WHEEL SPACERS INSTALLATION INSTRUCTIONS

1. Remove tire using the proper procedures spelled out in the vehicle's service manual.

2. Remove drum and or rotor retainer clips if equipped.
   IT IS VERY IMPORTANT THAT THERE ARE NO CLIPS ATTACHED TO THE DRUM OR ROTOR BEFORE INSTALLING SPACERS. FAILURE TO REMOVE CLIPS COULD RESULT IN WHEEL/TIRE VIBRATIONS

3. Using quality thread lock apply to OEM wheel stud and assemble spacer to drum/rotor.
   USE SUPPLIED LUG NUTS TO AXLE ASSEMBLY
   MAKE SURE THAT OEM STUDS CLEAR SPACER BUT DON'T STICK OUT FARTHER THAN THE FACE OF THE SPACER AND THAT THE BACK OF THE WHEEL SPACER FITS FLUSH AGAINST DRUM OR ROTOR.

4. Install supplied lug nuts to axle studs only. Make sure that the tapered surface of the supplied lug nuts are oriented with the tapered surface of the wheel spacer. Tighten lug nuts in a “star” pattern. Set torque to recommended level based on values supplied by each specific auto manufacturer. It may help to have another person holding down the brake pedal when tightening.

5. Re-assemble tire to spacer using factory lug nuts and torque to factory specification. DO NOT EXCEED MANUFACTURER SPECIFICATIONS.

Do not use impact or air tools to tighten lug nuts. This will result in over tightening and possible wheel stud Failure!

CHECK TORQUE ON SPACER AND WHEEL AFTER FIRST 50 MILES. ALSO RETORQUE AFTER EVERY 5,000 MILES.

WARNING
Neither the seller nor the manufacturer will be liable for any loss, damage, or injury directly or indirectly arising from the use of or inability to determine the use of these products. Before using, the user shall determine the suitability of the products for its intended use, and the user shall assume all responsibility and risk in connection therewith.

[Diagram of factory lug nut installation]

[Diagram of supplied lug nut installation]

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