ECS Tuning Wheel Stud Conversion Kit
Installation Instructions - Click HERE to Shop

Skill Level 1 - Easy

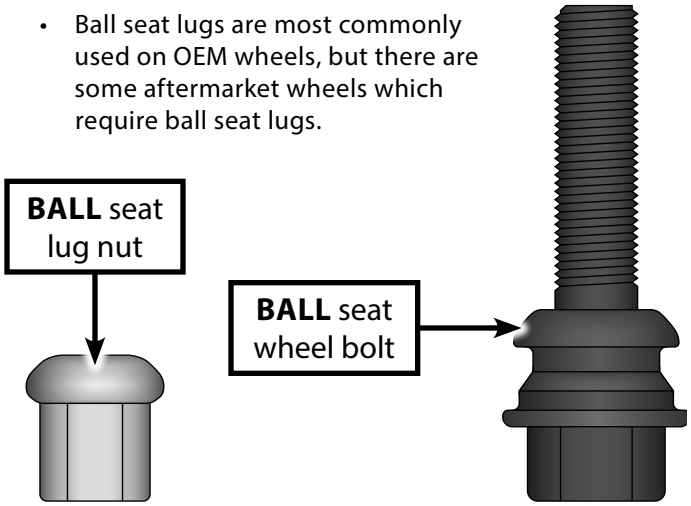
Section 1: Introduction

We offer two different wheel stud conversion kit types: ball seat and conical seat. If you use the wrong type of lug to secure your wheels you risk the lugs backing out, vibrations while driving, or the wheel can even come off! It is extremely important that you confirm which type of kit you need for your vehicle and the style of wheels on it. If you have any trouble determining which kit you need our trained sales staff would be happy to help you! They can be reached Monday through Friday between 8:00am - 11:00pm EST or Saturdays 10:00am - 7:00pm EST by dialing 1-800-924-5172.

Installation is easy, and only requires a few basic tools. You'll need a floor jack, jack stands, ½" torque wrench, ½" breaker bar, ½" sockets for the lug nuts, ⅜" torque wrench, and a 5mm hex bit (Allen) socket. We strongly recommend you have some **BLUE** threadlocker on hand to help secure the studs into the wheel hub.

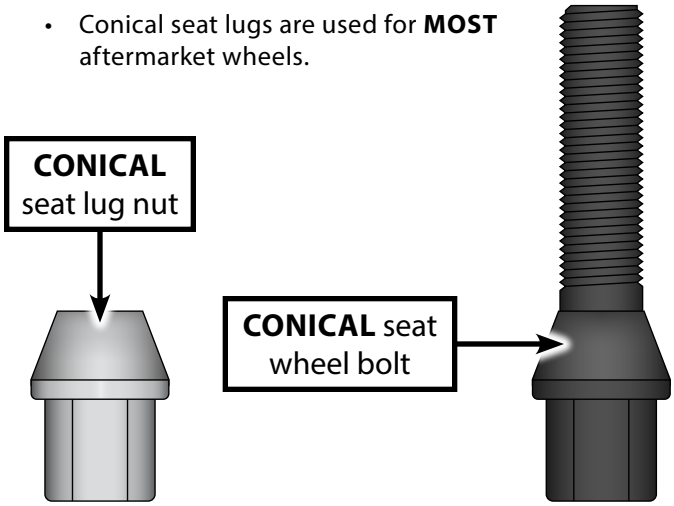
Ball Seat Stud Kits:

- Ball seat lugs are most commonly used on OEM wheels, but there are some aftermarket wheels which require ball seat lugs.



Conical Seat Stud Kits:

- Conical seat lugs are used for **MOST** aftermarket wheels.



Thank you for purchasing your new ECS Tuning Wheel Stud Conversion Kit, we appreciate your business!

Section 2: Installing the Wheel Stud Conversion Kit

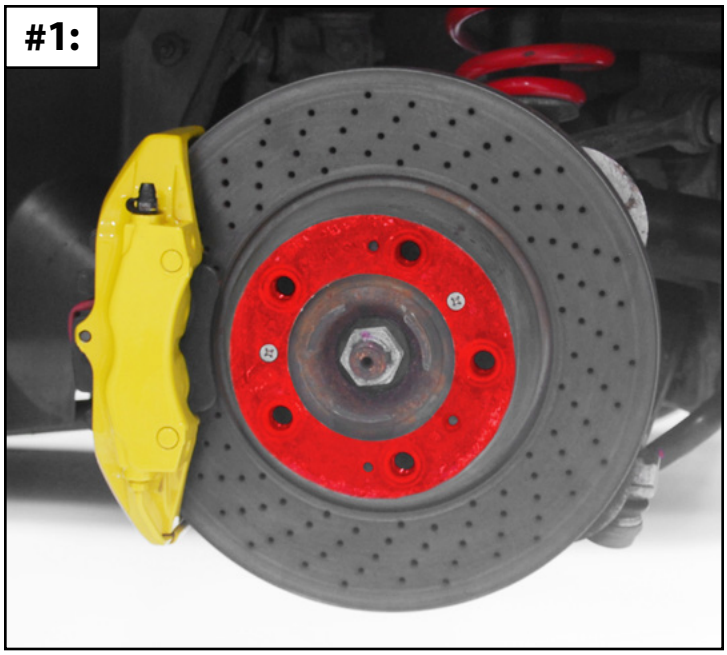
#1: Safely lift and support the vehicle. Remove the wheels. Clean any corrosion from where the wheel meets the hub (highlighted in **RED** in **Photo #1**).
- It's a good idea to clean out the lug stud holes out with a wire brush (or similar tool) to remove any rust, corrosion, or grease. This will allow the threadlocker to adhere properly when installed.

#2: Apply **BLUE** threadlocker to the short threads on each stud (shown in **Photo #2**).
- Only apply the threadlocker to the short side of the stud which is threaded into the hub, this keeps the stud in place when loosening the lug nuts. **DO NOT** apply the threadlocker to the long side of the stud or the lug nuts will be extremely difficult to remove.

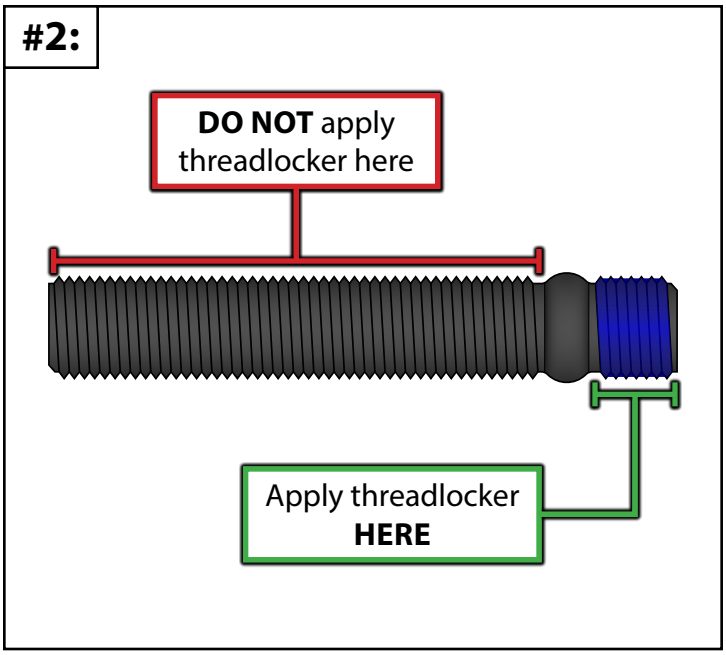
#3: Thread all of the studs in by hand, make sure they thread easily through the lug holes in the rotor hat (**Photo #3**).
- If the shoulder on the stud does not clear the lug holes in the rotor hat, or binds up before it is completely installed, please make sure your application is correct.

#4: Tighten all of the studs to 15 Nm (11 Ft-lbs). Reinstall the wheels and lower the vehicle, you might need to have another person push down on the brake pedal while you are torquing the studs (**Photo #4**). Install the wheels and torque the lugs to the proper torque specified by the vehicle manufacturer.

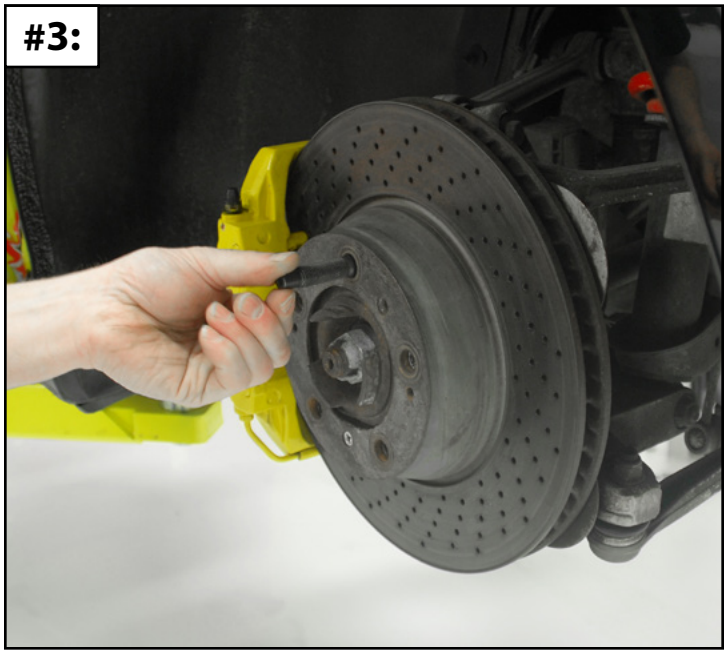
#1:



#2:



#3:



#4: