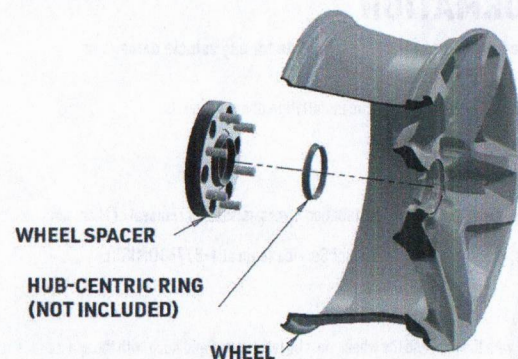


7. When changing wheel spacer size or to a wheel with a different offset, it is important to check the wheel stud and ensure that the length is sufficient and that it does not interfere with the wheel. **Reference the Trim Stock Wheel Studs on Page 3.**

8. The wheel spacer kit was designed for use with wheels that match the factory center bore. When using wheels with center bores larger than factory, use hub-centric rings to ensure proper wheel alignment. (Reference the figure below)

If installing with aftermarket wheels, use hub-centric rings to ensure proper wheel alignment.



INSTALLATION INSTRUCTIONS

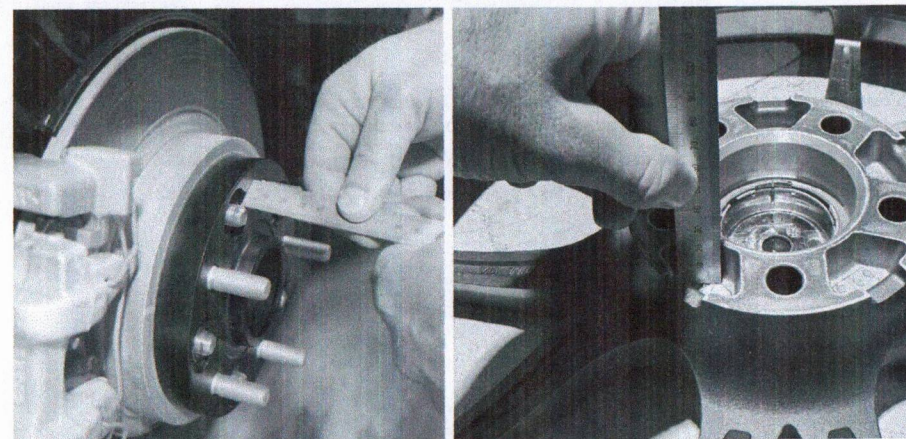
1. Remove the wheel.
2. Clean the mating surfaces of the hub and the wheel with a wire brush if needed.
3. Ensure that the wheel spacer mating surfaces on the brake rotor and wheel are flat and free of rust damage. Place the wheel spacer on the hub, ensuring it is fully seated and flush with the hub.
4. Place the wheel spacer on the hub, ensuring it is fully seated and flush with the hub.
5. Use the provided lug nuts or lug bolts to fasten the wheel spacer to the hub. Carefully turn the nuts or bolts by hand first to avoid cross-threading, then snug them down with hand tools in a star pattern.
6. Use a torque wrench to tighten the wheel spacer fasteners to the manufacturer's recommended torque specification in a star pattern. **STOP** and confirm with a feeler gauge or visually that no gap is present between the wheel spacer and the hub/rotor assembly.
7. Install the wheel onto the wheel spacer, ensure the wheel is fully seated and flush with the spacer.
8. Secure the wheel with the original lug nuts or lug bolts. Carefully turn the nuts or bolts by hand first to avoid cross-threading, then snug them down with hand tools in a star pattern.
9. Use a torque wrench to tighten the wheel fasteners to the vehicle manufacturer's recommended torque specification in a star pattern. Do not exceed the recommended torque specification. **STOP** and confirm with a feeler gauge or visually that no gap is present between the wheel spacer and wheel.
10. Go for a 3 to 5-mile test drive, making a few left and right turns. Then, remove the wheels and repeat step 6.
11. Repeat steps 7-9 to reinstall the wheel.
12. Re-check the wheel lug nut or lug bolt torque after 25 miles.

Congratulations! You have completed your installation.

Wheel Spacer Installation Guide

HOW TO TRIM STOCK WHEEL STUDS FOR THE INSTALLATION OF WHEEL SPACERS

1. Remove the wheel and install the spacer onto the vehicle. Ensure the spacer is fully seated and there is no gap between the spacer and the wheel hub. Torque the provided lug nuts to the factory torque specification.
2. Measure the length of the stock wheel stud that extends past the face of the wheel spacer. If the back of the wheel has pockets for the stock studs, measure the depth of the pocket. If there are no pockets or the pocket depth is less than the length of the stud that extends past the face of the spacer, the stock studs will need to be trimmed so that the stud does not contact the wheel. If the stock wheel stud does not extend past the face of the wheel spacer or the wheel pocket depth is greater than the length of the stud that extends past the face of the spacer, no trimming is required.
3. Remove the wheel spacer from the vehicle.
4. Mark the wheel studs where they need to be trimmed. Be sure the length of the stud that will be left after trimming is equal to or greater than the diameter of the stud.
5. Install the provided lug nuts onto the studs.
6. Trim the studs using a cutting tool and proper PPE.
7. Once the studs are trimmed remove the nuts to chase the threads. A chamfer or deburring tool can be used to clean up the ends of the studs.
8. Reinstall the wheel spacer, torque the provided lug nuts to the factory specification, and ensure the spacer is fully seated and there is no gap between the spacer and the wheel hub. Verify that the stock studs do not protrude past the face of the spacer.
9. Install the wheel onto the spacer and torque the lug nuts to the factory specification. Ensure the wheel is fully seated and there is no gap between the wheel and the spacer.
10. cut wheel studs should be replaced when removing the wheel spacers, as there may not be enough threads for the lug nuts to secure to.

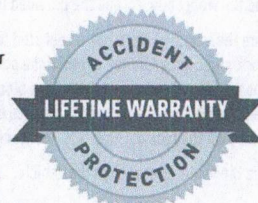


DISPOSAL INSTRUCTIONS

Do not dispose of any product as unsorted municipal waste. Use separate collection facilities. Contact your local authority for information regarding the collection systems available.

WARRANTY INFORMATION

- All claims must be accompanied with a picture of the Mishimoto product showing the issue for which the claim is being submitted.
- Mishimoto asks that the customer inspect their purchased item for any damage immediately upon arrival.
- Any product deemed dead on arrival (DOA) must be claimed within 14 business days of delivery. Claims outside of this time frame will not be covered under the Mishimoto Lifetime Warranty.
- This warranty does not include payment and/or reimbursement of the cost of labor in connection with the removal of any product returned pursuant to the warranty policy or in connection with the installation of any replacement items provided under the warranty policy.
- Mishimoto has the right to refuse a claim at any time.
- When Mishimoto accepts a claim, Mishimoto retains full discretion to choose if it will: (i) repair or replace purchaser's original Mishimoto product; (ii) replace purchaser's original Mishimoto product with the most current available model; or (iii) provide the purchaser with a gift card redeemable on Mishimoto.com in the amount of the original purchase price of the original Mishimoto product. The provision of a replacement of a Mishimoto product is subject to availability and Mishimoto retains the right to substitute any warranty claim item with a comparable item or credit at any time.
- If Mishimoto determines that it will provide a replacement item in connection with a claim under this warranty policy, and such item is out of stock, Mishimoto will place the customer on backorder and ship the replacement product to the purchaser once it becomes available.
- Mishimoto is not liable for incorrect shipments in connection with a claim if a claim form is completed incorrectly, or if a model number is not included in a claim.



GLOSSARY

- **Hub-centric rings:** a small metal or plastic adapter used to ensure wheels are properly centered on the vehicle's hub if using a wheel with a larger center bore. Installing these rings would prevent vibrations and shaking when driving.
- **Chamfer:** a beveled edge between two intersecting surfaces. Typically used on 90-degree edges to avoid damage to the edge.
- **Deburring Tool:** a small tool used to break off any burrs, sharp or uneven surfaces that are created after cutting a rod shape or drilling a hole in metal.

WHEEL SPACER

INSTALLATION GUIDE

IMPORTANT SAFETY INFORMATION

- All safety and important warnings must be followed. Mishimoto is not responsible for any vehicle damage or personal injury resulting from improper installation.
- Mishimoto recommends you use safety glasses and protective gloves during the installation of our products.
- Raise the vehicle only on jack stands or on a vehicle lift.
- Allow the vehicle to cool completely prior to attempting installation.
- Mishimoto is not responsible for any vehicle damage or personal injury due to installation errors, misuse, or removal of Mishimoto products.
- If you need any assistance while installing our products, reach out to our Customer Service Team at 1-877-GOMISHI.

IMPORTANT WARNINGS

1. Wheel spacer (or adapter) must be fully seated and flush with the hub, and the wheel must be fully seated and flush with the spacer (or adapter).
2. Do **NOT** install wheel spacers utilizing impact tools. Torque all bolts or nuts to the proper specification. Do **NOT** exceed the vehicle manufacturer recommended torque specification when tightening the wheel to the wheel spacer. Failure to do so could cause damage or serious injury.
3. Do **NOT** use anti-seize or other lubricants on any threaded parts, including stud, lug nut, or lug bolt.
4. Check and re-torque wheel spacer (or adapter) at every tire rotation maintenance.
5. Wheel spacers should **NEVER** be stacked. Stacking wheel spacers may increase vehicle vibration and stress on parts, causing stability issues which could lead to injury or death.
6. Wheel spacers should be installed and used as intended, utilizing the hardware that was provided with the wheel spacer kit. Using other hardware or converting a wheel spacer to use studs that were not designed for this purpose may lead to damage or serious injury.
- 6a. The hardware that was supplied with the wheel spacer kit was specifically designed for use in conjunction with the wheel spacers. When removing the wheel spacers, it is crucial to revert back to the stock hardware. (Reference figure below)

Wheel spacers must be installed onto the wheel hub using the lug nuts that are included in the wheel spacer kit. Do not use any other lug nuts to install the spacer onto the wheel hub.

