

BMS Wheel Spacer Kit

Install Guide

Last Updated: 9/11/17

Use subject to terms and conditions posted at <http://www.burgertuning.com/terms.html>

THIS PART IS LEGAL FOR USE ONLY IN COMPETITION RACING VEHICLES AS DEFINED UNDER CALIFORNIA LAW, AND IS NOT LEGAL FOR USE IN ANY OTHER MOTOR VEHICLE. California law defines a "racing vehicle" as "a competition vehicle not used on public highways." (Calif. Health & Safety Code 39048) This part may only be used on competition racing vehicles operated exclusively on a closed course in conjunction with a sanctioned racing event. Competition-only motor vehicles may not be driven to a racing event on a public highway and must be transported on a trailer or other carrier. USE OF THIS PART IN ANY OTHER VEHICLE MAY SUBJECT YOU TO FINES AND PENALTIES FOR VIOLATION OF FEDERAL AND/OR STATE LAW, WILL VOID YOUR WARRANTY FROM BURGER MOTORSPORTS, INC, AND CAN VOID YOUR VEHICLE'S WARRANTY. It is your responsibility to comply with all applicable federal and state laws relating to use of this part, and Burger Motorsports, INC hereby disclaims any liability resulting from the failure to use this part in compliance with all applicable federal and state laws.

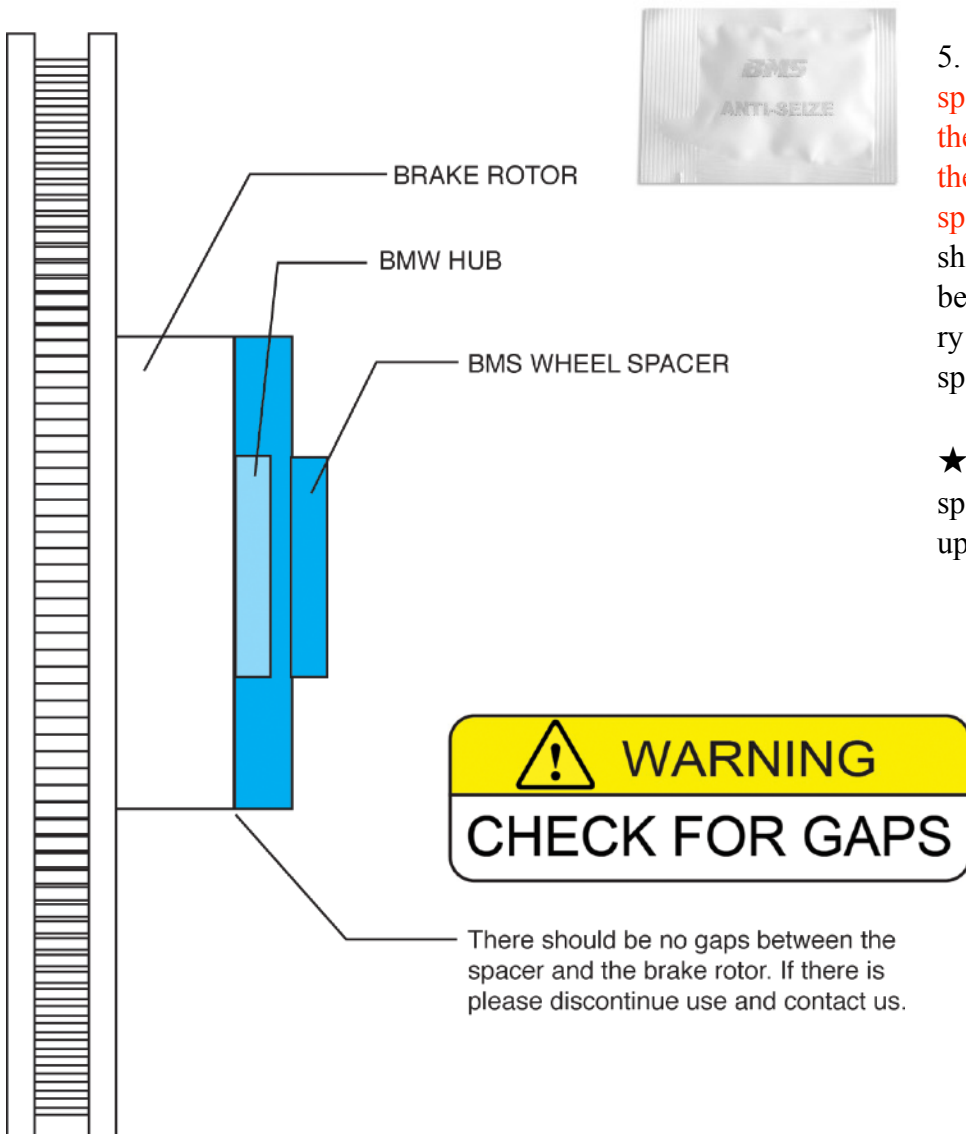


1. Set the parking brake, jack up the vehicle using a [BMS floor jack Pad adapter](#) if using a floor jack or lift.
2. Use a 17mm socket to remove the lug bolts and remove the wheel from the vehicle. The [17mm BMS protective wheel saver socket](#) is a good choice for this task.

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. You can use silicon glue and glue it to the top of the spacer lip if you want to use it. If your hub is very rusty you should clean the outside of the hub with a wire brush or sand paper to remove any 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. Don't coat the bolts or back of the spacer with anything (grease, anti-seize, etc) We supply a small packet of anti-seize for the top and sides of the factory hub and the spacer hub. This will aid in removal of the spacer. There are also pry tabs on the back of our spacers for easy removal.



5. 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. You shouldn't even be able to slide a piece of paper behind the spacer after you put it on the factory hub. This mostly only pertains to 10mm spacers.

★ F30 F31 vehicles can not use a 10mm spacer in the rear. Only the front. 12mm and up is the largest size they can use.



6. Align the holes on the wheel spacer with the bolt holes on the car. You can use a [wheel pin tool](#) to aid in the install if you have one. Now place the wheel on top of the spacer.



7. Use the correct length extended bolts that came with the spacers. Each spacer width has specific length bolts. Be sure not to mix them up if you have multiple spacer kits.

If you have a torque wrench tighten the lug bolts to 88ftlb of torque each for E chassis and 103ftlb for F chassis. Spin the wheel by hand and make sure it spins free and smoothly.

★ Check the bolt torque again after your first drive with the spacers as a precautionary measure.

