

FRONT WHEEL STUD MODIFICATION

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The two images below show comparisons between the two different types of front wheel studs fitted to the cars.

The early cars were fitted with a front wheel stud, which was retained by a 0.500 inch hexagon backing nut. This arrangement was changed for a while to a type of stud that resembles a rivet head at the rear and was serrated on its shank. Subsequently in approx August 1952 the arrangement reverted to the original studs.

It is believed that the intermediate studs were only fitted to front hubs with the tapered wheel bearing arrangement. However the images show the two types, on the INNER view the studs with backing nuts can clearly be seen on the left, in the OUTER view the hub on the right is fitted with the backing nuts.

A close look at the left hand hub in the OUTER view will show that the hub is machined differently around the stud pitch area on this hub, which has the rivet type studs.

These intermediate type rivet head studs are extremely dangerous, they bend and in most cases prevent the road wheel from being removed. Whilst most of these studs have been changed a few vehicles, which have been stored for some years, still have these studs fitted.

It is a matter of some importance that no vehicle is used with the rivet type front wheel studs.



Front wheel stud inner view



Front wheel stud outer view