

The World's BEST 22mm Flange Nut for Hub Piloted Wheels!

#### **STOPS WHEEL/HUB VIBRATIONS NO MORE LOOSE WHEELS!**

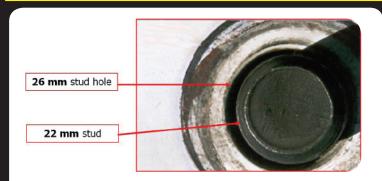
## **WHY SKIRT NUT?**



- STOPS WHEEL/HUB VIBRATIONS and Many Tire Wearing Problems
- NO MORE LOOSE WHEELS Stops Wheel Movement (Clocking) on the face of the Hub
- ELIMINATES WASTED FUEL caused by rolling resistance "Drag"
- MEETS AND EXCEEDS Standards of SAEJ1965 For Torque Tension.
- REPLACES ALL style M22 Flange Nuts on Hub-Piloted Wheels

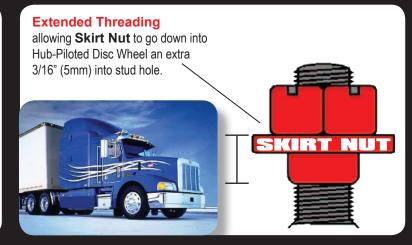
#### **FILLS IN THE GAP BETWEEN** THE STUD AND BOLT HOLE





There is a fairly large tolerance between the diameter of each stud hole and the diameter of the stud itself

### **SPECIAL GRAPHITE COATING PREVENTS**

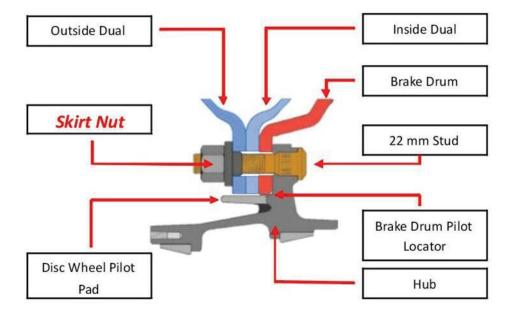




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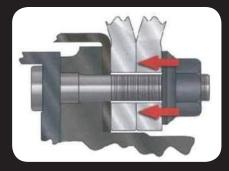
As With All Wheel Attaching Parts, Skirt Nut Must be Torqued to meet Manufacturers specs According to OSHA Regulation: 29CFR1950.177 "Servicing Single Piece Wheels".

# **How Skirt Nut Works:**



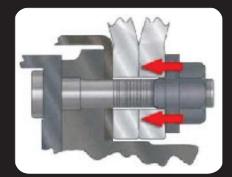
The "Skirt" penetrates the disc by approximately 2/3 of disc thickness, filling the space between the stud hole and the stud. This centers the wheel on the stud circle, ensuring the wheel runs concentrically to the hub.

#### **Dual Wheel Application:**



Standard flange nuts clamp against the disc surface only; **DOES NOT** eliminate extra space between stud and stud holes.





Each Skirt Nut clamps against the disc surface; self-centers, <u>AND DOES</u> eliminate extra 4mm space between stud and stud holes - No "Clocking" is permitted.

Skirt Nut's Flange washer takes over 2,500 lbs. of force to pop off the nut which is 50 times more than standard 22 mm flange washers!

**<u>REMINDER</u>:** TO MAINTAIN CORRECT CLAMPING FORCE, IMPROVE TIRE WEAR AND ELIMINATE THE RISK OF WHEEL LOSS,10 SKIRT NUTS PER WHEEL ARE REQUIRED



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