

Stud & Spigot Mount Wheels

Spigot (hub) mount wheels have holes machined in their centre that matches the specific hub diameter of the vehicle. Wheel nuts in these applications usually have an inbuilt parallel sleeve to match the stud hole and a flat washer. These wheels are best balanced by mounting the wheel by the centre hole.

Stud mount wheels rely on the taper of the nuts and stud holes to centre the wheel on the hub. They have their centre holes machined to a generic size and sometimes come with nylon inserts for mounting to different vehicles. This keeps the wheel concentric on the hub for ease of fitment; the plastic does not carry the load of the vehicle. The nut taper must match that of the wheel stud hole taper. These wheels are best balanced by mounting the wheel by the stud holes.

Seizure Prone Vehicles

Vehicles used in corrosive environments, such as in mining, near the seaside, or that are dipped

into the water at boat ramps will suffer from persistent corrosion and seizing. These vehicles require regular checking and replacement of any corroded parts.

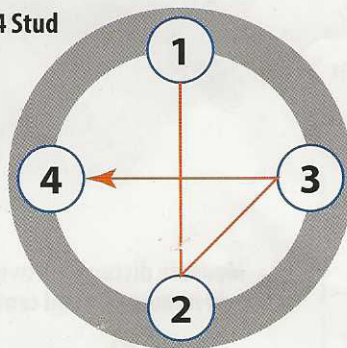
Holden Rodeo Utes, from the 1990s, are known for seized wheel nuts and broken studs. Extra care should be used with these vehicles to minimise wheel stud breakage by carefully following correct nut torque and tightening procedures. 

Tightening Tips

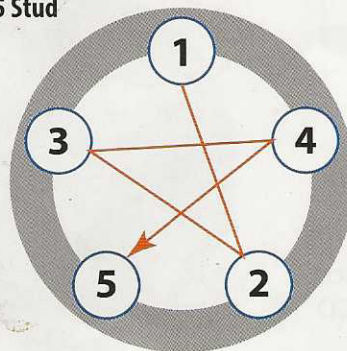
1. Ensure the wheel and hub is free of dirt, rust, and grime before fitting the wheel.
2. Use the correct tightening sequence for the wheel.
3. Check that the threads are not damaged and that the nuts run freely over the entire length of the threads.
4. Always use calibrated torque equipment.
5. Ensure that the correct nuts are used for the type of wheel locating system.
6. On heavy vehicles, ensure that the nuts are checked for torque after 50 to 100km. They should simply be torqued up and not loosened first.

Wheel Nut Tightening Sequence

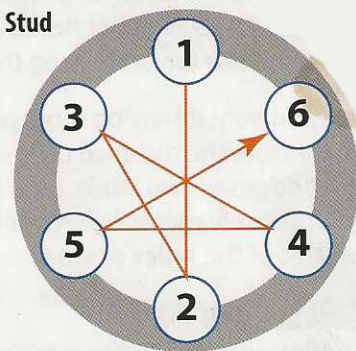
4 Stud



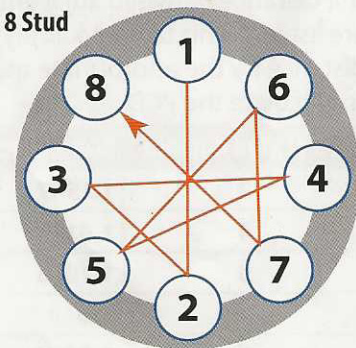
5 Stud



6 Stud



8 Stud



10 Stud

