



## BBS Hardware Information

Since BBS wheels are known for their great quality and durability, it is very common for these wheels to be in use for many years. There are also many used BBS wheels purchased through the internet, on eBay, car forums, craig's list, etc. BBS of America only sells hardware items for our "Aftermarket" wheels. BBS wheels are installed as Original Equipment from many manufacturers and some of the caps used on those wheels are only available from the car manufacturer.

BBS has thousands of wheel part numbers in our database and having the **proper** information from the wheel is VERY important to be sure you get the correct part. The style of the wheel (RS, CH, LM, RG, RZ, etc.) is one aspect of the part number, however the 3 digit code determines the actual version of the wheel. Sometimes the information can be hard to read if the wheel is dirty or it has been repainted. Also, if all 4 wheels are not the same, be sure to get the information from all of the wheels.

BBS wheels will ALWAYS have "**BBS**" somewhere on the wheel. There are many "Replica" or copies of BBS *style* wheels in the market and they are NOT BBS wheels. Also, if a wheel is branded as "ASA" it is NOT a wheel that was made by BBS and we DO NOT have any parts for ASA wheels.

Here is the type of information needed from the wheel and what it represents.



The part number and other wheel information can be found on different areas of the wheel depending on the wheel style. Here are a few examples of where the information is typically located.

**Wheels with a full cover over the lug area will usually have all of the information under the cap.**



**Most forged wheels with an exposed lug area have the information between the lug holes.**



The wheel information can be located on the inner lip of the wheel and can be hard to find until the wheel is removed from the vehicle.



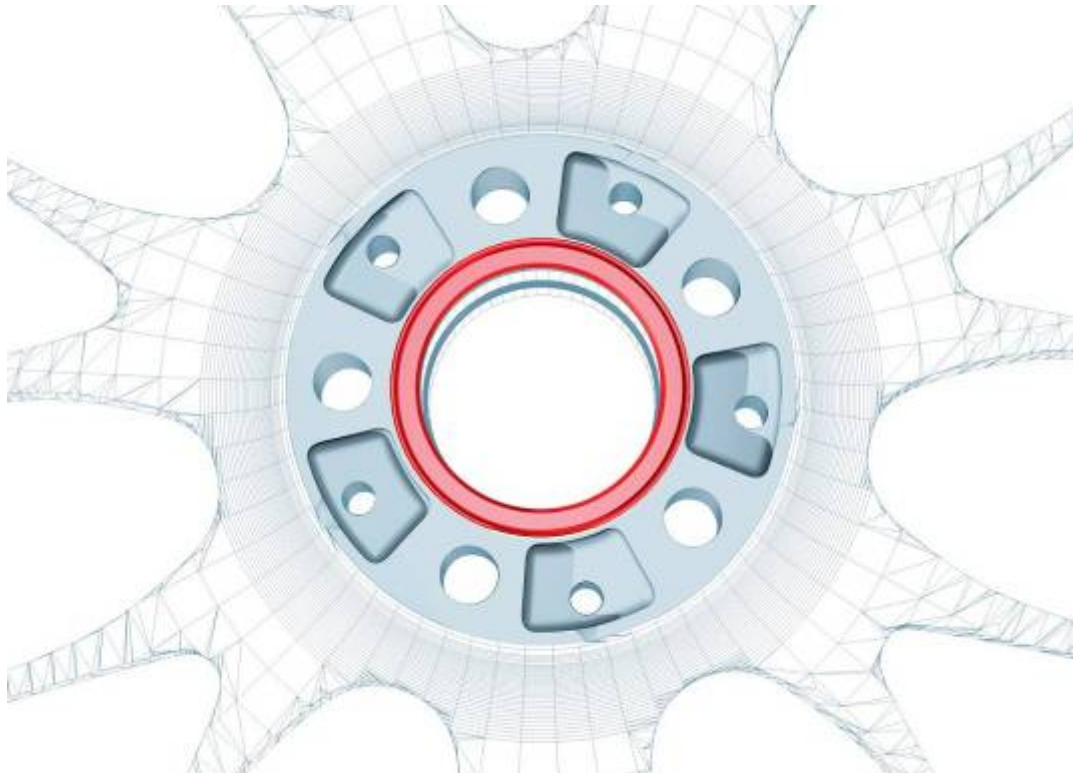
**Some wheels will have the size and part number information cast into the face of the wheel.**



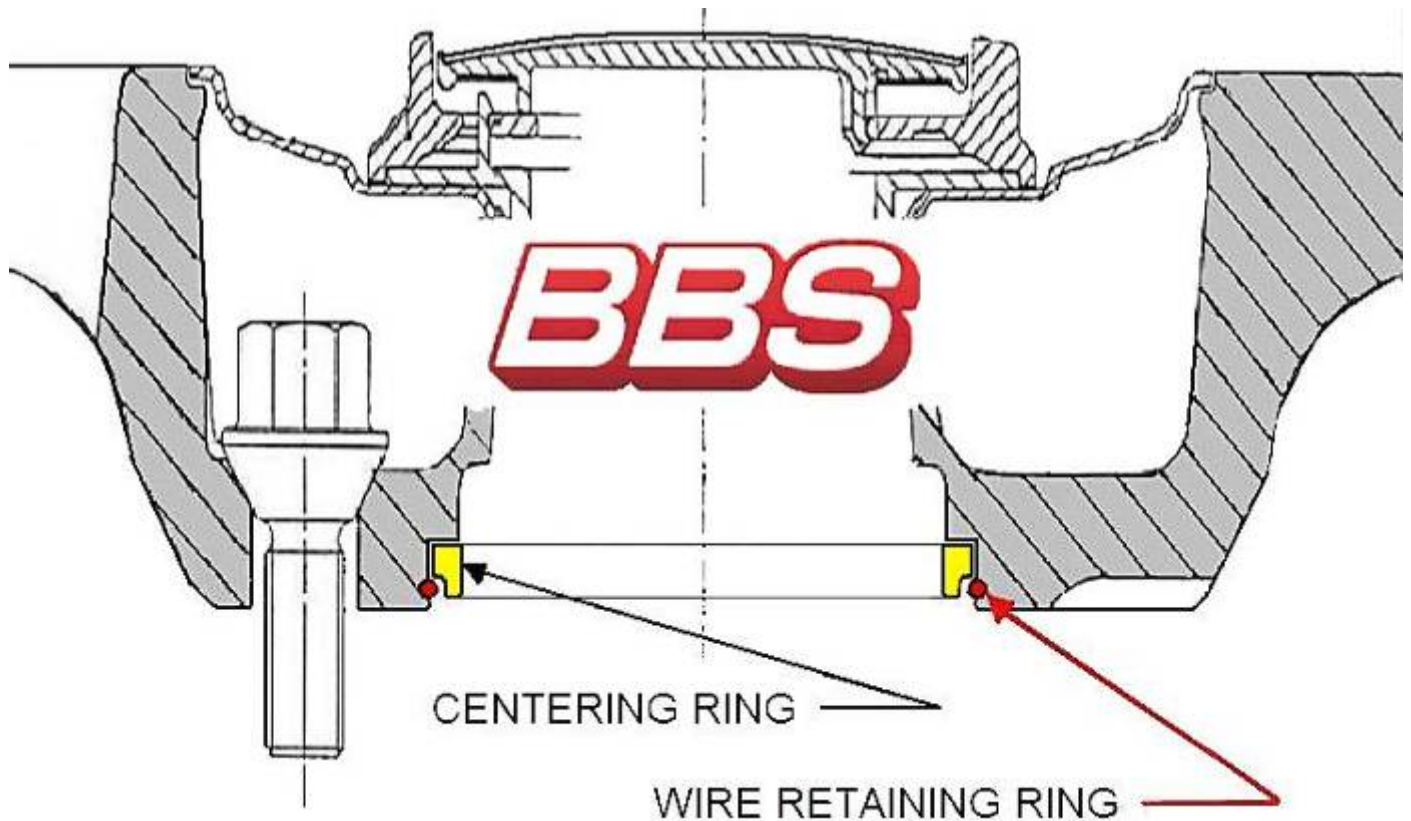
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### **BBS “PFS” Centering Ring System**

For many years BBS has been using our “Precision Fitment System” to properly fit the wheel to the center hub of a vehicle. The BBS system uses a fully machined aluminum ring that maintains the correct tolerance between the wheel and the car.

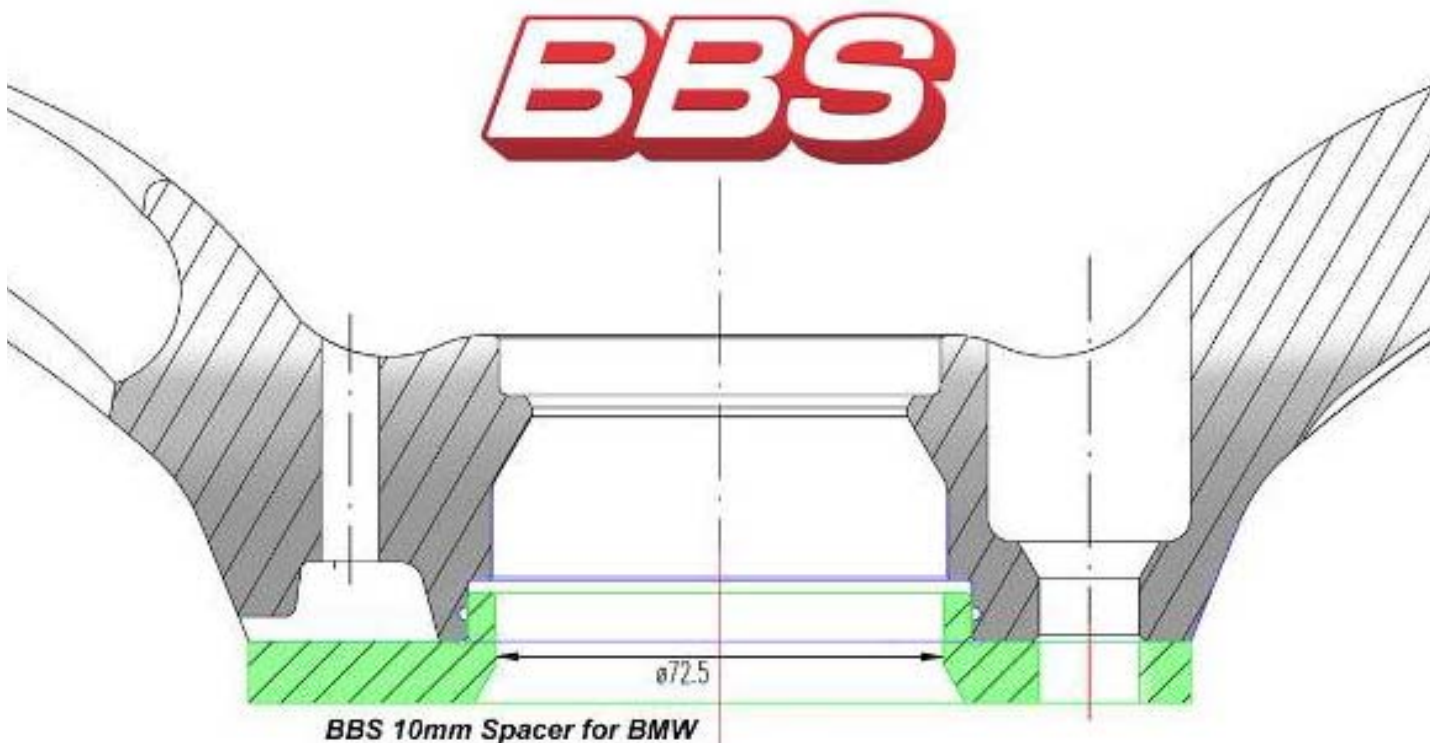


The system uses an Aluminum ring and a wire retaining clip.



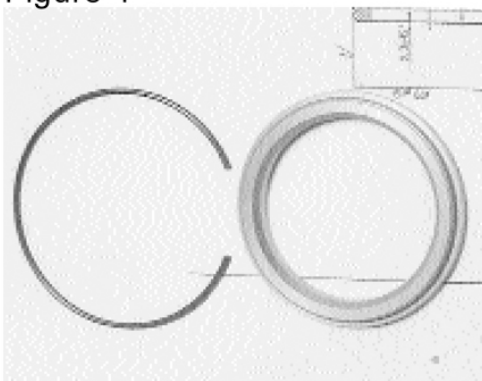
The opening in the wheel that accepts the PFS system is also used to center the spacers that we use for some Audi, BMW, Mercedes and VW applications. These are fully machined billet aluminum spacers that maintain all of the proper tolerances. Every BBS spacer kit is provided with the proper length lug bolts and all of the German applications have TUV approval.

Here is an example of how the BBS Spacers locate in the wheel.



## **BBS "PFS" Centering Ring Instructions**

Figure 1



The PFSsystem inserts, machined from billet aluminum, are stamped for easy identification. The retaining ring is tempered spring steel.

Figure 2



The center bores of PFSsystem wheel by BBS are machined to exacting tolerances to accept the insert and retaining rings.

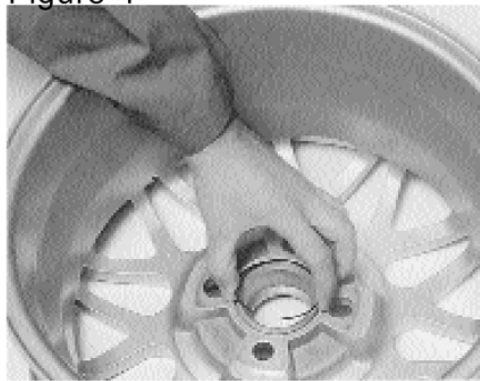
Figure 3



Select the proper size centerbore insert for your application. Place the PFS insert squarely in the center hole (with recessed area facing upward) and firmly push in until the insert is seated.

(A light tapping around the circumference of the insert may be

Figure 4



The retaining ring is then installed by compressing it slightly and placing it in the machined groove in the center hole of the wheel. It will expand into its seat.

Figure 5



When installed properly, the insert will be slightly below the wheel mounting face, and the retaining ring will seat snugly in its groove. The billet aluminum ring should not come out by pulling it out by hand.

Figure 6



If an error in insert selection is made, the retaining ring can be removed using two small screwdrivers. At an end of the ring, use one screwdriver to move the ring away from the groove and the other to move the ring up and out of the center bore. The insert can now be removed by hand.

**Images of BBS Center Nut Wrenches**



<b>Part#:</b>	<b>09.23.144</b>
<b>Description:</b>	<b>BBS Wrench</b>
<b>Remarks:</b>	<b>Fits most RD, RS and RZ wheel</b>



<b>Part#:</b>	<b>09.24.205</b>
<b>Description:</b>	<b>BBS Wrench</b>
<b>Remarks:</b>	<b>Fits RZ487, RG108, RG114, RG114 - RG116 and RG119</b>

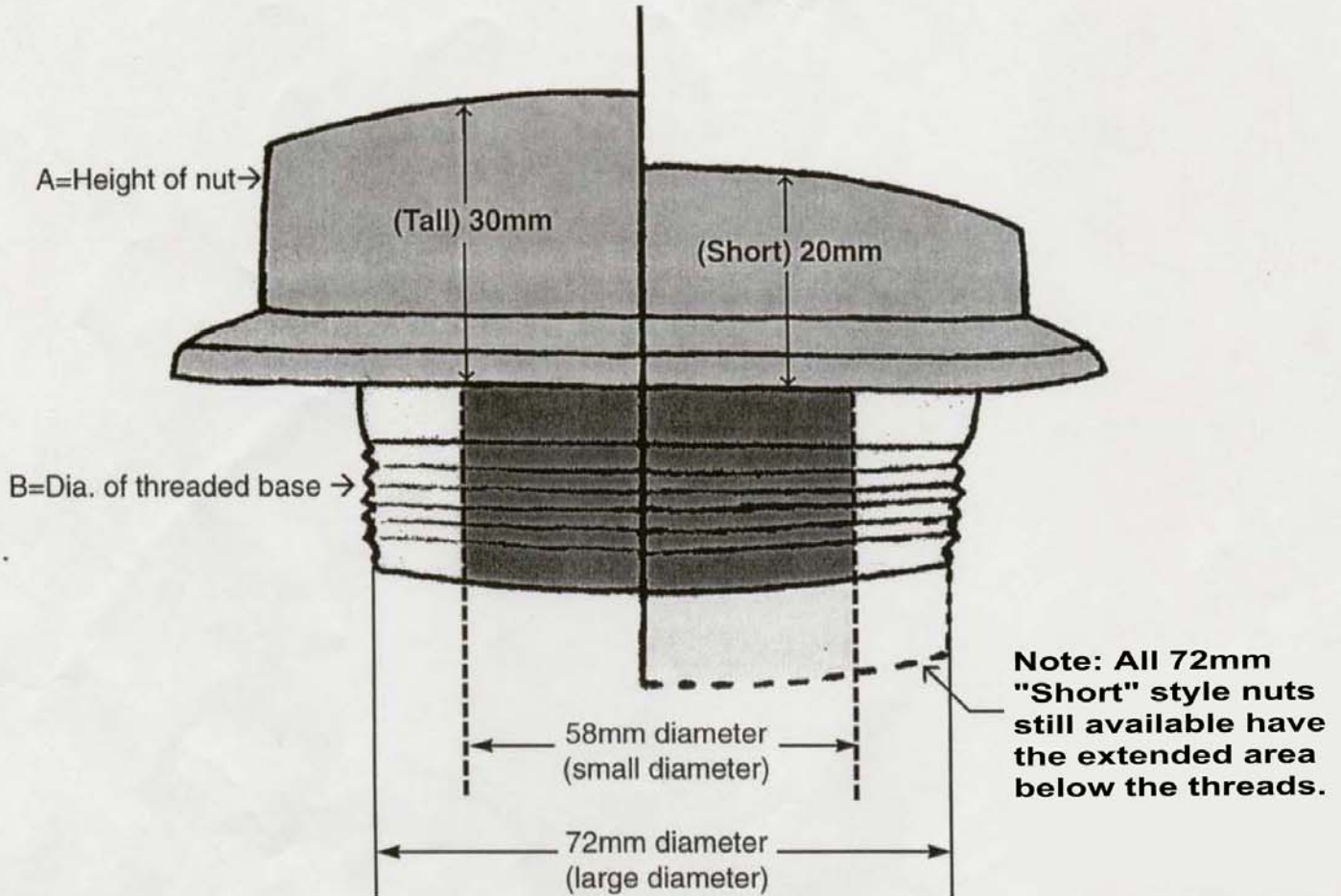


<b>Part#:</b>	<b>59.23.009</b>
<b>Description:</b>	<b>BBS Wrench</b>
<b>Remarks:</b>	<b>Fits the RSII and RC Nuts</b>



<b>Part#:</b>	<b>89.10.025</b>
<b>Description:</b>	<b>BBS Wrench</b>
<b>Remarks:</b>	<b>Fits the RSII and RC Nuts</b>

## RS/RSII/RC/RT7 6 point and 12 point Nut Assembly Descriptions



Nut Assembly Part #	"A"	"B"	Notes
09.24.001	30	58	6 pt.
09.24.002	20	58	6 pt.
09.24.003	30	72	6 pt.
09.24.004	20	72	6 pt.
09.24.386	20	72	12 pt.
09.24.439	20	58	12 pt.

**Note:** RSII, RC and RT7 wheels use 12 point short nuts. The RS Classic wheels only came with a 6 point nut and most RS Classic wheels use the tall version.

**Images of BBS Valve adapters for RSII and OEM Jag wheels**





09.15.072

Cap for RSII valve stem



09.15.072

RSII Valve Adapter

**Images of some popular BBS Valve stems**

09.15.004 (11.3mm)



09.15.036 (8mm)



09.15.063 Sleeve Cap



09.15.064 Valve and Cap



**56.15.001 (11.3mm)**

**56.15.002 (5.5mm)**



**56.15.006 (11.3mm)**

