

## **Care of your new Stainless Steel nuts**

**Listed below are some useful tips for caring for them.**

**The nut sets:** They are complete with S/S washers. The nuts are machined from A2 (or 303) (corrosion resistant nut grade) stainless steel bar stock (the bare finish can vary) machined to Vitesse dimensions.

**Care of nuts:** to keep the nut corners free from damage, you should obtain the correct size wall drive socket 7/8<sup>th</sup> or a 22mm can be used but will not fit as well? The wall drive socket has complete flats. Do not use a socket that only locates on the corners (the type found in most socket sets) the spanner supplied in the cars tool kit can also be used, as this is the wall drive type. When removing or replacing the wheels take care of the nuts by not dropping them, keep them together and out of harms way.

**New nuts:** when first fitting the new nuts I advice putting a fine smear of copper-ease down the length of each stud threads just one line is sufficient. Place a little on the nut shank and round the wheels location spigot before fitting the wheel, this will help when removing the wheels later. Always tighten the nuts diagonally to seat the nuts before finally tightening to the correct toque. The nuts should be rechecked after bedding in, say after 100 miles? Then recheck periodically as recommended in the cars handbook.

**In use:** I have run a set on my SD1 for over 5 years now, running them this way has given me the opportunity to see if any problems come to light? So far none have. The nuts are to the Viteese pattern but are also suitable for use on other series 1 and 2 OME alloys; they must not be used on steel wheels as these need a ball type seating.

**Garage tyre fitters:** If you normally make use commercial tyre companies, make sure they use the correct tightening methods. The use of impact nut tightening tools that are not set to the correct torque has been discouraged probably due to frequent cases of nut thread stripping and studs shearing off. The use of correct manual torque spanners is now recommended for refitting wheels check this with your tyre fitters.

**Torque setting for all SD1 wheels is:** 88-Nm or, 9.0-kgf m or, 66-lbf ft.

**Lock nuts:** if you intend to use locking or security nuts? Try to fit them in the same wheel nut position each time, particularly if they are the type that has a round ball type end, as this type will cause a slight countersink effect and reducing hole size in that wheel hole position, making fitting the normal nut in that wheel position difficult.

**In winter:** I have found that after many miles, particularly during the wet or winter weather you may notice some discolouring marks, this is due to the many impurities that fall during rain and from road spray. These nuts are resistant to corrosion even salt driving conditions, but will need extra care to avoid the possibility of any staining usually on the nut flats? All they will require is a wash in soapy water and a rub with a stiff bristled brush (shoe brush) stubborn marks can be cleaned with any mild abrasive cleaners found in the kitchen? your nuts will only need a final polish with a soft cloth to restore them to as new condition.

**Driving:** If you drive your SD1 all year round as I do? You can reduce the need for cleaning during winter months, by giving the nuts a monthly squirt of WD40 particularly when salt may be used on the roads.

**Replacements:** if spare nut/s are required due to loss of damage? Please check with me for availability and price.

[WD40 stands for, Water Dispersant and lasts for 40 days]