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**Satchell
Engineering
wheel
stud/nut
fitting guide**

Fitting Process

We strongly recommend that a professional with suitable experience fit these studs.

Jack up the vehicle and secure on axle stands.

Remove the wheels and clean the threads in the hub and the short ends of the studs using a suitable solvent such as brake cleaner. Ensure the threads are totally free from dirt and grease as this can stop the thread lock from working effectively.

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

If you bottom the stud on the brake disc there will be a dangerously small amount of thread engagement into the hub. You will need to drill the brake disc holes out if the stud shank doesn't pass through easily.

Coat the threads on the short end of the stud with a thin covering of the supplied thread lock.

Screw the short end of the stud into the hub until you reach the shank using a 5.5mm allen key.

DO NOT OVERTIGHTEN THE STUD INTO THE HUB – JUST NIP THEM UP TO AROUND 20Nm.

Wait about three hours for the thread lock to go off fully and refit wheels with the new nuts.

Put the vehicle back onto the floor and torque the wheel nuts to 110NM

Recheck the torque after 30mins of driving.

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 of any kind.

If the studs are being used for motorsport use we recommend they are replaced every season.



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