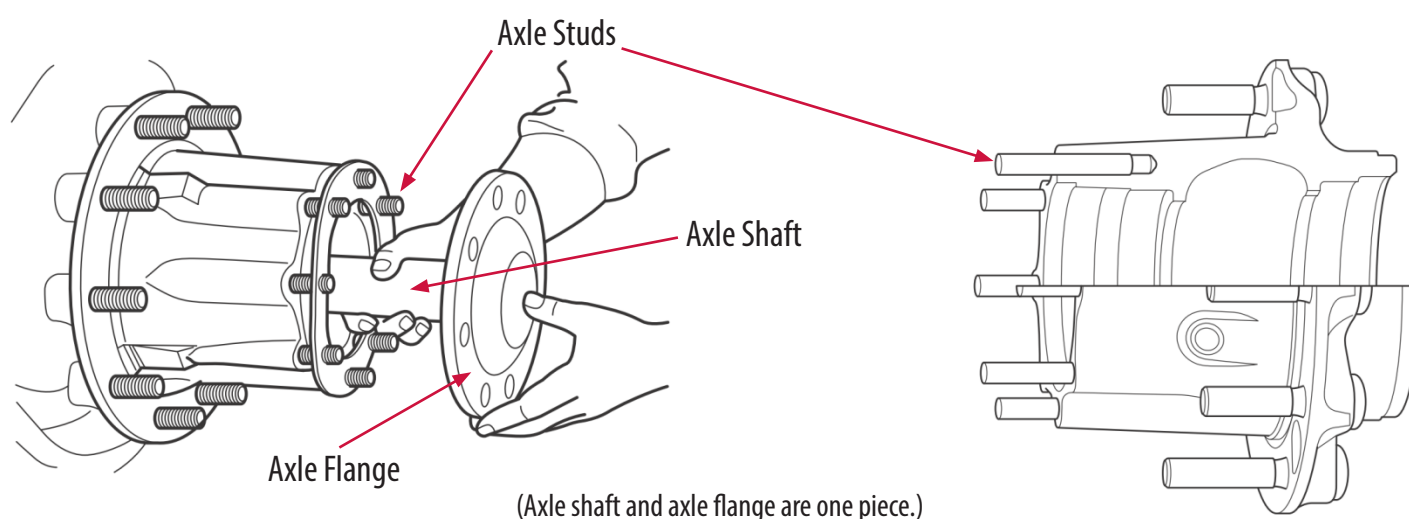


SERVICE BULLETIN

Loose Drive Axle Studs

Axle studs are torqued into the hub at the factory with the intent to provide enough retention to install the axle flange nuts and remove them. It is possible an axle stud can be worked loose through impact, the use of mechanically-locking nuts, excess chassis paint, or corrosion that locks nut and stud together with extra friction.

Loose studs will not prevent the joint from functioning properly but should be inspected for damage and tightened when servicing the hub. A loose drive joint will lead to lubrication leakage and possible wheel end damage or failure.



If an axle stud is loose in a hub, it can likely be retightened for continued service.

1. Inspect the axle studs for bends, cracks, marred thread, or other damage. Inspect the axle flange hole in the hub for deformation. If both appear in good condition, the stud can be retightened for continued service. See next page for examples of field damage.
2. Following an inspection, the studs can be driven back into the hub using a stud driving tool or by locking two nuts together on the stud and then applying torque to the nut nearest to the outboard end of the stud. Use a torque wrench set to the appropriate value listed below. Excess torque may cause damage.

Stud Diameter (inch)	Installation Torque (± 10 ft-lb)
1/2	50 ft-lb (68 N-m)
9/16	50 ft-lb (68 N-m)
5/8	65 ft-lb (88 N-m)
3/4	65 ft-lb (88 N-m)

3. If additional stud retention is desired, a thread-locking liquid may be applied to the coarse mating thread. Loctite 242 blue or equivalent is recommended. Install and torque to the values listed above.
4. Refer to vehicle OEM service literature for drive flange installation and torque specifications.

What To Look For

When inspecting the hub for service look for signs of damage including but not limited to:

Figure 1 - Hub stud bore — Oblong hole, damaged threads, deformation of hub flange surface.

Figure 2 - Polishing of stud shank indicates loose joint. Separate any seized fasteners before reinstall.

Figure 3 - Deformation of stud threads

Figure 4 - Clean any dirty stud threads or gasket material from the hub & flange mating surfaces.

Damage to a stud requires stud replacement.

Hub damage or deformation like that depicted in Figure 1, and indicated by Figure 2 require hub replacement.



Figure 1



Figure 2



Figure 3



Figure 4

The information in this bulletin is intended as a reference source only. ConMet does not assume any liability in the event of improper use or mis-match of components.

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