PRO-SPACER

Installation | Slip-On & Bolt-On Systems

Pre-Installation Checks

- Confirm spacer width, bolt pattern/PCD, center bore, thread pitch, seat style, and vehicle application.
- Clean the hub center, bearing face, wheel mounting pad, and spacer mating surfaces until they are free of rust, scale, dirt, burrs, and paint buildup.
- Test-fit the spacer on the hub. It must seat fully, without rocking or play, and the chamfered side must face the hub when applicable.
- Test-fit the wheel to the spacer. The wheel must sit flush without interference from studs, nuts, clips, screws, or the spacer hub lip.
- Do not stack spacers. Do not modify the spacer, studs, nuts, bolts, or wheel to make the parts fit.

Installation Procedure: Slip-On Spacer

1. Park on a level surface, block wheels, raise the vehicle, support it safely, and remove the wheel.

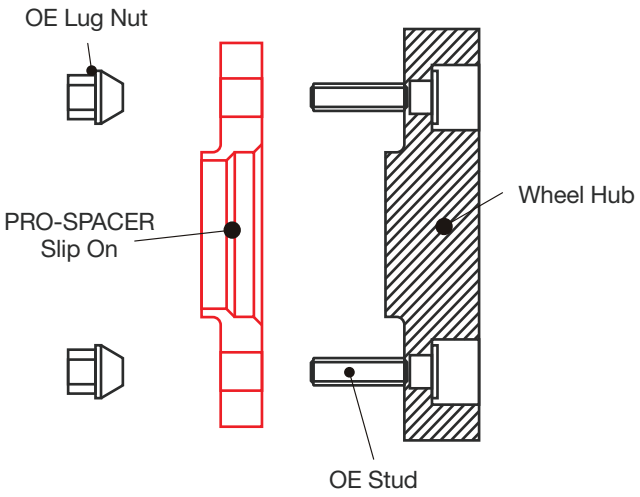
2. Clean and inspect all mating surfaces. Remove brake rotor/drum retaining clips or screws only when they prevent the spacer from seating flush and the vehicle procedure allows removal.

3. Place the Eibach PRO-SPACER on the wheel hub. Confirm it is centered, flush, and the bolt holes align. The spacer must not rock or bind.

4. Install the wheel over the spacer. Use the kit-specified extended studs/bolts or approved hardware. Confirm lug nut/bolt seat style and thread pitch match the wheel and kit.

5. Hand-start every lug nut/bolt. Tighten in a crisscross/star pattern in stages, then final-torque with a calibrated torque wrench to the OE or wheel manufacturer specification.

6. Verify minimum thread engagement. Where applicable, use the Eibach minimum turns table below or the OE workshop manual if it is more stringent.



Installation Procedure: Bolt-On Spacer

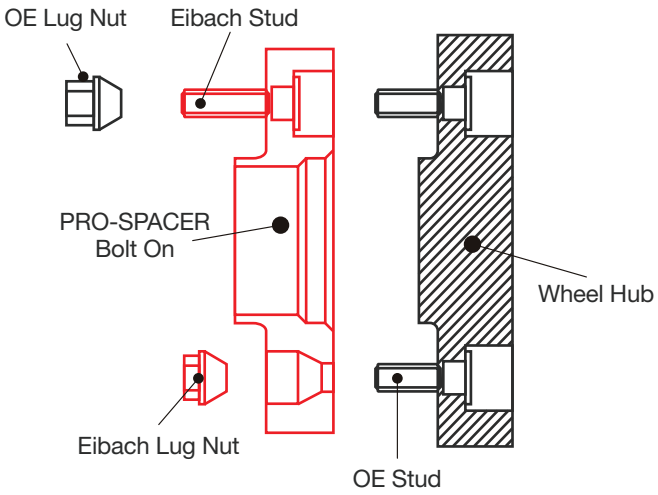
1. Complete all pre-installation checks above, including wheel-back-pad pocket/cut-out clearance where required.

2. Place the spacer onto the hub and hand-start the supplied Eibach hardware. Confirm the spacer sits flush against the hub/rotor face.

3. Tighten the spacer-to-hub hardware in the proper crisscross/star pattern and final-torque to the kit sheet, OE, or wheel manufacturer specification. Example vehicle-specific kit sheets may state a fixed torque; do not generalize that value to other applications.

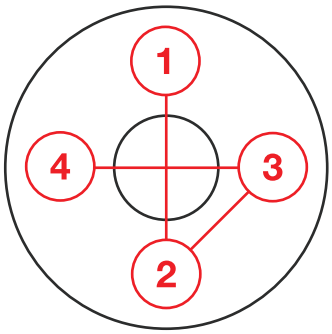
4. Install the wheel onto the spacer using the correct wheel nuts/bolts. Confirm protruding OE hardware does not contact the wheel and the wheel sits flush.

5. Hand-start all wheel fasteners and torque in stages using the proper pattern.

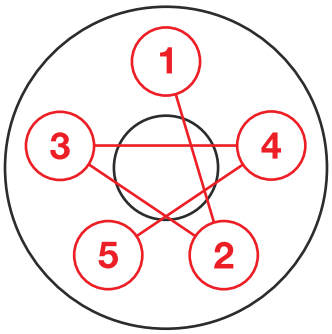


Torque Patterns

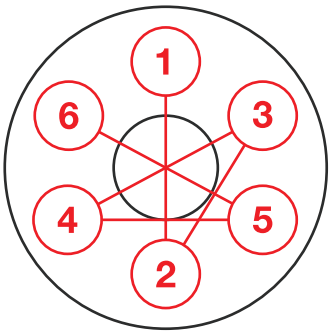
4-Lug Torque Pattern



5-Lug Torque Pattern



6-Lug Torque Pattern



Note: Torque Spacer and wheel to OEM specifications.

Minimum Lug Nut Engagement Guide

Thread Size	Minimum Turns	Approx. Support Length
M12 x 1.25	8 Revolutions	10mm
M12 x 1.5	6.5 Revolutions	10mm
M12 x 1.75	6.5 Revolutions	12mm
M14 x 1.5	7.5 Revolutions	11mm

Final Checks & Road-Test

- Spin each wheel by hand one complete revolution. Stop if the tire, wheel, spacer, brake, ABS sensor, or axle/suspension components contact each other.
- Lower the vehicle and re-check final torque with the vehicle on the ground, using the proper crisscross/star pattern.
- Inspect wheel/tire-to-fender clearance, brake line routing, ABS/wheel-speed sensor clearance, and general suspension clearance at full steering lock and through safe suspension travel.
- Road-test carefully, then re-check all fasteners and tightening torques after approximately 25 miles and again at 500 miles.
- Re-check torque any time the wheel is removed and reinstalled.