



## Wheel Fitment Terms

1. **Wheel Diameter.** This is the diameter of the wheel. Porsche wheels vary in diameter from 15" through 18" diameter based on year and model. It is measured where the bead of the tires seat, it is *not* the overall diameter of the wheel.

2. **Wheel Width.** This is measured *inside* the outer lip of the wheel, where the bead of the tire seats. It is *not* the over-all width. The overall wheel width is generally 1 inch wider than the specified measurement. This dimension is usually in ½" increments (i.e. 7.5", 8", 8.5")

3. **Centerline of the wheel.** This is the center of the wheel in relation to the width. Or total wheel width/2. Also known as zero offset.

4. **Offset.** The distance from the centerline of the wheel to the face of the mounting surface of the wheel that contacts the hub.

4.1 **Zero Offset.** Indicates the mounting surface is at the centerline of the wheel.

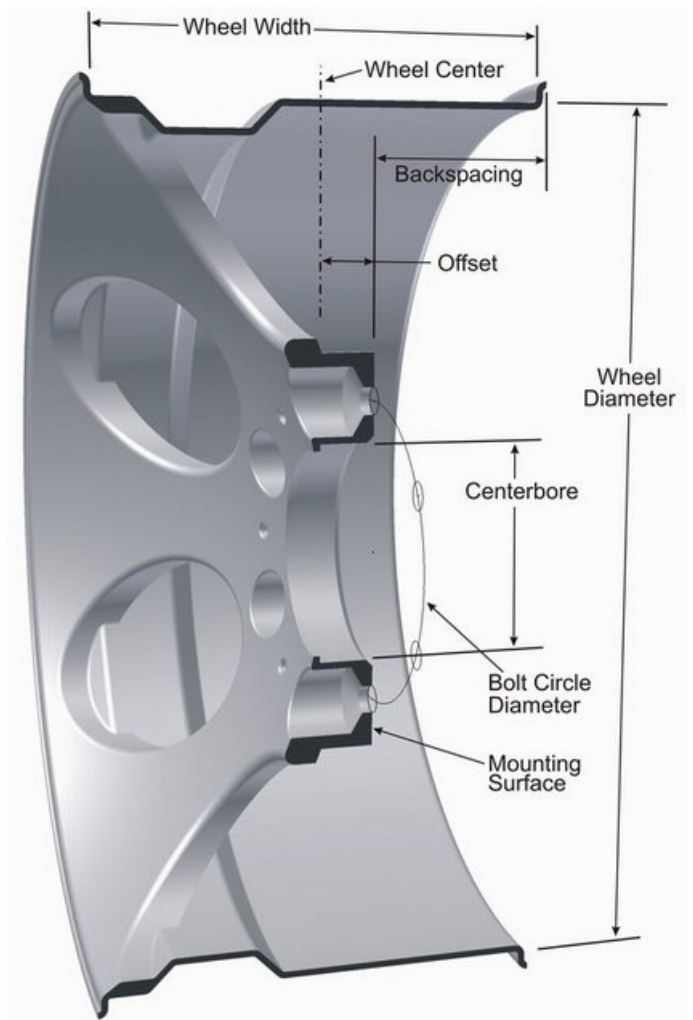
4.2. **Negative Offset.** Indicates the mounting surface is behind (or inboard) the centerline of the rim. A wheel with a negative offset has a greater distance from the centerline to the back pad toward the inside of the wheel, or a deeper wheel. As you get more negative offset your back spacing generally gets smaller.

4.3 **Positive Offset.** Indicates the mounting surface is in front of (or outboard) the centerline of the rim. A wheel with a higher positive offset has a greater distance from the centerline of the wheel to the back pad toward the outside of the wheel, i.e.: a flatter wheel or less outer lip. As you get more positive offset your back space generally gets larger.

5. **Backspacing.** The distance from the mounting surface to the outside of lip of the wheel. This measurement is closely related to offset (without actually measuring, backspacing is about equal to  $[\text{Wheel Width} / 2] + [\text{Offset}] + [\text{about } 1/2]$  ). You can measure this by putting a straight edge across the back of the wheel and then use a ruler to the back pad. What ever that measurement is will be your back space.

6. **Centerbore.** The centerbore of a wheel is the size of the machined hole on the back of the wheel that centers the wheel properly on the hub of the car. Almost every Porsche is 71.5mm.

7. **Bolt Circle.** Also known as PCD (Pattern Circle Diameter). The bolt circle represents the diameter of an imaginary circle that goes through the center of the bolt holes. All Porsche with 5-bolt pattern have used a 130mm bolt circle since 1963.





## 928 Wheel Fitment

Sometimes we are asked whether other Porsche® wheels, like those from a 911 for example, will bolt up to the 928. Actually, any 5-bolt Porsche® wheel from about 1963 will bolt up.... they all have a 5 x 130mm bolt pattern.

But the important part is the offset. The 928 is the only Porsche® made with dual "A"-arms top and bottom. A true racing pedigree. This places the spindle further outward than the other Porsches®, and because of this the right wheels for a 928 require more positive offset.

**Spacers:** Some 81-86 and 89-90 manual transmission models have factory rear spacers which may have to be removed depending on the wheel and tire choice. The GTS has spacers but they must stay on. You also can add spacers to narrow wheels to move them outward toward the fender lip.

### Recommended Wheel Widths (requires no fender mods) for the 928

Years	Models	Recommended Wheel Width
78-89	928, S, S2, S3, S4	8" or 9" front and 9", 10" or 10.5" rear
89-95	GT, GTS	8", 9" or 9.5" front and 9", 10", 10.5" or 11" rear (GTS)

### Recommended Wheel Offsets (aka: et) for the 928

Offsets will vary depending on the wheel width you select. Typical are:

**Fronts** at either a 18 x 8.5 et 53 or a 9.5 et 66 or anything in between.

**Rears** at 18 x 10 et 45 or a 18 x 10.5 et 50

### Recommended Wheel Diameters for the 928

Your 928 can wear 17", 18" or 19" wheel and tire packages equally well. There are a few items you may want to consider:

**17" wheels:** Be aware that the 17" wheel will only fit over brake rotors and calipers of a certain size, like the 928 S4/GT brakes and rotors. If your future plans include an upgrade to really big brakes, you might want to shift to 18" wheels now. Also, the availability of 17" tires is diminishing, so check to make sure you can get a tire you like in 17" before committing to the 17" wheel size.

**18" wheels:** The "sweet spot" for the 928. They look great, and both street and track tires are available in all kinds of sizes for 18" wheels. Plus: they will fit over all the brake kits we sell.

**19" wheels:** More for show than go. They do look fantastic, but I'd recommend best used on the street. At the track, they are heavier than an 18" wheel/tire package, with no increase in sidewall stiffness or any other benefit. Tires for the 19" wheel are also more expensive.