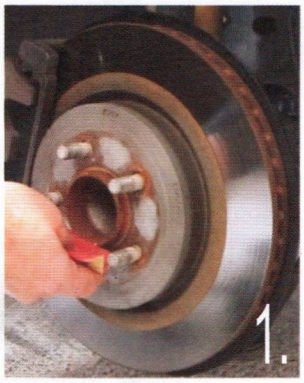
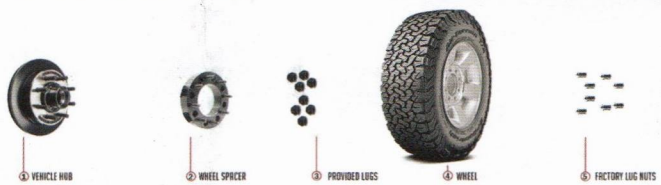
WHEEL SPACERS — Installation Instructions

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.



After removal of tires and inspection of rotors, remove any visible rust from the mating flange on the vehicle's rotor. Inspect both the rotor and wheel mounting flanges for burrs, rivet heads, push nut 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 spacer. Improperly seated spacers are hazardous and may cause spacer failure, resulting in the loss of a wheel while driving the vehicle.

Please refer to installation sequence below



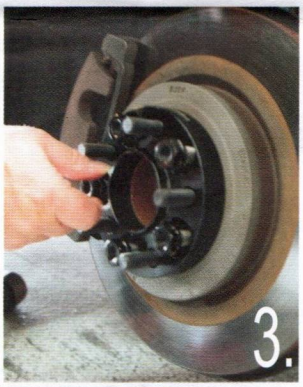
If proper seating can be achieved, mount the Wheel Spacer on the vehicle's hub until it sits flush with the rotor's flange.

Place wheel on to the Wheel Spacer hub until the wheel mounting flange sits flush on the spacer's outer flange. Install the fasteners.

Minimum thread engagement is 1.5 X diameter of thread.
See Chart to right for optimal thread engagement

Check stud length to insure back of spacer seats on brake rotor before stud contacts back of wheel.

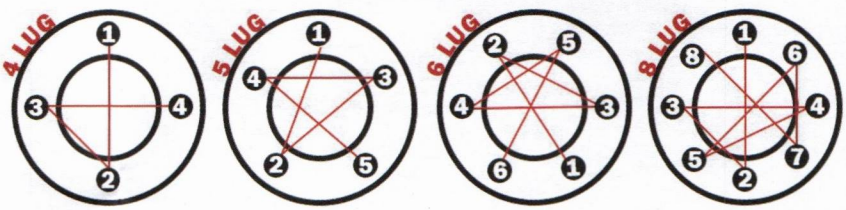
Minimum Thread Engagment		
Thread	1.50 x (MM)	1.50 x (IN)
7/16"	17mm	0.66"
1/2"	19mm	0.75"
12mm 1.25	18mm	0.71"
12mm 1.50	18mm	0.71"
14mm 1.50	21mm	0.83"
12mm 1.75	18mm	0.72"
14mm 2.00	21mm	0.83"
9/16"	21mm	0.84"

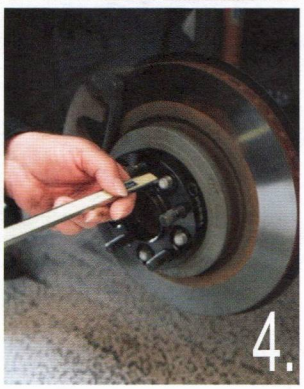


First tighten all lugs to 30 Ft. Lbs. of torque using a star pattern tightening sequence. (see chart below) Once all lugs have been tightened to 30 Ft. Lbs. of torque, continue tightening lugs to the ***manufacturers torque setting as defined in your owners manual.*** The table below is for reference only

Do not use an impact wrench!

LUG DIAMETER	TORQUE (FT.LBS)
7/16"	55-65
1/2"	75-85
9/16"	95-445
12MM	72-80
14MM	85-95

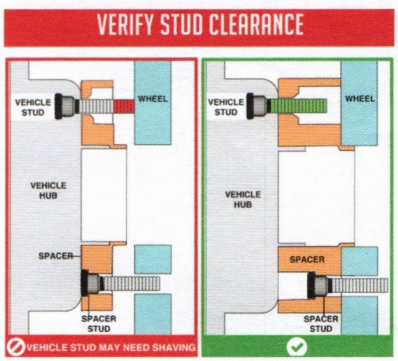




Check for proper tire clearance in the wheel well, making certain there is sufficient wheel and tire clearance for full steering (lock-to-lock).
See stud clearance graphic to the right

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.

Re-torque all lug fasteners after 50-100 miles of driving, then again every 2-3,000 miles.



⚠ Important Safety Information ⚠

NEVER modify a Wheel Spacer | ***NEVER*** use an impact wrench for Spacer installation | ***DO NOT*** stack multiple Spacers on a single wheel

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

Carefully follow the installation instructions included on this package. Revolution Supply assumes no liability for injury, damage or repair costs resulting from improper installation or use.