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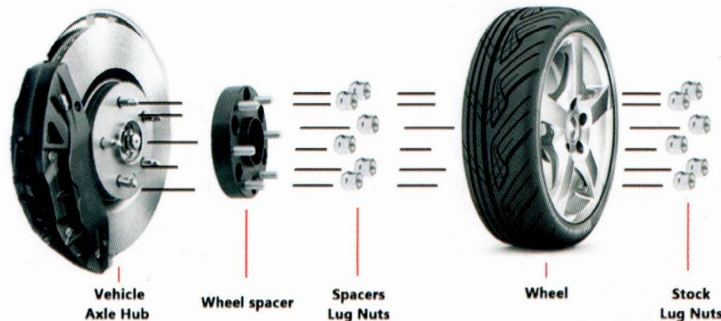
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WHEEL SPACERS

INSTALLATION INSTRUCTION





In Order To Avoid Wobble And Break Studs Problem Please Read These Important Safety Information As Follow:



- Never modify the wheel adapters/spacers
- Never remove the factory-installed studs on the wheel adapters/spacers.
- Never use an impact wrench.
- Do not stack multiple adapters/spacers on a single wheel.
- Make sure that mating flange on the vehicle's rotor are completely clean.
- Re-torque all lug nuts on the spacer/adaptor after 25-50 miles of driving, then again after 1-2,000 miles.
- Use the thread locker to ensure the nuts secure enough, avoid taking off.
- Carefully follow the installation in instructions include on this package. The manufacturer assumes no liability for injury, damage or repair costs resulting improper installation or use.
- Please install and use the product according to the instructions. The users shall be responsible for any problems and results caused by incorrect installation or use.

This spacer set includes open end lug nuts to secure the spacers onto your factory hubs Your Factory wheel studs may extend past the surface of the wheel spacers. In this case you will need to:

- 1) Shorten the factory studs
- 2) The wheels need to have the open slots (cavities) between mounting holes.
- 3) Purchase a set of shorter lug bolts and replace them with the factory lug bolts.

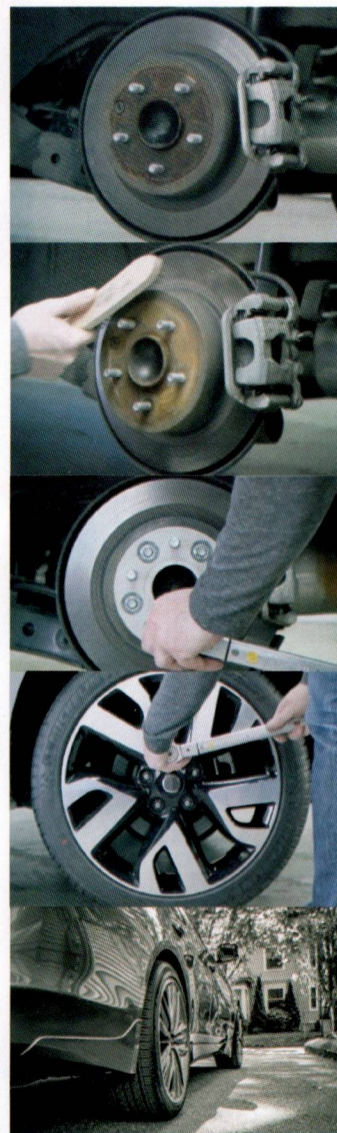
To avoid excessive loads on vehicle's suspension components, it is recommended that the vehicle manufacturer's original offset be maintained. Excessive positive offset can be dangerous and can cause suspension component failure.

We assume no responsibility for damages or repair costs incurred as a result of a change in offset.

Modified vehicles may not meet local or state requirements for use on public streets. Always research and adhere to federal, state and local laws regarding the use of wheel adapters.

Standard torque of Nuts or bolts:

INSTALLATION INSTRUCTIONS



1. Following your vehicle owner's manual, properly raise the vehicle and support it using adequately load-rated jack stands. Never work on a raised vehicle that is supported with a factory emergency, floor or bottle jack. Remove wheels and inspect rotors for any damage or cracks. If any damage is identified, do not continue with this installation.

2. Remove any visible rust from the mating flange on the vehicle's rotor. Inspect both the rotor and wheel mounting flanges for burns, rivet heads or other obstruction that would prevent a flush seating of the vehicle rotor's mounting flange to both the inner and outer side of the adapter/spacer. Improperly seated adapters/spacers are hazardous and may cause adapter failure, resulting in the loss of a wheel while driving the vehicle.

3. If proper seating can be achieved, mount the Wheel Adapter/spacer on to the vehicle's studs until it sits flush with the rotor's flange. Thread glue on the studs recommended to reduce vibration risk. Install with open-end lug nuts (included with this kit) as the specs below, follow the star pattern by handwrench, Don't use impact or will damage the nuts.

4. Place wheel on to the Wheel Adapter studs until the wheel mounting flange sits flush on the adapter's outer flange. Install the nuts (provided with the adapter) onto the lugs. Retighten lug nuts to specs below, follow the star pattern by handwrench, Don't use impact or will damage the nuts.

5. Check for proper tire clearance in the wheel well, making certain there is sufficient wheel and tire clearance for full steering (lock-to-lock). If there is no interference, vehicle may be lowered. Once vehicle is on the ground under full load, recheck for adequate tire and wheel clearance and unobstructed lock-to-lock steering. **NOTE: Re-torque all lug nuts on the spacer/adaptor after 25-50 miles of driving, then again after 1-2,000 miles.**

LUG TIGHTENING SEQUENCE



TORQUE SPECS

LUG DIAM.	TORQUE (FT.LBS)
7/16"	55-85
1/2"	75-85
9/16"	95-115
12MM	72-80
14MM	85-95