



Pro-Spacer

Installation Instructions – System 4|8

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:

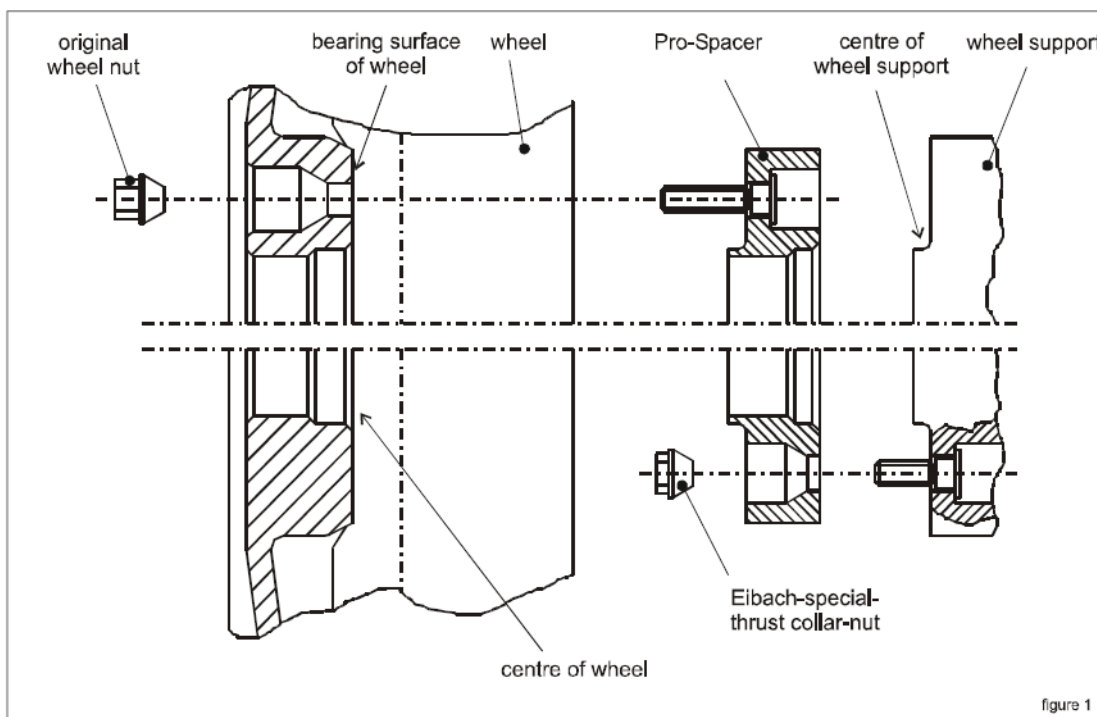
The installation of the **Pro-Spacer** must be carried out by appropriately trained personnel in a specialist workshop. Only new parts in original packaging may be exchanged. Parts that have been assembled may not be exchanged.

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.

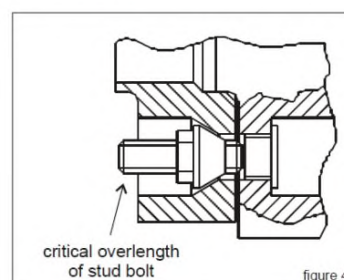
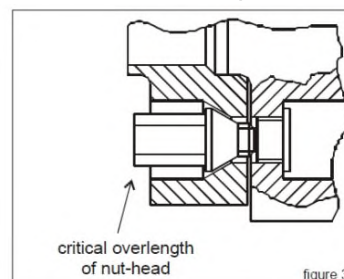
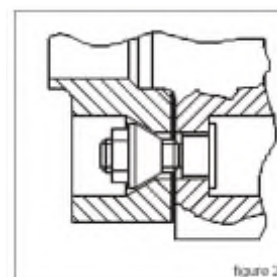


1. The center alignments and bearing surfaces of the wheel support and the wheel (Figure 1) must be free of rust and dirt and clean. Use a wire brush for this purpose and proceed with caution, to avoid damaging other components.

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, position the spacer ring on the wheel support and check that it is located play-free and that the holes are covered. Existing locking bolts and holding clips for brake disks / drums must be removed if required by the parts specification. Then perform the same check between wheel and spacer ring. The stud bolts pressed into the spacer ring should fit exactly into the assembly boreholes of the wheel. 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 4|8 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 nuts (with the specific angles and radii) corresponds to the collar shape 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 nut size and shape, the **Pro-Spacer** spacers are mounted to the wheel support with the supplied Eibach special thrust collar nuts.

If correctly seated, the stud bolt shaft will protrude from the special nut, but not beyond the thrust collar surface (Figure 2).

Please note that neither the head of the fastening bolts (Figure 3) nor the shaft of the stud bolts mounted on the wheel support must protrude beyond the spacer surface (Figure 4). 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 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 bolts (cf. point 6).

5. The stud bolts pressed into the spacer are optimized for your vehicle's original wheels in respect of shaft length. Check that these stud bolts present an adequate shaft length for correct installation, particularly if you are not mounting the original wheel to your vehicle.

6. An adequate minimum screw-in depth of the bearing thread must be ensured 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. If necessary, contact our Development Department on tel. no. +49 (0) 2721 / 511-342.

7. If an accurate fit is ensured, and the original wheel nuts (or the nuts belonging to your special wheel) are in perfect condition, use them to fix the wheel to the spacer. If your wheel nuts show any damage, they must be replaced with Eibach special nuts.
8. When installation has been completed, all connections and tightening torques must be checked again after a driving 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 8 has been developed for all-terrain-vehicles and is basically equal to System 4.
System 8 Pro-Spacer don't have a special center stud. – Centering of the wheel is done by the wheelnuts.

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-Spacer** 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.