

SKIRTED SLEEVE NUTS

58033 58034 58035 58036

Skirted Sleeve Nuts

Meant to reduce wheel vibrations and help prevent the unpredictable wheel-off situations. Specifically designed for Class 8 Truck Steer & Drive Axles, and Trailers.

In real world use, it is essential to re-torque all wheel nuts. This is attributed to components settling in or from temperature changes due to short bursts of starts and stops. The wheel is still held in position, concentric to the hub, however the wheel ends will vibrate, surfaces rust and "Clocking" occurs. Clocking causes premature stud and stud hole wear.

Over time wheel nuts loosen which is a dangerous condition. Standard wheel nuts clamp against the disc surface but fail to eliminate the extra space between the stud and the stud hole. Our line of wheel sleeve products helps lessen that space.

Features:

- The Sleeve offers more thread engagement and deeper penetration
- The chamfered nose allows for ease of wheel centering and installation
- Protects and covers the threads from wear and the elements
- Reduces vibration and the wear and tear on wheel ends
- Fills the gap between the stud and the stud hole and allows the rim to rest on the sleeve

Lengths designed for specific axle applications and wheel configurations







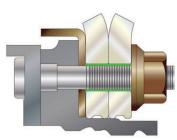


58033 6mm Sleeve Designated for Steel - Steers

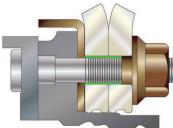
58034 19mm Sleeve Designated for Aluminum - Steers Steel/Steel - Drives Steel Outer/ Alum. Inner - Drives

58035 28mm Sleeve Designated for H.D. Aluminum Super Single - Wide Base Alum. Outer/Steel Inner- Drives

58036 39mm Sleeve Designated for Dual Aluminum -Drive Axle



Void (highlighted in green) between stud and hole.



Skirted Nut fills void between stud and hole.



between stud and stud hole.

2) Skirted Nut fills void between stud and hole.



Note marks on the disc (just outside stud hole) caused by "clocking". This nut had been torqued to specifications and retorqued per factory settings.

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