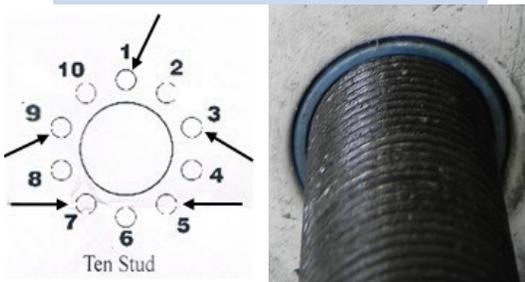


ANTI-INDEXING SLEEVES FOR ADDED PROTECTION

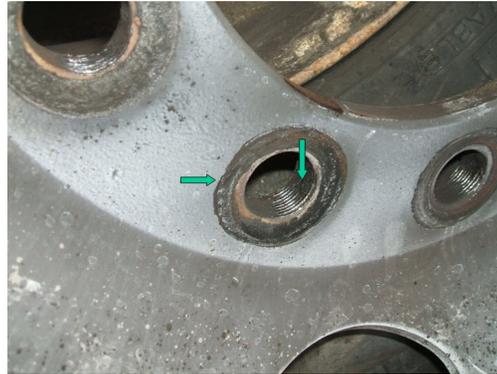
Inspecting the components with the correct tools is important to the wheel installation process. You can also incorporate the use of sleeves that prevent wheel movement or indexing.

Anti-Indexing Sleeves were designed for the rigors of severe duty applications such as refuse and work extremely well for Line Haul and P&D applications. Anti-Indexing Sleeves are color coded, free floating harden sleeves that slide over M22 x 1.5 studs to fill the air gap between the hub-piloted wheel and the stud to prevent movement or indexing.



For more information regarding 5-in-1 Gauges and Anti-Indexing Sleeves contact ATG by emailing tedsbold@msn.com or Tuffy Manufacturing by emailing steve@tuffymfg.com

INDEXING DAMAGE—STUD THREAD IMPRINT



CURRENT DISTRIBUTORS

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New 5-IN-1 Gauge for Inspecting Wheel End Components and Anti-Indexing Sleeves



AMERICAN TOOL & GAGE

Preventing Wheel Separations with Innovative Tools



5-IN-1 Gauge

ATG9755

Anti-Indexing Sleeves



Stacking the Anti-Indexing Sleeves to meet additional length requirements for larger bolt hole brake drums or a specific need with hub-piloted wheels systems is sometimes necessary and will not affect the sleeves performance.

Preventing Wheel Separations with Innovative Tools



ATG9755—5-in-1 Gauge for inspecting wheel end components

ATG is a Michigan based company. We understand the need for innovative tools that assist fleets, service providers and original equipment manufacturers in reducing the potential for wheel separations from vehicles with hub-piloted wheel systems. Getting actively involved in the needs of the industry we developed the patent pending 5-in-1 gauge. This gauge can be used to inspect: M22 x 1.5 wheel studs, 33MM wheel nuts, and hub-piloted wheel bolt holes. This gauge is precision machined to tight tolerances that are not affected by the day-to-day work environment and coated to prevent rust. Delivering tools that add value and prevent wheel separations is our mission.

Inspecting studs for Under Diameter

The 5-in-1 gauge inspects the stud for under diameter by inserting the gauge



over the threaded end of the stud. If the stud enters the gauge more than the first 4-5 threads, replace it and contact the stud manufacturer for specifications.

Inspecting 33MM Nuts

We begin by checking the top of the nut at the threads, insert the gauge by first removing the key chain, turning it upside down, the scribe line on the outside of the gauge should not enter the threaded area of the nut.



Inspecting for bell mouthing

Remove any nut from service where the gauge enters past the scribe line at the threads and

contact the manufacturer for dimensional specifications. Next, with the key chain already removed, insert the gauge into the bottom of the nut. Again, the scribe line should not enter the



threaded area of the nut. Remove any nut from service where the scribe line enters past the threads (not flange washer) and contact the manufacturer for dimensional specifications.

Inspecting Hub-Pilot Bolt Holes

The 5-in-1 gauge checks the bolt hole for elongation/foreign material and for SAE size recommendations (26MM -0.0mm +1.0MM).



Any elongation or distortion—replace the wheel - Any foreign material, clean the wheel.

The Gauge will not pass through the bolt hole if it meets SAE sizing. It is possible to have a larger bolt hole, if there is no elongation or distortion contact the manufacturer for specifications before returning the wheel to service.

***Always follow OHSA, Industry and TMC Recommended Practices.**