

## Purchasing and Installing Black Lug Nuts and Locks

### ITEM LUG



Competition Gray Wheels look great. However the “Darth Vader” look is spoiled by the Chrome Lug Nuts! Also wanted to purchase wheel locks and thought a Black Lock and Black Lugs would be a better match for the wheels.

Purchasing the correct lugs was not as easy as I thought it would be!

Below is a photo sequence of what I almost bought and what I finally bought from Summit Racing and Why!

### TOOLS REQUIRED:

150 foot pound ½ inch drive torque wrench. Think you can get by without one? Think again, I had a lot of problems with my street rod with brake vibration until I used a torque wrench and a torque sequence to tighten my lug nuts! With disk brakes it’s easy to slightly distort the disk and even a small amount will cause a vibration at low braking loads!

Also found a great tip to prevent damage to the surface when installing lug nuts. Use a piece of plastic (as from a plastic quart size Zip Lock bag) inserted in the socket to protect the edges. It only lasts two or three lugs but it’s cheap! There is a plastic lined lug nut socket available but it’s very pricy.



**WARNING: DO NOT** attempt to install without properly jacking up the Corvette when removing the wheels. Low Ramps are needed to get a jack under the “GM Preferred Lifting Points.” See first page of the Photo Sequence below:

## Photo Sequence of Purchase and Installation Information

You'll need to jack up the Corvette. Low ramps are needed to get a jack under the "GM Preferred Lifting Points."



After the car is on Ramps you can push a jack under one end and jack it up sufficiently to install Jack Stands to support that end of the car. You'll need a cross brace to assure your lifting on the "GM Preferred Supports."

**DO NOT WORK ON THE CAR WITH A WHEEL REMOVED WITHOUT JACK STANDS.**



Use Jack Stands to support only one end of the car at a time. Use wheel chocks on the end on the ground or on Ramps. We recommend using "Jacking Pads" in the slots on the car where GM indicates the car can be supported. Follow all Cautions that come with the Jack Stands and GM instructions for lifting the Corvette





**Almost purchased these McGard "Tunner" Locks and Lugs. Size was right (I thought) and the look was neat. Having purchased locks form another company and had the key strip, I will only purchase McGard!**



**The "Tunner" Lug Nuts were even neater! They have a keyed shape which I felt would look even better. This part number 65357BK kit had some question about suitability. A comment on the McGard Internet page stating "limited to Corvettes through 2000" had me concerned. McGard Tech answered my email with a "Call Me!"**

**He said, yes the thread size and seat were correct but these lugs were designed for foreign cars and the thread depth on the lock was borderline! The locks might bottom! Can't have a lug nut bottom!!**



However the McGard Tech had a solution; their part number 24026 lock would work fine!



The Lock for part number 24026 was their standard Puzzle Lock with a skirt so it doesn't slip off. The brand that I had trouble with did not have a skirt and when it stripped I fortunately had purchased another key! However removed them and bought McGard.



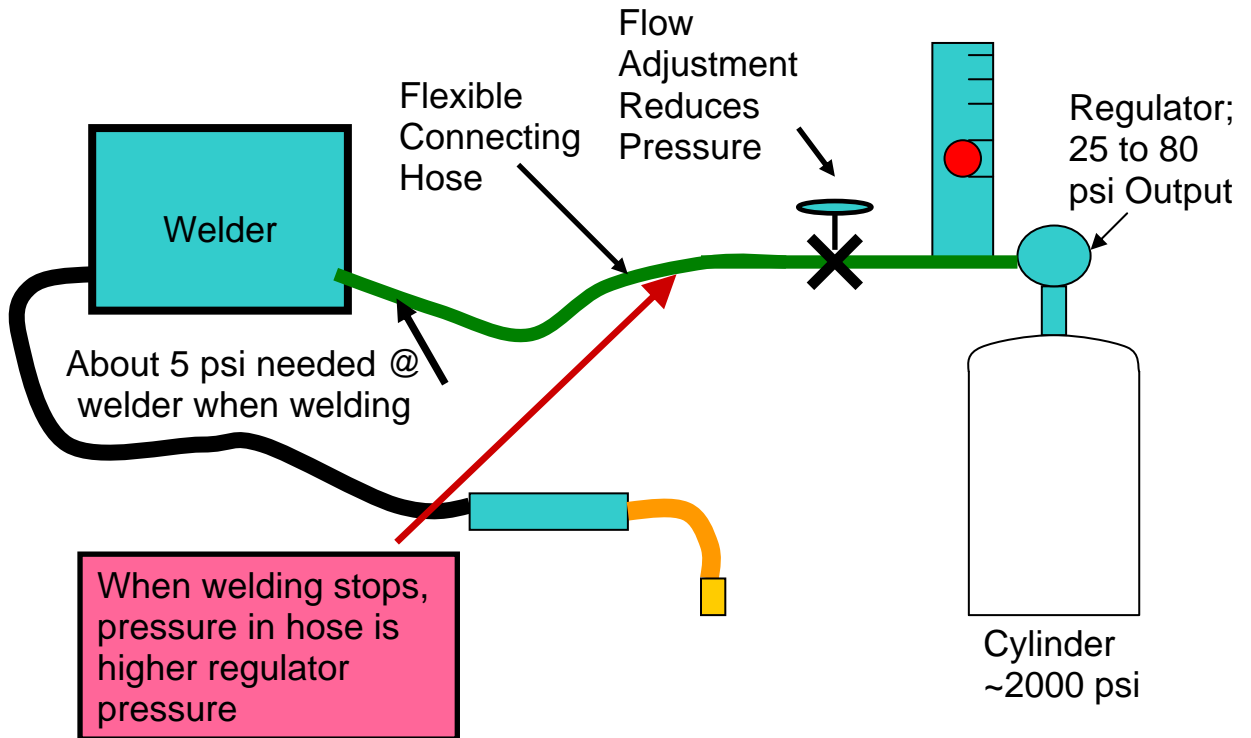
The Black Lug Nuts the McGard Tech said would fit are part number 64015 and were available in stock from Summit Racing! They work great.

Just be sure to install snugging up all lugs, then torque with about 80 Ft-lbs in a cross sequence; then finish with the specified 100 ft-lbs. After a short drive, check the 100 ft-lb torque.

# WA Technology

## Have a MIG Welder?

Our Patented Gas Saver System not only cuts shielding gas use in half or more by reducing waste - it improves weld start quality.



The schematic shows why there is a surge of high gas flow at each weld start. Shielding gas pressure builds in the gas delivery hose when welding stops. When welding starts the pressure reduces to that needed for the low shielding gas flow rate. The extra gas surge at the start not only wastes gas but the high surge flow rate pulls air into the shielding gas stream. This air makes inferior weld starts in addition to wasting gas.

Our patented Gas Saver System (**GSS**<sup>™</sup>) solves both problems by limiting the volume of extra gas stored when welding stops and using a flow control restrictor to limit maximum surge flow. With thousands in use, some commercial applications have saved 60%! A small shop or home user will save even more since many short and small welds are made. The more often the torch switch is pulled the more gas is wasted and the more our **GSS** can save!

**Our Patented Product is Only Available from our Web Site.  
It is "NOT Available in Stores."**

## CUSTOMER TESTIMONIALS



### **Perry Thomasson Purchased a 50 foot Gas Saver System ( GSS™ ) For His Home Shop**

Perry has a very well equipped home shop. For a MIG welder he uses a Millermatic 175. However the small welder cart only held a medium size shielding gas cylinder and he wanted to reduce the number of times he had to have it filled.

He purchased the largest cylinder his distributor offered for sale and chained it to a wall in his shop. He needed a much longer gas delivery hose so he added a 50 foot conventional 1/4 inch ID hose. He found he was using a great deal of gas.

He bought our patented Gas Saver System (GSS™) and saved a significant amount of shielding gas while improving his weld starts by reducing the starting gas surge. Since his regulator/flowgauge had a hose barb on the output he used a splice connector we supplied him with the **GSS** (See Photo Right.) He simply cut the existing gas delivery hose close to the regulator and spliced in the GSS hose. The welder end uses a standard CGA fitting that is supplied with the system.



Perry emailed these pictures and said; **" The system works great. Thanks for the professional service and a great product."**

**A Professional Street Rod Builder Had This to Say:** They use a 250 amp MIG welder with built in feeder and a 6 foot gas delivery hose. With their standard gas delivery hose the peak shielding flow at weld start was measured at 150 CFH, far more than needed and enough to pull air into the shielding stream. Air is then sucked into the gas stream causing poor weld starts and possibly porosity.

With the **GSS** replacing their existing hose, the peak flow surge at the weld start was about 50 CFH. **With the many short welds made and frequent inching of the wire at this shop, they used less than half the gas and had better starts.**

Kyle Bond, President, indicated a big benefit is the reduced time and effort changing cylinders since it's required less frequently. He quickly saw the improvement achieved in weld start quality as a significant advantage! Kyle, an excellent automotive painter, was well aware of the effects of gas surge caused by pressure buildup in the delivery hose when stopped. He has to deal with the visible effects in the air hose lines on the spray gun in his paint booth!

It's too bad we can't see the shielding gas waste as Kyle can the effects of excess pressure when he triggers his spray gun! The paint surge is visible and creates defects unless the gun is triggered off the part being painted! We can't do that with our MIG gun!