**CUSTOMER INFORMATION:**

Name: __________________________
Phone: __________________________
Fax: __________________________
Email: __________________________

**FACTORY VEHICLE INFORMATION:**

Make: __________________________
Model: __________________________
Year: __________________________
Option Package: __________________________

**FRONT SUSPENSION:**

- Factory  □ Aftermarket
- □ Factory
- □ Modifications
- □ Brakes
  - Disc  □ Drum  □ Factory Brakes
  - Steel Rotors  □ Carbon-Ceramic Rotors
- □ Manufacturer
- □ Template #: __________________________

**REAR SUSPENSION:**

- Factory  □ Aftermarket
- □ Factory
- □ Modifications
- □ Brakes
  - Disc  □ Drum  □ Factory Brakes
  - Steel Rotors  □ Carbon-Ceramic Rotors
- □ Manufacturer
- □ Template #: __________________________

**FRONT WHEEL:**

- Wheel Size: __________________________
- Tire Size: __________________________
- Bolt Circle: __________________________
- Offset: __________________________
- Backspace: __________________________
- Stud Size: □ 7/16” □ 1/2”
  - 12mm x 1.5 □ 14mm x 1.5
  □ Other: __________________________
- Lug Seat: □ Ball □ Cone

**REAR WHEEL:**

- Wheel Size: __________________________
- Tire Size: __________________________
- Bolt Circle: __________________________
- Offset: __________________________
- Backspace: __________________________
- Stud Size: □ 7/16” □ 1/2”
  - 12mm x 1.5 □ 14mm x 1.5
  □ Other: __________________________
- Lug Seat: □ Ball □ Cone
Some Vehicles are equipped with a hub that has multiple tabs to center a wheel onto the hub/rotor assembly as shown on the illustration. Occasionally a drive axle and or axle nut may extend beyond the tabs. If the vehicle being measured falls into this exception fill out this section and provide a photo of the hub(s) as well.

**CENTER HUB DETAIL:**

- **A.** Mounting Surface to First Obstruction on Frame Side
- **B.** Mounting Surface to inside of Fender
- **C.** Mounting Surface to outside of Fender
- **D.** Hub Diameter
- **E.** Hub Length From Mounting Surface
- **F.** Center of hub to Highest Point of Caliper
- **G.** Center of hub to Lowest Point of Caliper
- **H.** Protrusion of caliper past mount surface
- **I.** Center of hub to first step on caliper (if any)
- **J.** Face of Caliper to Caliper Bridge (if any)
- **K.** Recessed Bolt pad Dia.
- **L.** Fender Height from Center of Hub

- **D.** Hub Diameter
- **E.** Hub Length From Mounting Surface
- **M.** Axle Length from Mounting Surface

- **Yes**
- **No**
  - If yes—measure bolt pad diameter **K**
**REAR WHEEL:**

A. Mounting Surface to First Obstruction on Frame Side  
B. Mounting Surface to inside of Fender  
C. Mounting Surface to outside of Fender  
D. Hub Diameter  
E. Hub Length From Mounting Surface  
F. Center of hub to Highest Point of Caliper  
G. Center of hub to Lowest Point of Caliper  
H. Protrusion of caliper past mount surface  
I. Center of hub to first step on caliper (if any)  
J. Face of Caliper to Caliper Bridge (if any)  
K. Recessed Bolt pad Dia.  
L. Fender Height from Center of Hub

**PARKING BRAKE:**

If the parking brake caliper dimensions exceed the main caliper dimensions it may affect wheel fitment. Please provide those dimensions as well by listing alongside the main caliper dimensions.

N. Center of hub to Highest Point of Caliper  
O. Center of hub to Lowest Point of Caliper  
P. Protrusion of caliper past mount surface  
Q. Center of hub to first step on caliper (if any)  
R. Face of Caliper to Caliper Bridge (if any)

**CENTER HUB DETAIL:**

Some Vehicles are equipped with a hub that has multiple tabs to center a wheel onto the hub/rotor assembly as shown on the illustration. Occasionally a drive axle and or axle nut may extend beyond the tabs. If the vehicle being measured falls into this exception fill out this section and provide a photo of the hub(s) as well.

D. Hub Diameter  
E. Hub Length From Mounting Surface  
M. Axle Length from Mounting Surface  
F. Hub without axle  
G. Hub with axle protrusion
**WHEEL MEASURING INFORMATION & TERMINOLOGY**

The following information can be used to gather measurements to ensure a proper fit for most applications.

### LUG NUT TORQUE SPECIFICATIONS

<table>
<thead>
<tr>
<th>Stud Size</th>
<th>Torque Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>7/16&quot;</td>
<td>70-80 ft.lbs.</td>
</tr>
<tr>
<td>1/2&quot;</td>
<td>75-85 ft.lbs.</td>
</tr>
<tr>
<td>9/16&quot;</td>
<td>100-115 ft.lbs.</td>
</tr>
<tr>
<td>5/8&quot;</td>
<td>125-135 ft.lbs.</td>
</tr>
</tbody>
</table>

### MEASURING A RIM

- **Offset**
- **Center Line**
- **Centerbore (Hub Dia.)**
- **Backspace**
- **Caliper Clearance**
- **Listed Rim Width**
- **Overall Width**

### MEASURING LUG PATTERN

- **5 Lug**
  - From back side of the top stud to the center of the second stud.

- **6 Lug**
  - From center of the top stud to center of the second stud directly across.

- **8 Lug**

### MEASURING BRAKES / CALIPERS

- **Brake Height**
  - Center of axle to top of caliper
- **Caliper Protrusion**
  - Past Mounting Surface
- **Hub Diameter**
- **Hub Length**
- **Listed Rim Width**
- **Overall Width**

### TERMINOLOGY

- **Caliper Clearance** - The amount of space available for a brake caliper, measured from the mounting surface to the backside of the wheel center.
- **Backspace** - Measured from the mounting surface of the wheel to the back edge of the rim.
- **Offset** - The distance from the hub mounting surface to the center line of the wheel measured in millimeters.
- **Centerbore** - The machined opening in the center of the wheel that allows the hub to pass through.
- **Listed Rim Width** - Measured from beadseat to beadseat.
- **Overall Width** - Measured from the outside edge to outside edge of a rim and is 1” larger than the Listed Rim Width. Example: 17x8 (listed) will have an overall width of 9”.