



14mm Racing Wheel Stud Guidelines

1. Torque wheels to 135-145 ft/lbs. This torque specification aims to solve the issue that appears to initiate most failures: the wheels losing clamp load.
2. Corrosion around the hub area is a frequent topic. Wire wheel cleaning and wiping down the surfaces with WD40 on a rag to prevent some of the rust will ensure proper clamping.
3. To polish out any gouging on the cone seat in the wheel, use a cone wire wheel on a drill. Additionally, apply a very small amount of anti-seize to the cone seat of the wheel. **Do not apply to the threads or nuts.**
4. Periodically wire brush the wheel studs and apply WD40 from a rag to prevent rust on the stud threads.

AP Racing Brake Rotor Hat Fitment

AP Racing Brake Kits ship with rotor hats that have a very small hole (approx .560" and a 14mm stud is approx. .550") These are not clearanced for some of our wheel studs. The OEM hole is approximately .615", most rotor Manufacturers match the OEM hole size.

Care must be taken when using our wheel studs with AP Rotor assemblies. The holes may need to be enlarged slightly. This can be accomplished with a reamer or an appropriately sized drill. Our Wheel Stud shoulder measures approximately .570" This is to provide strength in the highest stress area of the wheel stud. A 37/64"(.578") Drill Bit, which is commonly available (Its the drill size for a 3/8"NPT Tap) or a 19/32"(.594") Drill Bit will provide slightly more clearance. These are both readily available from Amazon. AP Recommends .020" clearance per their engineering team.

Proper installation is up to the installer, failing to inspect the installation will result in the rotor hat deflecting, false wheel torque, rotor hat and stud failures.