

STUD & NUT CONVERSION

Product part number: MMR37-1501

Please take time to read these instructions thoroughly before proceeding. When performing the installation, read the instructions fully before working on the car. If you feel that you do not have the requisite skills or tools/facilities, please arrange for a qualified technician to perform the installation.

Ease of Fitment:

Required Tools:

Included in the box:



(the fewer the star rating the easier the installation)

- 6mm Allen Key
- 17mm Wheel Socket
- 19mm Wheel Socket

- 20 x 70 or 80mm Wheel Studs
- 20 x Conical or Ball Seat Nuts

✂ STEP 1

Firstly you will need to Jack the vehicle up and secure on axle stands.

Remove the wheels using a and clean the threads in the hub and the short ends of the new studs using a suitable solvent such as brake cleaner. Ensure the threads are totally free from dirt and grease.

Before you fit the stud, check that the shank (the plain section between inner and outer threads) passes easily through the disc holes and you are not bottoming the stud on the brake disc.



✂ STEP 2

On the short end of the stud apply a thin covering of Loctite Blue 2422 (high temp rated to 650°F - it's important to use a high temperature-rated Loctite that exceeds hub temps). Loctite goes off fully after a 3 hour drying period.

Using a 6mm 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 AROUND 30ft-lbs / 40Nm.



✂ STEP 3

Refit wheels and thread each nut onto the studs, once all in place. Lower the vehicle back onto the ground and torque the wheel nuts to the recommended manufacturers torque specifications. Re-torque the studs after 30mins of driving once the wheel assembly is at operating temperatures.

Ensure not to over tighten the nuts, as over-tightening can damage the aluminium wheel nut 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 of any kind. If the studs are being used for motorsport use, we recommend they be replaced every season.

