

90 Pro Wrenching Secrets

STUD INSTALLATION SECRETS with Ron Wood/Tokyo Mods

STORY AND PHOTOS BY KAREL KRAMER



Every two- or four-stroke engine uses at least a few studs. A stud is like a bolt that is threaded on both ends, and it usually has a smooth shank of varying length in between the threaded ends. The problem is, how do you install a bolt without a head? One of the little-known facts about studs is that they have two slightly different ends. The side that threads into an engine casting has a flat end. The threaded portion that sticks out of the casting has a slightly rounded tip with a small depression in it. Look at these photos of Ron Wood showing the ins and outs of studs.

1 Here you see a new exhaust stud for a Honda CRF450R. The threads of the old one were hammered from swapping back and forth between a track pipe and an off-road pipe. Note that this end is nearly flat or even a little concave. It is supposed to lock against the bottom of the threaded hole. Some studs come with a thread-locking compound already applied.

2 Red Loctite is considered a semipermanent thread-locking agent. It is sometimes called a stud-and-bearing-locking agent. You should always use a thread-locker when installing a stud.

3 There are special tools to install studs from exhaust companies like Pro Circuit or specialized tool companies like Snap-on. Note that this outer end of the stud is rounded with a small depression on the end. If you aren't removing studs all the time, though, double-nutting them will work just fine. Thread two nuts on the outer end of the stud, lock them together with two wrenches and use the outer nut to install or the inner nut to remove the stud. Once the stud is installed, use two wrenches to loosen the nuts without loosening the stud. This method is a bit tedious for a bunch of studs, but it works great on a few.

Visit Tokyo Mods on the web at www.tokyomods.com.

