

42 Draft Designs

Basic Wheel Spacer Installation Instructions

The following instructions document a typical installation of 42 Draft Designs Wheel Spacers. Before you begin, read these instructions thoroughly and confirm that you have the proper tools for the job. Follow these instructions carefully and exactly. Items in **RED** are critical to your safety.

Please Note: The following instructions are designed to be a universal guide and are not specific to any vehicle. Spacer design and lug bolt specifications will differ by vehicle. These instructions do not apply to vehicles equipped with studed wheel hubs.

Extended lug bolts are required for ALL wheel spacer installations!

Factory lug bolts are sized to allow full threads to engage across the entire width of the vehicle hub. Reducing the number of threads engaged in the hub not only reduces the effective torque of the lug bolt; it's just plain dangerous. Safety First! To learn more about extended lug bolt sizes please visit our website and select the FAQ tab of your wheel spacers.

Tools Recommended: 17mm, 19mm, deep sockets, ½" drive ratchet and short extension, ½" drive torque wrench, wire brush

1. Lift the vehicle

This installation may be performed on a lift or one-wheel at a time using a floor jack and a single jack stand. Whichever method you choose, take the following precautions to ensure your safety:

- **NEVER use the stock jack! It's dangerous.**
- **Always lift the car on a flat concrete surface! Jack stands will sink into asphalt.**
- **NEVER work on the car when supported by only a floor jack.**
- **Always test to be sure the car is sitting solid on the jack stands. It cannot wobble or teeter.**
- **When using a 4-post lift, always use the factory lift points.**

Before lifting the vehicle, crack the lug bolts loose. If you don't loosen the lug bolts now you won't be able to loosen them when the wheels are off the ground.

2. Remove the wheel

Remove your wheel using the appropriate tools. Remove any hubcentric rings, wheel spacers, or existing adaptors from the hub. If your wheel is stuck to the hub, loosely re-install a single lug bolt or nut. The only way to remove a stuck wheel is to kick the tire inwards towards the other side of the car. Kick the tire at 3 o'clock, rotate the wheel 90°, kick the tire again, rotate and repeat until the wheel breaks loose. Resist the urge to use a baseball bat, a pry bar, or anything else that may damage your wheel or hub.

3. Prepare the hub

Inspect the bare hub for rust and corrosion. It's important to clean the hub before installing a wheel spacer. Cleaning the hub means breaking the loose rust and corrosion from the surface. It's not necessary to grind, file, or sand the hub to bare metal. We recommend using a wire brush, coarse Scotch-Brite pad, or 100-grit sandpaper to clean the hub. Once clean, your hub should look like the hub pictured.



4. Install the wheel spacer

Slide the wheel spacer over the factory hub. The center bore should fit snug. Align the holes and install a wheel hanger if you have one.

5. Install the wheel

Inspect the mounting surface on the back of your wheel. It should be clean, flat and free of corrosion like the wheel pictured below. If necessary, clean the wheel mounting surface with the same materials used to clean the hub. Slide the wheel onto the spacer and hold in place. The wheel should sit flat against the spacer and snug around the centering ring. Start your lug bolts by hand and thread them into the hub using a loose socket. Tighten the lug bolts using a ratchet (1-2-3-4-5) and move on to your other three wheels. When all four spacers and wheels are installed, lower the car to the ground.

With the wheels sitting on flat ground and the emergency brake tight, set your torque wrench to 90 ft/lbs and install the correct socket for your lug nuts. **Tighten your lug nuts evenly to 90 ft/lbs in a star pattern (1-2-3-4-5), one wheel at a time.**



6. **You're done!** Go for a drive and enjoy your wider stance!

Helpful Tips:

There are a few more things to keep in mind before and after installing your wheel spacers:

- **NEVER** apply anti-seize, loctite, penetrating oil, lubricant, or **ANYTHING** to any of your wheel mounting hardware. Anything present on the threads will alter the sensitivity of your torque wrench and result in improper tightness. Safety First!
- If you take your car to a professional for a repair that requires the wheels to be removed, there is no guarantee the technician will properly torque your lug bolts. Whenever someone is scheduled to remove your wheels, be sure they are aware of the dangers of using an impact gun. Keep these installation instructions in your glove box and pass them along to your technician. Be pushy, even demanding if necessary. Safety First!
- If you live in a winter climate and worry about your spacers sticking to the hubs over time, consider applying a thin layer of anti-seize compound to the hub and wheel spacer mating surfaces. This layer will prevent galvanic corrosion which causes dissimilar metals to stick together. If you run winter wheels or live in a beautiful climate, skip this step. You can learn more about galvanic corrosion by visiting our Wheel Spacer & Adaptor FAQ.

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