



Pro-Spacer

Installation Instructions – System 3|7

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:

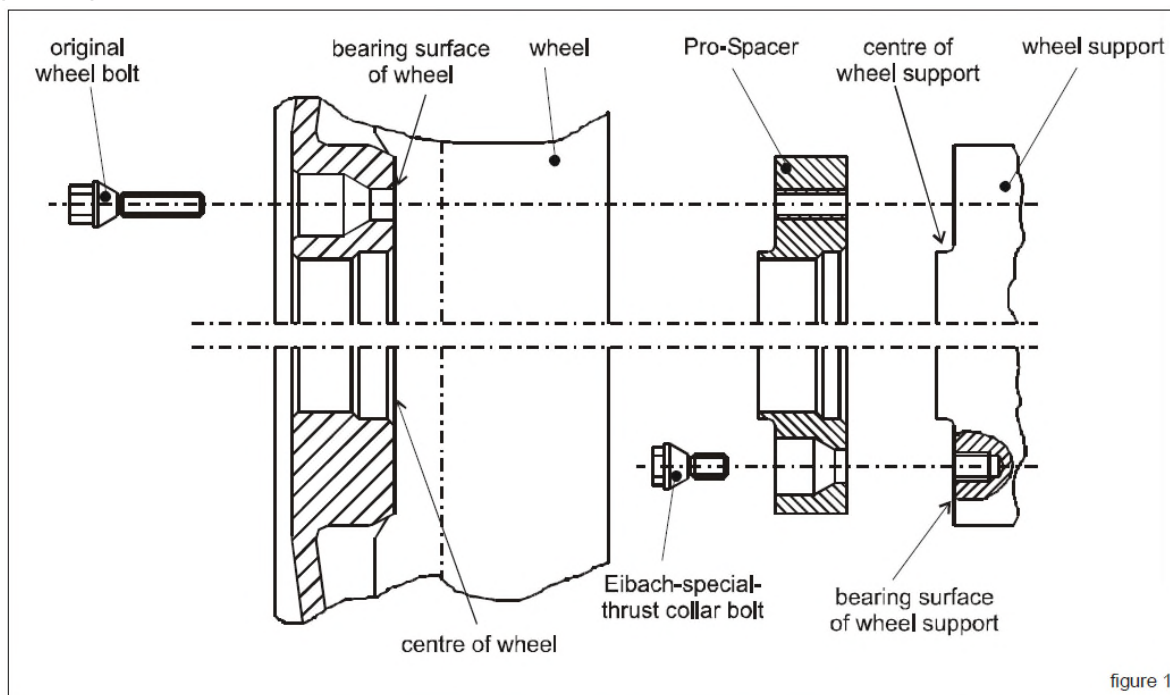
The installation of the **Pro-Spacer** must be carried out by appropriately trained personnel in a specialist workshop. Only new parts in original packaging may be exchanged. Parts that have been assembled may not be exchanged.

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.

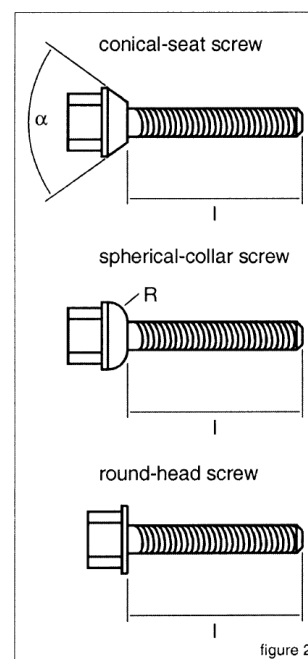


Also check that this **Pro-Spacer** kit is approved for the intended use in accordance with the parts specification.



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 holes coincide. 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 3|7 is delivered complete with all necessary attachments. However, it is essential to verify some of the sizes of the attachments. 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



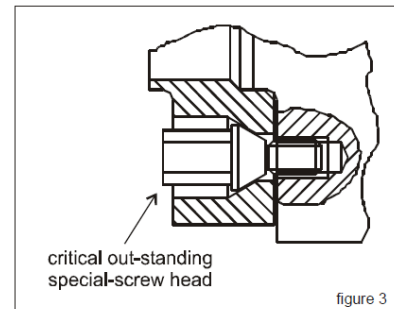


addition to the collar shape, the thread size with its specific thread diameter and thread pitch must be verified.

4. With correct play-free seating of the spacers and correct bolt size and shape, the **Pro-Spacer** spacers are mounted to the wheel support with the supplied Eibach special thrust collar bolts.

Please note that the head of the fastening 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 which can accommodate the protruding head. If this is not the case, it will not be possible to fix the wheel correctly, and there will be an increased risk of accident, which can result in damage to property and personal injuries. If necessary, please contact our Development Department on tel. no. +49 (0) 2721 / 511-342.

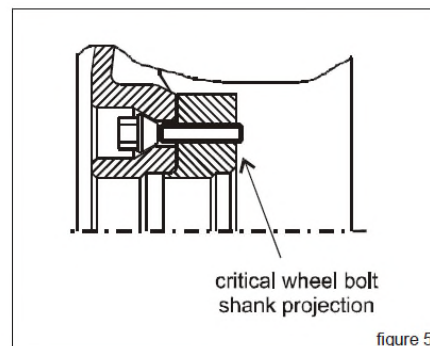
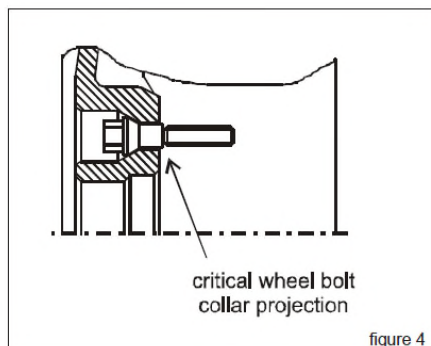
Please note that the fixing bolts must be tightened with the tightening torques specified in the workshop manual for the wheel bolts – do not use an impact wrench! In particular, make sure that the necessary minimum screwing in depth is obtained for the fixing bolts (cf. point 6).



5. Check whether the original wheel bolts present a collar that is larger than the thread core diameter and protrudes from the wheel (Figure 4). Also check whether the original wheel bolts protrude beyond the spacer when fitted (Figure 5).

With such bolts (e.g. Fiat), proper fixing is not possible. Use suitable Eibach special bolts in such cases.

Provided that the original wheel bolts (or the bolts belonging to your special wheel) present an accurate fit and are in perfect condition, use them to fix the wheel to the spacer. If your wheel bolts are damaged or corroded, it is absolutely essential that you replace them with special Eibach bolts or else the spacer thread may be damaged beyond repair.



6. Ensure an adequate minimum screw-in depth of the supporting thread during installation (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.

7. After installation, free running in relation to the internal parts of the vehicle must be checked with balanced wheels. 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 checked. If necessary, contact our Development Department on tel. no. +49 (0) 2721 / 511-342.
8. When installation has been completed, all connections and tightening torques must be checked again after a distance of approx. 50 km.
9. If the width across flats of the Eibach wheel bolts used deviates from the width across flats of the original bolts, an additional socket must be added to the tool kit.
10. Eibach does not accept any functional liability for modified spacer rings. Such parts are excluded from warranty and exchange.
11. A combination of several spacer rings is not permitted.
12. System 7 is basically equal to System 3.
Difference: In System 7 steel-threads are used.

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 / tyre 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.