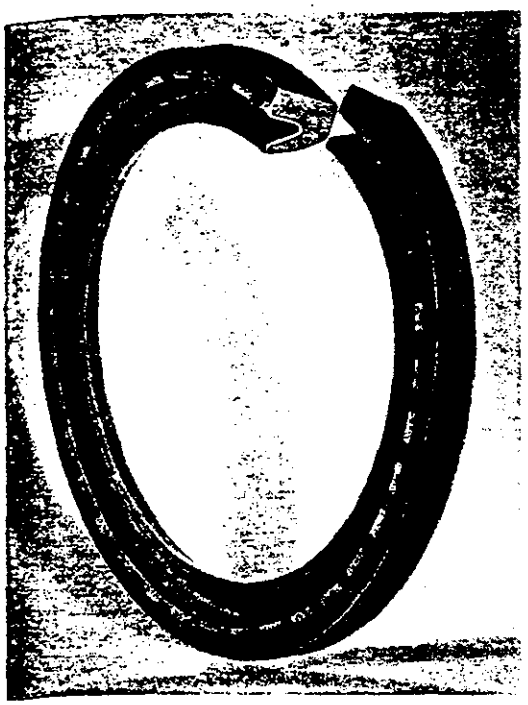


# Why users prefer GARLOCK

# SPLIT-KLOZURE

## OIL SEALS

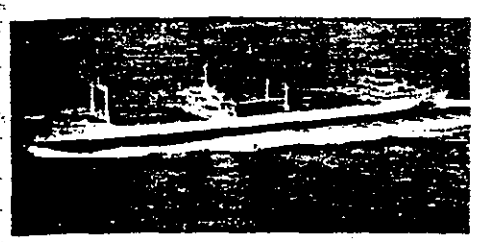
## For Heavy Equipment

1. EASY TO INSTALL ON THE SHAFT WITHOUT DISMANTLING HEAVY MACHINERY
2. DOWN-TIME AND REPAIR COSTS ARE REDUCED TO A MINIMUM

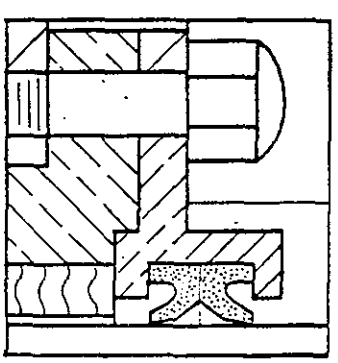
The construction of the Garlock Split-KLOZURE* permits easy and quick application in inaccessible locations. Instead of applying over the end of the shaft or journal—as is necessary with solid, one-piece seals—the Split-KLOZURE is placed *around* the shaft or journal. This can be done at any convenient place near the bore or housing into which the seal is to be applied.

Thus, the installation of a Split-KLOZURE is accomplished with *minimum* down-time, and *without* dismantling machines *or* removing *heavy shafts, bearings, gears, couplings* or other machine parts. Split-KLOZURES are ideally suited for use on machines operated in localities remote from repair or service facilities.

*For complete details on Garlock Split-*KLOZURES, *write today for bulletin AD-124.*



*The 45,000 ton tanker, "World Glory," built at Bethlehem Steel's Quincy yard, is the largest ever built in the Western Hemisphere. The rudder stock bearings, upper and lower pintle, are protected by Split-*KLOZURE *Oil Seals.*



Cross section shows the dual opposed Split-KLOZURE assembly on the rudder post of the "World Glory." This dependable, easy-to-install seal keeps vital lubricants *inside* the rudder trunk's voids, keeps seawater *out.*

*KLOZURE is a registered trademark for Garlock oil and grease seals.

THE GARLOCK PACKING COMPANY, PALMYRA, NEW YORK

Sales Offices and Warehouses: Baltimore, Birmingham, Boston, Buffalo, Chicago, Cincinnati, Cleveland, Denver, Detroit, Houston, Los Angeles, New Orleans, New York City, Palmyra (N.Y.), Philadelphia, Pittsburgh, Portland (Ore.), Salt Lake City, San Francisco, St. Louis, Seattle, Spokane, Tulsa.

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GARLOCK

PLAINTIFF'S EXHIBIT G-92