

# BMS Wheel Spacer Install Instructions:



1. Set the parking brake, jack up the vehicle using a BMS floor jack Pad adapter if using a floor jack.
2. Use a 17mm socket to remove the lug bolts and remove the wheel from the vehicle. The 17mm BMS protective wheel saver socket is a good choice for this task.
3. If your hub has a plastic dust cap you must remove it to use wheel spacers. The spacer will not seat properly with the dust cap in place. If your hub is really rusty you should clean the outside of the hub with a wire brush or sand paper to remove most of the grime and rust. The spacer may be hard to remove if the hub is not somewhat free of rust and debris. If your hub is fairly clean you can skip this step.



4. Place the spacer on the factory hub. **The spacer should sit flush with the brake rotor. If there is any gap between the brake rotor and the spacer, even if it is small do not use the spacer. Please be sure to check this.** Don't coat the bolts or back of the spacer with anything (grease, anti-seise, etc) Maybe a little on top of the factory hub lip if any at all. There are special pry tabs on the back of our spacers for removal.

5. Align the holes on the wheel spacer with the bolt holes on the car and place the wheel on top of the spacer.

6. Be sure to use the correct length extended bolts that came with the spacers. Each spacer width has specific size bolts. If you have a torque wrench tighten the lug bolts to 88ftlb of torque each for E chassis and 103 lbs for F chassis. Spin the wheel by hand and make sure it spins free and smoothly. Please recheck the bolt torque after driving the first 50 to 100 miles.

