

## T3 Technique Technical information

# Conversion Stud Installation –

Thank you for purchasing T3 Technique products. We strive to provide the highest quality wheel hardware available.

Please read the following guidelines carefully **BEFORE** starting installation. If you have any questions regarding installation, please contact us.

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**DO NOT USE AN IMPACT GUN DURING INSTALLATION!  
USE OF AN IMPACT WILL VOID YOUR WARRANTY AND  
MAY CAUSE SERIOUS INJURY OR DEATH DUE TO  
FASTENER FAILURE!!!**

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- 1.) All threaded holes in the hubs must be in perfect condition. If any of the threaded holes are compromised in any way, replace the offending part(s).
- 2.) Clean all threaded holes thoroughly with brake cleaner and brush to remove any traces of grease or anti-seize compound.
- 3.) Clean all Conversion Studs with brake cleaner to remove any residual manufacturing oils.
- 4.) Apply red (high strength) thread locker to the small section of threads on the Conversion Studs.
- 5.) Insert the short threaded section of the Conversion Studs into each threaded hole and hand tighten. **DO NOT TORQUE CONVERSION STUDS INTO THE HUB! Hand tighten only! PLEASE SEE NOTES BELOW!**
- 6.) Install wheels using the proper lugs. Use anti-seize on the **EXPOSED THREADS ONLY. Hand tighten** all lugs followed by carefully torquing in a star pattern to a **MAXIMUM OF 90 FT LBS. DO NOT USE AN IMPACT WRENCH!** Use a proper torque wrench **ONLY! OVER TORQUING THE LUG NUT WILL PERMANENTLY DAMAGE THE CONVERSION STUD!**
- 7.) Lugs should have a minimum of 12mm of thread engagement (8 full turns of the lug).
- 8.) Re-torque all wheel lugs to a **MAXIMUM OF 90 FT LBS** after 5-10 miles of driving.

#### \*NOTES-\*

- **DO NOT TORQUE CONVERSION STUDS INTO THE HUB!. Hand tighten only.** Nice and snug is good enough.
- Some Conversion Studs do not have the hex socket on the end. For these studs, it may be necessary to use the "double nut" procedure to install them into the hub. Install two lug nuts onto the Conversion Stud and tightened them against each other using two wrenches. Place a wrench on the top nut and tighten the Conversion stud into the hub. Use two wrenches to loosen and remove the lug nuts. Remember, do not torque the stud into place, just make it snug.
- Follow instructions supplied with your chosen thread locker.
- Make sure the Conversion Stud "bottoms out" in the hub. None of the short section of threads should be showing when the Conversion stud is properly installed.
- If a steel spare wheel is to be used with the Conversion Studs, please be sure that the lug nuts can be fully tightened without bottoming out on the threads of the stud with the spare wheel installed. Some Conversion Studs come with a small shoulder that sticks above the wheel mounting surface of the hub. This could prevent the lug nuts from being fully tightened when the steel spare wheel is installed. The solution is to install a thin spacer over the Conversion Studs (if one is not already in place) prior to installing the spare. If a spacer is already in place, leave it in place when using a steel spare wheel. Either way, the spare should be considered for emergency use only, not a replacement of the normal wheel and tire. The normal wheel and tire should be replaced as soon as possible. A test fitting of the spare wheel is recommended to prevent unwanted difficulties in an emergency situation.