

* Skirt Nut[®]

STOPS WHEEL/HUB VIBRATIONS NO MORE LOOSE WHEELS!

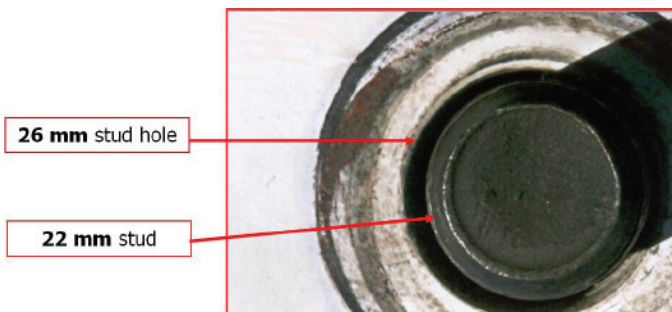


* As With All Wheel
Attaching Parts, Skirt Nut
Must be Torqued to meet
Manufacturers specs
according to OSHA Regulation:
29CFR1950.177 "Servicing
Single Piece Wheels".

ESCO Part # 40125

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

- **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



26 mm stud hole

22 mm stud

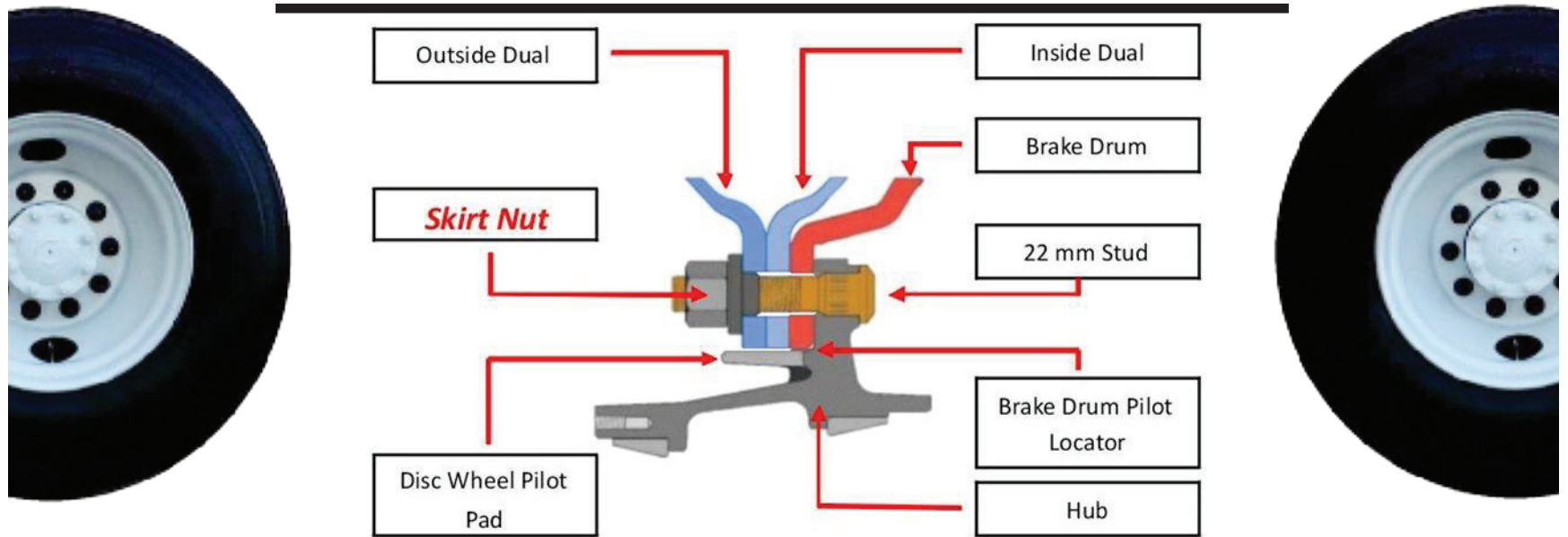
*There is a fairly large tolerance between
the diameter of each stud hole and the
diameter of the stud itself*

Extended Threading
allowing Skirt Nut to go down into
Hub-Piloted Disc Wheel an extra
3/16" (5mm) into stud hole.



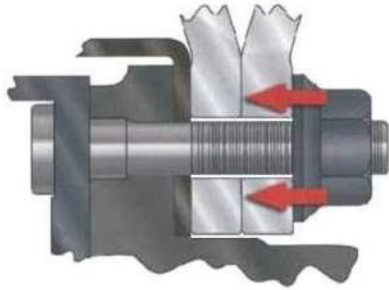
Contact us at:
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Website: www.esco.net
15270 Flight Path Drive • Brooksville, FL • 34604

How Skirt Nut Works:



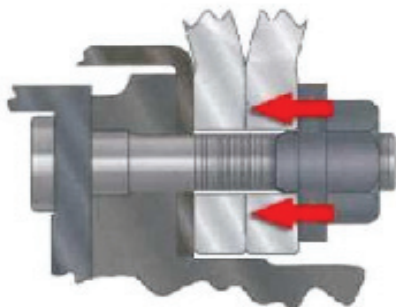
The "Skirt" penetrates the disc by approximately 2/3 of disc thickness, filling the space between the stud hole and the stud. This centers the wheel on the stud circle, ensuring the wheel runs concentrically to the hub.

Dual Wheel Application:



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

VS.



Each Skirt Nut clamps against the disc surface; self-centers, **AND DOES** eliminates 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 flange washers!

REMINDER: 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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