

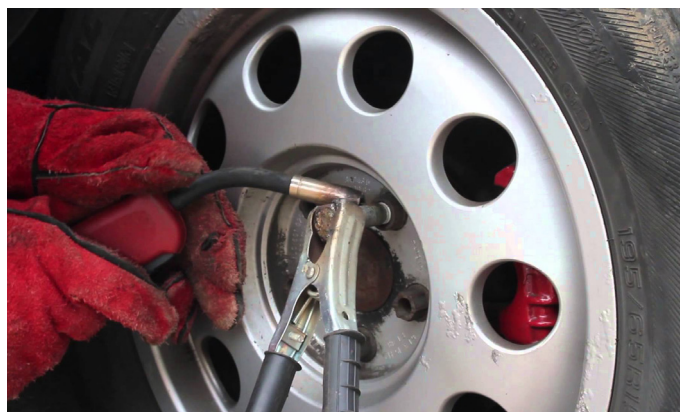
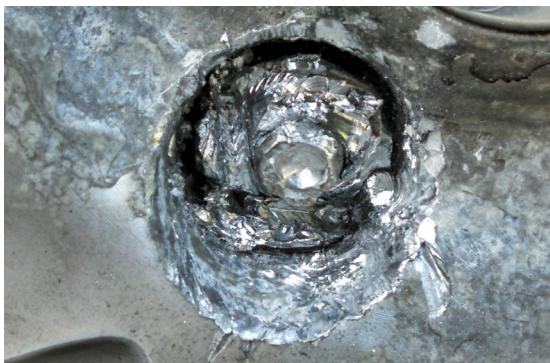
LOCKING LUG NUT REMOVAL KIT

The Lugdriller™ is the Ultimate tool to remove the most difficult locking lug nuts in the quickest and safest way. Over the years the locking lug nuts have been dramatically improved. Their design is more and more complex and the material itself harder and harder.

Problems with damaged lug nuts or lost keys are well-known in the tire repair shops business.



NEVER AGAIN



PRICES AND PROFITABILITY OF THE LUGDRILLER™:

Market price = between **299€** and **349€**

Locking wheel nut removal has become a business of its own. There are so many inextricable cases that many freelancers have specialized in this kind of troubleshooting.



**LOCKING
WHEELNUT
REMOVAL SERVICE**

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Mobile Locking Wheel Nut Removal Birmingham



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Your Message

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Professional
Service



Locking Wheel Nut Removal

We remove locking wheel nuts, it's all we do.

None of this "We can remove virtually all wheel nuts", we remove ANY type of locking wheel nuts, with NO exceptions., ie. Peugeot/Citroen (10 minutes all four), Volvo (15 minutes)

That's why we can give a 100% guarantee of success.

Don't take our word for it. See our reviews

In average, this job costs 250€ for the 4 wheels.

So in only two interventions, your investment will pay for itself!

THE LUGDRILLER™ KIT INCLUDES:

4 Nylon internal centring guides



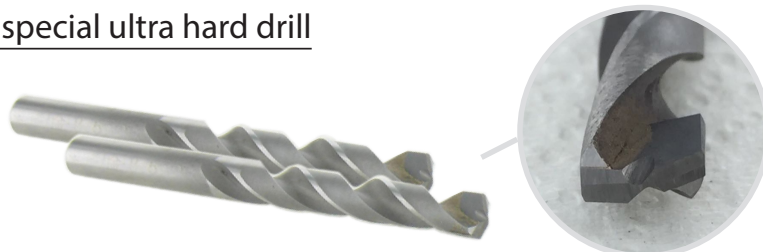
3 metal external centring guides



1 metal centring guide for free turning lugs



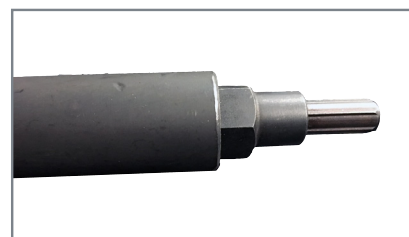
2 x special ultra hard drill



4 x extractor



1 impact extractor holder



1 impact extractor remover



HOW TO USE THE LUGDRILLER™:

1. Centring



2. Drilling



3. Extractor mounting



4. Lug removal



5. Extractor removal



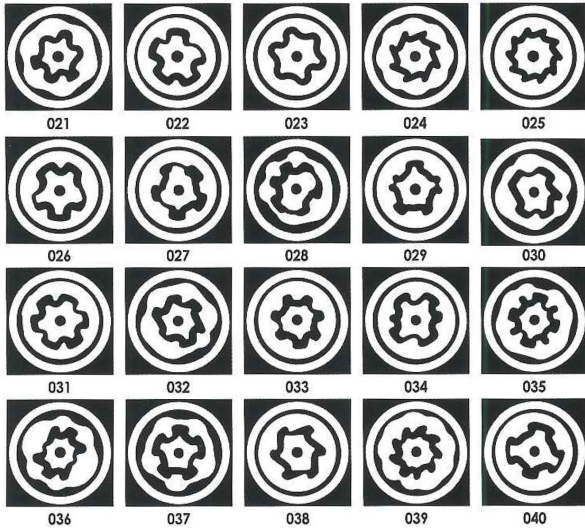
LATER
whenever you
have time

TOTAL
working
time:

12 - 13 min/wheel

COMPETITION:

1. Key socket sets



Several kits exist on the market:

- 4 kits of 20 sockets for VW Audi : 4 x 199€ = **796€**
- 2 Kits of 40 sockets for Mercedes : 2 x 249€ = **498€**
- 6 kits of 20 sockets for BMW : 6 x 199€ = **1194€**
- ...

Those kits:

- Do NOT work on damaged lugs
- Are never complete
- Generate more than 280 spare parts in you inventory!

2. Extractors



This tool is limited to some vehicles (not universal) and the max torque to use it is 120Nm (which is, most of the time, not sufficient).

On modern cars, lugs are too hard for this tool.

This tool also needs consumable parts. Whenever you remove a lug nut, you then need to replace the blade which costs you 12€.



ONLY works on pre-2000 cars!
There is not enough room on modern cars anymore to use it.

FAQ

- Is the Lugdriller™ universal ?
Yes
- Are there spare parts for the Lugdriller™ ?
Yes
- How many lugs can we do with one drill ?
+/- 100pcs -> 25 cars
- How long does the job take for one car ?
8-13 min/wheel
- Does the Lugdriller™ work on free running nuts?
Yes, thanks to the specially designed socket included in the kit
- May we use other drills than the Lugdriller's?
No, the drills included in the kit are specially designed drills. Other drills will brake or burn in a minute!
- Can the Lugdriller™ damage the wheel?
No, as long as it is used properly
- The extractor was damaged the first time it was used. Is this a manufacturing defect?
The extractor is designed for a torsional strength of 150 Nm, which is 50% higher than the recommended tightening torque (100 Nm).
The hardness and quality of all our extractors is inspected by an approved laboratory for each production run.
However, if a locking lug nut is tightened to more than 150 Nm, the extractor might end up breaking.
To prevent damage to the extractor, we recommend never using an impact spanner to remove it. Use a torque spanner instead, so that you can control the torque.
Note that the extractor is a wear part. It is therefore available from your dealer.
- Can other commercially-available lug nut extraction tools be used instead of the Lugdriller™?

Threaded or spiral taper lugs no longer work on modern locking lug nuts.

These devices are increasingly mounted using rotating rings (PSA, BMW, Mercedes, Volvo, see the attached photo), which prevents these lugs from being used.

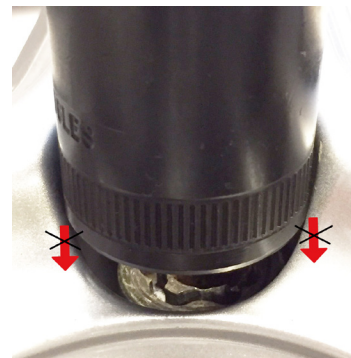
Even if the locking lug nuts do not have this feature, new wheel models do not provide enough space for



the lug to pass through the opening in the locking lug nut (see attached photo).

In the rare cases where there is enough space, the unusual shapes of modern locking lug nuts and the extremely hard materials of which they are made prevent the teeth from gripping the metal.

By using Lugdriller™, technicians can avoid extreme measures such as spending hours welding studs to the original studs, with all the consequent risks of damaging the wheel rim.



- Is the Lugdriller™ a cost-effective investment?

Absolutely. The average cost of extracting a stud using the classic methods is around €70 per stud (for an unobstructed extraction). Moreover, extraction using the Lugdriller™ only takes an average of 13 minutes per wheel.

This means that the Lugdriller™ soon pays for itself (13 minutes at €70!!!).

- What should I do if the locking lug nut was tightened too tight?

In the last phase of loosening the extractor, if you are unable to turn the torque spanner, it might be because the locking lug nut was tightened to a torque above 160 Nm. In that case, we recommend the following procedure: remove all the other studs or screws from the wheel, and then strike the inside of the wheel, opposite the locking lug nut, using a deadblow sledgehammer. This will release the locking lug nut, which you will then be able to loosen without difficulty via the extractor using your spanner.



Lugdriller

ONE tool for ALL locking lug nuts

More info?
Scan this and watch the video

