

Rear Wheel Spacer Elimination

Reference: Superformance Mk III Owners Manual, third Edition

Background

If you have the rear wheel spacers, the recommendation here is that you keep them. As with any owner modification to a vehicle, it is entirely the responsibility of the owner of the car to determine the appropriateness of the modifications, to insure that the modifications are done correctly, that the modifications do not compromise the integrity and safety of the car, and that the modifications are done in a sound and safe manner.

The steel and Trigo rear wheels use a 1/2" aluminum spacer between the hub and the adapter to provide clearance for the rear brake caliper. The rear wheel lug studs are 1/2" longer to accommodate the spacer. WAW wheels do not have the spacer. The WAW1 wheels use a 1/2" longer rear adapter to clear the brakes. The WAW2 wheels use a modified rear wheel hub design to clear the brakes.

A number of dealers and owners have removed the 1/2" spacer. Typical reasons for removing the spacers include:

1. Moving the rear wheel inboard to provide clearance for wider tires.
2. Providing compatibility between the Trigo wheels and a second set of wheels that do not require the spacer.
3. Replacing the steel wheels with wheels not requiring a spacer.

Required Modifications

Machining the Trigo Wheel Hub

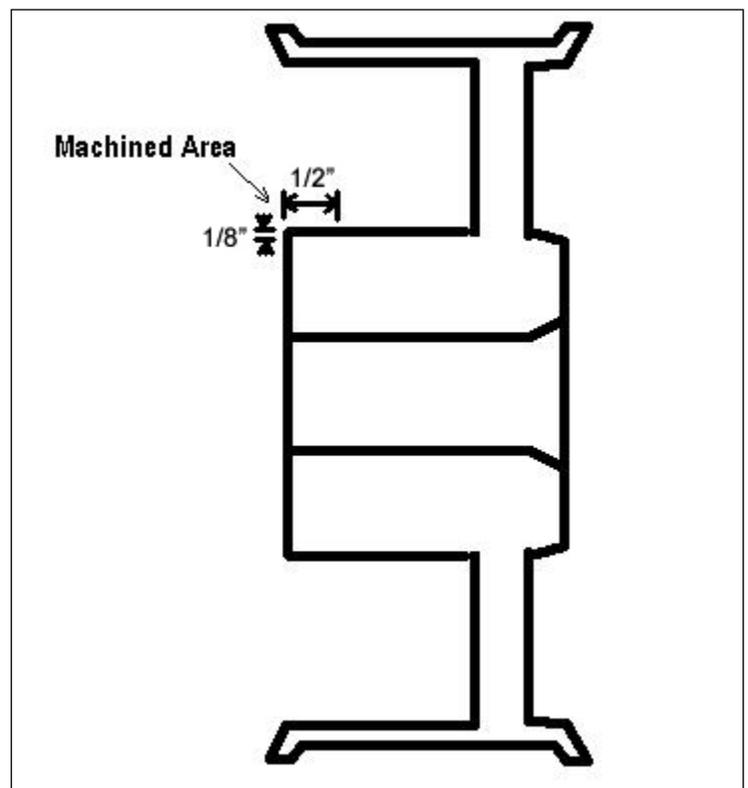
The underside of the rear brake caliper interferes with the hub of the Trigo wheel.

The interference can be relieved by turning the circumference of the wheel hub to a depth of approximately 1/8" for approximately 1/2" along the width of the hub as shown.

The wheel should be trial fitted after machining to insure that the interference has been eliminated.

Trimming the Lug Studs

When the 1/2" spacer is removed, the rear lug studs must be trimmed to prevent the drive pins from bottoming. Use the length of the front lug studs as a guide to determine how much has to be removed. Be careful not to bend or misalign the lug studs when trimming them. When trimming is completed, check the drive pin alignment using the Trigo Drive Pin Alignment Ring. See Figure 78 on Page 100 in the Owners Manual.



It should be noted that Superformance provided some drive pins with the threads extending up into the socket area to prevent bottoming. See Figure 68, Page 96. These special drive pins do not eliminate the need to trim the lug studs since the untrimmed lug stud comes up into the hex area of the drive pin.