

**Supplemental Information for**  
**662-100 or 1B4320 Front Wire Wheel Hub, R/H**  
**662-110 or 1B4321 Front Wire Wheel Hub, L/H**  
**662-101 or 1B4322 Stud, Drum to Hub, 7/16 BSF**  
**662-102 or 6K303 Self-locking Nut, 7/16 BSF**  
**Austin Healey 100 BN1**

The BN1 wire wheel hubs use ball bearings and the studs (1b) that secure the brake drums are threaded into the hub from the front. The BN2 hubs use roller bearings and the studs are pressed in from the back. Because some late BN1s had BN2 hubs fitted by the factory, and some BN1 hubs have been swapped for the BN2 hubs, there is often confusion about these parts. We suggest you carefully determine exactly what you have before you order.

We have a new, never installed BN1 hub (1a) in our samples collection. It was supplied with studs (1b) that threaded in from the front. The inside/short end of the stud (2a) was "peened over" or "staked" (perhaps with a chisel) to prevent the stud from backing out. The end of the stud that is peened over has a conical depression (3b) which makes it easier to deform. The collars (3a) control how far the studs can be threaded in, and they center the brake drum on the hub. Resist the temptation to grab that collar with a pair of vice grips or pliers.

If you're replacing the studs in your hubs, you will need to grind away the peened over material of the stud using a small 3" abrasive cut-off wheel. Take care not to grind into the hub flange. The idea is to grind away just enough material to allow the stud to be unscrewed.

Once the peened over material is gone, the stud can be backed out fairly easily using two nuts jammed together on the front threads. In theory, there will be enough material left so you can re-use the studs. In practice, the stud is too short to double nut it and using vice-grips chews them up so badly they are pretty marginal. We strongly suggest using new studs whenever studs are removed. We also suggest using new self-locking all-metal stiff nuts (1e).



*Although every effort has been made to ensure the accuracy and clarity of this information, any suggestions that you may have that will improve the information (especially detailed installation notes) are welcome. Please use the simple email form on the "Contact Us" page on the Moss website: <http://www.mossmotors.com/AboutMoss/ContactUs.aspx>*

*If you prefer, you may call our Technical Services Department at 805-681-3411. So many people call us for help that we are often not able to answer the calls as fast as we'd like, and you may be asked to leave a message. We apologize in advance for the inconvenience. We will get back to you as quickly as we can, usually within 2-3 business days.*



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