



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 Kubota tractor. Wheel Spacers are a bolt-on item. Unit will be shipped complete in a box, all hardware included. Designed to be very easy to install.

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.

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. Pry-bar or round pipe.
- A. 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 being done by one person in 20 to 25 minutes).

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

D. If you have the backhoe on, you can 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 has 8 lug bolt per axle with the 5/8 cone shape Nut. Our spacer has M16 which has the supplied nuts on the spacers,

which has the taper/cone seat, these gold nut must only be used to mount the Wheel to the Spacer.

⚠ Use the OEM lug nut to mount the Spacer to the Axle. Not the Gold Nut!


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, the rim hole may have to be file a very small amount to clear the spacer lug. It's much easier to sort any problems without having anything bolted down. If everything looks good it's time to start the install.

⚠ do not mix the two types of nuts. You should now have the factory nuts (bigger) & golden Taper nuts from the Spacer.
Reuse the factory lock washer if applicable in Step "H" to install the rim



G. To install the spacers, you will need a long bar to hold the axle from turning (leave in gear & hand brakes on), add Thread locker to the Studs. Get your socket for the OEM lug nut & make sure to use the original OEM Lug Nuts which must have cone shape toward the spacers.

 (cone seat)


 Please take the time to make the install in 3 steps. (24mm Socket) First hand tightens 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 rear's wheels.

H. Get your Tire/Rim & add Loctite to the 8 studs on the spacer. You will need to use the new gold nuts to install the rim/wheel. Torque the nuts to 140 ft. lbs for the rear wheels in the same 3 steps as above.

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 the tire around, pry & lever the tire into place.

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 2 hours of travel & at your regular oil change.

 A **low speed** test drive on a bumpy terrain with steering fully rotated should reveal any problem area. Make sure to **correct the problem before any other driving.**

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 stud's /lug nut of the wheel side. Make for an easy inspection of the tractor.



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

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 & everyday 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.