

Installation Instructions

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Pro-Spacer - System 3 / 7— 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
- Tire Rotation: 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

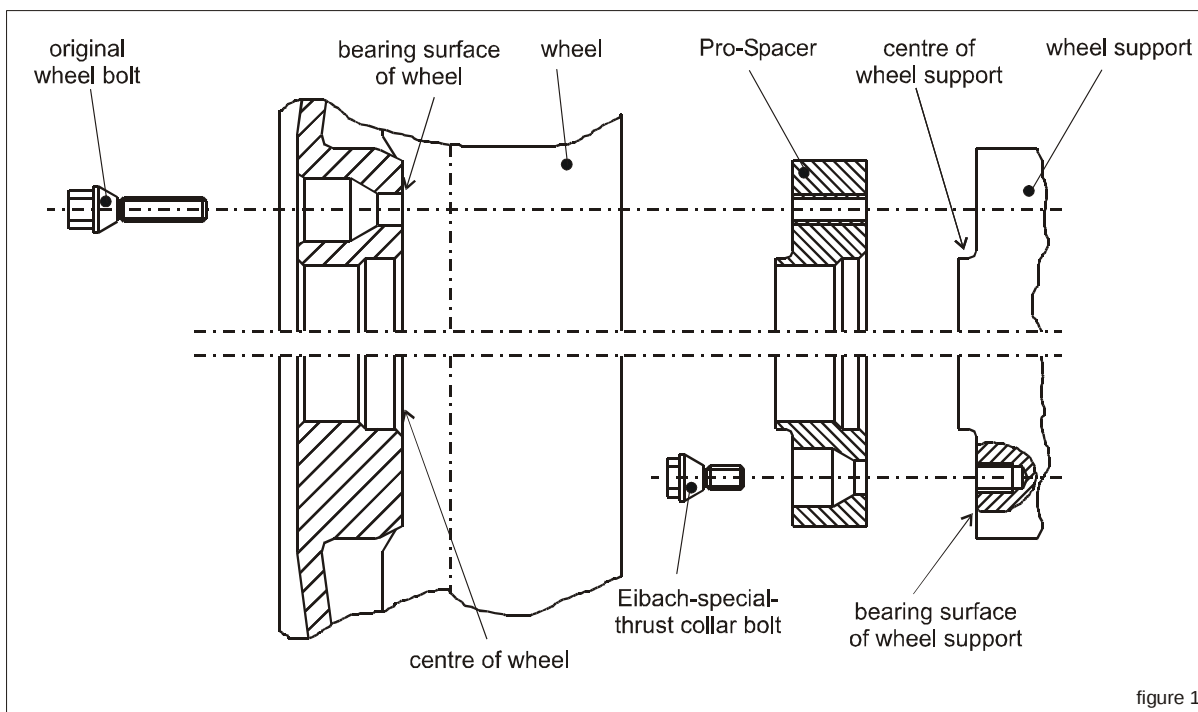
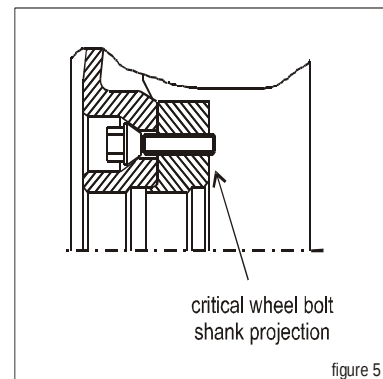
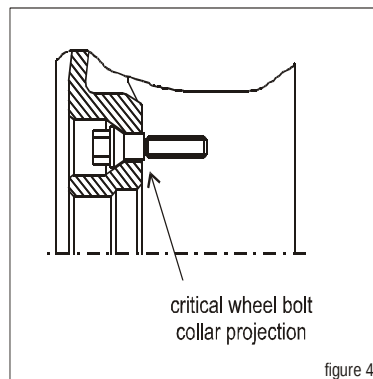
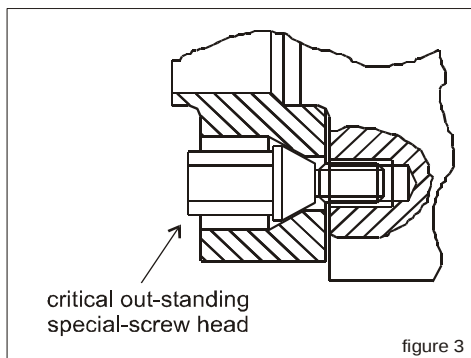
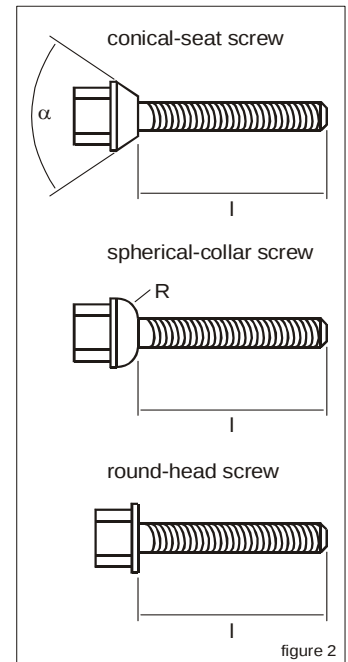


figure 1

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 3 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 collar shape of the EIBACH special thrust collar bolts (with the specific angles and radii) corresponds to the collar shape (Figure 2) of the indentation of the spacer. In addition to the collar shape, the thread size, diameter and thread pitch must be verified.
4. After you have verified proper fitment, the **Pro-Spacers** can now be installed between wheel and wheel hub. The **Pro-Spacers** are mounted on the wheel hub with the supplied EIBACH spacer lug bolts. Please note that the head of the bolts must not protrude beyond the spacer surface (Figure 3). If this is the case, then the wheels used must have cast pockets or reliefs that can accommodate the protruding head. If the wheels do not have the pockets or reliefs, it will not be possible to install the wheel onto the spacer.
5. Make sure all the bolt holes are aligned and begin fastening the spacer assembly to the wheel hub with the wheel bolts included with your kit. **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. Verify whether the original lug bolts have a collar that is larger than the thread core diameter and protrudes from the wheel (Figure 4). Also check whether the original lug bolts protrude beyond the spacer when installed (Figure 5). With such bolts proper installation will not be possible, use suitable EIBACH spacer lug bolts in such cases. These bolts are available from your EIBACH dealer. Providing your original lug bolts (or the bolts required for your special wheels) produce an accurate fit and are in perfect condition, use them to secure the wheel to the spacer. **Always use a torque wrench for final tightening. If your lug bolts are damaged or corroded, it is essential that you replace them or else the spacer threads may be damaged.**

7. **IMPORTANT:** Bolts must be fastened into the wheel support a minimum number of revolutions (turns) according to the table below (see also information in the workshop manual).

Thread size:

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

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

8. 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.
9. **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.
10. **Tip:** The Eibach spacer wheel bolts may be a different socket size than the original wheel bolts—be sure to add the appropriate size socket and wrench to your onboard tool kit, for flat tire changes.
11. System 7 is basically the same as System 3. The only difference is that System 7 uses steel threads.

