

Wheel Nuts

The Suzuki design of attaching the brake drum to the drive shaft flange then attaching the wheel to the drum means that tightening of the nuts holding the drum on is as important as the tightening of the wheel nuts themselves.

All the threads involved are M12 x 1.25 pitch. As this is a fine thread it is easy to damage. The studs themselves are high tensile so it is more likely that the thread in the nut will damage first. Rust and other debris on protruding studs will damage nuts when they are screwed off. If as a spanner is required to run a nut along a screw then it is quite likely that the nut thread will be damaged.

Wheel nuts must be tightened in stages (usually diagonally), to the correct torque (which will probably be different for steel and aluminium wheels) and should be checked at regular intervals.

When a wheel is initially fitted it is tightened down onto high spots on the surface irregularities of the mating faces. After some use the forces involved tend to flatten these high spots resulting in some loosening of the wheel nuts. Hence the need to retighten soon after fitting.

When using blind wheel nuts (nuts that don't have a tapped hole right through) care must be taken to ensure that there is sufficient depth of thread so that the nuts tighten onto the wheel before the nut bottoms on the stud.

The correct nuts must be used to suit the wheel being fitted. Nuts for aluminium wheels usually have a flange which mates with a flat machined face on the wheel. Nuts for steel wheels on passenger cars are usually tapered and mate into a conical face on the wheel. The cone angle on the nut must be the same as that on the wheel.

If you are using wheel spacers, please make sure that you read the instructions supplied with the spacers for information on fitting.

If you have any further questions please feel free to contact us via the website at www.muddyzook.com