BimmerWorld Premium and Race Wheel Studs
Installation and Use Guidelines for Heavy Track and Race

IMPORTANT WARNINGS!

- Wheel studs are not lifetime products. Metal fasteners have a fatigue life and should be replaced periodically, depending on use. We recommend every two years for typical club use or every one year for heavy use. For a pro racecar receiving pit stops, we replace every half-season.
- A wheel stud's life is measured in torque cycles (number of times you torque the lug nut).
- ALWAYS TORQUE NUTS COLD! – Torquing hot will result in over-torqueing after cool-down, reducing stud service life.
- Do not over-torque during install! Let the thread-locker do its job! Properly preparing the threaded surfaces as described will result in a strong joint that will endure throughout the stud's service life.
- One broken stud will put additional stress on the remaining studs, causing accelerated fatigue. If you break one stud on a hub, replace all remaining studs immediately.

Install Tips

Thread-Locker: BimmerWorld Race and Premium wheel studs have the appropriate thread-locker pre-applied. To be sure the new thread-locker bonds properly, clean each stud hole with a thread tap and wire brush to remove all traces of old thread-locker and/or debris. Follow with brake cleaner and compressed air as a final clean and degrease (wear safety googles).

Tightening: Thread stud into hub hand-tight. Use double nutting technique to torque studs:
1. Thread one nut onto stud, leaving ½" to ¾" thread between the nut and the hub face.
2. Thread on a second nut; butt against the first and tighten down, holding the first nut with a box-end wrench – tighten to approximately 70 ft-lb.
3. Using the second nut (farthest from the hub), torque stud between 50 and 80 ft-lb. If you cannot reach this torque level, further tighten the two nuts together.
4. Holding inner nut with wrench, loosen outer nut. Unthread both.

When using our studs, torque lug nuts to 75 ft-lbs.