

How to deal with those octagonal hub nuts (A40's, A70's, A90's of our era).

Anyone who has had to replace rear wheel bearings or oil seals will have discovered that the hub nuts are a bit unusual. It may take a while to realise that unlike every other fastener on our cars which is plain, simple, Hexagonal, i.e. six-sided, they are in fact "Octagonal", eight-sided. The problem of undoing them is made even more tricky, because they are very thin and have a heavy chamfer, so even if you can find a socket to fit, it too is likely to have a large internal chamfer and will just not grip the flats or the corners.

Unless you are lucky enough to have access to the factory tool or a very large flat spanner, you might, as many before you will have done, get to work with a hammer and chisel in desperation, but faced with this problem I recently discovered a tool which does the job perfectly.

After a lot of "Googling", I discovered that certain motorcycles have octagonal caps at the top of the forks and that **Sealey** have produced a double-ended octagonal spanner, Part Number **MS 023**, which is 49 and 50mm A/F.

The 50mm end is a perfect fit on our hub nuts and the spanner is compact enough to go between the wheel studs. A few taps with a rubber or hide mallet may be necessary to get the blighters moving, but the tool is certainly strong enough to take that treatment, and your hub nuts will come off in pristine condition ready to be re-used.

By way of information, and a little unusually, I found that (on the A40 at least) both sides on our cars are normal right hand threads but this tool will work equally well for right or left hand threaded nuts.



If you would like to buy one of these, have a word with Ray Dawes first, as he is considering adding it to his stock.

Mike Greasby
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