## Preload (torque tension)

**is what holds the dual assembly tightly together.**

**If duals are not matched, each wheel takes a greater share of the load alternately – first the outside, then the inside. But if the outside wheel is bolted securely to the hub it cannot move.**

**Eventually, vertical load force causes the inner dual to mate itself to the outer – both wheels run true! And they stay that way!**

## The Result?

**True-running wheels, duals and singles bolted on safely and vibration-free, all with a single part number!**

**No dangerous parts mix-ups!**

**No dangerous misapplications!**

**Just steady, safe-running wheels in all applications!**

**And remember – you must use 10 nuts per wheel to ensure maximum safety.**

**It is never a good idea to mix fasteners on a wheel.**



# SKIRT NUT® . .

- **STOPS WHEEL / HUB VIBRATIONS and Tire Wear (river wear & cupping).**
- **NO MORE LOOSE WHEELS, stops wheel clocking and hardware damage.**
- **FULL 8-YEAR WARRANTY plus $1 million Liability protection**
- **MEETS AND EXCEEDS standards of SAE J1965**
- **Replaces old-style M22 flange nuts on Hub-piloted wheels.**

**Manufactured by:**

**Safety Trigo. Inc.**
Brampton, Ontario Canada
905-867-9891 * 519-968-2523
www.safetytrigo.com



10SNDUAL1309

SAFETY TRIGO. INC.

*Using* ***SKIRT NUTS*** *on*

# DUAL WHEELS

Skirt Nut

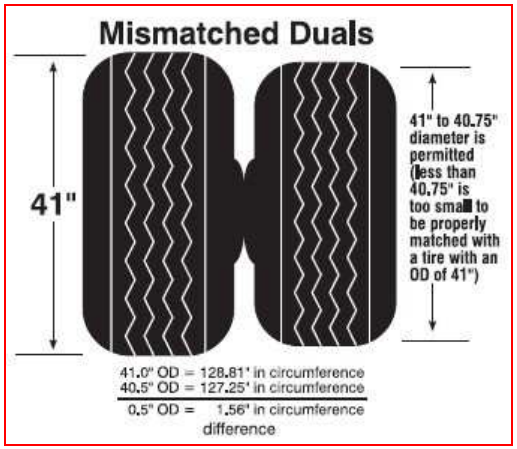
The world's SAFEST, BEST 22mm Flange Nut for Hub-Piloted wheels!

## First, let's remember:

1. Your disc wheels and the hubs they fit onto are **NOT** a close tolerance, press-on fit – there is clearance all around the hub center even when new.

2. If you use standard flange nuts, all of your disc wheels can and will move under the washer, and dual wheels will 'float' all the time.

3. If your dual wheels are not matched in overall diameter (within ¼" – ½" of each other) you are going to have serious wear issues on both tires, and you will increase the likelihood of a wheel-off incident because of increased vibration.






## So now, your tires are matched and ready to roll.

The question now is, if ***Skirt Nut*** only penetrates the stud holes in the outer dual, how can it make both wheels run concentrically?

Here's what happens:

1. The outer wheel is firmly bolted concentrically to the hub. It cannot move under the flange washer. The wheel cannot 'clock'.

2. The inside wheel is resting down on the upper hub pilots.

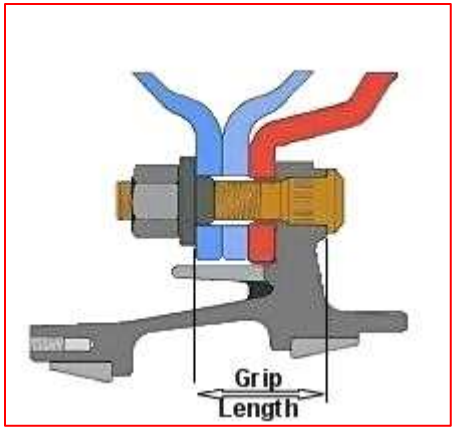
3. Once the vehicle starts to move and vehicle load is applied to the duals, the inside wheel is forced to align itself with the outer – load transfer from the high tire to the other makes that happen.

4. After a short distance, both wheels are aligned and they will stay that way.



## The below schematic

illustrates "grip length" in a typical dual mounting. With regular nuts, the grip length can change because of a simple impact with a pothole or even with paint loss.




## If grip length shortens

you could lose a wheel.

The grip length could change even if you use Skirt Nuts, but our safety margin kicks in – the Skirt Nuts will not back off and therefore your wheel is not allowed to 'clock' on the studs.

**NO CLOCKING = NO lost wheels, no vibrations.**