

Checklink®



The **Checklink®** Wheel Nut Retainer ensures that in the event of a wheel nut backing off the nut is retained on the stud. On inspection, the distortion of the link where the wheel nut has backed off will be evident.

The **Checklink®** retainer link however is not a wheel nut locking system. It is designed to be an integrated part of the established or a newly introduced, roadworthiness and risk management procedure, and report and documenting regime.

A full range of **Checklink®** sizes from 19mm Hex' to 38mm for hex' wheel nuts are available. A special 19mm Hex' **Checklink®** is available for use with the steel 15 inch 4 stud wheel.

The **Checklink®** is designed to be a tight, almost interference fit, on the wheel nut. As such, it may require light swaging when assembling on to the wheel nut.

The recommended fitting procedure is

1. Clean off all road debris, grease etc from the wheel nuts and seating area.
2. Re-torque the wheel nuts to the manufacturers recommended torque value.
3. Before mounting the **Checklink®** on the nut note that there is a slight conical angle on each of the collars of the **Checklink®**.
4. Offer the larger diameter of the collars up to the two nuts to be linked.
5. Push home both collars down to the washer or hub face.
6. In practice, an appropriately sized box spanner or 'dolly' may best be used for this operation.
7. Note that when offering up the second collar of the link it will need to be twisted slightly to align the collar serrations.

Should there be a need to remove the Checklinks during Tyre or wheel changing or scheduled re-torque procedures, the **Checklink®** is reusable, and can be removed and subsequently refitted.

The **Checklink®** is manufactured from a heavy-duty polyethylene. It is impervious to attack from road salts and chemical contaminants, petroleum, oils, commonly used vehicle cleaning agents and UV degradation.

Volume terms available
Telephone Order Line - 01274 531531
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- **Phone for prices**
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