adjusting thrust pad
- Installation right on the axle instead of the hub bore assures positive alignment every time with virtually error-proof installation
- No tool impact on the seal, causing damage or installation related failures
- Easy to remove & service

Discover® Seals
- Feature high temperature elastomeric co-polymer sealing element combined with Teflon. The revolutionary design incorporates hydrodynamic “pumping” features to keep the lubricant where it is intended to be
- The premium sealing element is protected by a four-zone labyrinth to provide unmatched contaminant exclusion & performance
- Piloted entry allows an easy & square installation every time
- Consists of a bonded, ribbed rubber OD & ID for easier removals, yet STEMCO’s patented “SMART” anti-rotation features insure positive positioning & locking of the seal to the spindle

ASET Matched Bearing Sets
- Easy part number identification.
- The components of the ASET Bearings are the same ones that are used on the OEM production lines to produce Platinum Plus - 5 year warranty wheel end packages.
- Lower cost alternatives to competitors, still in set form.

Platinum Performance System®
Featuring flexible options to fit your installation preferences:
- Guardian® HP - axle-installed or Discover® - Hub-installed Seal
- Pro-Torq® Advanced Axle Spindle Nut
- Sentinel® or Integrated Sentinel® Hub Cap
- Platinum Matched Bearing Sets

Heavy Duty Hub Oil
- Slows leaks
- Prevents downtime
- Extremely heat resistant
- Very long lasting

Defender Composite Hub Cap
- 100% Corrosion Free Hub Cap
- Protection Against Water and Contamination (available with Sentinel® Technology)
- No More Window Leaks
- Superior Sealing Performance
- Longer Life Wheel End
Scotseal® PlusXL from SKF
The premium seal in the Scotseal® family of products from SKF, the Scotseal PlusXL is synthetic lubrication–friendly and offers better dirt exclusion than any other seal on the market. A specially formulated elastomeric material allows the Scotseal PlusXL to withstand extreme heat and cold, providing a whole new level of performance and endurance. The Scotseal PlusXL offers fleet managers the convenience of hand installation.

Scotseal® Classic/LongLife from SKF
As the original Self Contained Oil Type Seal, Scotseal® Classic from SKF has proven to be a solid choice for dependable, long lasting service. With literally trillions of road miles to its credit, Scotseal Classic is a reliable performer for meeting the sealing requirements between brake maintenance intervals.

SKF rebuild kits for PreSet®
SKF is proud to introduce the all inclusive rebuild kit for PreSet hub assemblies. Extend the life of your PreSet wheel end and lower operating costs with the kit that provides all the OEM approved wheel end components - SKF Scotseal PlusXL wheel seal, SKF half stand tapered bearing sets, PreSet spacer, and SKF hubcap (if applicable). Equip your fleet with PreSet reliability and SKF quality - get the new SKF rebuild kit at your SKF distributor or OE dealer.

New Scotseal hubcaps for P.S.I Systems
• Dynamic Edge™ pumping feature deflects contamination away from the face of the seal
• Four floating points of contact lock out dirt and moisture
• Single spring-loaded sealing lip provides main contact point reducing shaft interference
• Unique rubber I.D. and O.D. includes exclusive SURE-LOCK® I.D. rib technology, preventing contamination as well as bore and shaft leaks
• Unitized construction provides greater structural integrity
• Metal O.D. maintains position on hub bore

Scotseal® PlusXL from SKF
• Constructed out of a proprietary PTFE compound which endures extreme temperatures, is compatible with mineral or synthetic oils or greases and has the lowest friction co-efficient or any available seal material
• A lower torque, cooler running, easier to install, longer-lasting seal
• A unitized shield protects seal lip, allowing entire seal to be installed or removed in one piece.
• Dual wall construction prevents seal damage during installation
• Unique rubber O.D. and I.D. seals bore and shaft imperfections. No application or an external sealant is necessary
• Patented solid Teflon® lay-down bi-directional sealing lip maintains positive sealing during wheel movement
• Three floating exclusion lips and bumper pad provide points of contact for additional protection
• Patented SURE-LOCK® I.D. rib design grips the axle without high installation loads

SKF TF Hubcaps
Combining sophisticated design and a body manufactured from DuPont’s Zytel®, TF Hubcaps resist impact damage, weather, chemicals, road salt, UV radiation, and ozone. SKF offers grease and oil compatible hubcaps as well as the new P.S.I. compatible hubcaps - a complete line for heavy duty protection.

National® Oil Seals
“Red” 37 Series

National® Gold™
Oil Bath Seals 38 Series

Exclusive Dynamic Edge™ technology from National Oil Seals is an innovative dirt exclusion system engineered to deflect dirt and moisture away from wheel end components.

National® Oil Seals

National® Gold™

- Constructed out of a proprietary PTFE compound which endures extreme temperatures, is compatible with mineral or synthetic oils or greases and has the lowest friction co-efficient or any available seal material
- A lower torque, cooler running, easier to install, longer-lasting seal
- A unitized shield protects seal lip, allowing entire seal to be installed or removed in one piece.
- Dual wall construction prevents seal damage during installation
- Unique rubber O.D. and I.D. seals bore and shaft imperfections. No application or an external sealant is necessary
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- Three floating exclusion lips and bumper pad provide points of contact for additional protection
- Patented SURE-LOCK® I.D. rib design grips the axle without high installation loads
**MERITOR AUTOMATIC SLACK ADJUSTER**

The Meritor ASA, designed for a variety of commercial vehicle applications, is proven in hundreds of billions of service miles.

The unique design keeps brakes in constant adjustment while eliminating the need for frequent under-the-truck brake adjustments, thereby reducing brake maintenance costs and vehicle safety inspection citations while allowing for optimum brake performance.

**P/N R801074**
- 1-1/2” 28 spline
- 6” with 5/8” clevis pin hole

**FEATURES AND BENEFITS:**
- Low-maintenance, long-life design with fewer moving parts
- No slip clutches to wear out
- Q Plus™ LX500 extended-lube feature combines specially mated brake and Meritor® ASA

**SELF SETTING AUTOMATIC BRAKE ADJUSTER (S-ABA)**

The Haldex S-ABA has a unique design that revolutionizes correct fit with easy installation, improved performance, extended service life and streamlined inventories.

**P/N 40020212**
- 1-1/2” 28 spline
- 6” with 5/8” clevis pin hole

- Establishes its own reference point
- Functions properly with the control arm setting itself at any angle within the total range of permissible control arm positions allowed
- Solves adjustment problems caused by incorrect installation
- Improves performance with a more sensitive adjustment rate
- Lowers the risk of over-adjustment during prolonged braking

**GUNITE AUTOMATIC SLACK ADJUSTERS**

The Gunite Automatic Slack Adjuster combines easy installation and outstanding performance in a double sealed package for longer brake lining life with consistent, safer brake performance.

**P/N AS1141**
- 1-1/2” 28 spline
- 6” with clevis pin hole

- Straight or Offset clevis with 1/2” or 5/8” threads
- Unhanded design
- Compact housing for easy installation
- Double sealed actuator arm
- Drilled worm wheel
- Factory lubricated and sealed
- Extended life clevis pin bushing
- O-Ring on spline gear

**STEMCO CREWSON BRAKE ADJUSTERS**

Stemco Crewson Brake Adjusters. Designed for maximum safety and convenience. With Stemco Crewson Brake Adjusters you’ll have an easier time making sure your trucks are up to code and operating safely. Our brake adjusters have been designed with a variety of patented features including:

- Auto Check™: This patented feature allows you to check brake stroke without crawling under the truck.
- Cam Guard: This lubrication system eliminates seizing and corrosion.
- Patented Installation Template: This handy guide ensures the ABA is installed correctly every time.
- Patented Clearance Sensing Adjuster System: Stemco Crewson features the only patented reduced wear clutch in the industry.
- Sealing: The gear is sealed with a proprietary system that protects it from environmental contamination.

**VERSASTREAM™ SLACK ADJUSTERS**

The Bendix® Versastream™ Slack Adjuster is designed for use on S-Cam brakes – the most common type used on commercial vehicles. Built to last, the new Versastream slack is compatible with nearly any automatic slack adjuster or link-style ASA. What’s more, the Versastream slack is cross compatible (across each axle) with the Bendix® ASA-5® slack adjuster.
**BRAKE CHAMBERS**

**LIFE SEAL® ACTUATORS**

*Isolated Chamber Prevents Spring Fracture*

Compression spring fracture is the major cause of all spring brake failures. Water, salt, oil and other contaminants attack and weaken the spring causing corrosion and ultimately, failure. Since the Life Seal chamber is completely sealed, contaminants cannot reach the power spring. The spring housing does not contain vent holes, external breather tubes, cage tool plugs or filters so the spring is isolated from the external environment. A special internal valve allows air to escape through the vehicles’ air system instead of through the housing.

**Life Seal Maximizes Output Force**

Most new spring rakes meet a minimum required output force. The ability for that spring to maintain output force is lost over time. Through technological innovation, Life Seal is the only actuator to maximize output force over an extended period. A unique patented power spring maintains high output force while increasing strength. The center tube guides the form-fit pressure plate, which stabilizes the spring coil through the full range of travel. This prevents contact with the spring housing and dramatically reduces coil clash.

**Delivering Reliability, Long Life and Value**

<table>
<thead>
<tr>
<th>P/N</th>
<th>Description</th>
<th>Type</th>
<th>Stroke</th>
</tr>
</thead>
<tbody>
<tr>
<td>LC3030</td>
<td>Complete</td>
<td>30/30</td>
<td>2.5”</td>
</tr>
<tr>
<td>LP3030K</td>
<td>Piggyback Kit</td>
<td>30/30</td>
<td>2.5”</td>
</tr>
<tr>
<td>LC3030L</td>
<td>Long Stroke Complete</td>
<td>30/30</td>
<td>3”</td>
</tr>
<tr>
<td>LP3030LK</td>
<td>Long Stroke Piggyback Kit</td>
<td>30/30</td>
<td>3”</td>
</tr>
</tbody>
</table>

**GOLD SEAL® CHAMBERS**

- Reduce out-of-service time by adding extra push rod clearance to your brake chambers
- Standard on some applications
- More push rod force at or near the recommended readjust position compared to conventional brake chambers
- 4 Year Over the Road/2 Year Severe Duty Warranty

**Durability and Reliability Mile After Mile**

<table>
<thead>
<tr>
<th>P/N</th>
<th>Description</th>
<th>Push Rod Length</th>
<th>Stroke</th>
</tr>
</thead>
<tbody>
<tr>
<td>GC3030S2P40</td>
<td>Most trailers w/ clevis</td>
<td>5.70”</td>
<td>2.50”</td>
</tr>
<tr>
<td>GC3030S3P40</td>
<td>Fits most trucks/tractors w/ clevis</td>
<td>1.8”</td>
<td>2.50”</td>
</tr>
<tr>
<td>GC3030S4P40</td>
<td>Intraax® w/o clevis</td>
<td>9.90”</td>
<td>2.50”</td>
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</tbody>
</table>

**Gold Seal Chambers**

<table>
<thead>
<tr>
<th>P/N</th>
<th>Description</th>
<th>Type</th>
<th>Stroke</th>
</tr>
</thead>
<tbody>
<tr>
<td>GC3030</td>
<td>Complete</td>
<td>30</td>
<td>2.50”</td>
</tr>
<tr>
<td>GP3030K</td>
<td>Piggyback - Kit</td>
<td>30</td>
<td>2.50”</td>
</tr>
<tr>
<td>GC3030L</td>
<td>Comp. - Long Stroke</td>
<td>30</td>
<td>3.00”</td>
</tr>
<tr>
<td>GP3030LK</td>
<td>Piggyback - Long Stroke Kit</td>
<td>30</td>
<td>3.00”</td>
</tr>
</tbody>
</table>

**Available Welded Clevis Push Rod**

Fits Haldex, Meritor & Gunite ABS’s
Made to fit Freightliner (long stroke) and Volvo (standard & long stroke)

- Reduces Wear & Loose Clevis Issues
- Easier Installation
- No cutting - Always Right

**CLEVIS ASSEMBLY**

- 5/8” thread
- 1/2” pin

CF2
Forged Design
SET-RIGHT HEAVY-DUTY HUB
REBUILD KITS AND COMPONENTS

To make it easier and more convenient for you to rebuild hubs, Timken offers Set-Right® Heavy-Duty Hub Rebuild Kits incorporating two Timken® MileMate® sets – the original matched wheel bearing sets produced in North America – and a precision OE spacer.

Using our specially tolerated bearings in conjunction with a precision OE-machined spacer allows you to achieve the proper wheel bearing end-play, eliminating the need for manual bearing adjustment.

Set-Right Kits – The Right Choice for You
▪ Enable faster and more reliable wheel-end builds; help improve up-time
▪ Reduce inventory w/ lower component counts
▪ Help optimize seal performance and life
▪ Eliminate manual adjustment, one of the leading causes of wheel end issues

**FFTÇ1 - FF Steer Kit**

<table>
<thead>
<tr>
<th>Kit Contents</th>
<th>MileMate® P/N</th>
<th>Component P/N</th>
<th>Qty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner half-stand NP cone</td>
<td>SET427</td>
<td>NP99357</td>
<td>1</td>
</tr>
<tr>
<td>Inner half-stand NP cup</td>
<td></td>
<td>NP026773</td>
<td>1</td>
</tr>
<tr>
<td>Outer half-stand NP cone</td>
<td>SET428</td>
<td>NP874005</td>
<td>1</td>
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<tr>
<td>Outer half-stand NP cup</td>
<td></td>
<td>NP435398</td>
<td>1</td>
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<tr>
<td>Spacer*</td>
<td></td>
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<td>1</td>
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</table>

**RDÇ1 - R Drive Kit**

<table>
<thead>
<tr>
<th>Kit Contents</th>
<th>MileMate® P/N</th>
<th>Component P/N</th>
<th>Qty</th>
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</thead>
<tbody>
<tr>
<td>Inner half-stand NP cone</td>
<td>SET429</td>
<td>NP034946</td>
<td>1</td>
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<tr>
<td>Inner half-stand NP cup</td>
<td></td>
<td>NP363298</td>
<td>1</td>
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<tr>
<td>Outer half-stand NP cone</td>
<td>SET430</td>
<td>NP840302</td>
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<tr>
<td>Outer half-stand NP cup</td>
<td></td>
<td>NP053874</td>
<td>1</td>
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<tr>
<td>Spacer*</td>
<td></td>
<td></td>
<td>1</td>
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</table>

**TNTÇ1 - N Trailer Kit**

<table>
<thead>
<tr>
<th>Kit Contents</th>
<th>MileMate® P/N</th>
<th>Component P/N</th>
<th>Qty</th>
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<tbody>
<tr>
<td>Inner half-stand NP cone</td>
<td>SET431</td>
<td>NP65305</td>
<td>1</td>
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<tr>
<td>Inner half-stand NP cup</td>
<td></td>
<td>NP503727</td>
<td>1</td>
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<tr>
<td>Outer half-stand NP cone</td>
<td>SET427</td>
<td>NP99357</td>
<td>1</td>
</tr>
<tr>
<td>Outer half-stand NP cup</td>
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<td>NP026773</td>
<td>1</td>
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</tbody>
</table>

**TPTÇ1 - P Trailer Kit**

<table>
<thead>
<tr>
<th>Kit Contents</th>
<th>MileMate® P/N</th>
<th>Component P/N</th>
<th>Qty</th>
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</thead>
<tbody>
<tr>
<td>Half-stand NP cone</td>
<td>SET432</td>
<td>NP174964</td>
<td>2</td>
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<tr>
<td>Half-stand NP cup</td>
<td></td>
<td>NP593561</td>
<td>2</td>
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<tr>
<td>Spacer*</td>
<td></td>
<td></td>
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**Seal and Cap Options FOR FF KIT**

<table>
<thead>
<tr>
<th>Seal #</th>
<th>Hubcap #</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEMCO (DISCOVER)</td>
<td>383-0236</td>
</tr>
<tr>
<td>STEMCO (ENDEAVOR) - Designed for Presets</td>
<td>383-0336</td>
</tr>
<tr>
<td>SKF</td>
<td>35058</td>
</tr>
<tr>
<td>NATIONAL</td>
<td>380001A</td>
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**Seal Options FOR R KIT**

<table>
<thead>
<tr>
<th>Seal #</th>
<th>Hubcap #</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEMCO (DISCOVER)</td>
<td>393-0273</td>
</tr>
<tr>
<td>STEMCO (ENDEAVOR) - Designed for Presets</td>
<td>393-0373</td>
</tr>
<tr>
<td>SKF</td>
<td>47691</td>
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<tr>
<td>NATIONAL</td>
<td>380003A</td>
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</table>

**Seal and Cap Options FOR N KIT**

<table>
<thead>
<tr>
<th>Seal #</th>
<th>Hubcap #</th>
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</thead>
<tbody>
<tr>
<td>STEMCO (DISCOVER)</td>
<td>373-0243</td>
</tr>
<tr>
<td>STEMCO (ENDEAVOR) - Designed for Presets</td>
<td>373-0343</td>
</tr>
<tr>
<td>SKF</td>
<td>46300</td>
</tr>
<tr>
<td>NATIONAL</td>
<td>380025A</td>
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</tbody>
</table>

**Seal Options FOR P KIT**

<table>
<thead>
<tr>
<th>Seal #</th>
<th>Hubcap #</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEMCO (DISCOVER)</td>
<td>373-0223</td>
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<tr>
<td>STEMCO (ENDEAVOR) - Designed for Presets</td>
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<tr>
<td>SKF</td>
<td>42627</td>
</tr>
<tr>
<td>NATIONAL</td>
<td>380065A</td>
</tr>
</tbody>
</table>

**Tech Tip: Wheel-Ends: When & Why To Replace**

Early detection of wheel-end problems could save your fleet from unnecessary down time and costly emergency roadside repairs. Bearing damage may have already begun if you notice:

- Abnormal or uneven tire wear
- Smoking or extremely hot hub cap (too hot to touch)
- Wheel vibration, wobble or noise
- Smoke from a wheel-end
- Increased stopping distance or decreased braking power
- Abnormal side pull when brakes are applied
- Wheel lock-up or skidding

**CAUTION**

Do not use damaged bearings. The use of a damaged bearing can result in equipment damage.

Tech Tips are not intended to substitute for the specific recommendations of your equipment suppliers.

Every reasonable effort has been made to ensure the accuracy of the information contained in this writing, but no liability is accepted for errors, omissions or for any other reason.
**TIMKEN® 454-SERIES™ WHEEL BEARINGS**

for Commercial Vehicles

*Special race profiles and enhanced surface finish for optimal stress distribution.*

**Current Bearing**

**454-Series**

**Bearing for dual tires and wide single tires**
- Specially designed to handle the 2-inch outset loads
- Allows consistency within fleets
- Provides flexibility of wheel arrangements

**Compatible with industry standard components**
- Use with popular axle and hub designs
- Can retrofit into existing equipment

**Designed to improve bearing life**
- Highly-engineered internal raceway profiles for optimal stress distribution
- Proprietary enhanced surface finishes

---

**TECH TIP: HOW TO IDENTIFY WHEEL-END SYSTEMS**

The type of wheel bearing system you use can have many service implications. There are three main types of wheel bearing systems you will find in the field. These systems are: adjustable, pre-adjustable and unitized. By identifying the type of system you have, you can then determine the type of service to be preformed.

**Adjustable**

Historically, the most common type of wheel bearing system is the adjustable wheel end. This system uses standard single row bearings. With traditional double nut or three-piece jam nut systems, your setting will be in end play if you follow the Technology & Maintenance Council’s (TMC) Recommended Practice 618 for adjustment guidelines.

Consult the specified manufacturer’s instructions for proper torque values as each nut manufacturer’s installation instructions are different.

**Pre-Adjusted**

Pre-adjusted wheel-end systems can be supplied in two different ways: 1) the components may be loose, or 2) the bearings and seals may be supplied already pressed into the hub. A pre-adjusted wheel-end assembly can be identified by a spacer between the inner and outer bearings. Always refer to the manufacturer’s service recommendations for specific service instructions.

**Unitized**

The third type of wheel-end system is a unitized wheel end, which is a package system. The bearings, seals, and lubricant are pre-installed into the hub. The bearing adjustment is set during the manufacturing process and the nut acts to retain it on the spindle. This type of wheel-end system cannot be serviced in the field. The entire system will need to be replaced. You cannot replace separate components.

---

**TIMKEN**

The 454-Series wheel bearings deliver tomorrow’s high performance wheel-end technology today.

---

**Predicted Wheel Bearing Fatigue Life with Wide Single Tires**

2” outset

**Industry’s currently endorsed wheel end configuration for 2” outset wide Cone Cup single tires**

<table>
<thead>
<tr>
<th>Application</th>
<th>Manual Adjusted</th>
<th>Pre-Adjusted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Cone</td>
<td>Cup</td>
</tr>
<tr>
<td>R Drive Inner</td>
<td>NP454594</td>
<td>NP454592</td>
</tr>
<tr>
<td>R Drive Outer</td>
<td>NP454580</td>
<td>NP454572</td>
</tr>
<tr>
<td>N Trailer Inner</td>
<td>NP454248</td>
<td>NP454210</td>
</tr>
<tr>
<td>N Trailer Outer</td>
<td>NP454049</td>
<td>NP454011</td>
</tr>
<tr>
<td>P Trailer Inner &amp; Outer</td>
<td>NP454445</td>
<td>NP454410</td>
</tr>
</tbody>
</table>

* Each kit includes two MileMate® Sets and a spacer.

**Below are some additional identifiers that may help you determine the wheel-end type:**

<table>
<thead>
<tr>
<th>Wheel-End System</th>
<th>Typical Identifier</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adjustable</td>
<td>No spacer</td>
</tr>
<tr>
<td>Pre-adjusted</td>
<td>Spacer</td>
</tr>
<tr>
<td>Unitized</td>
<td>Seal on outer cone</td>
</tr>
</tbody>
</table>
They all fit, but only one is...

RIGHT FOR YOU!

Wherever you go... Whatever you do... Choosing the right brake drum improves performance and cuts operating costs!

16.5 x 7” brake size • 8.78” pilot • Rated up to 23,000 lbs GAWR

BEST
Webb Vortex Unlimited Brake Drum (77864BW)
- Made in USA with high-strength gray iron
- Patented design delivers superior heat transfer for 10% cooler temperatures, up to 25% longer life, and lower maintenance costs
- Patent-Pending wear indicator takes the guesswork out of repairs to save labor time
- 109 lbs (10.54” height)
- Superior technology for standard to heavy-duty drive and trailer applications seeking longer maintenance intervals and premium performance

BETTER
Webb Standard Brake Drum (66864F)
- Made in USA with high strength gray iron
- Industry tested and approved
- More robust than Value drum
- 111 lbs (10.54” height)
- For standard, vocational or heavy-duty drive and trailer applications
- OE approved first fit drum

GOOD
Value Brake Drum
- Made with high strength gray iron
- For standard-duty drive and trailer applications

LIGHTER THAN ANY OTHER DRUM!

Weight of 16.5x7 Drum
CentriFuse Lite® 83 lbs
Genuine CentriFuse® 89 lbs
- Mass Centering Process improves balance & runout
- Permanently bonded steel shell provides proven resistance to heat cracks
- Precision balanced to ensure a smooth ride
- Patented alloy provides superior heat absorption, resulting in reduced fade & wear
- Lightweight design improves fuel efficiency and increases revenue-producing payload

February 2014 (00Wheel End Products Catalog)