

### LUBRICATION OF HUB PILOTED SYSTEM FASTENERS

#### CONE LOCK NUTS & STUDS

Motor Wheel two-piece cone lock nuts are treated at the factory with a teflon coating with the bolts being treated with a phosphate and oil coating. These coatings provide the desired torque/tension relations and corrosion resistance. With vehicle operation and weathering, the nut body/flange interface and threads become dry. This reduces the efficiency of the nut, resulting in lower wheel clamping force than with a new nut.

**TO MAINTAIN THE DESIRED TORQUE/TENSION RELATIONSHIP:  
IT IS NECESSARY TO RENEW THE LUBRICANT  
ON THE THREADS AND BETWEEN THE NUT BODY AND FLANGE.  
RELUBRICATION SHOULD BE DONE ANY TIME A WHEEL IS REMOVED  
FOR TIRE REPAIR OR REPLACEMENT, BRAKE SERVICE, ETC.**

An excess of lubricant is not desirable; it will not improve nut performance. It makes the parts hard to handle, it will attract dirt, and it will cause an unsightly appearance of the wheel.

Use any lubricant commonly available in the shop: engine oil, anti-seize compound such as Permatex™ #133A, or spray lube such as Lubriplate™ Spray Lube 'A'. Never-Seez™, although not a lubricant, is also acceptable. Maintain torque at 450-500 ft.-lbs.

