

# WHEEL-CHECK<sup>®</sup>

## THE LOOSE WHEEL-NUT INDICATOR

### How to Install Wheel-Check<sup>®</sup> Properly

1. Torque wheel nuts to proper specifications (recommended ft/lb).
2. Ensure correct size by measuring unit from flat to flat (diagram 1),
3. Place one Wheel-Check<sup>®</sup> over each nut with the raised collar towards the wheel. Wheel-Check<sup>®</sup> name, number and size should be facing out. Hold the arrow of the indicator pointing in your preferred pattern. Push the Wheel-Checks on with a socket wrench or a PVC pipe. It's that easy, no other tools required.\*(diagram 2).
4. For disc wheel, point the point to the center following stud (photo 1).
5. For other wheel types (spoke pattern), point indicators towards the hub (photos 2 and 3).

Diagram 1

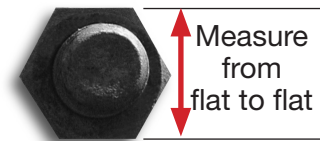


Diagram 2  
Side view of wheel with Wheel-Check correctly placed on nut

\* **STEP #3 IS VERY IMPORTANT FOR CORRECT INSTALLATION**



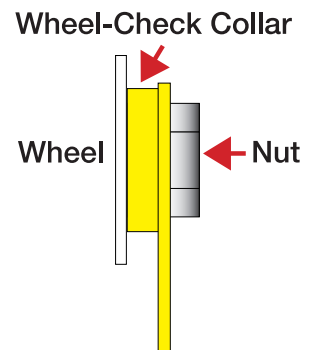
Photo 1



Photo 2



Photo 3



**THE DRIVER WILL DO THEIR WALK-AROUNDS BY LAW.** If a nut has backed off as little as 50 ft-lb, the driver can notice if he observes closely. Once the nut has backed off 100 ft-lb, the movement is easily noticeable.

**INSTALLATION OF RED WHEEL-TORQUES.** If the driver notices a nut has moved, the driver would remove the yellow Wheel-Check<sup>®</sup>, retorque the loose nut and then replace with a red Wheel-Torque. This would identify the loose nut to the maintenance shop at a simple glance and they will know that the whole wheel must be carefully serviced.

Wheel-Check<sup>®</sup> is an indicator and must always be visually checked when a driver is leaving or getting into his truck. **Please call 888-829-1556 with any questions or concerns.**

**HIGH TEMPERATURE WHEEL-CHECKS CAN WITHSTAND TEMPERATURES UP TO 450° F.**

Mainly used in the transit and some waste disposal industries.

\*High temperature Wheel-Checks will not detect any break or bearing problems.

**CUSTOM SIZES AND COLOURS ARE AVAILABLE UPON REQUEST.**

The use of Wheel-Check<sup>®</sup> in no way guarantees wheel-offs will not occur.

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