



TheRock's-Jaguar F-Type Wheel Spacers/Adapters

As always, this is how I did it and not suggesting you do it this way or any other specific way. Do so at your own risk and in any fashion you choose to do it. This guide is simply in the spirit of offering a method that worked for me. **This is on an F-Type R AWD 5.0L S/C. Others will be similar....**

Helpful Tools/Info:

19 MM Socket, ½” Torque Wrench, Angle Grinder / Abrasive Disc, Large Screwdriver, or Clamp to hold front rotors while torquing, Floor Jack/Lift, Wire Brush/Wheel.

Parts / Supplies: Red Thread locker (Optional), 15MM Hub Centric Adapters (or whatever size you choose. I used 15 MM Motorsport Tech and they are good quality, custom made, and the 15 MM front and rear place the tires/wheel almost perfectly flush)

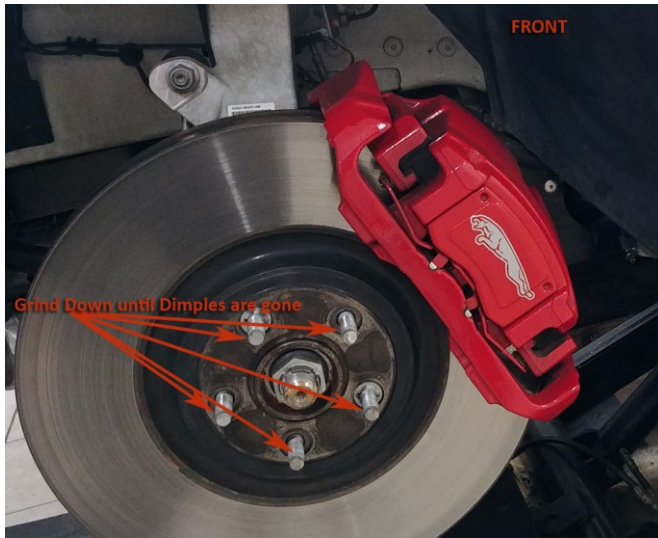
Gaining Access and Performing the Install:

1. **Loosen wheel lugs - Lift car**



2. **Remove wheels** (you can do one at a time if you do not have a lift)
Once each wheel is removed you will note that the OEM Studs have a “threadless” space at the end, with a slight dimple in the end. You will take an Angle Grinder (or whatever you choose) and grind down each lug on all wheels until the dimple is gone...this equates to ~ 2 – 3 mm and will then allow the inside cavities of your wheels to clear.

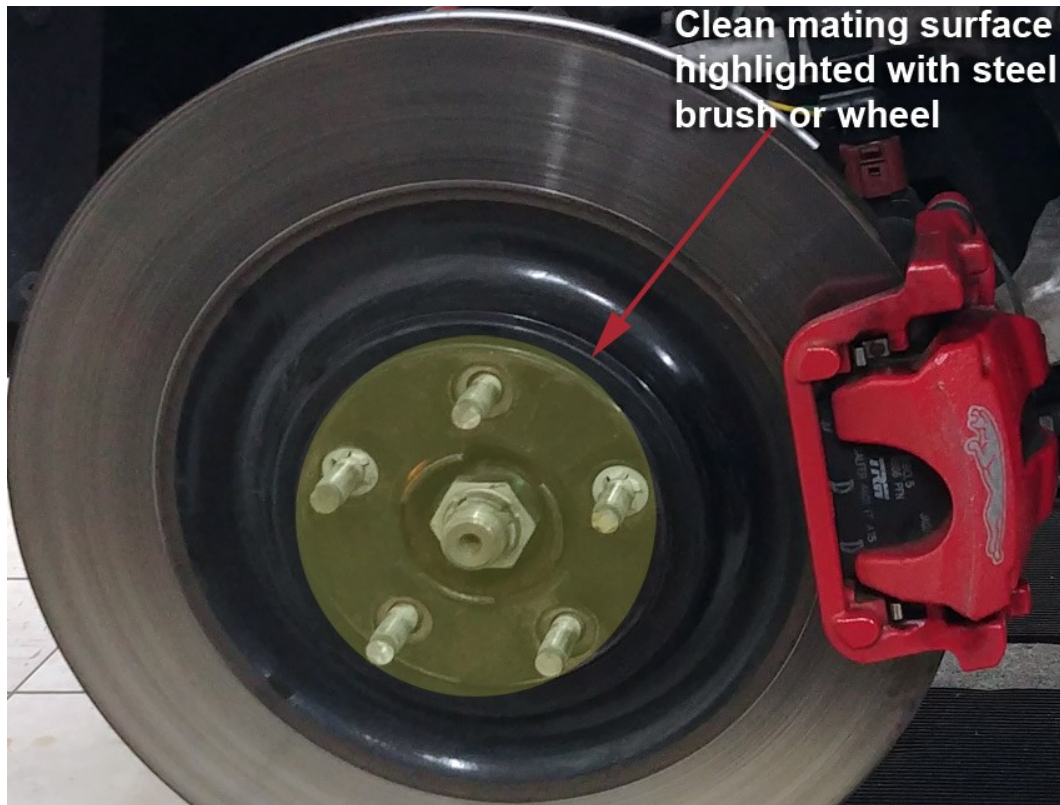
NOTE: Some wheels may have deeper cavities on the back side and may not need the studs ground. Check this prior to grinding. Also, if the spacers/adapters are larger than 15MM, you may have enough clearance in the wheel (but be careful going too large or the wheel will stick out of the openings...Or potentially rub!



This is an example of the Wheel stud grinding/cutting process and a side grinder tool:



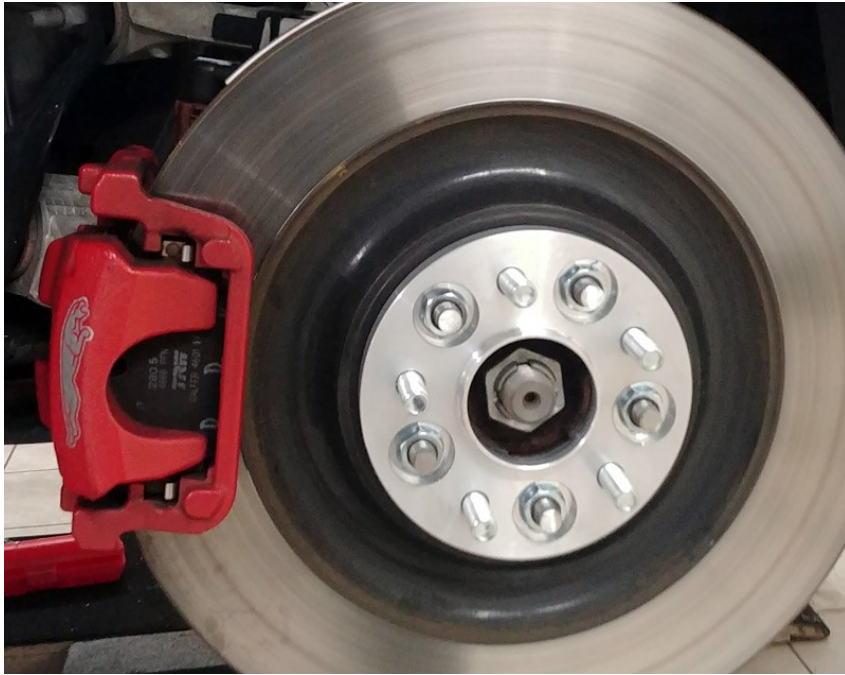
3. **Clean Wheel Hub surface** with Steel Brush or Wheel to remove any rust/debris. (or whatever method you choose):



4. **Install Wheel Spacers/Adapters and torque** them to wheel hub @ 92 lb. /ft. (125 Nm). This is where you can apply thread lock to the nuts that attach the adapter to the Wheel Hub. You can use a screwdriver in the rotor slot, or a clamp on the rotor for the fronts to keep them from spinning while torquing. The rears are held with the Park brake.



Front



Rear

5. Now you can re-install your wheels and torque them to 92 lb. /ft. (125 Nm).



Take your time, and torque everything properly...This is a fairly easy operation.

Finished Product

