WHEEL-CHECK®

THE LOOSE WHEEL-NUT INDICATOR

How to Install Wheel-Check® 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® over each nut with the raised collar towards the wheel. Wheel-Check® 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).

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

Diagram 1

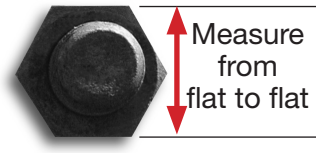

Diagram 2
Side view of wheel with Wheel-Check correctly placed on nut

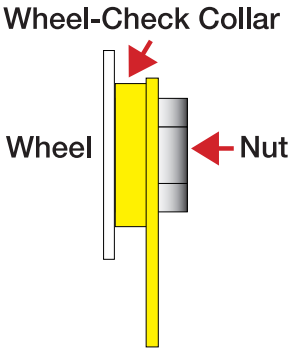

Photo 1

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®, 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® 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® in no way guarantees wheel-offs will not occur.

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