

# The Problem With Twin Cessna Axle & Wheel-End Assembly

Looks can be deceiving: the axel nut appears to be properly secured with the cotter pin, but, in fact, it probably is not.

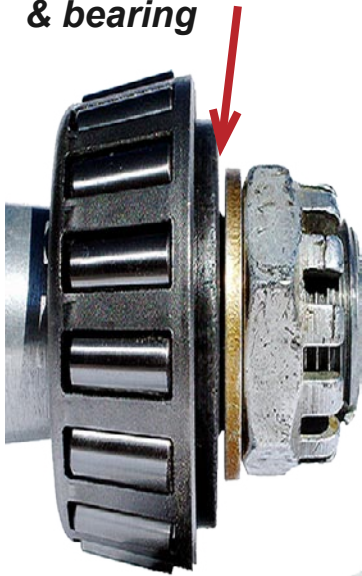


Washer abuts 90 degree cut



“A poorly adjusted axle nut will cause premature wear of all wheel end-components including increased vibrations.”

*.035+ or more GAP between washer & bearing*



Installation of wheel end-components on the tapered axle, just past the threads, is a 90 degree cut that the washer abuts against on the axle. However, It may not abut the bearing, leaving a gap, thereby creating a path to potential bearing and axle damage or failure.

The axle nut fails to abut the bearing allowing for bearing pre-load. Radial & Axial damage.



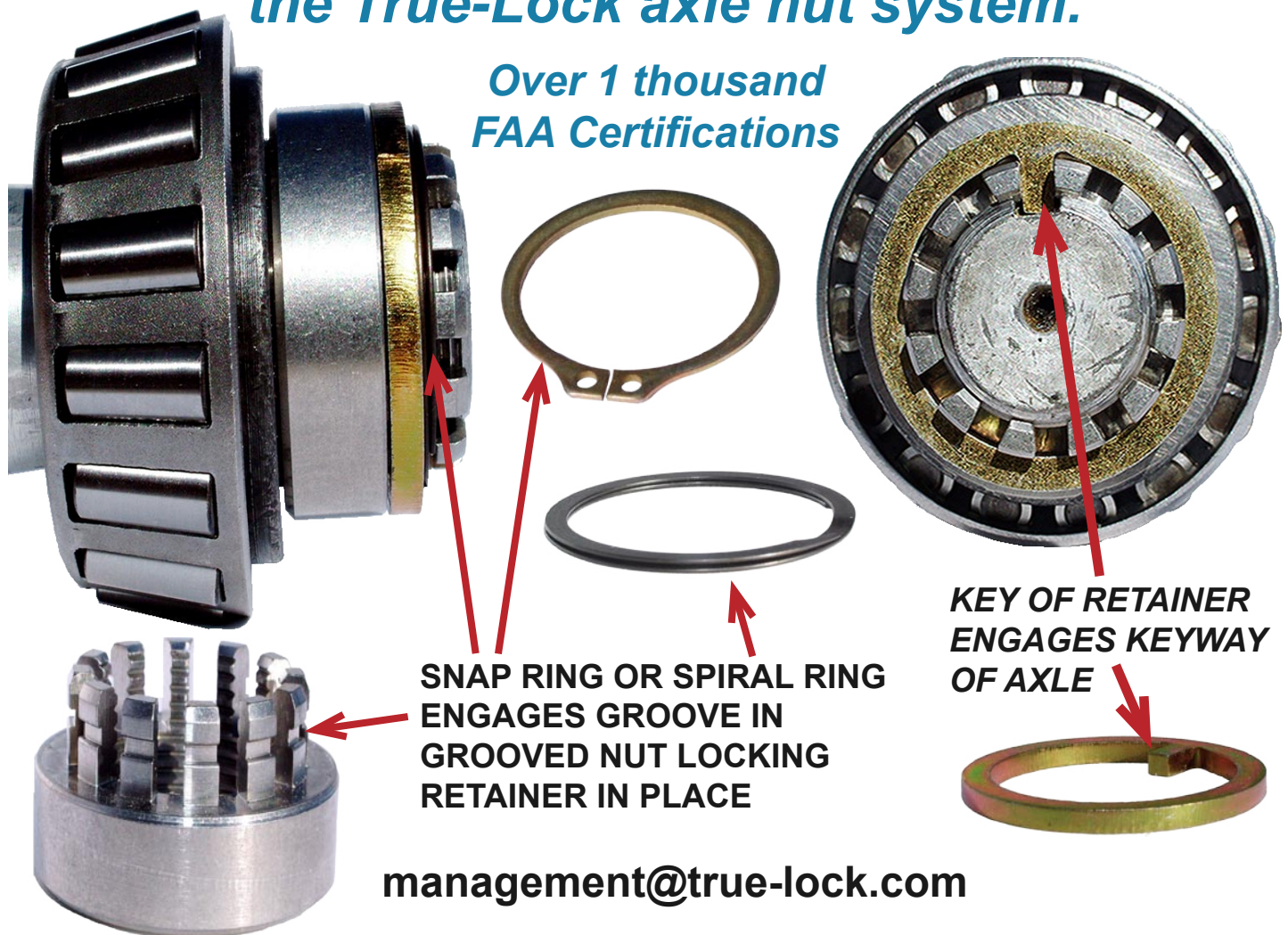
The solution, **TRUE-LOCK.**

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LOCK** LLC

True-Lock got its start resolving fastener related issues with the US Military. First, the company developed a system for use on the M1 Abrams tank track, by developing a reusable locking system that keeps the wedge bolts from rotating loose. Since that time, True-Lock served on the SAE task force committee, developing standards and testing methodology for axle nuts on commercial trucks and busses. True-Lock systems eliminate the cotter pin, thereby allowing precise torque settings. True-Lock significantly increases safety and reliability while reducing costs.

***The problem can be solved using the True-Lock axle nut system.***



[management@true-lock.com](mailto:management@true-lock.com)

[WWW.TRUE-LOCK.COM](http://WWW.TRUE-LOCK.COM)

208-375-4846