



Pro-Spacer

Installation Instructions – System 5

Dear Customer,

Congratulations on the purchase of the **Pro-Spacer** kit. You have selected a high-quality technical product. Thank you for the confidence which you have placed in us.

In order to ensure proper functioning, please observe the following installation and safety instructions:

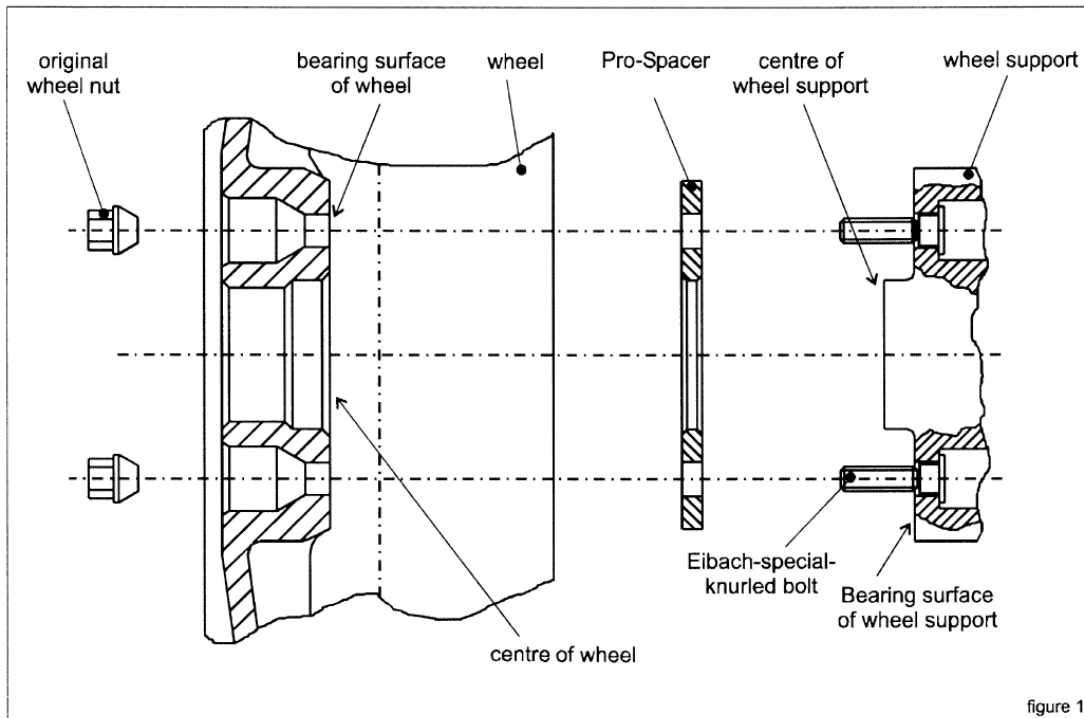
The installation of the **Pro-Spacer** must be carried out by appropriately trained personnel in a specialist workshop. Only new parts in original packaging may be exchanged. Parts that have been assembled may not be exchanged.

Pro-Spacer wheel spacers are specifically designed and offered for their intended use. Improper use or installation can have fatal consequences. Therefore, in order to prevent damage to property and injury to people, please always comply with the following installation instructions, as well as with the information provided in the expert's specification and in the guarantee certificate, as well as the references to the workshop manual.

In addition to these installation instructions, the scope of supply includes the parts specified in the attached parts list. Prior to installation, please check the package contents for completeness, and compare the part numbers specified in the parts list with the marking applied to the parts.



Also check that this **Pro-Spacer** kit is approved for the intended use in accordance with the parts specification.

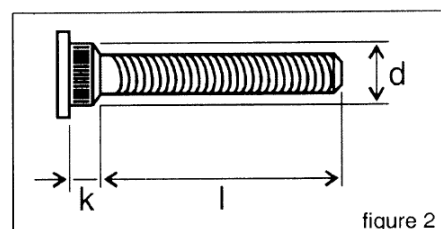


1. The center alignments and bearing surfaces of the wheel support and the wheel (Figure 1) must be free of rust and dirt and clean. Use a wire brush for this purpose and proceed with caution, to avoid damaging other components.
2. Check that the center alignment and the hole pattern of the spacer ring are suitable for your vehicle and the wheel. To do this, place the spacer ring on the wheel support and check that it is positioned free of play and that the studbolts fit perfectly through the holes in the spacer. Existing locking screws and retaining clips for brake disks / drums must be removed if required by the parts specification. Then perform the same check between wheel and spacer ring. Also check that the length of the center alignment on the wheel support is long enough to align the wheel after fitting the spacer. If you discover any deviations, compare the part numbers stated in the specification with the part marking again.

If necessary, please contact our Development Department on tel. no. +49 (0) 2721 / 511-342. Please have the motor car certificate, the wheel specification (for special wheels), the **Pro-Spacer** parts specification and the part marking ready.

3. **Pro-Spacer** System 5 is delivered complete with all necessary attachments. However, it is essential to verify some of the sizes of these attachments. In particular, make sure that the knurling length (k) and the knurling diameter (d) (Figure 2) of the Eibach special knurled bolts correspond to the original knurled bolts. 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 knurled bolts is larger than the original knurled bolts (Figure 3) by the nominal thickness of the spacer.

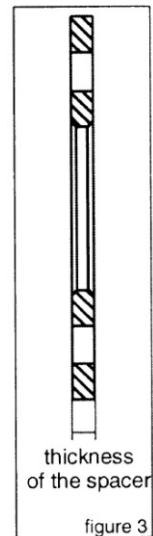




4. If the knurled bolt fails to comply, it must be replaced within the wheel support. Follow the information in the workshop manual in this regard. As special tools and skills are required for pressing in the knurled bolts, this may only be done by specially trained mechanics in specialist workshops.
5. With correct play-free seating of the spacers and correctly pressed in knurled bolts, the **Pro-Spacer** spacers are mounted on the wheel support with the original nuts. Please note that the fixing nuts must be tightened with the tightening torques specified in the workshop manual for the wheel nuts – do not use an impact screwdriver! In particular, make sure that the necessary minimum screwing-in depth is obtained for the fixing screws (cf. point 6). The prerequisite is that the original nuts (or the nuts belonging to your special wheel) are in perfect condition. If your wheel nuts show damage, they must be replaced with Eibach special nuts.
6. Ensure an adequate minimum screwing in depth of the supporting thread (see also information in the parts specification and 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 differing information, the information in the vehicle manufacturer's workshop manual is decisive. If necessary, please contact our Development Department on tel. no. +49 (0) 2721 / 511-342.
7. When installation has been completed, all connections and tightening torques must be checked again after a distance of approx. 50 km.
8. Eibach does not accept any functional liability for modified spacer rings. Such parts are excluded from warranty and exchange.
9. A combination of several spacer rings is not permitted.



Acceptability and approval:

Fitting spacer rings voids the general type approval for the vehicle. It is therefore essential within the scope of the StVZO (Motor Vehicle Construction and Use Regulation), to have the conversion inspected and approved in accordance with §19.3 StVZO by an expert organization immediately after conversion. You can download the parts specification necessary for inspection and approval from the Internet under "www.eibach.com". Alternatively, you can request the parts specification by fax or post on telephone number +49 (0) 2721 / 511-342.

During inspection and approval, the modifications must either be entered in the vehicle papers, or a form is issued in accordance with §19.3, which must be kept in the vehicle at all times.



If another wheel / tire combination is used than that specified in the parts specification, an individual approval will be required in accordance with §21 StVZO (see also parts specification).

The use of **Pro-Spacers** spacers on vehicles with matching pitch circle and centre alignment, for which no parts specification is available, is technically possible, but not permitted within the scope of the StVZO. Such an application is strongly discouraged by Eibach and occurs on principle at the user's own risk.