



Installation Instruction

Wheel spacer set 30mm, 40mm, 50mm

NAB-0955, NAB-0956, NAB-0957

I.L. MOTORSPORT

11/2020

Only have the installation carried out in authorized or specialist workshops. Only these have the appropriately trained staff and tools.

Before installing the wheel spacers, the instructions contained in the installation instructions and the TÜV parts certificate must be followed exactly.

Steel rims may generally not be used in conjunction with DRM systems due to protruding original stud bolts.

1. Carefully clean the centering and contact surface on the vehicle from dirt and rust with a wire brush.
Do not use grease or oil on the threads and spacers.
2. Place the wheel spacer in the rim and check whether the wheel spacer with the outer bevel and the centering rests against the inner bevel, the centering and the contact surfaces of the rim without play.
3. Compare the length of the original stud bolts with the length of the pressed-in bolts.
Especially when using closed nuts (cap nuts) to fasten the wheel, the bolts pressed into the wheel spacer must not be longer than the original stud bolts.
4. Place the wheel spacer on the centering on the vehicle and check whether the track widening with the inner bevel and the centering is flush and free of play on the axle contact surface.
5. Remove any centering pins, retaining clips and / or protruding brake disc fastening screws if this is required by the TÜV parts certificate.
6. Fasten the wheel spacer to the vehicle with the nuts supplied.
Check the minimum screw-in depth of the nuts on the wheel spacer and wheel attachment (rim)
Thread M12x1.5 = at least 6.5 turns = approx. 10 mm load-bearing thread
7. The current tightening torques for fastening the wheel spacers to the vehicle can be found in the information provided by the vehicle manufacturer for fastening standard wheels and the parts certificate for widening the track.
8. For wheels without sufficient recesses / pouring pockets, the original stud bolts must be shortened to the thickness of the wheel spacer. Otherwise, the wheel fastening elements (stud bolts) may break and the rims may be lost. If the original stud bolts have been shortened, operation without wheel spacers is not possible. This requirement must be noted in the vehicle documents during the TÜV approval
9. The current tightening torques for fastening the wheels to the wheel spacer refer to the information provided by the vehicle manufacturer for the attachment of standard wheels, the wheel manufacturer when using special wheels and the parts certificate for the wheel spacers.
10. Pay attention to careful assembly. For each wheel, two opposing wheel nuts should first be tightened centrally. Do not use an impact wrench, use a torque wrench. If the wrench size of the supplied nuts deviates, the tool kit must be added accordingly.
11. The conditions and instructions listed in the vehicle parts certificate must be adhered to and observed. Check the freedom of movement of the wheels and the necessary wheel cover. The free movement of the wheels and the necessary coverage of the tire treads must be guaranteed after the wheel spacers have been installed.
12. All fastening nuts must be tightened with the torque wrench after a distance of approx. 100 km. (Tightening torques as specified by the vehicle manufacturer for fastening the standard wheels, or by the wheel manufacturer when using special wheels.
14. The subsequent processing of wheel spacers and accessories is not permitted.
15. The return of wheel spacers and accessories is only possible with unassembled new parts, without signs of installation or damage, in their original packaging. The safe function and permissibility of the wheel spacers provided by us requires strict observance and adherence to these safety and installation instructions as well as the respective TÜV parts certificate!

The attachment of wheel spacers can lead to considerable personal injury and property damage if not handled properly and professionally!