	Notes Wheelspacer
AS	You have to consider the requirements of the homologation. Homologation-requirements are available under www.eibach.com
	Common Note Wheelspacers: Our wheelspacers are produced in consideration of the original wheels. When using acessory-or specialwheels, you have to check, if these wheels comply with the necessary requirements. Expecially on cars with studs/nuts. Further we point out, that the larger the wheelsize is, the sensitively reacts the steering in relation to vibrations. (Often caused by badly balanced wheels.)
S1	When using 15mm wheelspacers there at least have to be 14 mm minimum cut-outs in the wheel to take up the original bolts (when using 20mm spacers 9 mm minimum cut-outs, when using 25mm spacers 4 mm minimum cut-outs). If this isn't the case shorter bolts must be used. (System 5, 6) Otherwise the use of the spacers is not allowed.
S2	Except for model R5 (Tdi) - because of bolt pattern 5/120
S3	Only for use on the front axle!
S4	For vehicles with (accessory) wheels without cut-outs.
S5	For vehicles with a centre stud height up to 17,5mm.
S6	Only for use on the rear axle!
S7	Only when using rims with 3,5x45° internal chamber.
S8	Caution, for some S4 models only for use on the rear axle!
S9	When using the wheelspacers you have to verify that the wheels being used have suitable cut-outs to take up the original bolts. Without these cut-outs it is not possible to use the wheels or wheelspacers! Please check as follows: Stud lengh (e.g. 25mm) minus spacer-thickness (e.g. 15mm) = 10mm exess length. So the cut out should have 11mm depth to take the original stud. Further the cut out should have minimum 22mmx22mm height/width to take the overlaping nut. ATTENTION: when using 15 mm spacers at least 7 mm deep cut-outs are needed as the nuts stand over the contact surface!
S10	For vehicles with a centre stud height up to 11mm.
S11	The centering of the wheel is only possible with the wheelbolts! Therefore, it can be necessary to do a wheel balancing on the car, to avoid possible vibrations.
S12	Due to the gradation of the wheel centre, a centering of the wheelspacer cannot be guaranteed with some models.
S13	With some models, it is only for use on the front axle as the centering of the wheel stud on the rear axle is too long. Fits up to 16mm centre bore height! From production-No# 161225 -> (Please note the printing on the spacer!) also suitable for VW UP!, Seat MII, Skoda Citigo rear axle as changed to 17mm centre bore height!
S14	With some models, it is only for use on the rear axle as the centering of the wheel stud on the front axle is too long.
S15	When using system 3/7 (50mm), the original wheel bolts can be too long. In this case, they must be changed to shorter bolts.
S16	Mazda / Nissan / Subaru have various wheel studs that are dependent on the model, axle or year they were built in. Before ordering, please check on both axles, what knurl diameter the original wheel studs have. In our kits, we include wheel studs with a knurl diameter of 14,9mm (14,3mm for Subaru). Other knurl diameter sizes need to be indicated when ordering!
S17	For vehicles with a centre stud height up to 16mm.
S19	For vehicles with sliding doors, it needs to be checked if wheelspacers of 25mm / 30mm can be installed.
S20	Not permitted for vehicles with a lightweight suspension (Type 6E, Lupo 3L Tdi, Lupo FSI)
S21	The steering angle possibly needs to be limited.
S22	In combination with spacer rings, an 18-inch wheel/rim- combination is only permitted if the wheel has been already approved by the TÜV as original equipment.
S23	Not permitted for vehicles with steel wheels!
S24	With newer models, the centre stud can be more than 54,1mm diameter. In this case, the wheelspacer cannot be used.
S25	Cannot be installed with some Turbo-models due to a changed centre stud.
S26	With some models, it can only be used on the front axle as the grease-cap of the rear axle wheel carrier can stick-out too wide. The maximum height of the centre stud including the grease-cap is 10mm!
S27	The centering of the wheel and spacer is only possible with the wheelbolts! Therefore, it can be necessary to do a wheel balancing on the car, to avoid possible vibrations.
S28	When using system 3/7, the original screws have to be changed against shorter screws. Item-No for the use with original wheels: S4-7-14-50-28-19. When using accessory wheels, please fill out the Checklist.
S29	Ist necessary to change the inner front wheel arch.
S30	The wheelcarrier has to be disassembled for changing the stud bolts.
S32	Stud bolts needn't be changed.

The original stad both must be changed carger stad boths are enclosed in the kir. At some cars (e.g. Fred Kis, Velvo) it's necessary to disassemble the wheelthing in the wheelth and the wheelth in the color of the care to a few processors of the wheelth and the stad of the care to the care to the care to the care to a few processors of the care to a few processors of the care to care to the care to		
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