

a) If possible, name the brand of wheel.

b) New bolts must be longer than the original bolts by the width of the wheel spacer used.

c) The bolt head must be identical to the existing bolt:

Taper 60° End digit 01

Round head for M12/d24 mm, for M14/d28 mm End digit 02

Round head for M12/d26 mm (e.g. OE VAG-wheels) End digit 03

Flat head for Porsche original wheels M14 x 1.5 End digit 06

d) Safety guidelines

(Minimum number of turns for wheel bolts / nuts):

M12 x 1.25 = 8.0 turns = approx. 10 mm of load bearing shaft length

M12 x 1.50 = 6.5 turns = approx. 10 mm of load bearing shaft length

M12 x 1.75 = 6.5 turns = approx. 12 mm of load bearing shaft length

M14 x 1.25 = 9.0 turns = approx. 12mm of load bearing shaft length

M14 x 1.50 = 7.5 turns = approx. 12 mm of load bearing shaft length

1/2" UNF = 8.0 turns = approx. 11 mm of load bearing shaft length

e) Please ensure that the wheel bolts do not damage any part of the brake system (ABS sensors, etc.).

Turn the wheel by hand and check clearance on the inside of the hub. The wheel should rotate freely.

(Maximum tolerance for some vehicles is only 2mm -- i.e. Rear Axle Mercedes).