

Installation Instructions

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Pro-Spacer - System 6 — Installation Instructions

Congratulations on the purchase of the Eibach **Pro-Spacer** kit. You have selected a premium high-quality and high-tech suspension product designed by Eibach. **Pro-Spacer** wheel spacers are specifically designed for their intended use. Improper use or installation may have fatal consequences. Therefore in order to ensure safe and proper functioning, please observe the following installation and safety instructions, as well as any references to the workshop manual.

- The installation of the **Pro-Spacer** should be carried out by a professionally trained technician and in a properly equipped service and repair facility.
- A combination of two or more spacer rings is not safe and should never be done!
- Use of a hoist is highly recommended and will substantially reduce installation time.
- Never work on or under a vehicle unless it is properly supported by safety stands and wheels are blocked.
- After installation, it is always important to inspect and adjust the following if necessary:
 - - Wheel alignment such as camber, caster & toe
 - - Tire and/or wheel fender clearance
 - - Brake line clearance and attachments
 - - Brake anti-locking and anti-skid system sensors
- In order to increase the life of your tires, it is recommended to rotate your tires every 3,000 miles.

Wheel offsets and tire sizes will vary! Please check your measurements to ensure that this **Pro-Spacer** kit will work properly with your vehicle's wheel and tire package. Proper clearance between tire and fender is the responsibility of the installer!

NOTE: EIBACH has made every effort to ensure proper application and fitment. However, it is possible, due to various manufacturer's ongoing changes and improvements, that the Pro-Spacer you purchased may not fit your vehicle. Therefore it is absolutely essential the installation be performed in accordance with the following instructions

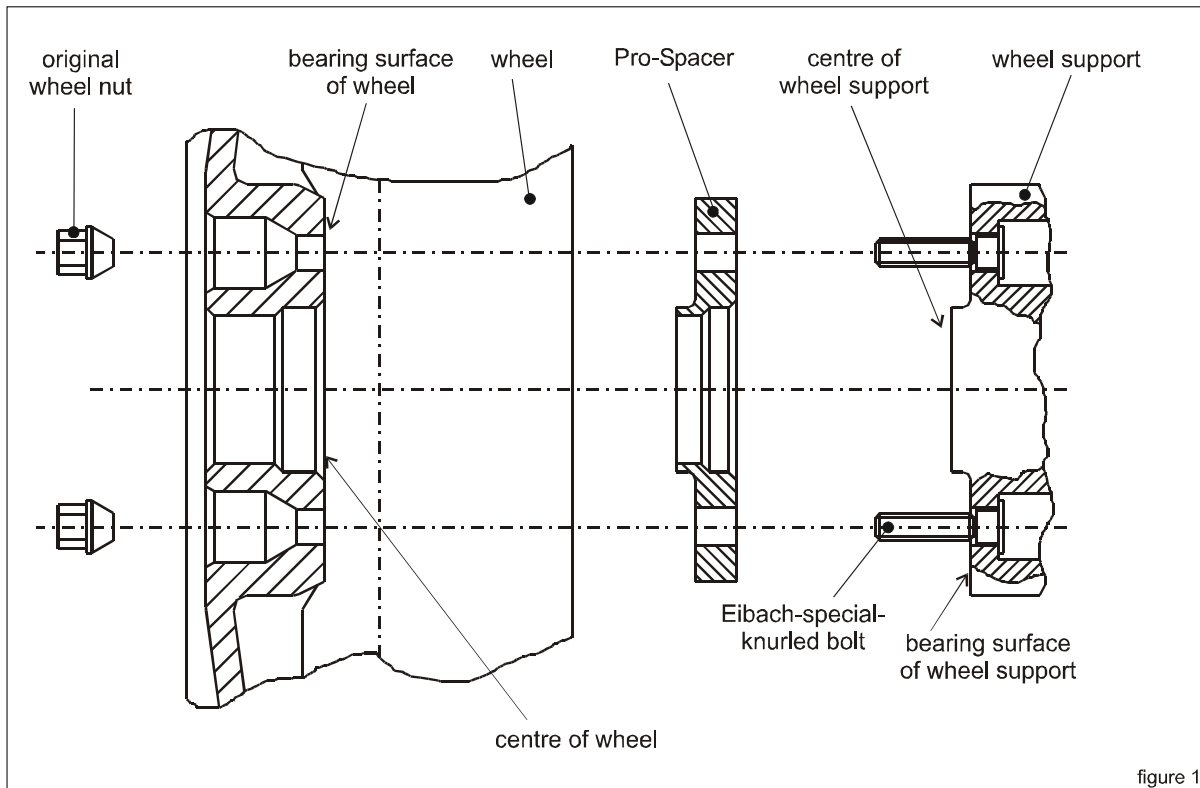


figure 1

Installation Instructions

1. The hub center surface and the wheel (Figure 1) must be clean and free of rust and dirt. If necessary, use a wire brush to clean the surfaces. When cleaning, proceed with caution, to avoid damaging other components.
2. Check that the hub center and the bolt pattern of the **Pro-Spacer** are suitable for your vehicle and wheel. To do this, place the spacer ring on the vehicle's wheel hub (the chamfer must face wheel hub) and check that it is positioned free of play and that the holes coincide. Existing locking screws and retaining clips for brake disks / drums may need to be removed in order for the spacer to fit flush against the hub. Then perform the same check with the wheel and **Pro-Spacer**. If any of these checks are unsatisfactory, do not continue! Contact your dealer or Eibach to ensure you have the correct **Pro-Spacer** Kit for your application.
3. **Pro-Spacer** System 6 is delivered complete with all necessary hardware. However, it is essential to verify some of the sizes of the hardware. In particular, make sure that the knurling length (k) and the knurling diameter (d) (Figure 2) of the Eibach special wheel studs correspond to the original wheel studs. As well as the shape, the thread size with its specific thread diameter and thread pitch must be verified. Also make sure that the shaft length of the Eibach special wheel stud is longer than the original wheel stud (Figure 3) by the thickness of the spacer.
4. If the wheel stud fails to comply, it must be replaced within the wheel hub. Follow the information in the workshop manual in this regard. As special tools and skills are required for pressing in the wheel studs, this may only be done by a specially trained technician in a properly equipped service and repair facility.
5. After you have verified proper fitment, the **Pro-Spacers** can now be installed between wheel and wheel hub. The **Pro-Spacer** is placed on the wheel hub and then the wheel is placed on the **Pro-Spacer**. Make sure all the bolt holes are aligned and begin fastening the wheel/spacer assembly to the wheel hub with your original lug nuts. The prerequisite is that the original nuts (or the nuts belonging to your special wheel) are in perfect condition. If your lug nuts show damage, they must be replaced **Always use a torque wrench for final tightening**. For the proper tightening torque, please refer to the workshop manual or the wheel manufacturer's specification (in the case of special wheels).

6. **IMPORTANT:** Lug nuts must be fastened onto the wheel stud a minimum number of turns according to the table below (see also information in the workshop manual).

Thread size:

M12x1.25	=	8.0 revolutions \approx 10 mm support length
M12x1.5	=	6.5 revolutions \approx 10 mm support length
M12x1.75	=	6.5 revolutions \approx 12 mm support length
M14x1.5	=	7.5 revolutions \approx 11 mm support length

In the event of conflicting information, the information in the vehicle manufacturer's workshop manual takes priority.

7. After installation, make sure the wheel and hub spin freely. For this purpose, the wheel must be turned one complete revolution. In the event of contact (e.g. with internal parts of the axle support, the ABS sensor disks or the brake system), the installation must be re-checked. Make sure the tire and wheel package is properly balanced before road testing.
8. **IMPORTANT:** When installation has been completed, all fasteners and tightening torques must be checked again after a distance of approx. 25 miles and again at 500 miles.

