



1. **Introduction:**

A. Proud Owner:

. You are now the proud owner of a Bro-Tek Wheel Spacers. These Wheel Spacers are made for your tractor rear axle. With proper care, the spacers should outlast your original tractor & be ready for your next one. Please read these instructions, before installing the Wheel Spacers. The Wheel Spacers have been designed for easy installation on your tractor. Wheel Spacers are a bolt-on item. Unit will be shipped complete in a box, all hardware included.

B. Feedback:

. We would love any feedback that you could give us (Positive/Negative), to improve our product line. Please email us your comments/pictures too: bro-tek@hotmail.com or you can reach us at www.bro-tek.com

2. **Safety Precautions:** **Important Safety**

- A. Park on a firm level area.
- B. Stop engine, set brake, remove key and wait for all moving parts to stop before servicing, adjusting or unplugging.
- C. Block up before working beneath unit.
- D. Set park brake on the machine.

3. **Tools/torque/Parts required:**

- A. Socket 21mm, 24mm, 3/4", 7/8" & 15/16"
- B. Torque wrench (150 Lb-Ft).
- C. Floor Jack & Jack stands (proper rating).
- D. Loctite, Medium Strength Thread locker (Blue)

4. Assembly Instructions:

A. Once you have followed the safety precautions & have removed the Wheel Spacers from its packaging, please take notes of all the parts (see main photo on first page) & follow the assembly instruction.

B. Free up work place of all disturbances & clutter. Take your time installing it (This can be easily be done by one person in 20 to 25 minutes).

C. Before lifting, with the jack, the tractor, break lose the nuts on the rear wheels, this will help out.

D. If you have the backhoe on, save yourself some time & use the stabilizer of the backhoe to lift the rear. For those without a backhoe, jack up & place the jack stand on the tractor.

⚠ Jack stands must be stable/secure place on the tractor/ground.

E. It's now the time to remove the tire.

⚠ **Caution** if you have loaded tires and haven't taken them off before then beware, they can be **VERY heavy**. Make sure that the jack stands are stable before removing the wheel.

F. The factory axle lug Nut are the same tread type (M16x1.5) but not the same cone spacer as the supplied gold Nut, which are cone/taper to be used inside the spacer. (Make sure to also reuse OEM nuts on the wheel & not into/inside the spacer)

Now is a good time to test fit the spacer to the Axle & then to the wheel rim. The spacer should make full contact to the axle. It's much easier to sort any problems without having anything bolted down. If everything looks good it's time to start the install.

G. To install the spacers, you will need a long bar to hold the axle from turning (leave in gear & hand brake on), add (Blue) Thread locker to the Studs. (Get your 11/16 "socket) and use the supplied gold taper nut, with the taper toward the inside.

⚠ Please take the time to make the install in a 3 steps.

First hand tighten the bolts; Second torque the bolts to half the torque in a crisscross pattern & Finally torque the bolt to their final value of 140 ft. lbs for the rears wheels.

H. Get your Tire/Rim & add Loctite to the 8 studs on the spacer. You will need to use the supplied nuts (M16x1.5, pay attention on flipping the nut with the taper side sticking out) & lock washer that came with the kit to install on the rim/wheel. Torque the nuts to 140 ft. lbs for the rear wheels in the same 3 steps as above.

⚠ This time the flat end of the nut must make contact with the lockwasher/washer/rim. The Gold nut Taper end will stick out. See pic.



We have found that having a metal shovel and rolling the tire onto it, makes the job of lining up everything must easier. One can slide/kick the tire around, pry & lever the tire into place, it help on a cement floor. Below setup/pallet Jack/strap tire to it... is even better...



I. Check clearances around the Wheel, no point of contact should be noticed.

J. Check everything out for clearances & binding. Recheck nuts & bolts after the first 20 minutes travel & at your regular oil change.

Our recommendations would be to make witness marks after installed, using a paint pen on the back side of the axle lug bolts & also on the studs /lug nut of the wheel side. Make for an easy inspection of the tractor.



5. **Congratulations:**

You have successfully installed your Bro-Tek Wheel Spacers. I hope this was a pleasant experience & that you would recommend this product to all of your tractor friends. The Wheel Spacers can remain on the tractor, for all the preventative maintenances & the every day use.

6. **Thank you:**

We would like to thank you for supporting us & hope to do future business with you with our new upcoming line of products.