SKF SPEEDI-SLEEVE shaft repair kits

Go from scored to restored in less than 5 minutes!

The SKF SPEEDI-SLEEVE is a fast and effective way to refinish worn shaft. It's quicker than remetalizing or regrinding, and provides an improved sealing system. The outside surface of an SKF SPEEDI-SLEEVE forms an ideal sealing surface. Many popular regrinding and refinishing techniques produce a surface that cannot be properly sealed.

The standard range of SKF SPEEDI-SLEEVE sizes covers shaft diameters from .472" to 8" (12 mm to 200 mm). The SKF SPEEDI-SLEEVE is thinwalled, 0.011" (0,28 mm), and made of high quality stainless steel. The contact surface is wearresistant with a finish of R_a 10 to 20 µin (0,25 to 0,5



 μ m). No expensive machining or preparation is required before mounting. Downtime is reduced since installation only takes a few minutes.

While installation is simple, it must be done with care in order to assure proper results. An installation tool is packaged with every sleeve.

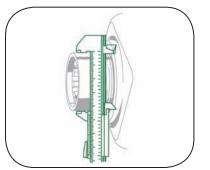
Ask your SKF sales representative for more information about SKF SPEEDI-SLEEVE, including SKF SPEEDI-SLEEVE Gold for extra abrasive, high-contamination environments and recommended when combined with a fluororubber material.

See the reverse side of this flyer for easy installation instructions and the most common applications for SKF SPEEDI-SLEEVE.

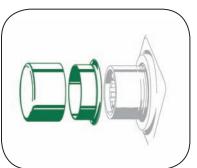


restored

Major steps for installing a new SKF SPEEDI-SLEEVE.



Clean and measure the diameter of the worn shaft and mark the area where the sleeve will cover the scored portion of the shaft.



Place SKF SPEEDI-SLEEVE on to the shaft and then place special installation tool over the sleeve.

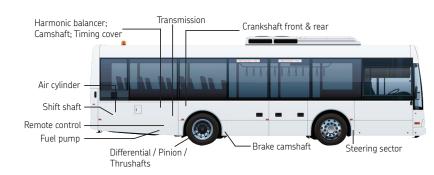


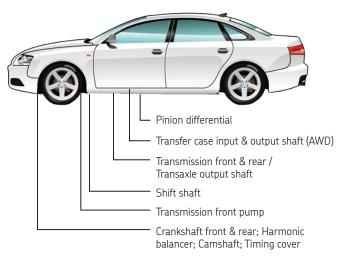
Tap installation tool with mallet until sleeve is seated on shaft over the marked area. Remove installation tool.*

* Note: In certain applications, the flange will need to be removed. Please check instructions that are included with each SPEEDI-SLEEVE or SPEEDI-SLEEVE Gold to avoid damage.

Applications

The SKF SPEEDI-SLEEVE can be used on most worn shafts. The illustrations shown here suggest just a few of the most popular applications.





Crankshaft front; Crankshaft rear; Harmonic balancer; Camshaft; Timing cover

