



FITTING GUIDE

VWR630001 VWR Stud & Nut Kit Conical Seat (Aftermarket Wheels)

VWR630000 VWR Stud & Nut Kit Ball Seat (OEM Wheels)

Thank you for choosing the RacingLine Stud & Nut kit. Please ensure that this stud is correct for your particular application – see guide on website if in doubt. Please also ensure that you have the correct design of nut seats for your wheels – either a conical or ball seat. As a safety-critical part, we strongly recommend that a professional with suitable experience fit these studs.

Jack the vehicle up and secure on axle stands.

Remove the wheels 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.

Coat the threads on the short end of the stud with 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).

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.

Wait about three hours for the Loctite to go off fully and refit wheels with the new nuts using 19mm socket. Lower the vehicle back onto the floor and torque the wheel nuts to the factory specification of the original lug bolts (90ft-lbs/120Nm for MQB/A5-platform cars).

Recheck the torque of the studs after 30mins 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 of any kind.

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