Consolidated Metco Inc
5701 SE Columbia Way
Vancouver, WA 98661
(800) 425-4827
WWW.CONMET.COM

ConMet Flat Rotor Stud Inventory Inspection Work Procedure

TOOLS REQUIRED:

- Torque wrench or standard wrench – capable of 40 ft-lb
- 15/16" thin walled socket
- Flat-head screwdriver

PROCEDURE – STEER HUB:

Note: A thin-wall socket must be used to clear the ABS ring on steer hubs.

1. Support the hub in a way that allows up to **40 ft-lb** of torque to be applied to the rotor mounting nuts. Potential methods include setting in an upside down drum or wheel or other fixture or held by a second person.
2. Torque all ten (10) rotor attachment nuts in the tightening direction to **40 ft-lb** (or practical equivalent). If the nut turns, continue to tighten the nut to verify that the stud is being pulled out of the hub. **This is a reject condition.** Note: due to the length of the stud shank and friction between the stud shank and the hub it may not be easy to remove the stud by hand even after the stud rotates freely.

3. Mark rejected hubs as "RS NG" and reserve for ConMet. Replace with a new hub assembly.
4. Mark certified hubs with a "RS OK" on the top of the flat pads on the rotor.
5. If the inspected hub was removed from an axle, replace the seal before reassembling on to the axle.

PROCEDURE – DRIVE HUB:

1. Support the hub in a way that allows up to **40 ft-lb** of torque to be applied to the rotor mounting nuts. Potential methods include setting in an upside down drum or wheel or other fixture or held by a second person.
2. Remove the ABS retaining ring by gently prying it out of the groove with the flat head screwdriver.

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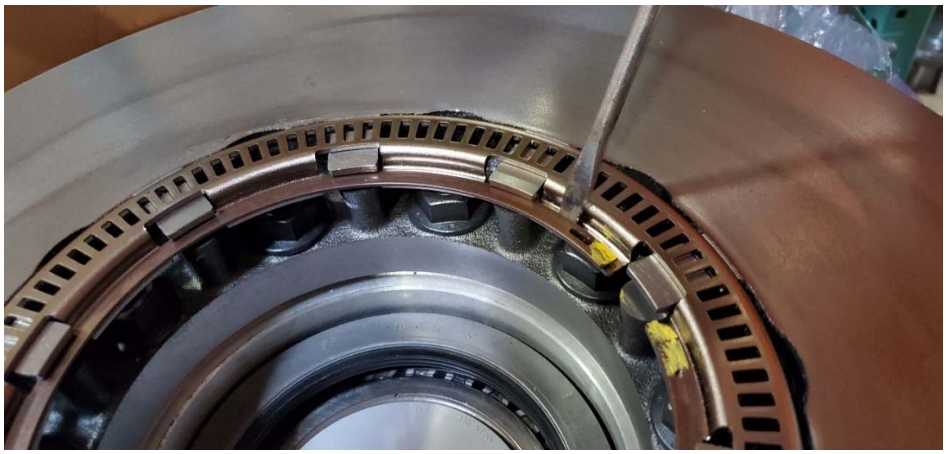
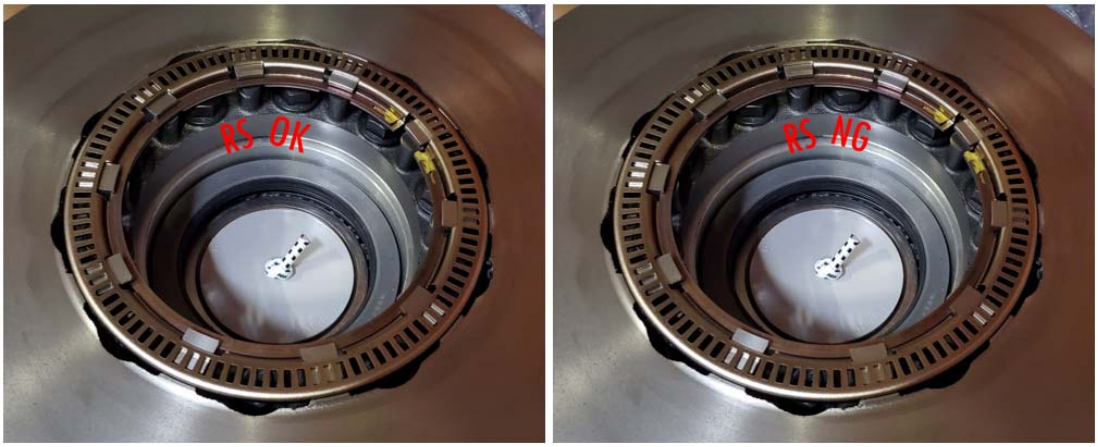


3. Remove the ABS ring from the rotor.
4. Torque all ten (10) rotor attachment nuts in the tightening direction to **40 ft-lb** (or practical equivalent). If the nut turns, continue to tighten the nut to verify that the stud is being pulled out of the hub. **This is a reject condition.** Note: due to the length of the stud shank and friction between the stud shank and the hub it may not be easy to remove the stud by hand even after the stud rotates freely.



5. Mark rejected hubs as “RS NG” and reserve for ConMet. Replace with a new hub assembly.
6. Mark certified hubs with a “RS OK”.

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7. If no failed studs are found, reinstall the ABS ring. Make sure the ABS ring retaining tabs are between the bosses on the rotor.
8. Install the snap ring into the groove in the rotor. Start with one end and work around the rotor ensuring the ring is fully engaged into each tab.
9. If the inspected hub was removed from an axle, replace the seal before reassembling on to the axle.

APPENDIX:

Below images are prevoius examples of certified inspected hub marking.