

FITTING INSTRUCTIONS FOR STUD & NUT KITS

Thank you for choosing PCD Parts.

Your new stud and nut kit is easy to fit in just 8 simple steps providing you have the right tools. We strongly recommend that these are fitted by a professional with suitable experience.

**NEVER USE AN IMPACT SOCKET GUN.
ALWAYS USE HAND TOOLS.**

Before you start:

- Check that this kit is suitable for your vehicle. If you are unsure, please contact us.
- Check that all studs are the same length
- Check that you have the correct nut seat for your wheels.

STEP 1: Jack up the vehicle and secure on axle stands.

STEP 2: Remove the wheels and clean the threads in the hub and short ends of the studs with a suitable solvent like brake cleaner.

Threads must be totally free from dirt and grease.

The shank of the stud (plain section between inner and outer threads) may be a larger diameter than the hole in the brake disc. Ensure that it can pass through the disc easily and you are not bottoming the stud on the brake disc.

If the stud bottoms on the brake disc, there will be a dangerously small amount of thread engagement on the hub.

STEP 4: Coat the short end of the stud with a thin covering of high temperature-rated Loctite or similar. It is important to use a high temperature-rated thread lock that exceeds the hub temperature.

STEP 5: Using a 5mm allen key, screw the short end of the stud into the hub until you reach the shank.

**DO NOT OVERTIGHTEN THE STUD INTO THE HUB.
TIGHTEN UP TO 30-35.**

Continued overleaf →

STEP 6: Wait for the Loctite to go off fully and re-fit the wheels with the new nuts using a 19mm socket. Lower the vehicle back onto the floor and torque the wheel nuts to the factory specification of the original wheel bolts.

STEP 7: Re-check the torque of the studs after 30 minutes of driving once the whole assembly has got hot.

Over-tightening can stretch the stud beyond it's yield point and will be permanently weakened. Replace the studs and nuts if they have been over-tightened or if the wheel has sustained any knock or damage.

IF THE STUDS ARE FOR MOTORSPORT/TRACK USE, WE RECOMMEND THEY BE INSPECTED FOR WEAR AFTER EVERY SESSION REPLACED EVERY SEASON.

Need locking nuts? We stock tapered locking nuts in a range of threads at pcdparts.co.uk.



Contact Us

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