

T3 Technique Technical information

Spacer Installation

Thank you for purchasing T3 Technique products. We strive to provide the highest quality wheel hardware available.

Please read the following guidelines carefully **BEFORE** starting installation. If you have any questions regarding installation, please contact us.

**DO NOT USE AN IMPACT GUN DURING INSTALLATION!
USE OF AN IMPACT WILL VOID YOUR WARRANTY AND
MAY CAUSE SERIOUS INJURY OR DEATH DUE TO
FASTENER FAILURE!!!**

- 1.) Remove all built-up grease or corrosion on the hub. This is necessary for proper centering and smooth installation.
- 2.) Remove front grease caps (Not applicable to Syncro).
- 3.) Install spacers making sure that they sit flush to the hub surface. (Please see notes) Some spacers are an extremely tight fit to the front hub on a 2wd Vanagon. NEVER use a hammer or any other type extreme force to install the spacer on the hub. If you can't fit the spacer on the hub by hand, please contact us.
- 4.) Reinstall grease caps. The lips on the grease caps may need to be trimmed to fit properly. (Not applicable to Syncro)
- 5.) Install wheels using the proper lugs. Use a small amount of anti-seize on the **THREADS ONLY**. **Hand tighten** all lugs followed by torquing in a star pattern to **95 FT LBS. PLEASE SEE NOTES. DO NOT USE AN IMPACT GUN! USE A PROPER TORQUE WRENCH ONLY! OVERTORQUING THE LUG NUTS/BOLTS WILL RESULT IN DAMAGE TO THE THREADS!**
- 6.) Lug bolts should have a minimum of 17mm of thread engagement (11.3 turns of the lug) and lug nuts should have 14mm of thread engagement (9.3 turns of the lug).
- 7.) After installation, all wheels involved should be spun and turned left/right making sure that there is adequate clearance at the inside of the wheel and tire.
- 8.) Re-torque all wheel lugs to **95 FT LBS** after 5-10 miles of driving.

NOTES-

- 95 Ft lbs of torque applies to all aftermarket wheel studs, conversion studs and lug bolts. If using stock Vanagon or Syncro wheel studs, torque wheels to factory specs.
- Removal of 11mm headed bolts on the rear drum is necessary before installation of spacers.
- Make certain that all threads on all the lugs are in good condition. Any lug or stud with damaged threads needs to be replaced.
- Make certain that the wheels and tires you are installing meet the load requirements for your vehicle.
- Spacers must not be modified from factory specs. Any modification could result in total failure.
- If a steel wheel is to be used as a spare on a vehicle that has longer wheel studs installed, **DO NOT REMOVE THE SPACER BEFORE INSTALLING THE SPARE**. The spare wheel should be installed with the rear spacer in place.
- Always carry a set of lug nuts/bolts and tools that are appropriate for the spare wheel if the spare wheel is different from the normal wheels.
- It is advisable to do a test fitting of your spare tire/wheel immediately after installation of the spacers and prior to setting out on the road. This will ensure that any fitment issues can be worked out prior to having a real roadside emergency.
- Some fitments may require stick-on inner wheel weights in order to clear the front suspension.

