

Installing the “CapLoc” on Cadillac Escalade by PfromD

(Model shown is an '08 Ext with 22" Rims)

Introduction

If you are reading this, you are probably out a few hundred dollars because some loser stole your center caps or maybe they fall off occasionally. I wrote this because I had my Cadillac for two weeks, driven less than a few hundred miles before two caps were stolen from a local parking lot. I was determined to get my caps back on as securely as possible. Checking the forums, others had the same issue and the solution was a bit vague. I decided to try the CapLoc solution which I purchased from JCWhitney for about \$80 and spent about an hour getting them on. I am happy to report that at the time of this document, they have been on the truck for over a month, driven over 3,000 miles and been parked in areas like downtown Dallas, Fort Worth, New Orleans, Pensacola and St Augustine. And the truck still looks great because it still has it's four center caps. Here is the information so you can decide if you want to use CapLoc. *(and no vested interest other than helping other Cadillac owners)* I make no guarantees on below, just passing along my experience.

How It Works:

CapLoc is a simple solution in which a wire is fastened under one of your lug nuts and securely attached to your center cap with a screw you install. You draw the wire tight bringing the center cap really close to the rim and then use the security allen wrench to secure the wire in that position. Tuck the excess wire in and pop the cap back on. Finished!

It's a Cadillac so Aesthetics Matter!

Yes, you must drill through your center cap but before you nix the CapLoc solution...

- You pick the spot
- One silver screw that is low key is all you see
- Frankly, I like that it IS visible. I want a potential thief to see it is secured so they walk on by. Same reason I have a flashing LED on my alarm.
- I prefer a security screw than four missing caps.

What I Liked...

- Relatively cheap
- Simple solution
- One hour is about all it takes
- Works well

What People May Not Like

- You must drill through the center cap
- Replacement caps, perhaps non-OEM, tend to put cracks in the chrome when you drill through. It's an explicative filled moment but don't despair, not that bad and I have some ideas on how to minimize. Read below.
- It's effective but not a bullet proof solution
- It's an extra “key” you need to keep to change your tire

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Gotchas To Know BEFORE YOU START!

Here are some items that will make your install smoother and less error prone. Some of these I learned the hard way not because I was some genius guru who saw the issue coming ahead of time.

Do One Cap At a Time!

Don't try to rush through it. Do each cap individually to avoid any mistakes.

Map It Out!

1. Notice the caps have an indicator where the valve stem is suppose to be. Line that up first.
2. The security screw chamber can interfere with the clips and the lugs on the rim. Find an open spot with the center cap properly orientated to the valve stem where the clips and the lug nut are least likely to interfere. It seemed there were two spots, usually about 1/3 away around the cap from the valve stem.

Placement is Crucial!

The screw needs to lay flush. There is a limited area between the outside of the cap and where the cap recesses for the inlaid center covered by the plastic bezel. I chose this area but it is just big enough for the security screw chamber so you have to pick where you drill carefully.

Use Light Adhesive Tape!

Use some lightly adhesive tape like masking or scotch to cover the inside and outside where you will be drilling. It helps but does not prevent the chrome from sheering. Do not use duct, packing or Gorilla tape as it can be make the issue worse. Cover the entire outside of the center cap to maximize protection against scrapes on the chrome center cap.

Use a Soft Material to Drill On

Firm cardboard or styrofoam may be handy to prevent scratching to the center cap or damage to or from your drill bit. At least use some cloth.

Drill from the Center Cap Back First!

To insure you get the placement just right, use a small bit to drill a starter hole to get you centered.

Drill from the Front Afterward!

Drilling from the front will minimize the chrome sheer.

Step Up Your Drill Bit Sizes!

The sheering is worse when a large areas is being punctured at one time.

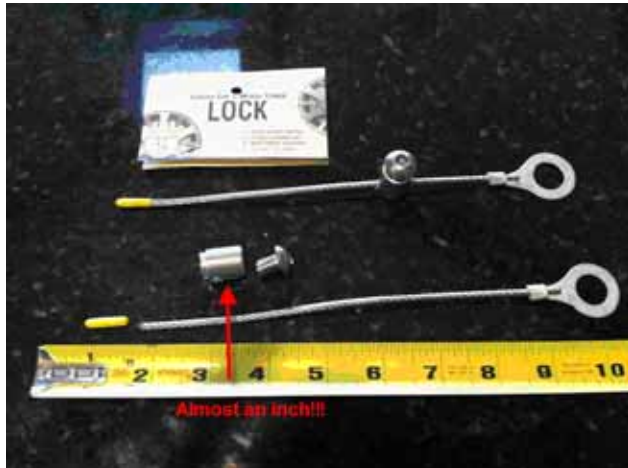
Prepare for the Cap to Spin When the Drill Bit Comes Through

Secure however works best for you. Just be mindful to cover any clamps with some cloth to prevent scratching and not to overtighten them.

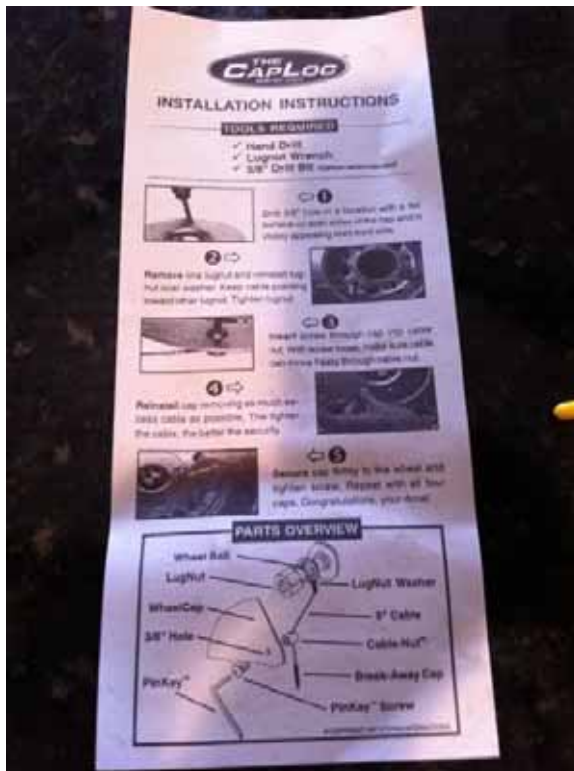
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Pictures of My Install



The CapLoc solution. Bigger than I expected. **Notice the size of the screw holder, almost an inch!** Important detail when picking the placement on the center cap.



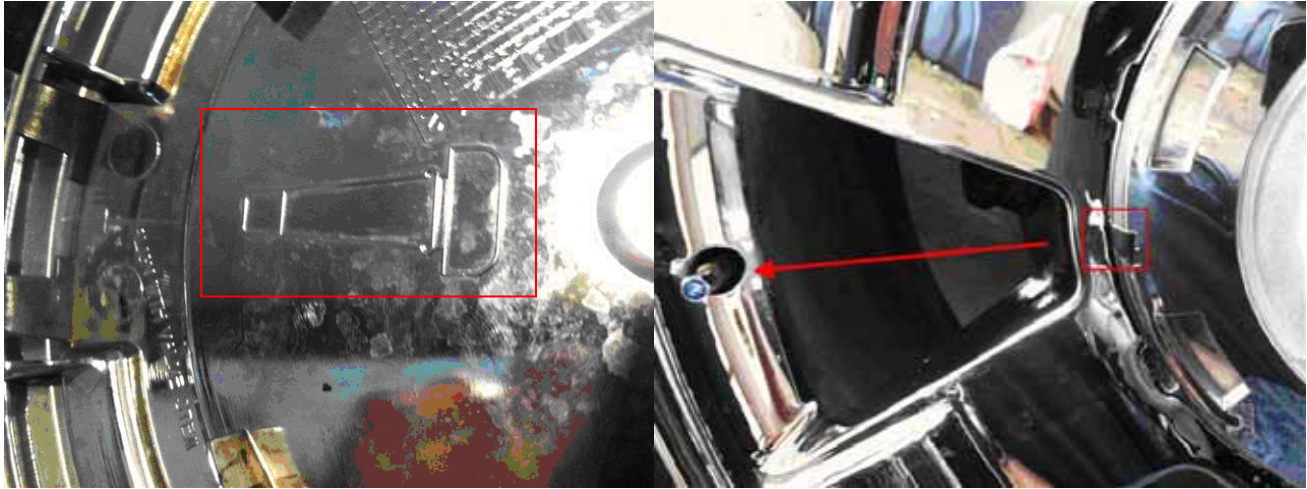
Instructions give you a clear idea of what's involved.

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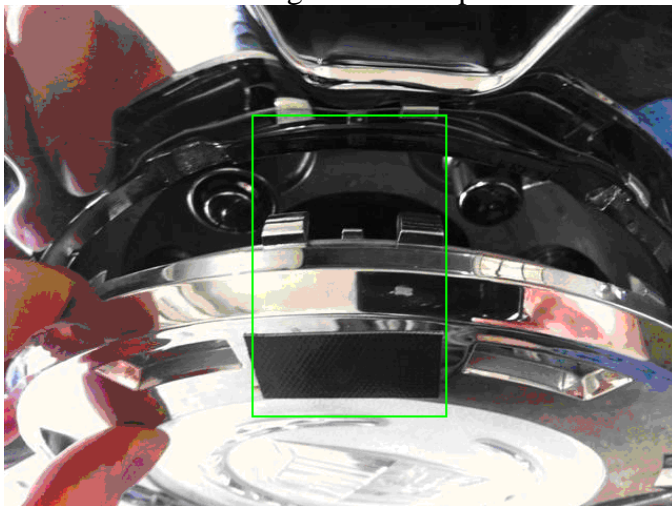
(Model shown is an '08 Ext with 22" Rims)

Mapping Where to Install

Notice the valve stem indicator on the back of the cap. I recommend lining it up first. To make it easier, I then used a bit of black tape on the edge of the center cap to mark the valve stem placement.



Keeping the center cap with the valve stem orientated, I marked the spot to drill on this cap with some tape. Notice it is between two lug nuts and the clips are outside clips. Also notice I made the mistake of using Gorilla tape, don't do that. If you must, palm it several times to reduce how sticky it is. Otherwise use masking or scotch tape.



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Marking and Drilling

Wrong! Common sense says this is right. It isn't. Mark it from the back to insure you do not hit that bevel edge inside the bezel!



Right! I learned after doing the first cap. I was close but the beveled edge did interfere slightly with my first attempt. Afterward, these are the steps I did which worked well.

1. Placed tape on the inside where I want to drill to mark the location as well help control sheering
2. Placed the security screw chamber centered on the tape and sitting flush. (notice how little room for error there is)
3. Used a nail to dent the tape on the back of the cap in the center of the security screw chamber.
4. Then drilled on that spot with a **small** bit from the back.
5. All the rest of the drilling I did from the front of the cap. (I used two bits, I would do at least three, starter from the back, graduated size from front and then the final size bit from the front)



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Installing the Wire

Notice how the security screw chamber sits right between two lugs and the cable coming from the lug nut is fastened in the direction of where the screw will be located. Tighten then cable up and clamp it down.



Everything Attached

The security screw is at the bottom. A thief could clip the wire if they had some long snips or worked at from the limited room on the side but going to need some strong snips to get through that wire. Just not sure they will work that hard at it once much less four times



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Finished!

Yep, you can see the screw but I like it. It sends a “go away” message and yet is low key.



Chrome Sheered Center Cap

Unquestionably this was an explicative moment. Here is an aftermarket cap that sheered on me. It looked really bad right after I drilled but once I got the chamber in and tightened it up, the cracks went back down and became a lot less noticeable. Again, my OEM rims had no issue. But when I got to the two replacement's, they both did it. I hope my suggestions help minimize it. I paid \$45 for my aftermarket caps so if you can get genuine OEM for near the same, get them. Regardless, take precautions. Worst case should be what you see below.



Hope this helps...

PfromD