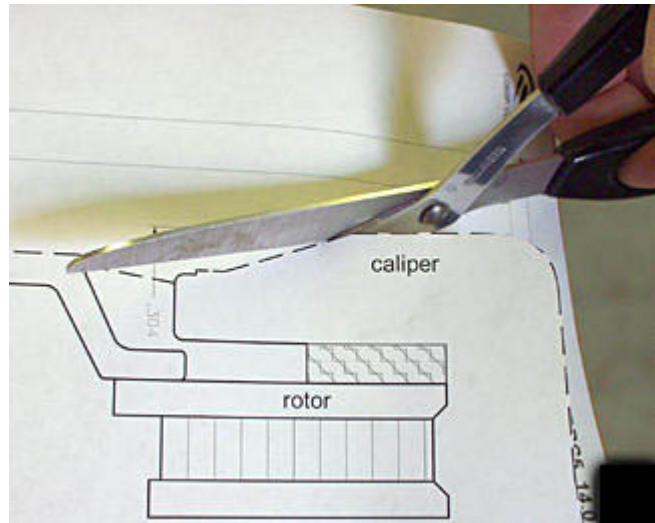


Template Instructions

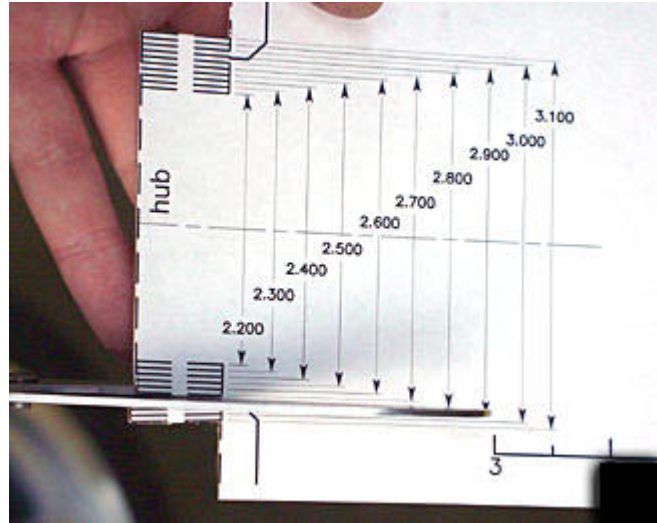
After you have printed a template, **check that the scale at the bottom right corner matches up to a ruler**. Once you have verified that the template has been printed to the proper size, glue the entire page to a piece of heavy card stock and cut around the BOLD dotted line. Leave the hub section of the template whole until you have accurately measured the inside of the wheel hub.



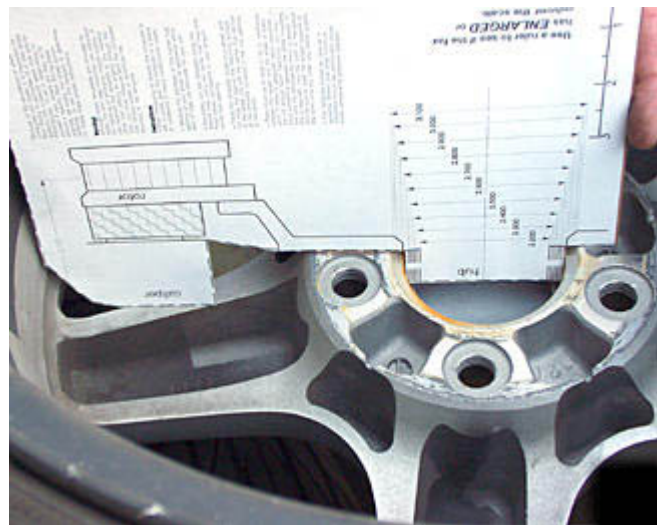
After you have cut the template along the bold dotted line, measure the inside diameter of the wheel where the hub goes inside the wheel. The wheel in this photo has a chamfer at the top of the hub hole. **DO NOT measure the outside diameter of the chamfer!** Measure the inside diameter of the hub hole only! This wheel measured $2 \frac{3}{4}$ " (from the 4" mark to the $6 \frac{3}{4}$ " mark) $2 \frac{3}{4}$ " = 2.750".



Trim the template hub area to match your hub measurements. It is **IMPORTANT** that you follow the measurement lines accurately on each side of the hub area on the template!



Once the template is trimmed, place it into the back of the wheel. The hub area of the template should fit down into the hub hole in the wheel. This "Extreme" system template fits into this wheel with one exception; the template is resting on the spoke of the wheel and not allowing the template to rest flat on the hub section of the wheel. Also note that the template is very close to hitting at the top of the wheel to the top of the caliper.



In this case the template is being 'spaced' out by using washers between the template and the wheel. The washers simulate a wheel spacer that can be used gain extra clearance from the outer side of the caliper to the wheel spokes. Baer recommends at least .100" clearance to any point in the wheel. This "Extreme" system template would work with this wheel if a ¼" wheel spacer is used.

DO NOT use wheel spacers without checking for proper stud length!

