

# FITTING INSTRUCTIONS FOR STUDDED SPACERS & ADAPTERS

Thank you for choosing PCD Parts.

Your new studded wheel spacers/adapters are easy to fit at home in just 8 simple steps providing you have the right tools.

**NEVER USE AN IMPACT SOCKET GUN. ALWAYS USE HAND TOOLS.**

Before you start:

- Measure your wheel studs. Are they longer than the width of the spacer/adaptor?
- Check to see if the wheels have recesses/pockets in the back deep enough to take the remaining stud length. If your wheels don't have recesses, you will need to shorten the studs on the vehicle if they interfere with the flush fit of the wheels onto the spacers/adapters.



**IF YOU DO NOT WANT TO SHORTEN THE STUDS, DO NOT REMOVE THE WHEEL SPACERS/ADAPTERS FROM THE BOX AND RETURN TO US IN BRAND NEW CONDITION.**

**ALTERNATIVELY, YOU CAN PURCHASE SPACERS/ADAPTERS THAT ARE THE SAME WIDTH AS THE STUD LENGTH.**

**ONCE YOU HAVE COMPLETED ALL THE RELEVANT MEASUREMENTS AND ADJUSTMENTS, PLEASE FOLLOW THE STEPS BELOW.**

**STEP 1:** Remove the wheels from your vehicle.

**STEP 2:** Wire brush and wipe the hub and clean the rear of your new wheels (must be dirt and rust free.) This part is vital for the adapter to sit flush.

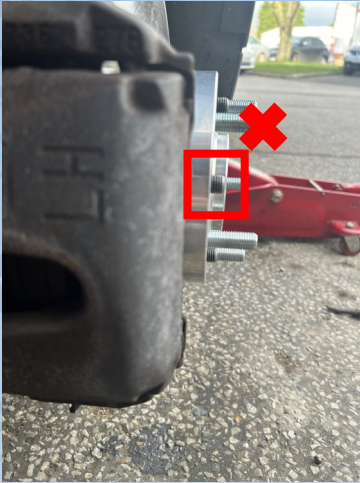
**STEP 3:** You may wish to use a little copper grease (or similar) at this stage to stop the faces sticking together.

**STEP 4:** Gently mount the wheel spacer over the existing studs on the hub, taking care not to damage the surface.

**CHECK THE SPACER IS SITTING FLUSH/FLAT AGAINST THE HUB, WITH NO VISIBLE GAP OR ROCKING MOVEMENT. IF THEY ARE NOT SITTING FLUSH, REMOVE THEM AND DO NOT MOUNT THE WHEEL.**

**STEP 5:** Using the nuts provided, carefully fasten the spacer to the vehicle through the large tapered/countersunk holes. Torque the nuts to manufacturers spec or no greater than 180NM using a hand socket wrench.

**STEP 6: Gently mount the wheel on to the wheel spacer, taking care not to damage the surface.**



**ENSURE THE WHEEL SITS FLUSH/FLAT AGAINST THE SPACER/ ADAPTER. IF THEY ARE NOT SITTING FLUSH, REMOVE THEM AND DO NOT MOUNT THE WHEEL.**

**STUDS PROTRUDING FROM THE HUB THROUGH THE FACE OF THE SPACER/ADAPTER WILL INTERFERE WITH THE FLUSH FIT OF THE ADAPTERS. IF THE WHEEL IS NOT SITTING FLUSH YOU WILL NEED TO CUT THE STUDS DOWN OR PURCHASE WIDER ADAPTERS.**

**STEP 7: Check that you have the correct nuts for the wheels you are fitting. If they are correct, fasten the wheel to the studs on the adapter. Torque the wheel nuts to manufacturers spec or no greater than 180NM.**

**PLEASE ENSURE THE STUDS IN THE SPACERS ARE THE CORRECT LENGTH E.G., THEY ARE LONG ENOUGH TO THREAD THE NUT ONTO/THAT THE NUT DOESN'T BOTTOM OUT IF THE STUDS ARE TOO LONG (IF USING CAPPED/CLOSED NUTS.)**

**STEP 8: Whilst the vehicle is still jacked up, rotate the wheels to check they are rotating freely and aren't fouling the arch.**

**WE DO NOT REFUND ANY ADAPTERS/SPACERS DAMAGED DURING FITTING.**

## **TROUBLESHOOTING**

**Are you experiencing wheel wobble?**

- Check that you are using the correct nut seat for your wheels. This is imperative as the incorrect nut seat can result in the wheel nuts becoming loose.
- Spigot rings may be required if the wheel centre bore is too big for the adapter/spacer bore.

**Are your wheels rubbing?**

The width of your adapter/spacer is too wide for your suspension set up. **REMOVE THE ADAPTERS/SPACERS.**

**Are your wheels not sitting flush?**

If your wheels are not sitting flush to the adapter, **DO NOT FIT THE WHEELS AND REMOVE THE SPACERS/ADAPTERS.** It is likely the studs are too long. You can either shorten the studs to suit or purchase spacers/adapters the same width as the stud length.

**PLEASE CONTACT US IF YOU NEED FURTHER FITTING ADVICE.**

### **Contact Us**

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