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*MM Wheel Spacer Return Policy*

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## **Please Read This BEFORE Installing Your Wheel Spacers**

Wheel spacers will move your tire and wheel outboard by the thickness of the spacer. Carefully check your car for adequate clearance before installing your wheel spacers.

- Use a tape measure to check that there's enough room to move the tire outward without hitting the bodywork. Remember that suspension movement and body roll will increase the amount of space needed. For solid axle-equipped vehicles, we highly recommend installing a Panhard bar to limit side-to-side movement.
- Measure both sides of your car. It's not unusual to find the clearances different from side to side.
- Remember, *determining fitment on your car is your responsibility*. Our technicians would love to help you, but can't because they don't have access to all of the possible tire and wheel combinations available.

### **Returns**

As clearly stated on the bottom of your invoice, all returns must be preauthorized and an RGA number issued. The following additions to Maximum Motorsports' return policy apply to wheel spacers:

- If the wheel spacers are returned in new, perfect condition, the restocking fee is only 20%.
- The restocking fee is 50% if either of these conditions apply:
  - 1) Any evidence of being mounted with a lug nut
  - 2) Any marring

If you've been authorized to return your spacers, be sure to package them well enough to eliminate any chance of shipping damage. Damage incurred during shipping will increase your restocking fee.

## MM Wheel Spacers (MMWS-1 to MMWS-9)



*Read all instructions before beginning work. Following instructions in the proper sequence will ensure the best and easiest installation.*

The Maximum Motorsports wheel spacers are intended to move your wheels outboard to help solve clearance problems that may occur when using wider tires and wheels, or coil-over conversion kits. As an added bonus, widening the track increases cornering grip.

The MM wheel spacers are CNC machined from light-weight 6061 aluminum alloy. These are *not* a universal spacer—they are made specifically for Mustangs, and are available in three versions; a 4-lug version for 1979-93 cars, a 5-lug version for 1979-2016 cars, and a hubcentric 5-lug version for 1994-04 cars. Consult the following chart to determine the correct wheel spacer for your application.

Lugs	Hubcentric or Lugcentric	Thickness	Model Year (s)	Part No.
4	Lugcentric	1/4"	1979-93	MMWS-1
5	Lugcentric	1/8"	1979-Current	MMWS-6
		1/4"	1979-Current	MMWS-2
		3/8"	1979-Current	MMWS-8
		1/2"	1979-Current	MMWS-7
	Hubcentric	1/2"	1979-2014	MMWS-4
		3/4"	1979-Current	MMWS-9

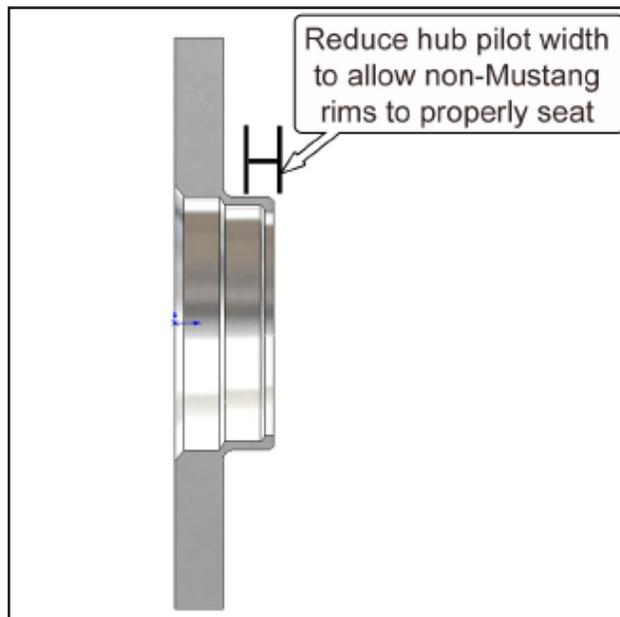
The original Mustang wheel studs are usually long enough to allow the addition of a 1/4" wheel spacer, depending upon the thickness of the wheel at the hub. It is up to the user to check the length of the studs and determine if the studs are long enough.

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There must be 6 full turns of engagement of the lug nut on the stud after installation of the wheel spacer. This can easily be checked before installation. Simply loosen one lug nut and unthread it 6 full turns. Then, continue to unthread the lug nut and count the number of full rotations it takes to completely remove the nut. Multiply the number of rotations by 0.05" to get the maximum spacer thickness that can be used. This procedure should be repeated for both ends of the car, as the studs may be different lengths.

Most racing organizations require that there are three full threads exposed past the end of an open ended lug nut. To pass tech with such an organization, you will almost assuredly need longer studs when using wheel spacers, as well as open ended lug nuts.

**Hubcentric Spacers ONLY:** *If using a wheel not designed for a Mustang, you must check to make sure that the counter-bore in the wheel is deeper than the width of the hub center pilot on the wheel spacer. If the counter-bore is too shallow, the nose of the hub pilot will bottom in the wheel counter-bore and the wheel spacer will not be clamped against the wheel's mounting face when installed. Wheel stud failure will be the result. An example of wheels with this issue are the Enkei RPF1 and the MB Weapon, as they are not designed to fit a Mustang. The solution is to machine a small amount off the nose of the hub pilot on the wheel spacer to provide clearance to the wheel.*



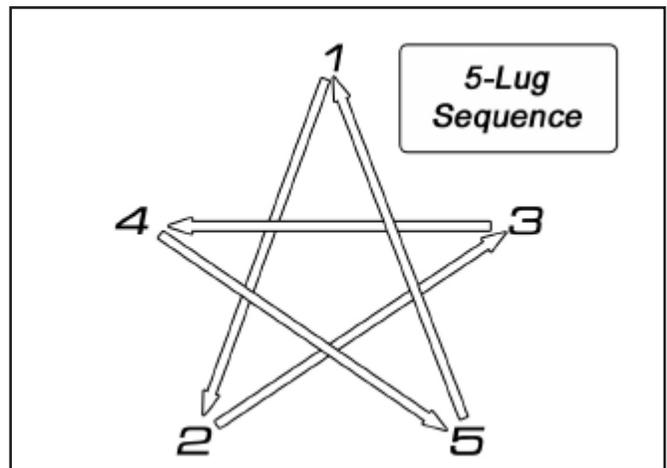
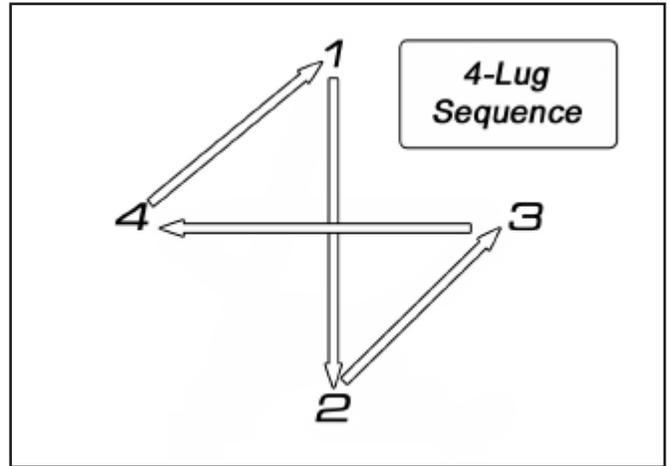
## **Installation Instructions**

1. Safely jack up the appropriate end of the car and set it firmly on stands.
2. Remove both wheels.
3. Clean the flat surface of the hub with a wire brush or abrasive pad.

**NOTE: Some cars may have retaining washers installed onto the studs to keep the rotors/drums in place. These MUST be removed when using wheel spacers.**

4. Place a wheel spacer over the studs. Orient the spacer so the larger chamfer on the center hole faces the hub. This chamfer is intended to provide clearance on certain applications. The “Maximum Motorsports” lettering should be visible when properly installed.
5. Make sure the spacer sits evenly against the hub.
6. Place the wheel back into position on the studs.
7. Install the nuts. It is important to tighten the nuts evenly in two stages using the sequence shown below. First, tighten the nuts using approximately 1/3 of the recommended factory torque specification.

**NOTE: Following this procedure will ensure that the wheel is properly centered on the hub.**



8. Carefully lower the car to the ground.
9. Torque the lug nuts to the full factory specification following the previously shown tightening sequence.

This kit includes:

- 2 Wheel Spacer