



Safety Instructions – Alloy Wheels

Note that we supply replacement nuts on the explicit understanding that you have carried out the checks detailed below. We do not have access to your vehicle so it is your responsibility to ensure that your wheels are in a serviceable condition and the new nuts are the correct fit for your wheels.

Safety Checks – LR/RR Alloy Wheels

It is **VERY IMPORTANT** that you read these notes and carry out the necessary checks before fitting new wheel nuts to alloy wheels.

1. Check that your wheels are serviceable before just fitting new nuts. Do not fit new nuts to worn wheels without carrying out these checks.
2. Check that the holes in the alloy wheels have not suffered excessive wear. The nuts should slide into the holes without noticeable side to side movement. The inner face of the holes in the wheels should be smooth and show no signs of uneven wear as a result of previous damage from long term use.
3. Where separate seating washers are required in the wheel (e.g. Wolfrace/Compomotive/TX Alloys and others) check that they are present in ALL the holes in the wheels. It is **VERY DANGEROUS** to fit the wheels without ALL the steel seating washers being fitted.
4. Check that the seating washers are free from damage. The surface of the washers should be smooth to ensure that the nuts seat well. If the washers have been deformed by pressure and become worn and grooved they must be changed.
5. Check that the wheel studs are long enough to allow no less than 20mm of penetration into the wheel nut (25mm for TX Alloys). If you have short studs fitted you may need to fit longer studs to achieve the required amount of contact. If in doubt, ask us.
6. Check that the studs are not too long, causing the studs to bottom out on the capped end of the nut and preventing the nut from being correctly torqued up onto the wheel.
7. Check that the threads on the studs are in good condition and the nuts screw on smoothly without the nut being excessively tight or loose.
8. While the wheel is off the vehicle, slide a nut into a hole in the wheel so that it is in good contact with its seating washer and check that the threaded end of the nut does not extend beyond the back of the wheel. If it does protrude the nut is too long and will foul on the hub when tightened, leaving the wheel loose. If this situation occurs do not fit the nuts and contact us immediately.

Fitting Instructions – LR/RR Alloy Wheels

When you fit wheel nuts please note the following:

1. Clean the wheel studs to remove old grease and debris from the threads.
2. Check that the threads on the studs are in good condition and the nuts screw on smoothly without the nut being excessively tight or loose.
3. The Defender workshop manual recommends that lubrication is not required on the threads.
4. Where a steel seating washer is fitted in the wheel apply a small amount of copper grease (Copperslip type) to the mating faces on the nut and seating washer. (Not required where a free-wheeling washer is retained on the nut).
5. Fit the nuts and torque them up to the manufacturers recommended torque USING A TORQUE WRENCH. Do not rely on hand tightening. The Defender workshop manual recommends a torque of 130 Nm (96 lb-ft) when fitting alloy wheels to a Defender. Note that a torque of 100 Nm (80 lb-ft) is recommended when fitting steel wheels and the difference is very important. YOU MUST SET THE CORRECT TORQUE USING A TORQUE WRENCH.
6. After one week or 200 miles check the wheel nut torques again and periodically thereafter.

Extra Care for Plated or Polished Wheel Nuts

When you fit plated or hand polished wheel nuts please follow the instructions above but also note the following:

1. The plating on plated nuts can chip if abused and this may lead to localised corrosion.
2. The highly polished surface of polished nuts can scratch if treated roughly. They will not corrode but this will spoil the appearance.
3. NEVER use an air gun and ALWAYS use a torque wrench to fit wheel nuts.
4. We recommend using a deep six sided socket rather than a shallow 12 corners socket.
5. The nuts are supplied wrapped in paper towels; please place a towel over the nut and push the socket over the towel to protect the plating/finish when tightening up.
6. If you want to be really careful wrap a layer or two of aluminium foil (Bacofoil) on the nut head before sliding on the socket.
7. 316 stainless nuts should never tarnish so should not require polishing again but should this be required please use a polish suitable for stainless steel that has no ferrous content as this can cause the stainless to show signs of surface corrosion.

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