

HUBS



Warn Selective Drive Hubs cut engine and front end wear.



When you shift your 4x4 into two-wheel drive, your front axle and gear train keep on turning. And that causes extra wear, drag and gas consumption.

Unless you have Warn Hubs.

With Warn Locking Hubs or Warn Lock-O-Matic Hubs, you disengage the front end when you travel in two-wheel drive. So your tires wear more evenly, steering is easier, and engine and front end wear is reduced.

If you can use two-wheel drive economy for your 4x4, order a set of Warn Hubs. You can install them easily, in minutes. And then you'll find out why more than a million four-wheelers already have.



WITHOUT WARN HUBS

When you travel in two-wheel drive without hubs the entire front drive train turns due to the rotation of the front wheels.



WITH WARN HUBS

For two-wheel drive operation you disengage your hubs, allowing front wheels to free wheel. The front drive train lies idle for extra economy.

Warn Hubs

With Warn, you're a winner.

JJC
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Warn Hubs give four-wheel drive vehicles two-wheel drive economy.



Warn Locking Hubs

With Warn Locking Hubs, you *manually* turn the hub control dial from the "free" position to the "lock" position before you shift into four-wheel drive. The hub is spring-assisted to assure positive locking. A turn of the finger-tip controls, as easy as turning a doorknob, engages or disengages the hubs.

When your Locking Hubs are in the "free" position, the wheels turn freely. But the front axle, differential gears and prop shaft all lie idle, reducing wear and drag.

With your hubs locked-in and your vehicle shifted into four-wheel drive, you get normal four-wheel traction and power.

Warn has been continually improving these durable, fool-proof hubs since they first came out over 25 years ago. So it's no wonder there are more Warn Hubs on and off the road than any other kind.

NAPCO CONVERSION CHART

NAPCO DRIVE FLANGE NO.	MOUNTING BOLT CIRCLE DIA.	WARN HUB PART NO.
54-21	2.84"	M16
15828	3.12"	M18
130-142	5.37"	M230
54-34	3.88"	M21
14509	4.00"	M22
130-160	3.95"	M23
501350		M76



Warn Lock-O-Matic Hubs

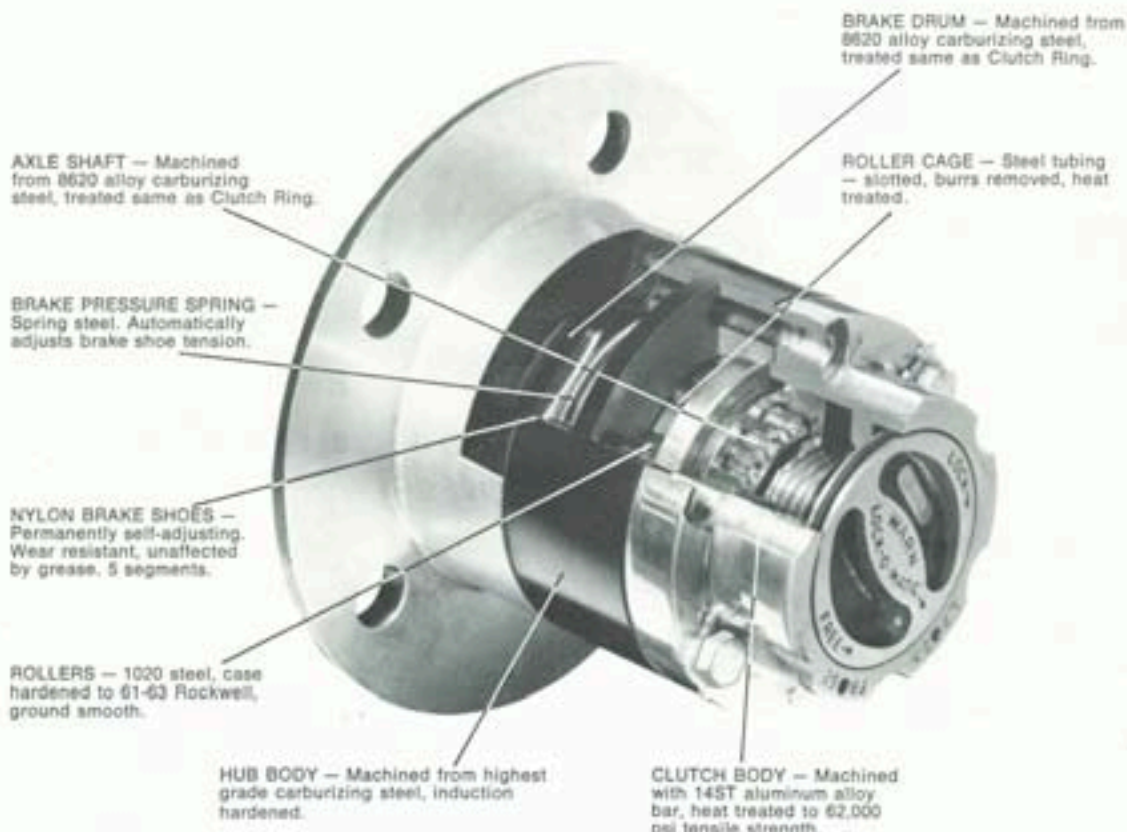
Warn Lock-O-Matic Hubs work just like Warn Locking Hubs . . . but with one big difference. Lock-O-Matics *automatically* engage the front wheels every time you shift into four-wheel drive. And when you shift back to two-wheel drive, your Lock-O-Matics *automatically* return to free-wheeling.

With Lock-O-Matics, you never have to leave the cab, lift a finger or even think about changing your hub control dials. So when you have to shift into four-wheel drive in the middle of a stream, on a steep grade, in deep snow, or anywhere else, your Lock-O-Matics do all the work. That's why they're especially handy when an inexperienced driver is behind the wheel.

Your Lock-O-Matics can also be manually set in the "locked" position when you need compression braking.

Warn Lock-O-Matic Hubs are the first and original automatically-engaging hubs. So if you want extra convenience and two-wheel drive economy for your 4x4, order a set of Warn Lock-O-Matic Hubs.

Here's the inside story on Warn Lock-O-Matics:

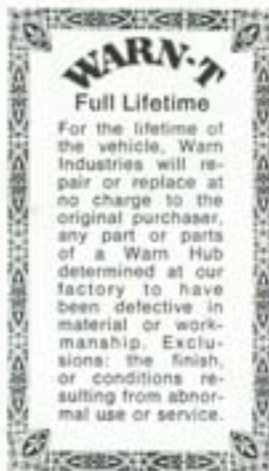


Your hubs won't need servicing, but your wheel bearings will.



You'll have to take your Warn Hubs off to service your wheel bearings. When you do, certain parts such as gaskets and O-rings should be replaced. A Hub Service Kit contains everything you'll need to re-install your hubs simply and easily. We recommend this kit, not because your hubs need servicing, but because your wheel bearings do. Even if you're careful enough to remove the gaskets intact, you'll insure a proper seal with the new factory-approved gaskets in the kit. We just want you to get the lifetime of rugged service you'd expect from a quality product like Warn Hubs.

Every Warn Hub made is backed by a full lifetime Warn-T.



When you buy a new set of Warn Hubs, we'll put them back in first-class shape if they fail due to defects in materials or workmanship . . . for as long as you own them. All you have to do is send your hubs to Warn with the date of purchase. If you haven't misused or abused your hubs, we'll get them fixed and back to you right away.

Warn Hubs fit practically every 4 x 4* made. Here's how to order yours.

Find your vehicle, model, year and axle type on the table below. Then read across to find the part number for both Warn Locking Hubs and Warn Lock-O-Matic Hubs.

VEHICLE	YEAR	LOCKING	LOCK-O-MATIC	VEHICLE	YEAR	LOCKING	LOCK-O-MATIC
CHEVROLET				FORD continued			
Blazer	1969-76	M198	M75	1 ton	1956-74 F350 series, NAPCO 130-160	M23	
1/2 ton	1969-76	M198	M75	1 ton	1971-76 F600 series, FDS 7500 lb. Rockwell axle	M206	
1/2 ton	1960-68	M8		1 ton	1971-76 F600 & C600 series, NAPCO axles	M230	
1/2 ton	1957-59	M16		1 ton	1971-76 F600 Marmon-Herrington axle, 5-3/16" B.C. dia.	M71	
1/2 ton	1956-57	M18		AMC			
1/2 ton	1954-55	M22		Hubs for Jeep vehicles available through Jeep dealers only.			
3/4 ton	1960-76	M197	M31	IHC			
3/4 & 1 ton	1957-59, Single rear wheels	M21		Hubs for IHC vehicles available through IHC dealers only.			
3/4 & 1 ton	1957-59, Dual rear wheels	M23		GMC			
3/4 & 1 ton	1954-56	M22		Jimmy	1970-76	M198	M75
DATSUN PATROL All years							
		M49		1/2 ton	1969-76	M198	M75
DODGE				1/2 ton	1960-68	M8	
1/2 ton	1969-74	M198	M75	1/2 ton	1958-59	M16	
1/2 ton	1957-68	M197	M15	1/2 ton	1956-57	M18	
3/4 ton	1957-74	M197	M15	1/2 ton	1954-55	M22	
1 ton	1968-74 W300 series, 8 mtg. bolts	M148		3/4 ton	1960-76	M197	M31
1 ton	1958-67 W300 series, 6 mtg. bolts	M14		3/4 & 1 ton	1958-59 150 & 250 series, single rear wheels	M21	
1 ton	1957 W300 series	M13	M27	3/4 & 1 ton	1958-59 150 & 250 series, dual rear wheels	M23	
1 ton	1958-74 W300M series	M13	M27	1-1/2 ton	1958 & later 300 series	M230	
1 ton	1957-74 W500 series	M72		2 ton	1957 350 & 370 series	M230	
1 ton	1946-56 Military & comm'l. power wagons	M13	M27	LAND ROVER			
1/2 ton	1942-46 Military	M22		All, with 10 spline axle		M205	
1 ton	1942-56 Military	M13		STUDEBAKER			
FORD				3/4 & 1 ton with NAPCO axle			
Bronco	1966-76	M198	M75	TOYOTA			
1/2 ton	1959-76 F100 series	M198	M75	All, thru 1975		M193	M84
1/2 ton	1956-58 F100 series	M16		1976		M239	
1/2 ton	1976 F150 series	M198	M75	ARMY			
3/4 ton	1959-75 F250 series, std. axle	M198	M75	1/2 ton	1942-46	M22	
3/4 ton	1963-76 F250 series, hvy. duty axle	M197	M31	1 ton	1942-56	M13	M27
3/4 ton	1976 F250 series, 3800 lb. axle	M229		1-1/4 ton	M715, M725 & M726 series	M14	
3/4 ton	1956-58 F250 series, single rear wheels	M21		2-1/2 ton	6 x 6	M232	
3/4 ton	1956-58 F250 series, dual rear wheels	M23		5 ton	6 x 6	M234	
1 ton	1956 F350 series, NAPCO 54-34	M21		American Coleman axle no. 600-451			
				Pettibone, Spec. Military			
				M213			

VEHICLES WITH NAPCO OR MARMON-HERRINGTON AXLES SEE ILLUSTRATION BELOW. NAPCO AXLE MIXES CAN OCCUR IN EITHER MODEL VEHICLES. TO BE SURE PROPER HUBS ARE ORDERED, SEE NAPCO CONVERSION CHART ON PAGE 2.

USE THIS GUIDE TO ORDER HUBS FOR VEHICLES NOT LISTED ABOVE.

Send information listed below about your vehicle and axle dimensions to Customer Service Department, Warn Industries, 19450 68th Ave. So., Kent, Washington 98031.

We'll let you know if hubs are available for your vehicle.



- A. Drive flange diameter.
- B. Distance from bolt hole to bolt hole.
- C. Axle outside diameter and spline count.
- D. Bolt hole diameter and number of bolts or studs.
- E. Year, make and model of vehicle.
- F. Model number of front axle if available.

*Hubs can not be used with full time four wheel drive.

WARN INDUSTRIES
19450 68th Ave. S./Kent, Wa. 98031/(206) 854-5350

SOLD BY:

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